

# Council of MAYORS

**NORTH SHORE COUNCIL**  
**NORTHWEST MUNICIPAL CONFERENCE**  
**NORTH CENTRAL COUNCIL**  
**WEST CENTRAL MUNICIPAL CONFERENCE**  
**SOUTHWEST COUNCIL**  
**SOUTH SUBURBAN MAYORS AND MANAGERS ASSOCIATION**  
**DUPAGE MAYORS AND MANAGERS CONFERENCE**  
**KANE COUNTY COUNCIL**  
**LAKE COUNTY COUNCIL**  
**McHENRY COUNTY COUNCIL**  
**WILL COUNTY GOVERNMENTAL LEAGUE**



**CHICAGO AREA TRANSPORTATION STUDY**  
300 West Adams Chicago, Illinois 60606

**CATS COUNCIL OF MAYORS  
EXECUTIVE COMMITTEE**

Subregional Council	Representatives	Municipal Phone
<b>NORTH SHORE</b>	President Nancy Firfer, Glenview Mayor Richard Hohs, Morton Grove	(708) 724-1700 (708) 965-4100
<b>NORTHWEST</b>	President Dennis Gallitano, Elk Grove Village President Sidney Mathias, Buffalo Grove	(708) 439-3900 (708) 459-2500
<b>NORTH CENTRAL</b>	President Jack Williams*, Franklin Park President Anna Montana, Schiller Park	(708) 671-4800 (708) 678-2550
<b>CENTRAL</b>	President Frank Baley, Stickney President Tom Sequens, Brookfield	(708) 749-4400 (708) 485-7344
<b>SOUTHWEST</b>	President Ernest Kolb, Oak Lawn Mayor Bonnie Strack, Palos Heights	(708) 636-4400 (708) 361-1800
<b>SOUTH</b>	President David Owen, South Chicago Heights President Louis Sherman, Steger	(708) 755-1880 (708) 754-3395
<b>DUPAGE</b>	Mayor Vivian Lund**, Warrenville President Rae Rupp Srch, Villa Park	(708) 393-9427 (708) 834-8500
<b>KANE</b>	Mayor Jeffery Schielke**, Batavia Mayor David Pierce, Aurora	(708) 879-1424 (708) 892-8811
<b>LAKE</b>	Mayor Jo Ann Eckmann, Libertyville Mayor Pat Carey, Grayslake	(708) 362-2430 (708) 223-8515
<b>MCHENRY</b>	President Sue McCabe, Cary President Richard Mack, Ringwood	(708) 639-0003
<b>WILL</b>	Mayor Donald Randich, Crest Hill Mayor Jerry Hill, Wilmington	(815) 741-5100 (815) 476-2175

\*Chairman

\*\*Vice-Chairman

REGIONAL COUNCIL AND TRANSPORTATION COMMITTEE CHAIRS/  
ASSOCIATION & CONFERENCE PRESIDENTS

- NORTH SHORE:** Mayor Lorraine Morton (Evanston (708) 328-2100),  
President Nancy Firfer (Glenview (708) 724-1700),  
Co-chairmen of the North Shore Council
- NORTHWEST:** Mayor Ronald Wietecha (Park Ridge (708) 318-5200),  
President of the Northwest Municipal Conference  
President Sidney Mathias (Buffalo Grove (708) 459-2500),  
Chairman of the Northwest Technical Committee
- NORTH CENTRAL:** President John Sinde (Westchester (708) 345-0020),  
President of the North Central Council  
President Joseph Sieb (Norridge (708) 453-0800),  
Chairman of the North Central Mayors' Committee
- CENTRAL:** President Glen Tomlinson (Lyons (708) 447-8886)  
President of West Central Municipal Conference  
Mayor Frank J. Baley (Stickney (708) 749-4400)  
Patrick R. Higgins (Western Springs (708) 246-1800)  
Co-Chairman of WCMC Transportation Committee
- SOUTHWEST:** Mayor Anthony Vacco (Evergreen Park (708) 422-1551),  
Chairman of the Southwest Council  
Mayor Gerald R. Bennett (Palos Hills (708) 598-3400),  
Chairman of the Southwest Transportation Committee
- SOUTH:** President Mark Stricker (Matteson (708) 748-1559),  
President of the South Suburban Mayors & Managers Association  
President Louis Sherman (Steger (708) 754-3395),  
Chairman of the SSMMA Transportation Committee
- DUPAGE:** President Ross Ferraro (Carol Stream (708) 665-7050),  
President of the DuPage Mayors and Managers Conference  
Dan Wennerholm (Bloomington (708) 893-7000),  
Director of the DMMC Transportation Committee
- KANE:** Mayor Jeffery Schielke (Batavia (708) 879-1424),  
Chairman of the Kane County Council
- LAKE:** Mayor Jo Ann Eckmann (Libertyville (708) 362-2430),  
Mayor Pat Carey (Grayslake (708) 223-8515),  
Co-Chairman of the Lake County Council  
President Walter Clarke (North Barrington (708) 381-3393),  
President of the Lake County Municipal League
- MCHENRY:** President Mickey Brown (Holiday Hills (815) 344-4720),  
President of the McHenry County Municipal Association  
President Salvator (Ted) Spella (Algonquin (708) 658-4322),  
Chairman of the McHenry County Council
- WILL:** Mayor Roger Claar (Bolingbrook (708) 759-0400),  
President of the Will County Governmental League,  
Mayor Don Randich (Crest Hill (815) 741-5100),  
Chairman of the WCGL Transportation Committee

**SUBREGIONAL PLANNING STAFF**

<b>Subregional</b>			
<b>Region</b>	<b>Staff</b>	<b>Office</b>	<b>Phone Number</b>
<b>NORTH SHORE</b>	<b>David Seglin</b>	1616 E. Golf Rd. Des Plaines, IL 60016	(708) 296-9200 FAX (708) 296-9207
<b>NORTHWEST</b> Northwest Municipal Conference	Rita Athas <b>David Seglin</b> Mark Fowler	1616 E. Golf Rd. Des Plaines, IL 60016	(708) 296-9200 FAX (708) 296-9207
<b>NORTH CENTRAL</b>	<b>Karyn Romano</b>	Village Hall 10300 Roosevelt Road Westchester, IL 60154	(708) 345-0020 FAX (708) 345-2873
<b>CENTRAL</b> West Central Municipal Conference	David Bennett <b>Shane Winn</b>	1127 S. Mannheim Suite 102 Westchester, IL 60154	(708) 450-0100 FAX (708) 450-0655
<b>SOUTHWEST</b>	<b>Vicky Smith</b>	Village Hall P.O. Box 128 Bedford Park, IL 60501	(708) 458-2067 (312) 793-3470 FAX (708) 458-2079
<b>SOUTH</b> South Sub. Mayors & Mgrs. Association	Beth Ruyle <b>Janice Morrissy</b>	1904 West 174th Street East Hazel Crest, IL 60429	(708) 206-1155 FAX (708) 206-1133
<b>DUPAGE</b> DuPage Mayors & Managers Conference	Lynn Montei <b>Carl Schoedel</b>	1220 Oakbrook Road Oakbrook, IL 60521	(708) 571-0480 FAX (708) 571-0484
<b>KANE</b>	<b>Terry Heffron</b>	Kane Co. Hwy. Dept. 41W011 Burlington Rd. St. Charles, IL 60175	(708) 584-1170 FAX (708) 584-5265
<b>LAKE</b>	<b>Bruce Christiansen</b>	Lake Co. Div. of Transp. 600 W. Winchester Rd. Libertyville, IL 60048	(708) 362-3950 FAX (708) 362-5290
<b>MCHENRY</b>	<b>Nancy Baker</b>	McHenry Co. Hwy. Dept. P.O. Box 369 Woodstock, IL 60098	(815) 338-2040 Ext. 485 (815) 338-3630 FAX (815) 338-8461
<b>WILL</b> Will County Governmental League	Alan Anderson <b>Alicia Hanlon</b>	Village Hall 432 W. Nebraska Street Frankfort, IL 60423	(815) 464-0904 FAX (815) 469-7999

