

Chapter 4

Responses to Federal Requirements

4. RESPONSES TO FEDERAL REQUIREMENTS

The *Transportation Equity Act for the 21st Century (TEA-21)*, the *Clean Air Act Amendments of 1990 (CAAA)*, the *Americans with Disabilities Act (ADA)*, and Title VI of the *Civil Rights Act of 1964*, all include requirements regarding the metropolitan transportation planning and programming process. This chapter provides an overview of the northeastern Illinois transportation community's response to these requirements. The successor legislation to *TEA-21*, the *Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU)* was signed into law in August 2005. The resultant notice of proposed rulemaking (NPRM) on metropolitan transportation planning was released in June 2006 and is currently available for comment. It is anticipated that the region's *2030 RTP* will be *SAFETEA-LU* compliant by mid-2007.

Section 134 of Title 23 of the United States Code defines the metropolitan transportation planning process. It describes the requirements for a continuing, cooperative and comprehensive process for developing transportation plans and programs in metropolitan areas. As the region's metropolitan planning organization, the Chicago Area Transportation Study Policy Committee carries out the planning provisions of federal transportation related legislation in northeastern Illinois. Northeastern Illinois' transportation planning and programming process constantly evolves in response to modifications in legislative requirements (both federal and state) and the needs of process participants.

In 2005, the Illinois Legislature established the Regional Planning Board, now known as the Chicago Metropolitan Agency for Planning (CMAP). The statute establishing CMAP states that its purpose is "to plan for the most effective public and private investments in the northeastern Illinois region and to better integrate plans for land use and transportation." The functions of CATS and NIPC are merged in CMAP.

A. Responses to *SAFETEA-LU*

1. Background

SAFETEA-LU authorizes funds for construction of highways, highway safety programs, and mass transit programs for five years (FY 05-09). The CATS Policy Committee's *SAFETEA-LU* subcommittee is currently reviewing the notice of proposed rulemaking (NPRM) on metropolitan planning that was issued in June 2006. Comments on the NPRM are due by September. The NPRM is an attempt to make the planning regulations consistent with current statutory requirements. The existing rules have not been revised or amended since issuance in 1993, but MPO staff has worked with USDOT to assure that statutory requirements are met. The northeastern Illinois transportation community will ensure that all *SAFETEA-LU* requirements are met.

2. Section 134 Planning Process

a. Certification

Under the provisions of *SAFETEA-LU*, the U.S. Secretary of Transportation must certify that each MPO is carrying out its responsibilities under applicable provisions of federal law at least every four years. The MPO is also directed to continue the annual self-certification required in previous federal surface transportation bills. On January 25, 2006 the U.S. Department of Transportation (USDOT) certified the transportation planning process for northeastern Illinois. CATS self-certified on January 12, 2006.

b. Planning Area Boundary

The metropolitan planning area (MPA) boundary must reflect the air quality non-attainment area and/or the contiguous area expected to become urbanized within the 20-year forecast period. The region's *2030 Regional Transportation Plan (RTP)* and the *Transportation Improvement Program (TIP)* fully cover the MPA. The planning area includes all of Cook, DuPage, Kane, Kendall, Lake, McHenry and Will counties and, in Grundy County, the township of Aux Sable. The MPA boundary was revised in 2005.

c. Annual Listing of Obligated Projects

TEA-21 required publication of an annual listing of projects for which federal funds have been obligated in the preceding year. These listings are available from CATS. *SAFETEA-LU* continues this requirement and adds a requirement for including pedestrian walkways and bicycle transportation facilities.

d. Intelligent Transportation Systems (ITS)

Northeastern Illinois continues development of the region's intelligent transportation system to improve management and information capabilities. The ultimate goal of the ITS is to improve system efficiency and to address safety and security issues.

The FHWA rule and FTA policy on ITS Architecture and Standards were issued on January 8, 2001 and require that ITS projects funded by the highway trust fund and the mass transit account conform to the national ITS architecture, as well as to USDOT adopted ITS standards. Requirements include:

- Regions currently implementing ITS projects must have a regional ITS architecture in place in by April 8, 2005.
- ITS projects funded by the highway trust fund and the mass transit account shall be based on a systems engineering analysis.

- Systems engineering analysis shall identify portions of the regional ITS architecture being implemented, and shall include identification of participating agencies roles and responsibilities.
- Major ITS projects should move forward based on a project level architecture that clearly reflects consistency with the regional and national ITS architecture.
- Projects must use USDOT adopted ITS standards as appropriate.
- Compliance with the regional ITS architecture will be in accordance with USDOT oversight and Federal-aid procedures, similar to non-ITS projects.

The *Northeastern Illinois ITS Architecture* was adopted by the CATS Policy Committee in June of 2003. The regional architecture was jointly developed by CATS and IDOT and all regional stakeholders through the CATS Advanced Technology Task Force (ATTF). The regional architecture followed the systems engineering approach and was found to be consistent with the national architecture by CATS with concurrence in this finding by USDOT. The architecture includes extensive outreach to regional transportation agencies, neighboring states and county and local governments. An architecture maintenance process has been developed and approved by the CATS Policy Committee. The MPO will soon begin its first maintenance update to the regional architecture, which is expected to be completed by June 30, 2007. This update will expand the regional architecture to include Kendall County, Illinois and will upgrade it to include all elements added to the National ITS Architecture subsequent to the development of the current regional architecture.

The *Northeastern Illinois ITS Deployment Plan Update* was adopted by the CATS Policy Committee in January of 2006. The ITS Plan is an update to the *Strategic Early Deployment Plan for ITS in Northeastern Illinois* which was adopted by the CATS Policy Committee in June of 1999. The ITS Plan identifies the state of the existing intelligent transportation system deployments in northeastern Illinois, ties ITS projects to the regional ITS architecture as part of a 15 year vision, and identifies an ITS program that will be required to attain that vision. All documentation is available on the catsmpo.com web site.

e. Project Programming

According to *SAFETEA-LU*, the *TIP* must cover a minimum of four years. It must also be financially constrained, prioritized and include non-federally funded regionally significant projects for information purposes. That is, programmed projects must be consistent with the level of funding expected to be available in each year. This northeastern Illinois *TIP* includes six years of programmed projects and is and always has been financially constrained. Chapter 3 details the fiscal plan.

Prioritization of projects is reflected in the project listings. Projects designated as Multi-Year: B list (MYB) projects are included in the listings. These projects are

not part of the financially constrained *TIP* and are listed for information purposes only. The projects in the *TIP* are funded through many local, regional and federal sources detailed in Chapter 2. Additional non-federally funded projects are included for information and air quality analysis purposes and are listed in Appendix 4.

The programming of local STP funds is accomplished through the city of Chicago and the eleven suburban Councils of Mayors. With the MPA expansion in 2005 the Kane Council of Mayors was expanded to form the Kane/Kendall Council of Mayors. The Kendall County municipalities of Lisbon, Millington and Newark do not program STP funds and the Village of Plano and part of the Village of Sandwich, while also in the MPA, continue to program STP funds through IDOT, as does Kendall County. The population of each of the suburban Councils of Mayors exceeds 200,000. Through the MPO process, an agreement distributing local STP funds between the city of Chicago and the suburban Councils of Mayors has been developed. The agreement was originally developed as a response to *ISTEA*, and the passage of *TEA-21* necessitated a re-negotiation of the agreement. The current agreement was reviewed and approved by the CATS Policy Committee in December 1999 and is included in Appendix 6. The re-negotiation triggered by the passage of *SAFETEA-LU* is pending. STP funds are also programmed by Kane, Lake, McHenry and Will counties. The method of allocating these funds is included in Appendix 6.

The MPO ensures that the programming of local STP funds accomplishes the highest priority projects. These funds are subject to MPO oversight and approval as part of the region's *TIP* development process. Additionally, the councils endorse and utilize a process commonly referred to as "advanced funding". This process effectively shifts funds among the suburban councils and the city of Chicago, allowing for the implementation of projects beyond a council's individual annual STP programming mark. Advanced funding ensures the availability of funds for projects of the highest priority to the region.

f. Public Participation

Since the Policy Committee approved an updated *Public Involvement Plan* (PIP) in March 2004, CATS has utilized a variety of methods to achieve greater public involvement. Among these are greater use of all types of media to explain the planning process, face-to-face meetings with citizens' groups, and easy-to-understand publications that are distributed via the mail and over the Internet. The underlying premise of the public involvement process is that more citizens will participate in the planning process if they understand the factors that influence transportation decisions.

Federal legislation and the metropolitan transportation planning regulations require MPOs to establish an enhanced public participation process. *TEA-21* continued the mandate for strong public participation initiated in *ISTEA*. Citizen interest in transportation planning has continued to grow as CATS has taken

actions to increase public awareness of the transportation decision-making process. Requests for staff to participate in conferences and workshops sponsored by local organizations have increased. *SAFETEA-LU* requires the establishment of a Public Participation Process (PPP).