*Staff members in bold are the primary transportation planners.*

## CATS EXECUTIVE STAFF

Name	Title	Phone Number
ARISTIDE E. BICIUNAS	Executive Director	(312) 793-3456
ANDREW V. PLUMMER	Associate Executive Director	(312) 793-3470
EUGENE RYAN	Associate Executive Director	(312) 793-3456
LINDA BOLTE	Deputy for Planning	(312) 793-3464
DEAN ENGLUND	Deputy for Development	(312) 793-3456
DONALD KOPEC	Deputy for Programming	(312) 793-3470
DAVID ZAVATTERO	Deputy for Operations	(312) 793-3456
MARIETTA BAILEY	Director of Intermodal & Private Sector Programs	(312) 793-3638
PATRICIA BERRY	Director of the TIP	(312) 793-3470
ED CHRISTOPHER	Director of Information Services	(312) 793-3467
PETER ELLIOTT	Director of Financial Planning	(312) 793-3460
MARK FIALKOWSKI	Director of Plan Implementation	(312) 793-3464
LARRY HOSSACK	Director of Communications	(312) 793-3456
GERALD RAWLING	Director of Operations Analysis	(312) 793-3467
JOY SCHAAD	Director of Community Liaison	(312) 793-3470
THOMAS VICK	Director of Transportation Management	(312) 793-3456
KERMIT WIES	Director of Technical Analysis	(312) 793-3492
	Director of Plan Development	(312) 793-3464
	Director of Congestion Management	(312) 793-3470

## COUNCIL CONTACTS

REGIONAL COUNCIL	IDOT/DPT	PACE	METRA	IDOT/PROGRAMMING	NIPC	IDOT/MFT
<b>NORTH SHORE</b>	Bill Lenski	Ozzie Steele	Rick Mack	Ed Wilson	Elisa Hoekwater	Jim Ford
<b>NORTHWEST</b> Northwest Munic. Conf.	Rosalie Valenti	Ozzie Steele	Betty Gloyd	Ed Wilson	Elisa Hoekwater	Akram Chaudhry
<b>NORTH CENTRAL</b>	Rosalie Valenti	Judi Kulm	Phyllis Cormack	Jackie Robinson	Sandi Radtke	Dave Vandervelde
<b>CENTRAL</b> West Central Munic. Conf.	Rosalie Valenti	Judi Kulm	Phyllis Cormack	Jackie Robinson	Sandi Radtke	George Catalano
<b>SOUTHWEST</b>	Syed Imam	Virgil Jiles	Lynn Corrao	Roger Valente	Hubert Morgan	Dave Vandervelde
<b>SOUTH</b> South Sub. Mayors & Mgrs. Association	Syed Imam	Virgil Jiles	Lynn Corrao	Roger Valente	Hubert Morgan	George Catalano
<b>DUPAGE</b> DuPage Mayors & Mgrs. Conf.	Rosalie Valenti	Judi Kulm	Betty Gloyd	Roger Valente	John Swanson	Dave Vandervelde
<b>KANE</b>	Bill Lenski	Judi Kulm	Betty Gloyd	Roger Valente	Mary Cele Smith	Akram Chaudhry
<b>LAKE</b>	Rosalie Valenti	Ozzie Steele	Rick Mack	Ed Wilson	Jim Ford	Jim Skvarla
<b>MCHENRY</b>	Bill Lenski	Ozzie Steele	Rick Mack	Ed Wilson	Tom Price	Akram Chaudhry
<b>WILL</b> Will County Governmental League	Syed Imam	Virgil Jiles	Lynn Corrao	Ed Zak	John Paige	George Catalano

---

IDOT/DPT (312) 793-2111 PACE (708) 228-4273 METRA (312) 322-6900  
 IDOT/PROGRAMMING (708) 705-4081 NIPC (312) 454-0400 CATS (312) 793-3470

The IDOT/Local Roads and Streets contact for all councils is Jim Graziano at (708) 705-4235.

The RTA contact for all councils is Dave Thompson at (312) 917-1415.

**CHICAGO AREA TRANSPORTATION STUDY  
COUNCIL OF MAYORS**

**January 1994**



## COUNCIL OF MAYORS EXECUTIVE COMMITTEE

**CHICAGO AREA TRANSPORTATION STUDY**  
300 West Adams Street • Chicago Illinois 60606  
(312) 793-3470

**JACK WILLIAMS**, Chairman  
President, Village of Franklin Park  
North Central Council

**VIVIAN LUND**, Vice-Chairman  
Mayor, City of Warrenville  
DuPage Council

**JEFFERY SCHIELKE**, Vice-Chairman  
Mayor, City of Batavia  
Kane Council

**NANCY FIRFER**  
President, Village of Glenview  
North Shore Council

**JACQUELINE GORELL**  
Mayor, Village of Skokie  
North Shore Council

**DENNIS GALLITANO**  
President, Village of Elk Grove Village  
Northwest Council

**SIDNEY MATHIAS**  
President, Village of Buffalo Grove  
Northwest Council

**LORRAINE POPELKA**  
Mayor, Village of Forest Park  
North Central Council

**FRANK BALEY**  
President, Village of Stickney  
Central Council

**THOMAS SEQUENS**  
President, Village of Brookfield  
Central Council

**ERNEST KOLB**  
President, Village of Oak Lawn  
Southwest Council

**GERALD BENNETT**  
Mayor, City of Palos Hills  
Southwest Council

**DAVID OWEN**  
President, Village of South Chicago Heights  
South Council

**LOUIS SHERMAN**  
President, Village of Steger  
South Council

**JOHN PURDY**  
President, Village of Clarendon Hills  
DuPage Council

**DAVID PIERCE**  
Mayor, City of Aurora  
Kane Council

**JO ANN ECKMANN**  
Mayor, Village of Libertyville  
Lake Council

**BILLY McCULLOUGH**  
Mayor, City of Zion  
Lake Council

**WILLIAM LEFEW**  
Mayor, City of Harvard  
McHenry Council

**SUE McCABE**  
President, Village of Cary  
McHenry Council

**DONALD RANDICH**  
Mayor, City of Crest Hill  
Will Council

**ROGER CLAAR**  
President, Village of Bolingbrook  
Will Council

**Message by**

**Executive Committee Chairman Williams**

**1994 Council of Mayors Document**

The following document is intended to provide you with an understanding of the purpose, functions and organizational structure of the Chicago Area Transportation Study Council of Mayors.