As discussed earlier, CMAP, the Chicago Metropolitan Agency for Planning, was created in 2005 by the Regional Planning Act, passed unanimously by the Illinois General Assembly and signed into law by Governor Blagojevich with widespread support from the region's mayors. With a mission to integrate planning for transportation and land use, the CMAP staff was the result of merging the staffs of CATS and NIPC. While the CATS Policy Committee will remain the MPO, CMAP will assume significant responsibilities for public participation. Its authorizing legislation called for the organization to "create a standing Citizens' Advisory Committee to provide continuous and balanced public representation in the development of regional plans and policies." In early 2006, CMAP invited residents across the region to apply for membership on that committee and ultimately named 33 members in July 2006. The citizens' committee will provide input to the CMAP Board on plans and policies of the new agency.

The CATS website, www.catsmpo.com, includes a wide variety of information about CATS, its planning partners, MPO activities and opportunities for citizens to learn and participate in transportation decisions. Meetings of all CATS committees and task forces, as well as notes from past meetings are regularly posted on the site. The website also includes links to many other transportation resources. The *RTP* and the *TIP* are accessible through the site, which has also been used extensively to keep the public informed about the *RTP* and other programs that are associated with the MPO planning process.

Additionally, all implementing agencies have citizen participation mechanisms that allow public input throughout the transportation planning process; these continuing efforts are summarized in the 2004 *Public Involvement Plan*.

g. Management Systems

ISTEA introduced a requirement for six management systems: highway pavement; bridges; highway safety; traffic congestion; public transportation facilities and equipment; and intermodal transportation facilities and systems. The National Highway System Designation Act of 1995 changed the nature of the six management systems from mandatory to voluntary, with the exception of the Congestion Management System (CMS) in areas of air quality non-attainment. The northeastern Illinois region is identified as an ozone non-attainment area and the CMS remains mandatory.

The northeastern Illinois Congestion Management System grew out of the Operation GreenLight program, which was initiated in the late 1980s as part of the *2010 Transportation System Development Plan*. The CMS was approved by the Policy Committee in October 1997 and has been operational since that time.

The northeastern Illinois CMS is a process involving a number of connected activities, rather than an isolated system. The *2002 CMS Status Report* states that congestion management has been mainstreamed into the regional planning and project development processes as a result of nearly a decade and a half of program development. The goals initiated with Operation GreenLight and supported by *ISTEA* and *TEA-21* have been achieved through extensive coordination and planning by regional transportation agencies.

In August of 2002 the FHWA held a quality improvement team meeting for Congestion Management Systems in Illinois. During that session, FHWA staff confirmed that the combined approach of the MPO and project implementers was meeting the goals of the CMS. The northeastern Illinois CMS was identified as an example that other metropolitan areas in Illinois could follow. The *2006 CMS Status Report* was approved by the CATS Work Program Committee in July 2006. Federal guidance and rule making on the Congestion Management Process in SAFETEA-LU is anticipated in early 2007. The *2002 CMS Status Report* and the *1998 Congestion Mitigation Handbook* are available from the catsmpo.com web site.

h. Environmental Justice

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, was issued in February 1994. Environmental justice addresses questions of distributive fairness in public decisions. General guidelines for evaluating environmental justice in regional transportation planning suggest the inclusion of three general provisions.

- a regional profile identifying the locations of minority populations and low income populations
- an analytical process for assessing regional benefits and burdens for different socioeconomic groups
- an aggressive process for engaging minority and/or low-income populations in transportation decision-making.

The *FY 2007-2012 TIP* is consistent with the *2030 RTP*. Race/ethnicity and income stratification were employed in all RTP evaluations of transportation mobility and accessibility. Details of the method and results are found in the *2030 RTP* and in the *Conformity Analysis Documentation, Appendix A*. *Shared Path 2030* assessed social equity in transportation in terms of the mobility and accessibility benefits accruing to concentrations of low-income and minority residents. Travel demand estimation results are available in the *Conformity Analysis Documentation, Appendix A*.

B. Responses to the *Clean Air Act Amendments of 1990*

1. Background

The *1977 Clean Air Act Amendments* addressed the fact that mobile sources contribute to air pollution. However, the 1977 amendments' mandated technological changes, geared both at industrial sources and the automotive industry, did not achieve the desired results; most major metropolitan areas failed to meet the legislated clean air goals by the 1987 deadline.

In response to this, the *Clean Air Act Amendments of 1990 (CAAA)* mandated specific steps that non-attainment areas must take to achieve these air quality standards. The *CAAA* built on previous legislation but incorporated more stringent requirements for states to attain the National Ambient Air Quality Standards (NAAQS). The USEPA classified each region that did not meet one or more NAAQS as non-attainment areas according to the pollutants for which the NAAQS were not met. In addition, USEPA identified categories that ranged from marginal to extreme depending on the area's air quality. Each category for each pollutant carries with it a required attainment date and specific emission reduction programs that affected states must implement.