In its nearly thirty years of existence, the Council of Mayors has evolved both geographically and in the issues which it addresses, while continuing to be a vital element in the transportation programming process of northeastern Illinois. The growth of the region, the changing nature of suburban development and heightened concerns for the environment have required that the Council of Mayors be able to respond to a variety of issues in an innovative and effective manner.

As the region responds to the mandates of the Intermodal Surface Transportation Efficiency Act of 1991 and the Clean Air Act Amendments of 1990, we will be called upon to make increasingly critical and difficult decisions. An active, well-informed Council of Mayors and Executive Committee will be essential in meeting these goals.

We welcome the participation of all of our colleagues in northeastern Illinois to ensure a healthy future for the region.

Cordially,

**Jack B. Williams**  
Executive Committee Chairman



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## I. THE COUNCIL OF MAYORS

### A. HISTORICAL EVOLUTION

The Chicago Area Transportation Study was formed in 1955 to develop the first comprehensive long-range transportation plan for the region. The original Study was funded and jointly staffed by Cook County, the city of Chicago, the state of Illinois, and the U.S. Bureau of Public Roads (later reorganized into the Federal Highway Administration [FHWA]). The plan was completed in 1962 and recommended, among other things, freeway and transit lines that are presently part of the region's transportation network.

It was during this first long range planning process that the relationship between the region's mayors and CATS began. It was thought that if the plan were to become reality, endorsement by locally elected officials would be necessary. While community endorsements were being sought, a new federal regulation was promulgated specifying that no federal funds would be available for transportation projects unless the projects were part of a long range plan, comprehensive in scope and developed cooperatively with local elected officials. During the same time (1962-63) CATS evolved from a one-time study to a permanent agency responsible for the long-range transportation planning in the region. The CATS Policy Committee, at that time, was comprised of the four original sponsoring agencies. The suburban mayors' input was on an individual basis and there was no direct organizational connection with CATS.

The 1962 federal Highway Act required that local governmental units cooperate in the planning process. The relationship between the mayors and CATS had already begun during CATS original long-range planning process. The federal legislation mandating continuous, cooperative and comprehensive transportation planning was modeled after the CATS regional example. Chicago was the first region to receive certification for meeting the federally mandated "3C" requirements as legislated in Title 23, Section 134 of the U.S. Code.

The CATS Council of Mayors was established to provide a forum for early public involvement in the various transportation plans and projects developed for northeastern Illinois. In the fall of 1964, CATS convened a general meeting of all the mayors and presidents, representatives of the Northeastern Illinois Metropolitan Area Planning Commission (later renamed Northeastern Illinois Planning Commission [NIPC]), and officials of the state of Illinois. This was the first organizational meeting of the Council of Mayors.

Formal recognition of the Council of Mayors came in October 1965 when the Policy Committee asked the Council of Mayors to endorse an agreement for a cooperative arrangement between CATS and NIPC. The agreement described the responsibilities of each and participation by each in support of the regional councils. In their turn, the city of Chicago, 123 suburban communities and the regional councils adopted the CATS transportation plan.

In 1967, the Policy Committee expanded the area of CATS' transportation planning responsibility to cover the six counties included in the Chicago Standard Metropolitan Statistical Area (SMSA): Cook, DuPage, Kane, Lake, McHenry and Will counties.

It was in 1969, when CATS started work on its second long-range plan, that a more formal method of obtaining the input of mayors became necessary. With the aid of the mayors, all of the municipalities in the six-county area were grouped together geographically and 12 regional councils were established. The regional councils were comprised of the city of Chicago and six suburban councils in Cook County and one council for each of the five collar counties: DuPage, Kane, Lake, McHenry and Will. Representatives of the transportation planning and implementing agencies participate in the regional council meetings.

The Council of Mayors achieved new status when the Policy Committee gave it a voting membership in 1970. The Council of Mayors also has representation on the CATS Work Program and Unified Work Program committees.

The regional councils proved to be effective organizations and in 1971 when legislation establishing the Federal Aid Urban (FAU) system was passed, the Council of Mayors became a vital part of the transportation programming process in northeastern Illinois.

Federal legislation reauthorizing the FAU program gave mayors and presidents the ability to continue planning and programming federally funded highway transportation improvements. The 1983 legislation expanded the role of the elected officials by including transit capital improvements as eligible for FAU funding. The mayors in northeastern Illinois became a force in the provision of regional transportation capital improvements.

The regional councils were programming millions of dollars in transportation improvements each year. CATS provided the majority of the staff support for the councils and established the councils' FAU funding levels. CATS maintained an accounting system for the FAU program.

The FAU program ended with the passage of the Intermodal Surface Transportation Efficiency Act of 1991. The CATS Policy Committee designated the Council of Mayors as one of the programmers of Surface Transportation Program (STP) funds, a newly created federal program. The STP program is described in more detail later in this document.

## B. EXECUTIVE COMMITTEE

As the mayors became recognized as a force in transportation, the range of transportation issues with which they dealt expanded. Some of these issues required more intensive scrutiny than could be accomplished by the monthly regional council meetings and the annual meeting of all of the mayors that were held in the sixties and seventies.

An Executive Committee of the Council of Mayors was formed in 1981 to provide a linkage among the councils and between the councils and CATS. The Executive Committee assures continuous two-way communication on transportation issues. It is comprised of two representatives selected by each of the 11 suburban regional councils.

One of the most important responsibilities of the Executive Committee is the assurance of a viable programming process. Ensuring regional equity has always been a paramount concern of the Council of Mayors. The Executive Committee has adopted a variety of "advance funding" procedures over the years to provide for both a viable program and regional equity. As the 12 councils programmed transportation projects, construction

delays on some projects were inevitable. Some councils had expended their yearly allotment of funds but still had projects ready to go or had projects whose cost exceeded the council's allotment. Other councils had program delays resulting from right-of-way or other challenges and had not expended their resources. The Executive Committee became the vehicle through which the councils with projects ready to go could proceed while not putting another council's projects at risk. Council to council borrowing has been an essential part of the Council of Mayors transportation programming success.

Another issue the Executive Committee tackled early on was the delivery of mass transportation in northeastern Illinois. In the early eighties as the crisis surrounding the Regional Transportation Authority and its component rail, bus and rapid transit services continued, the members of the CATS Council of Mayors saw their knowledge of local transportation needs and activities as the basis for a new attempt to solve the transit issue. This led to a two year effort resulting in SB16, a version of which became the so-called RTA reform legislation. The Council of Mayors boundaries were formally identified in this legislation.