The USEPA classified northeastern Illinois as a severe non-attainment area for the one-hour ozone NAAQS in 1992. In April 2004, the USEPA classified the Chicago area as a moderate nonattainment area for the 8-hour ozone NAAQS. In addition, the Chicago-Gary-Lake County, IL-IN region was designated as nonattainment for the annual fine particulate matter (PM_{2.5}) NAAQS in January 2005.

The transportation conformity provisions of the *CAAA* require that CATS, as the MPO for northeastern Illinois, make a determination that the region's transportation plan, program and projects conform to applicable SIPs and that emissions, taken as a whole from the plan, program and projects will not negatively impact the region's ability to meet the NAAQS deadlines. Conformity to a SIP means that the region's transportation plan and program: 1) will not cause any new violations of the NAAQS; 2) will not cause any worsening of existing violations; and 3) will not delay efforts to attain the NAAQS in a timely manner.

2. Conformity

The *2030 RTP and the FY 2004-2009 TIP* were shown to conform to the 1-hour ozone SIP in the *Conformity Analysis Documentation* in October 2003. The USEPA and USDOT found the analysis to meet the criteria of the federal conformity rule on October 15, 2003 and October 20, 2003 respectively.

To demonstrate conformity for the 8-hour ozone standard before there is an approved SIP or adequate budgets, the region must satisfy the 1-hour budget

test for the analysis years, including the attainment year of 2010. The CATS Policy Committee made a conformity determination including the 8-hour ozone standard on March 10, 2005. It was approved by USDOT on April 29, 2005. On June 9, 2005, the CATS Policy Committee made a conformity determination for the *2030 RTP* and *FY 2005 – 2009 TIP*. This determination was approved by USDOT on July 11, 2005

Since a SIP budget has not been developed for the annual PM_{2.5} standard, the CATS Policy Committee made a conformity determination using a baseline test, as described in the federal regulations (40 CFR 93.109(i)(2) and 40 CFR 93.119(e)(2)). The Policy Committee made this determination on October 13, 2005. This determination was combined with a conformity determination for the portion of northwest Indiana that is part of the non-attainment area. The USDOT approved the combined conformity determination on February 15, 2006.

The conformity analysis conducted by CMAP as the staff of the MPO resulted in the conclusion that the *2030 RTP* (as updated) and the proposed *FY 2007-2012 TIP* meet all applicable requirements for conformity. The *Conformity Analysis Documentation* is available from CMAP.

3. Regional Responses to the CAAA90

The northeastern Illinois region expanded its planning process and committee structure to comply with the mandates of the CAAA. Expanding the committee structure provided more opportunity for representation of the general public and interest groups in the planning process. Upon completion of the *2020 RTP*, this committee structure was again reviewed and modified as appropriate. It is anticipated that the committee and task force structure will be revised in 2006 to take into account the creation of CMAP as well as the provisions of *SAFETEA-LU*.

The northeastern Illinois area has a history of promoting transit and providing an efficient transportation system for the movement of people and goods. With the availability of funding through the CMAQ program, the region has targeted millions of dollars in funding for these types of projects.

Several task forces provide input on CAAA implementation including the Air Quality and Transportation Management Task Force, the Bicycle and Pedestrian Task Force and the Advanced Technology Task Force. Their input identifies practices, policies and transportation projects that will help this region attain the goals of the Clean Air Act legislation.

4. Implementers' Responses to the CAAA

The region's implementers also are employing many measures that help attain CAAA goals. They are summarized below.

a. Chicago Transit Authority (CTA)

CTA's current five-year capital program includes various projects that directly and indirectly contribute to improved air quality. These include projects initially funded through the CMAQ program enhancing the bus system through introduction of express service on major arterial streets, a summer shuttle connecting various cultural attractions, and operation and marketing of expanded service in the dense north and south lakefront corridors.

In addition, CTA has undertaken major reinvestment in several rail lines. Renewal of the Blue Line Douglas Branch was recently completed, eliminating slow speed zones caused by the Line's previous deteriorated condition. In addition to travel time improvements, new stations provide a more pleasant customer atmosphere. Major rehabilitation of the Red Line Dan Ryan Branch is currently ongoing. The project will renew track and signal systems, and rehabilitate stations. The final major line investment which has recently begun is the Brown Line. The line serves an area of Chicago undergoing extensive redevelopment and continues to see increased ridership. In its current state, the platforms are only long enough to allow six-car trains. CTA is addressing this problem by extending platform length for longer trains, which will ease crowding and improve passenger comfort. CTA hopes that improved travel speeds and reliability through line infrastructure renewal, and more-appealing stations will increase ridership levels and reduce automobile trips in the various corridors.

b. Metra

In January 2006, Metra began service on three New Start projects authorized under *TEA-21*. These provided expanded service on the North Central Service (from 10 trains to 20 daily), expanded service on the SouthWest Service (from 16 trains to 30 daily) plus an extension from the present terminus in Orland Park to Manhattan in Will County, and an extension of the Union Pacific West Line from the present terminus in Geneva to Elburn in Kane County.