The Executive Committee and the Council of Mayors have been a pivotal force in the implementation of the transportation provisions of the Clean Air Act Amendments of 1990. The region was found to be a non-attainment area for ozone, having levels above what U.S. Environmental Protection Agency (EPA) allows, and was mandated to reduce hydrocarbon emissions by 15 percent between 1990 and 1996. Requirements defining the "clean air" era, such as the SIP (State Implementation Plan), TCMs (Transportation Control Measures), VMT (Vehicle miles travelled), and others became the focus of much discussion.

In 1991, the Executive Committee addressed key issues arising out of studies in the development of the Strategic Regional Arterial (SRA) System. On-street parking availability, rights-of-way, restricted access and spacing of signals were frequent sources of local concern. There was a lack of harmony between the need to move large volumes of traffic through an area on specific routes and the needs and desires of residents and businesses adjacent to or on those routes. The five year SRA study process is underway.

After more than two years of work, including meeting and working with congressional representatives, House and Senate committee staff, providing oral and written testimony, and working with national organizations, the CATS Council of Mayors welcomed passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in December of 1991. The purpose of the Act is "to develop a National Intermodal Transportation System that is economically efficient, environmentally sound, provides the foundation for the Nation to compete in the global economy and will move people and goods in an energy efficient manner."

The Surface Transportation Program (STP), a new block grant type program established by the ISTEA is to be used by the state and locals for funding transit capital projects and projects on any roads not classified as local or rural minor collectors. The CATS Policy Committee directed that the Council of Mayors be a programmer of STP funds. All programmers agreed the requirements of ISTEA and the Clean Air Act Amendments would be addressed.

As a response to the ISTEA, in 1992 the Executive Committee refined the council boundaries and ensured that every municipality would be eligible for funding, a departure from the past when only those within the urbanized boundary were eligible. While participation by all of the municipalities had always been encouraged, the opportunity for programming projects enhanced interest in the councils.

Since a substantial increase in federal planning funds would be forthcoming, the Executive Committee deliberated over the best use of those resources. They agreed to a 20 percent increase in base amounts for transportation planning to each of the councils, with 10 percent for ongoing activities and 10 percent for activities mandated by the Clean Air Act, ISTEA and the Americans with Disabilities Act. The remaining increase in planning funds would be used for regionwide efforts at addressing the Clean Air Act and ISTEA requirements.

The Committee adopted nine recommendations for implementing ISTEA and considering the requirements of the Clean Air Act Amendments in project programming. As a result, the regional councils began to examine their project selection methodologies so as to align them with the legislation.

Later in 1992, the Executive Committee endorsed the recommendations of the CATS Policy Committee's ISTEA subcommittee that:

State and local governments (city of Chicago and the Council of Mayors) should receive equal proportions of the basic federal increase, and

The local share of the STP funds should be locally programmed by the city of Chicago and the Council of Mayors, respectively.

The Committee agreed that the requirements of ISTEA and the Clean Air Act Amendments must be met by all implementors. It was determined that these bills necessitated a new look at the way the regional councils program projects. The Committee directed that a portion of the federal planning funds be programmed for a project aiding local governments in meeting the new air quality requirements. The scope of this project was substantially broadened in ensuing months.

The Committee appointed a subcommittee to select a consultant to assist the regional councils in redesigning their project selection methodologies and to assist in regional assessment of the transportation control measures integral to the transportation/air quality linkages in the ISTEA and the Clean Air Act Amendments. Each regional council revised its methodology. Various Transportation Control Measure project types were identified in the methodologies and some councils adopted funding setasides for this project category. Workshops on transportation control measures were held in April 1993.

The Executive Committee and its officers have been involved in implementation of ISTEA beyond the programming of funds in many ways. The Congestion Mitigation and Air Quality Improvement Program (CMAQ) is another program established by the ISTEA. The Council of Mayors serve as one of the six members of the CMAQ project selection subcommittee. The Chair of the Executive Committee also served as the Chair of the Public Involvement subcommittee for the update of the region's long range plan mandated by ISTEA and accomplished in 1993.

## **II. TRANSPORTATION PLANNING BY THE COUNCIL OF MAYORS**

### **A. HISTORICAL EVOLUTION OF THE PLANNING LIAISON PROGRAM**

The CATS Council of Mayors originated from a recognized need for involvement of locally elected officials in the transportation planning process. However, as federal legislation became more prescriptive, meaningful participation by the mayors was jeopardized by the increasingly more complex nature of the process which created time and information demands difficult for non-professional transportation planners to meet. This was exacerbated by the implementation of the Federal Aid Urban System.

The Federal Aid Urban System (FAU) was a product of the 1970 and 1973 Federal Highway Acts. Aside from providing resources for highway and transit capital investments, it also included a provision that transportation planning in urbanized areas be "cooperative, comprehensive and continuing," and provided PL (Planning) funds for that purpose. The legislation required the involvement of locally elected officials in the transportation planning process.

Among the more than 250 cities and villages in northeastern Illinois, few could afford the expense of hiring transportation planners or had the professional ability to knowledgeably relate to all of the agencies that fund highway and transit capital projects.

In March 1975, the CATS Work Program Committee recognized that, "If the FAU program is to proceed and maintain its momentum, the addition of three to four times as many trained people handling the urban program must be acquired for the local road unit of District 1..." (The Illinois Department of Transportation district that covers northeastern Illinois). The assumption was that any additional staffing should take place at IDOT.

However, the problem of inadequate staffing to implement the FAU program was not addressed again until the CATS Policy Committee meeting of July 1976. The Executive Director of the DuPage Mayors and Managers Conference came forward with a proposal that the PL funds be used to hire staff to advise the Conference on planning matters. The Northwest Municipal Conference supported DuPage, adding that such funds "would provide necessary support for the Conference to better relate to planning agencies, provide planning capability and record keeping assistance." The suggested responsibility was shifted to CATS.

The issue was not resolved. The Work Program Committee was directed to initiate a study to identify alternative courses of action for implementing the principle of staff assistance for the local councils.

In October 1976, the CATS Council of Mayors convened a meeting of the chairs of the 11 regional councils. Methods to improve input of regional council views to the Policy and Work Program Committees were sought. It was suggested that each Regional Council channel information from its respective members to the CATS staff. There was an assumption that this process would speed up CATS' response to problems or questions by limiting the number of information sources through which CATS had to deal. A proposal was made that the regional councils hire a staff member to work on a full-time basis to produce the necessary local input to their respective Policy and Work Program Committee representatives.

The state of Illinois, supporting the proposal, agreed to allocate a share of PL (Planning) funds, individually, to the "Urban" areas in proportion to relative population. Three hundred thousand dollars would be available for the Chicago metropolitan area for use of the regional councils.