Alternatives Analyses are underway for four New Start projects authorized under *SAFETEA-LU*. These four projects are collectively being referred to as the *Metra Connects* projects. Metra is continuing to study the potential implementation of service on the proposed STAR Line. This first-in-the-nation suburb-to-suburb line would be routed in the EJ&E corridor north from the Joliet area to Hoffman Estates, then east in the Northwest Tollway Corridor to O'Hare Airport and Rosemont. Metra is also studying the potential implementation of the proposed SouthEast Service (SES), a new radial line from LaSalle Street Station in downtown Chicago to Crete/Balmoral Park in Will County. A Line Capacity Analysis has been completed for the SES.

The two remaining *Metra Connects* projects are the Union Pacific West (UP-W) Line Improvements and the Union Pacific Northwest (UP-NW) Line Improvements. These projects would provide significant infrastructure

enhancements that would eventually permit expanded service and more efficient operations, plus a short extension from McHenry to Johnsburg on the McHenry Branch of the UP-NW Line.

c. Pace

Pace has embarked on implementing *Vision 2020*, the agency's long range plan, through service restructuring initiatives. The goal of these initiatives is to develop an effective regional arterial- and community-based transit system making service faster, more effective and more efficient, enhancing the image of transit. The service components include a regional Arterial Rapid Transit network, regional express bus network and local community/distribution services.

By providing faster and more efficient transit services throughout the suburban portion of the region, *Vision 2020* is expected to substantially improve mobility for all segments of the suburban population, assist communities in their pursuit of improved quality of life and promote regional smart growth goals. *Vision 2020* also benefits the environment through improved air quality, livable communities and reduced reliance on automobiles.

Pace has a Development Guidelines publication available at www.Pacebus.com and a Technical Review Assistance Program to advise municipalities on how to make land use and site design compatible with transit. Pace has continued expanding the Pace Vanpool Incentive Program providing market-specific vanpool services such as commuter, employer shuttle, Metra shuttle, non-profit, ADA and municipal service.

New technologies and roadway improvements are a key component to achieving the benefits of *Vision 2020*. Pace has successfully implemented a bus management system, known as the Intelligent Bus System providing computer-aided dispatch, automatic vehicle location, schedule adherence and improved passenger information features. In addition, Pace is aggressively pursuing a regional Transit Signal Priority (TSP) program for implementation of TSP along major arterial routes. Proposed roadway projects to improve transit operations within congested roadway segments include the use of queue jump lanes, shoulder riding on expressways and bus-only access lanes and ramps.

d. Regional Transportation Authority (RTA)

The RTA has several programs that contribute to improved air quality by supporting and promoting transit usage:

The RTA/CTA Transit Benefit Program. This program allows employees to set aside up to \$100 per month of pre-tax salaries to pay for employees' commuting costs. Employers that participate in the program save on payroll costs because the benefit is exempt from federal, state, and local payroll taxes. The RTA Transit Check is a voucher redeemable for fares on CTA, Metra, Pace, the South Shore

Railroad, paratransit services and vanpools. In an effort to expand the market reach of the program, it is now also possible for employees to receive CTA fare cards directly through their employer.

The RTA provides a telephone-based service providing route and scheduling information for CTA, Metra and Pace called the Travel Information Center (TIC). The TIC operates 20 hours a day and fields an average 10,000 calls per day. In 1999, the RTA installed the Itinerary Planning System for the TIC. This computer system automatically determines the best routes and schedules for the customer, and it is now available through the RTA, CTA, Metra and Pace websites.

The RTA is also coordinating development of Intelligent Transportation Systems (ITS) for transit, which together support improved transit operations and traveler information. These include active transit station signs, bus arrival information systems, information kiosks, transit management systems, parking management systems, and transit signal priority. In an effort to interconnect these various components, the RTA completed development of a Regional Transit ITS Plan in 2001.

The RTA directs and manages a multi-year program, known as the Regional Transit Coordination Plan, to facilitate seamless travel on public transportation system in northeastern Illinois. The plan focuses on improving opportunities for interagency travel involving the CTA, Metra and Pace from the perspectives of physical coordination, service coordination, information coordination and fare coordination.