Following were the staffing alternatives considered at the Policy Committee meeting:

- "A. Each Regional Area could give their PL allotment to CATS and have a CATS staff member assigned to their area. (Note: Because of manpower restrictions, this might be a problem.)
- "B. Each Regional Area could negotiate with the state to hire an individual who will work out of the CATS office utilizing the CATS facilities and staff.
- "C. Each Regional Area could hire a staff person or use their own, such as the Northwest and the DuPage Regions.
- "D. Each Regional Area could retain a consultant to do the sub-regional planning."

After DuPage asserted its commitment to hiring a consultant because of the diverse demands of transportation planning, IDOT took the position that:

"The intent of the "PL" program was to provide staff to Regional Councils to help them digest the complex topics and programs offered to them and to assist the Councils in making the necessary decisions. It is believed that a staff person would insure more effective participation by the Regional Councils in the decision making process."

There appeared to be a consensus that different regions had very different needs in terms of transportation and transit planning. For this reason the "PL" program would need to be flexible enough for individual councils to apply the funds as each saw fit.

In principle, the plan was adopted by the Work Program Committee and recommended to the Policy Committee at the December, 1976 meeting. The Work Program Committee recommended that \$180,000 of the \$300,000 PL (Planning) funds be allocated equally among the 12 subregions and that the remaining \$120,000 be allocated proportionally according to population.

The subregional staff person could be a member of CATS staff, a person under contract or a consultant. The recommendation was adopted.

Thus was created the CATS Council of Mayors Planning Liaison program. It should be noted that while one funding source for the Planning Liaison program is the Metropolitan Planning (PL) funds from the Federal Highway Administration, the term "PL" is also a commonly used acronym in CATS referring to subregional planning staff.

## B. THE PLANNING LIAISON PROGRAM OF THE '90S

All councils have both a contract and a memorandum of agreement. The contract is between the state and the local entity responsible for carrying out the scope of services.



The memorandum of agreement in all cases consists of a four party agreement between the state, the county, CATS, and the respective council chair. CATS is responsible for assuring that the scope of services is fulfilled by each contractor.

**NORTH SHORE REGION:** The planning liaison is employed by the Northwest Municipal Conference which, in turn, contracts with IDOT. The liaison is selected by and is under the supervision of the Conference Executive Director who also participates in council transportation planning activities. Local contributions fund more than the 20 percent required local match for transportation planning activities. The liaison staffs both the North Shore and Northwest regions. Each council retains a separate identity.

**NORTHWEST REGION:** The Northwest Municipal Conference contracts with IDOT. The conference retains a transportation staff person who reports to the conference Executive Director who also participates in council transportation planning activities. While the staff person acts as liaison for both the North Shore and Northwest regions, the two councils retain separate identities. Local contributions fund more than the 20 percent required local match for transportation activities.

**NORTH CENTRAL REGION:** The North Central Council of Mayors, through the Village of Bellwood, has a contract with IDOT for the services of an individual planning liaison. The liaison is selected by a committee of the Council with input from CATS staff. As the contractor, the liaison reports to the locally elected officials. Local match is provided through local resources, cash and in-kind services.

**CENTRAL REGION:** The West Central Municipal Conference contracts with IDOT. The conference retains a planning liaison transportation staff person who reports to the Executive Director who also participates in council transportation planning activities. Local contributions fund more than the 20 percent required local match for transportation activities.

**SOUTHWEST REGION:** The Southwest Conference of Local Governments contracts through the village of Bedford Park with IDOT. The Executive Director of the conference serves as the planning liaison for the Southwest Council of Mayors. Local match is provided through local funds. In addition, some local cash contributions supplement the available PL and FTA funds for the contractor's salary. The Executive Director is selected by a committee of the Council with input from CATS staff and reports to the locally elected officials.

**SOUTH REGION:** The South Suburban Mayors & Managers Association as an agency contracts with IDOT. The Association retains a transportation staff person who reports to the agency Executive Director and also participates in council transportation planning activities. The agency also employs an outside contractor who contributes to the transportation planning process. Local contributions fund more than the 20 percent required local match for transportation activities.

**DUPAGE REGION:** The DuPage Mayors & Managers Conference as an agency contracts with IDOT. The Conference retains an assistant to the director, who serves as planning liaison and reports to the Executive Director who also participates in council transportation planning activities. The staff and a consultant administer the transportation committee and the subregional planning grant. Local contributions fund more than the 20 percent required local match.

**KANE REGION:** The Kane County Council of Mayors contracts with IDOT through the county transportation department. The County retains a transportation planner, as transportation staff and planning liaison, who, with the approval of locally elected officials, reports to the county administration. The county contributes the 20 percent local match.

**LAKE REGION:** The Lake County Council of Mayors contracts with IDOT through the county transportation department. The county retains a planning liaison as transportation staff with the approval of the locally elected officials. Staff reports to the county administration. The county funds more than the required 20 percent local match.

**MCHENRY REGION:** The McHenry County Council of Mayors contracts with IDOT through the county highway department. The county retains a planning liaison who reports to the county engineer. McHenry County funds more than the required local match including 100 percent of travel expenses, office supplies and equipment, secretarial assistance and other "in kind" service.

**WILL REGION:** The Will County Governmental League as an agency contracts with IDOT. The league retains an Executive Director and an assistant to administer the transportation committee and the subregional planning grant. The League funds more than the required 20 percent local match.

### C. SURFACE TRANSPORTATION PROGRAM DEVELOPMENT PROCESS

The regional councils of the Council of Mayors are idiosyncratic but share many commonalities. Most have standing transportation committees to make recommendations on project programming to the full council.

All of the councils and their committees meet frequently, in open public meetings, with participation by the transit agencies, state and county departments of transportation, the regional planning commission, interested parties and the general public.

CATS, working with the Council of Mayors, has initiated public outreach efforts to educate special interest groups regarding the Council of Mayors process so that these groups may more fully involve themselves in the planning and programming process. CATS' intent is to continue to have public participation beyond the "comment" level after programs are drafted, to involve the public as part of the process, giving input to the mayors, the elected officials who are ultimately responsible to their constituents for transportation improvements and maintenance within their areas.

**NORTH SHORE REGION:** Any member of the North Shore Council of Mayors is eligible to submit a project to the Council's Technical Committee for review and consideration. A written application as well as an oral presentation is required. The eligibility and priority of the project will be discussed by the technical committee which will make its recommendations to the full council. Factors considered in prioritizing projects are listed in the Council's "Project Selection Guidelines." The Council maintains a current year annual element and a series of one-year programs for future years. Upon approval by the council, the program is submitted to CATS for inclusion in the TIP.

**NORTHWEST REGION:** Any member of the Northwest Council of Mayors is eligible to submit a project to the Council's Technical Committee for review and consideration. A written application as well as an oral presentation is required. The eligibility and priority of the project will be discussed by the Technical Committee which will make its recommendations to the full council. Factors considered in prioritizing projects are listed in the council's "Project Selection Guidelines." The council maintains a current year annual element and a series of one-year programs for future years. Upon approval by the council, the program is submitted to CATS for inclusion in the TIP.