Corridor-level planning studies objectively explore and define transportation and land use alternatives for groups of communities anticipating a major new transportation improvement. The RTA's approach to corridor planning is to define mobility needs with a travel market analysis and develop a set of standards and preferences that represent the local vision for mobility. Alternatives are then developed and compared for their ability to improve travel and meet local expectations. The RTA's corridor planning process has a strong local orientation, with some study elements directly led by local municipal sponsors.

The Regional Technical Assistance Program (RTAP) funded through the region's Unified Work Program, allows the RTA to provide transit supportive technical and/or financial assistance to various levels of local government. To date, RTAP has included numerous Transit Oriented Development or station area planning studies, elements of corridor planning studies, and preparation of several county level transit plans. The program reflects the RTA's emphasis on a balanced, coordinated and integrated approach to regional transit planning.

e. IDOT

IDOT is committed to reducing air pollution through a variety of measures. Some of the projects in the *2030 RTP* and *TIP* reflect the Department's commitment.

IDOT is building Park-n-Ride facilities along popular travel corridors and is studying a High Occupancy Vehicle lane planned for the reconstruction of the Eisenhower Expressway. Signal timing and progression projects have been an ever-increasing part of the IDOT program and the bike/pedestrian network is being built at a swift pace.

Other efforts that are not specifically listed in the *TIP* include the Department's variable message signs to alert motorists of traffic congestion and allow the commuting public to make informed travel decisions. The district office of IDOT defers mowing on days when ozone concentration could reach unhealthy levels and on the interstate system the Department runs the minutemen patrols to remove non-operable vehicles from the flow of traffic. The Department's commitment to reducing pollutants goes beyond the roadway system and into the IDOT offices. IDOT is an active participant in the Partners for Clean Air organization and the Department funds regional rideshare activities each year. All areas of IDOT are working towards cleaner air for the citizenry of Illinois and the Department's commitment remains strong.

f. City of Chicago

The City of Chicago promotes mixed-use and residential development in the Central Area as an effective and long-term strategy of improving air quality. In the Central Area, pedways provide transit connections for commuters, and a free trolley system runs daily from Memorial Day to Labor Day, select weekends and holidays, connecting Chicago's most popular museums, shopping destinations and visitor attractions. Each of Chicago's four trolley routes is handicapped accessible, and offers convenient connections to CTA, Metra and Amtrak stations to encourage visitors to leave their cars at home.

Under the CMAQ program, the Clark/Division station improvement project was funded as part of the City's ongoing efforts to modernize and expand transit stations, platforms and tunnels in the Central Business District to attract new riders to transit. CMAQ funds have also been used to implement various bicycle and pedestrian improvements including a *Safe Routes to School Program*.

Chicago has an ambitious program to promote the use of bicycles for both work and non-work trips. Increasing the use of bicycles eliminates auto trips and reduces auto vehicle miles traveled and cold starts. This results in lower levels of emissions. Under this program, the City has installed over 10,000 bicycle racks at office, retail, and entertainment locations, as well as transit facilities. Other bicycle programs include striping for bicycle lanes on major arterial streets, the development of off-street bicycle trails, working with the Chicago Transit Authority on combined bike-transit travel, and safety and promotional campaigns, including the annual Bike Chicago festivals of city-wide events.

To manage traffic congestion, the City of Chicago is undertaking various projects through the development of ITS technology. Planning for Chicago's Traffic

Management Center continues. This center will serve as a command post to integrate the operation of city agencies involved in traffic management and special events. Traffic signals are continuously being interconnected with high-speed fiber optic communications systems that will be monitored and controlled at the Traffic Management Center.

Other technologies, including Highway Advisory Radio installed on Lake Shore Drive, video traffic monitoring cameras, and remotely controlled variable message signs provide information to the traveling public so the best choices of transit modes and routes can be taken. Additionally, the City has undertaken an innovative new way to communicate traffic information. *Street Side Studio*, a new partnership of the City and the private sector will provide the latest travel and event information. A live afternoon drive broadcast with vital information needed for the commute home will air Thursdays and Fridays.

The City of Chicago, along with the CTA and RTA continues to research and implement the latest in ITS technologies to enhance the operation of the bus transit system.

The Mayor's Traffic Task Force, managed by the Traffic Management Authority of the Office of Emergency Management and Communications, and composed of representatives from various City departments, sister agencies and other groups, meets weekly to review traffic issues from the Chicago Police Department, CTA, IDOT and other organizations to develop future traffic strategies for the City of Chicago. A summary of the task force meetings are consolidated into the Mayor's Weekly Traffic Bulletin. This bulletin is issued to the media, alderman, various community groups and other organizations to communicate traffic impacts and alternatives to getting around Chicago.

g. Suburban Municipalities

The Council of Mayors, comprised of the city of Chicago and 278 suburban municipalities, is utilizing information gained from its earlier research on the local acceptability of various TCMs along with MPO-generated information to encourage the programming of STP funding for TCMs and other projects that have positive air quality impacts. Each council has an STP programming method and associated project ranking factors that give emphasis to TCMs and other projects that further the region's efforts to meet the goals of the CAAA. Many municipalities are actively pursuing CMAQ funding for air quality-enhancing projects in their communities.