**NORTH CENTRAL REGION:** Any member municipality of the North Central Region is eligible to submit a project for consideration. An outline of the project is submitted to the council for consideration. A standard application form is utilized for this submission. The council reviews the project and upon determination of the project's eligibility, recommends the project for inclusion in the North Central Council of Mayor's inventory. The project is then held for a second reading and must receive approval again. All projects listed in the inventory are included in an annual evaluation performed by North Central Council staff and municipal representatives utilizing the council's project selection methodology. Staff presents the results of the evaluation to the Mayors' Committee which develops the recommended annual element and multi-year program for the North Central Council. The recommendation of the Mayor's Committee is then reviewed by the full council. Upon approval by the Council, the program is submitted to CATS for inclusion in the region's TIP.

An information memo describing the North Central development process in more detail is available.

**CENTRAL REGION:** The West Central Municipal Conference (WCMC) staffs the development of the locally programmed Surface Transportation Program for the Central region. Prior to the development of the Intermodal Surface Transportation Efficiency Act in 1991, the WCMC staffed the development of the defunct Federal Aid Urban program.

The conference utilizes an open process for development of the program. Any member municipality of the central region is eligible to submit a project for consideration. An outline of the project is submitted to the Transportation Committee (TC) for review and consideration. A standard application form is available from the planning liaison for this purpose. The TC reviews the project and upon determination of the project's eligibility, recommends the project for inclusion in the WCMC's inventory. All projects listed in the inventory are included in an annual evaluation performed by WCMC staff and municipal representatives utilizing the conference's project selection methodology. Staff presents the results of the evaluation to the TC which develops the recommended annual element and multi-year program for the central region. The recommendation is then reviewed by the full conference. Upon approval, it is then submitted to CATS for inclusion in the region's Transportation Improvement Program.

The West Central Municipal Conference has worked over the past several years to refine its project selection methodology. The revised methodology has been adopted by the conference and will be used for evaluation of projects and development of the Central Council's locally programmed STP component.

**THE SOUTHWEST REGION:** The Southwest Council of Mayors utilizes an open process for development of the program. Any member municipality of the Southwest Regional Council is eligible to submit a project for consideration. An outline of the project is submitted to the Council of Mayors at its monthly meeting for consideration and a vote of approval to be placed in the program. The council reviews the project and upon determination of the project's eligibility and the funding available in the fiscal year being requested, recommends the project to be included in the program for the fiscal year requested.

The Southwest Council of Mayors has adopted a project selection methodology and it will be used for evaluation and development of the Southwest Council locally programmed STP component.

**SOUTH REGION:** The South Suburban Mayors and Managers Association (SSMMA) staffs the development of the locally programmed STP program for the South Regional Council of Mayors. Prior to enactment of the ISTEA, the SSMMA staffed the development of the Federal Aid Urban (FAU) program for the council.

The association utilizes an open process for development of the program. Any member municipality of the South Regional Council, or an outside agency (such as Pace, Metra or IDOT) is eligible to submit a project for consideration. An outline of the project is submitted to the SSMMA transportation committee (TC) for consideration. A standard application form is used for this submission. The TC reviews the project and upon determination of the project's eligibility, recommends the project for inclusion in SSMMA's inventory. All projects listed in the inventory are included in an annual evaluation performed by SSMMA staff and municipal representatives utilizing the council's project selection methodology. Staff presents the results of the evaluation to the TC which develops the recommended annual element and multi-year program for the south council. The recommendation of the TC is then reviewed by the full association. Upon approval by the association, the program is submitted to CATS for inclusion in the region's TIP.

The SSMMA has worked over the past several years to refine its project selection methodology. This revised methodology has been adopted by the association and will be used for evaluation of projects and development of the South Council's locally programmed STP component.

**DUPAGE REGION:** The DuPage Mayors and Managers Conference (DMMC) staffs the development of the locally programmed Surface Transportation Program (STP) for the DuPage Regional Council of Mayors. Prior to enactment of the ISTEA, the DMMC staffed the development of the Federal Aid Urban (FAU) program for the council.

The Conference utilizes an open process for development of the program. Any member municipality of the DuPage Regional Council, regional agency or group may submit a project for consideration with the appropriate member sponsor. A standard application form is used for the annual submission for both highway and transportation control measure (TCM) components. Projects are evaluated using the council's project selection methodology. Staff presents the results of the evaluation to the Transportation Committee (TC) which develops the recommended annual element and multi-year program for the conference. The recommendation of the TC is then reviewed by the full conference. Upon approval by the full conference, the program is submitted to CATS for inclusion in the region's TIP.

The conference has worked over the past several years to refine its project selection methodology per ISTEA. This revised methodology has been adopted by the association and will be used for evaluation of projects and development of the DuPage Council's locally programmed STP component.

**KANE REGION:** The Kane County Council of Mayors staffs the development of the locally programmed STP program for Kane County. Prior to enactment of the ISTEA, the council staffed the development of the Federal Aid Urban (FAU) program for the county.

The council utilizes an open process for development of the program. Any member municipality of the Kane County Council of Mayors is eligible to submit a project for consideration. An outline of the project is submitted to the council transportation committee (TC) for consideration. A standard application form is used for this submission. The TC reviews the project and upon determination of the project's eligibility recommends the project for inclusion in the council's inventory. All projects listed in the inventory are included in an annual evaluation performed by council staff and municipal representatives utilizing the council's project selection methodology. Staff presents the results of the evaluation to the Technical Committee which develops the recommended annual element and multi-year program for the Kane County Council. The recommendation of the TC is then reviewed by the full council. Upon approval by the council, the program is submitted to CATS for inclusion in the region's TIP.

The council has worked over the past several years to refine its project selection methodology. This revised methodology has been adopted by the council and will be used for evaluation of projects and development of the South Council's locally programmed STP component.

**LAKE REGION:** The Lake County Council of Mayors staffs the development of the locally programmed STP program for Lake County. Prior to enactment of the ISTEA, the council staffed the development of the Federal Aid Urban (FAU) program for the council.

The council utilizes an open process for development of the program. Any member municipality of the Lake County Council of Mayors, or an outside agency (such as Pace, Metra or IDOT) is eligible to submit a project for consideration. A project description is submitted to the council transportation committee (TC) for consideration. A standard data form is used for this submission. The TC reviews the project and upon determination of the project's eligibility, determines whether to recommend the project for inclusion in the council's Surface Transportation Program. All projects listed in the inventory are included in an annual evaluation performed by council staff and municipal representatives utilizing the council's project selection methodology. Staff presents the results of the evaluation to the TC which develops the recommended annual element and multi-year program for the Lake County Council of Mayors. The recommendation of the TC is then reviewed by the full council. Upon approval by the council, the program is submitted to CATS for inclusion in the council's TIP.

The council has worked over the past several years to refine its project selection methodology. This revised methodology has been adopted by the council and will be used for evaluation of projects and development of Lake County's locally programmed STP component.

**MCHEMRY REGION:** The McHenry County Council of Mayors was organized in May, 1992. The council has adopted a Surface Transportation Program (STP)

implementation policy and a STP project evaluation methodology and utilizes a prescribed STP project application outline. The project evaluation methodology was used to select projects for FY93, 94, and 95 and will be utilized each year as additional funds become available. Both the implementation policy and the evaluation methodology were intended to guide the STP program process, but the council also recognizes that situations may arise which need special consideration. Staff assistance is provided to the council by the senior transportation planner at the McHenry County Highway Department.

The McHenry County Council of Mayors only considers projects for which there is a municipal or a county sponsor or co-sponsor. Fire protection districts or transit agencies, for example, may apply for STP funds only if they obtain a Council of Mayors co-sponsor. Projects, following a specific outline, must be submitted to the council liaison at the McHenry County Highway Department by August 1 of each year. The council liaison reviews and rates each project using the adopted STP project evaluation methodology. Results and comments are distributed to the Council of Mayors prior to their September meeting. Projects to be included on the council's three year guaranteed funding list are selected at the September meeting. Once a project is approved for the three year list, funding is guaranteed provided the project is ready for a letting within three years; the cost of the project does not exceed the guaranteed amount by more than 20 percent; and, an annual project update is submitted. Projects which are not selected, are included on a "B" list and may be moved onto the guaranteed list if a guaranteed project is dropped. Guaranteed projects are funded on a first ready, first funded basis. The annual element and multi-year program are developed on the basis of project readiness and funding availability.

**WILL REGION:** The Will County Governmental League (WCGL) staffs the development of the locally programmed STP program for Will County. Prior to enactment of the ISTEA, the Will County Council staffed the development of the Federal Aid Urban (FAU) program for the council.

The league utilizes an open process for development of the program. Any member municipality of the WCGL Transportation Committee (TC) is eligible to submit a project for consideration. An outline of the project is submitted to the TC for consideration. The TC reviews the project and upon determination of the project's eligibility, recommends the project for inclusion in the Will County inventory. If the project is eligible, an STP project application must be submitted which follows the application outline. All projects listed in the inventory are included in an annual evaluation performed by WCGL staff and municipal representatives utilizing the council's project selection methodology. Staff presents the results of the evaluation to the TC which develops the recommended annual element and multi-year program. The recommendation of the council is then reviewed by the league. Upon approval by the Governmental League, the program is submitted to CATS for inclusion in the council's TIP.

The TC has worked over the past several years to refine its project selection methodology. This revised methodology has been adopted by the TC and will be used for evaluation of projects and development of the Will County Governmental League's locally programmed STP component.

#### D. MILESTONES IN PROGRAMMING

1955 An agreement was made among the state of Illinois, Chicago, Cook County and the U.S. Bureau of Roads establishing the CATS Policy Committee. The agreement authorized funding for data collection and the development of the 1980 Long Range Transportation Plan.

1960s 1980 Transportation Plan was completed and adopted by the Policy Committee.

The Chicago Area Transportation Study is designated as "the principal staff agency for implementing the requirements of the Federal-Aid Highway Act of 1962," for the city of Chicago, Cook County, and DuPage County.

The Policy Committee was appointed to "adopt a program of work for the accomplishment of the objectives of this agreement and be responsible for its execution."

The Policy Committee expanded the CATS transportation planning area to include Kane, Lake, McHenry and Will counties, the entire SMSA, although the latter two did not formally join until 1970.

1970s The Council of Mayors was given representation on the Policy Committee.

Programming procedures for the allocation of FAU funds were adopted by which funds were allocated by regional area in proportion to population.

State and county officials endorsed the proposition that municipalities could select routes and projects eligible for FAU funding. Each municipality, within a council, assesses its own needs and submits projects for FAU funding. Each project submittal must also include a statement that match funds will be available at the appropriate time.

CATS is designated as the Metropolitan Planning Organization pursuant to the 1973 Federal Highway Act. CATS would handle the Planning funds for the region, thus designating how funds will be distributed to the agencies involved. This is the funding source for the planning liaison program.

The sub-regional planning program was funded with the resulting development of the planning liaison function, as support and staffing for the council of mayors regional councils.

1980s The program matured, but implementation by individual councils on an annual basis was uneven. To better program the FAU funds, the councils created an Executive Committee composed of two mayors from each council. This committee was given the power to approve borrowing and lending between councils to better program the region's FAU funds. The committee's power was given to them by the regional councils. On legislative issues, because of its familiarity and understanding of the needs

of the regional councils, the committee acts as an advocate for its membership.

The Executive Committee usually hears what's coming before it goes out to the regional councils and is able to give direction to the Council of Mayors' representative on the MPO's Policy Committee, so that when regional decisions are made, the locally elected officials have a voice.

During the 80s the Executive Committee also established policy on other regional issues related to the FAU program. It decided that:

- each council is entitled to its fair share of the FAU program going back to 1972
- redistribution between councils will only take place after the FAU funds are redistributed to the state based on the decennial census
- each council should be at equity at the end of each highway act

1990s

The Executive Committee of the Council of Mayors met to discuss the intent of the new federal transportation legislation and to review the deliberations of the CATS Policy Committee subcommittee on ISTEA. Preliminary recommendations on implementation of the Surface Transportation Program (STP) were made.

The Executive Committee endorsed the following recommendations of the CATS Policy Committee subcommittee on ISTEA:

state and local governments (city of Chicago and Council of Mayors) should receive equal proportions of the basic federal increase

the local share of the STP funds should be locally programmed by the city of Chicago and the Council of Mayors

The councils work to assure that the programming process addresses the requirements of the ISTEA and the Clean Air Act Amendments.



### III. TRANSPORTATION PLANNING BY THE CHICAGO AREA TRANSPORTATION STUDY

*QUESTION: HOW WOULD YOU ASSURE A SAFE AND EFFICIENT TRANSPORTATION SERVICE, AND EQUITABLY MANAGE A HALF BILLION DOLLARS FOR TRANSPORTATION IMPROVEMENTS SERVING A METROPOLITAN AREA OF 7 MILLION PEOPLE, IN SIX COUNTIES, THE CITY OF CHICAGO, 265 OTHER CITIES AND VILLAGES (AND HUNDREDS OF OTHER GOVERNMENTAL ENTITIES), AT THE SAME TIME AS YOU PLAN TWENTY YEARS INTO THE FUTURE?*

*ANSWER: YOU WOULD INVENT AN MPO - A METROPOLITAN PLANNING ORGANIZATION.*

The MPO is the forum through which all the decision makers responsible for federally funded transportation investments and operations cooperatively decide on transportation plans and programs for the region. This is further complicated by requirements of recent federal legislation that some non-federally funded projects be also considered.

In northeastern Illinois, there is such an organization, the Chicago Area Transportation Study (CATS) Policy Committee. Founded in 1955, CATS is the prototypical MPO.