The Council of Mayors TCMs have been included in the *SIP* on a periodic basis. There also has been an increased level of interest and discussion at Council of Mayors meetings on bicycle and pedestrian planning and implementation projects and Intelligent Transportation Systems technology applicable to local governments. Several councils are implementing projects in those areas.

h. CATS

Projects with Air Quality Benefits (PAQBs) generally refer to TIP projects that improve air quality in the region. Based on coordinating discussions which include USEPA, IEPA and CATS staff, it was determined that even though the region had met the SIP target for TCMs under the one-hour standard, there remained a need to continue to track projects that could provide additional air quality benefits. The Air Quality and Transportation Management Task Force established a process to provide an inventory of projects with air quality benefits that were not fully accounted for in the regional modeling process. It was anticipated that the PAQB inventory process may identify modest but potentially useful benefits for the region that could be called upon if needed for use in either a regional plan, TIP conformity or for a future SIP. If deemed appropriate, these projects could be included as transportation control measures in the *State Implementation Plan* for the Chicago non-attainment area.

i. Private Transportation Providers

Representatives of private transit providers are voting members of the CATS Policy and Work Program committees. CATS provides private providers with information on current transportation activities affecting the northeastern region. This information is obtained from the Policy and Work Program Committees as well the CATS Private Providers Task Force. The Task Force includes a wide variety of private bus, limousine and taxi companies providing public transit choices in northeastern Illinois. This Task Force explores issues including the role of the MPO in relation to private transportation providers and business and funding opportunities for private providers. The private providers in the northeastern Illinois area provide a wide variety of services. These include:

- ambulance services;
- bus tour agencies;
- rental services;
- casino transportation;
- limousine services;
- taxicab services;
- airport services;
- shuttle service to Metra and Pace service areas;
- subscription bus service;
- charter bus service;
- internal corporate shuttles;
- vanpool commuter services;
- paratransit and dial-a-ride services for the elderly and disabled; and
- school bus service.

C. Responses to the *Americans with Disabilities Act*

1. Background

The 1990 *Americans with Disabilities Act (ADA)* includes planning and programming related legislation for people with disabilities. It was preceded by four different federal regulations, the first of which dates back to 1976. Each of these regulations, when issued and finalized, superseded the previous ones and required transportation implementers to fulfill substantially different criteria before they could receive federal transportation funds.

The final *ADA* regulations, issued on September 6, 1991, include the following transportation related requirements:

- new vehicles purchased after August 25, 1990 must be accessible;
- new or altered facilities on which construction begins after January 25, 1992 must be accessible;
- rail system operators must make key stations accessible by July 26, 1993, although extensions can be granted;
- rail system operators must have at least one accessible car per train; and
- transit providers must provide complementary and comparable service by making their fixed-route services accessible, providing special paratransit service, or using a combination of these accommodations.

CATS' response to the 1976 legislation for the mobility limited led to the formation of the Mobility Limited Advisory Committee (MLAC), a forum of representatives of transportation planning and operating entities and of representatives of the elderly, citizens with disabilities and social service agencies. In 1995, the MLAC evolved into the Transportation Task Force for People with Disabilities, a forum for the exchange of information and concerns between the service boards and the community of disabled people. In 2003, due to the fact that this work was being duplicated by the service boards at their own advisory committees, the task force further evolved into the Task Force for Seniors and People with Disabilities. Its new charge was to identify, assess and respond to strategic issues and opportunities affecting transportation for people with disabilities and the elderly. The Task Force also provides overall guidance for the development of policies and strategies regarding these populations for the Regional Transportation Plan.

Among the efforts CATS is tracking or is involved with are:

- DuPage County's Ride DuPage program, the region's first attempt to implement a coordinated human services transportation program;
- Kane County's Paratransit Coordinating Committee;
- Lake County's Paratransit Coordinating Committee;
- McHenry County's Transit Plan effort, which recommends some paratransit changes;

- McHenry Township's development of a coordination program;
- The Intertownship Transportation Program for Northwest Suburban Cook County;
- Jewish Federation and Mather Lifeway coordination efforts for Northeast Cook County and the North Shore;
- Illinois Interagency Coordinating Committee on Transportation; and
- Efforts of the Federal Coordinating Council on Access and Mobility (CCAM), the interdepartmental council created to implement President Bush's February 2004 Executive Order for Human Services Transportation Coordination.

SAFETEA-LU included new programs and requirements arising from President Bush's February 2004 Executive Order for Human Services Transportation Coordination. While human services transportation is not synonymous with ADA transportation laws, the relationship is clear. The ADA was intended to give people with disabilities full participation in all areas of life. "Human services transportation" supports that intent. *SAFETEA-LU* also include the needs of senior citizens and people who, because of income, are also transportation disadvantaged.

Two new formula programs to provide human services transportation were created with the signing of *SAFETEA-LU*. First, the Job Access Reverse Commute program (JARC), was converted to a formula program instead of a discretionary program. Starting in 2006, approximately 3.5 million dollars will be available to northeastern Illinois for projects to serve low income people accessing work or work related locations, or serving suburban destinations.

Second, the New Freedom program was created. This program will fund projects for transportation services for people with disabilities that go beyond the requirements of ADA. Starting in 2006, this program will provide approximately 2.5 million dollars for these services in northeastern Illinois.

Finally, beginning in 2007, all projects funded by JARC, New Freedom and 5310 (the statewide program of transportation grants seniors and disabled transportation services) programs must derive from a Coordinated Human Services Transportation Plan. The plan must include an inventory of transportation services, locations of people with disabilities, locations of potential destinations and an identification of gaps in service. The RTA will coordinate the JARC and New Freedom Programs as well as the development of the Human Services Transportation Plan. Funding for the plan was included in the region's FY07 Unified Work Program.

2. Implementers' Responses to ADA

This year marked a significant change in the way complementary ADA paratransit service is provided in Northeastern Illinois. *SAFETEA-LU* included

language allowing the region's ADA paratransit service to be provided by one service board. Starting on July 1, 2006, all ADA complementary paratransit service is provided by Pace, the suburban bus operator.

The following section summarizes regional implementers' responses to *ADA* requirements. Appendix 7 is a list of those projects which will implement required paratransit and key station plans.

a. RTA

The RTA continues to provide *ADA* paratransit eligibility determination for Pace *ADA* paratransit services. All current *ADA* paratransit riders are now certified under RTA's *ADA* eligibility determination program, bringing the region into full compliance with eligibility determination requirements of *ADA*.

b. CTA

ADA complementary paratransit service paralleling CTA's fixed route service is now provided by Pace. Pace continues working to improve the quality and cost effectiveness of the service and to ensure that it meets *ADA* requirements. Pace also continues the practice of providing door-to-door service to CTA customers who, as a result of their disabilities, cannot access CTA's accessible fixed route buses and trains. In addition, CTA operates 2070 accessible buses (or 100 percent of the entire fleet). 152 bus routes are accessible (or 100 percent of all routes). CTA has completed renovations on 41 of the 43 rail stations in its Key Station Plan. The balance will be completed by 2010. To date, 72 of 144 stations are *ADA* compliant. Staff continues to meet with its advisory committees comprised of people with disabilities and service providers on a monthly basis to address access issues.

c. Metra

Metra has maintained an aggressive program, which has rendered most of its system accessible. To date, 150 of Metra's 237 stations are fully accessible. These stations serve 88.6 percent of Metra's riders. In addition, 25 stations have been developed as functionally accessible. These stations serve an additional 5.0 percent of Metra's riders. All trains now operate with at least one accessible car. A total of 477 accessible cars have been delivered to and deployed by Metra. All on-board personnel and all station personnel have been trained in handling passengers with disabilities.

Metra continues to maintain its station development program. Within five to seven years, almost all stations outside the Chicago city limits will be capable of serving passengers with disabilities.

d. Pace

Pace is in full compliance with the complementary paratransit requirements of the *ADA*. Starting July 1, 2006, this includes providing the complementary paratransit service within the CTA service area. This was initially accomplished by transferring all CTA *ADA* paratransit service contracts to Pace, who is administering the CTA program with no changes. Audits and program reviews to identify potential ways to improve efficiency and service quality are underway. The goal is a better, more coordinated and cost effective system. All new fixed route equipment purchased is fully accessible. Pace is 100% fixed-route accessible.

e. IDOT

IDOT constructs all highway facilities, including pedestrian overpasses and curb facilities, to be accessible. Also, all IDOT Division of Public and Intermodal Transportation projects comply with *ADA* requirements.

f. Private Transportation Providers

Private providers that contract with public agencies receiving federal capital or operating assistance must comply with *ADA* requirements as a part of their contracts. In addition, northeastern Illinois private providers' services complement public transit paratransit and dial-a-ride services that serve the elderly and disabled.