*QUESTION: HOW DID CATS BECOME THE MPO?*

*ANSWER: CATS GREW INTO IT.*

A 1955 agreement among the state of Illinois, city of Chicago and Cook County, in cooperation with the U.S. Bureau of Public Roads, established a group that was to become the CATS Policy Committee and authorized funding to support data collection and development of a long range transportation plan with a horizon date of 1980.

The successful completion of that planning effort in 1962 led to CATS becoming a permanent agency for planning and coordinating the region's transportation system. New federal legislation mandating "continuous, cooperative and comprehensive transportation planning" was modeled after the CATS example. Chicago was the first region to be certified as meeting federal requirements.

Several agencies do transportation planning in the Chicago region. The Chicago Transit Authority (CTA), Metra and Pace plan for their respective transit service areas, while the Regional Transportation Authority (RTA) plans for an overall coordinated transit system. The Chicago Department of Transportation is responsible for transportation planning within Chicago.

The Illinois Department of Transportation, the Northeastern Illinois Planning Commission, the Illinois State Toll Highway Authority, and the planning and transportation departments of each county and most municipalities all do some transportation planning.

These varied and often competing interests are coordinated through the Chicago Area Transportation Study Policy Committee, the MPO for northeastern Illinois.

*QUESTION: WHAT IS THE SOURCE OF THE CATS POLICY COMMITTEE'S AUTHORITY?*

*ANSWER: CATS IS DESIGNATED BY THE GOVERNOR, IN CONJUNCTION WITH THE LOCALLY ELECTED COUNTY BOARD PRESIDENTS AND MAYORS, AND RECOGNIZED BY THE FEDERAL GOVERNMENT, AS THE MPO FOR NORTHEASTERN ILLINOIS.*

*QUESTION: HOW DOES THE MPO PROCESS WORK?*

*ANSWER: THROUGH THE POLICY COMMITTEE.*

The CATS Policy Committee consists of representatives of state and local governments and transportation operating and planning agencies. Its permanent chair is the Secretary of Transportation of the state of Illinois. CATS' Executive Director is secretary of the Policy Committee. The Policy Committee has grown from the four sponsoring agencies referred to above to include the five collar counties (DuPage, Kane, Lake, McHenry, and Will) and:

- Chicago Transit Authority (CTA)
- Commuter Railroads (Metra)
- Suburban Bus Operations (Pace)
- The Council of Mayors
- The Federal Transit Administration (FTA)
- Illinois State Toll Highway Authority (ISTHA)
- Mass Transit Districts
- Regional Transportation Authority (RTA)
- Northeastern Illinois Planning Commission (NIPC)
- Private Transportation Providers
- Class I Railroads

The major responsibilities of the Policy Committee are long-range planning and short-range improvement programming. Long-range plans, usually twenty years in duration, project future transportation needs. The original 1980 plan has since been succeeded by the current 2010 Transportation System Development Plan, updated in October 1993, that was approved in 1989. The planning process for the 2020 plan began in November 1993. The Northeastern Illinois Planning Commission develops and provides the socioeconomic forecasts used in the development of the long-range plans.

This 2010 plan encourages demand and system management techniques that support the efficient provision of transportation service. Demand management techniques are policies and strategies that attempt to alter the level and character of travel demand to make better use of the capacity of the transportation system. System management techniques seek to minimize emissions while maximizing efficient use of the existing system, improving flow and reducing congestion.

The 2010 plan has both highway and transit components. A significant innovation of the highway component is the Strategic Regional Arterial (SRA) System, a comprehensive network of arterial roadways designated to carry intra-regional long-distance traffic.

The transit system component of the plan projects mass transit demand and capital needs in order to respond to regional growth and changing demographics. Its recommendations suggest major additions to respond to these future needs.

The 2010 plan also incorporates "Corridors of the Future" to provide for the protection of rights-of-way to ensure their availability to meet future expressway and transit needs.

The CATS Policy Committee does short-range programming through the Transportation Improvement Plan (TIP), a revolving five-year program of capital improvements to the transportation network. The TIP is updated annually into the "Annual Element," for projects programmed to be contracted in the ensuing fiscal year. Projects programmed for subsequent years in the TIP are prioritized by year, formatted STPU 95, STPU 96, and STPU 97-98, as appropriate.

*QUESTION: SO MUCH FOR THE POLICY MAKERS, HOW DOES THE REAL WORK GET DONE?*

*ANSWER: THE POLICY COMMITTEE HAS ESTABLISHED A WORK PROGRAM COMMITTEE.*

The Policy Committee has established a standing technical committee, the Work Program Committee, which meets frequently to address and review all the issues that will come before the Policy Committee for resolution.

This committee provides a planning and programming process in which all agencies doing transportation planning are represented. It includes members of the Policy Committee and representatives of the following agencies:

Chicago Department of Planning and Development  
Northwestern Indiana Regional Planning Commission  
IDOT, Division of Public Transportation  
Illinois Environmental Protection Agency  
IDOT, District 1  
Chicago Area Transportation Study

In its turn, the Work Program Committee is supported by standing advisory committees. It is through the advisory committees that the planners, locally elected officials, operators, implementors, special interest groups, and the general public provide the input needed to shape a coordinated transportation program. Although their scopes are relatively narrow, most of the advisory committees continue as ongoing resources, ensuring that decisions are made in a climate of professionalism and full participation. The five advisory committees to the Work Program Committee are:

Aviation Committee  
Freight Advisory Committee  
Transportation Operations Committee  
Mobility Limited Advisory Committee  
Private Providers Committee

Several subcommittees and task forces have been assembled which are short term in nature. These groups are formed as needed to address specific transportation issues. The following are among several subcommittees currently active:

- Transportation System Development Evaluation
- Strategic Regional Arterial
- Congestion Mitigation and Air Quality Improvement
- Project Selection Methodology
- Air Quality Executive Committee
- ISTEA Subcommittee of the Policy Committee

The following task forces are also active:

- Demand Management Task Force
- Environmental Issues Task Force
- Employee Commute Options Task Force
- Local Development Task Force
- Roadway Operations Task Force
- Transit Highways Task Force

*QUESTION: HOW ARE CATS' ACTIVITIES FUNDED?*

*ANSWER: THROUGH THE UNIFIED WORK PROGRAM COMMITTEE*

The Unified Work Program Committee (UWP) was created to develop and monitor the annual multi-million dollar transportation planning effort in the region.

This committee develops the Unified Work Program which describes the federally funded transportation planning projects to be implemented for northeastern Illinois. The Unified Work Program is submitted for approval to the CATS Policy Committee.

The 1993 fiscal year report programmed expenditures of \$9,569,800 in planning funds made available through the Federal Transit Administration, the Federal Highway Administration, other federal, state and local sources, including matching funds from the Illinois Department of Transportation and local entities. The Unified Work Program is mandated by MPO regulations. Members of the UWP Committee include one member from each of the following agencies:

- City of Chicago
- Regional Transportation Authority
- Chicago Transit Authority
- Council of Mayors
- Collar Counties (the five outlying counties of the region)
- Illinois Department of Transportation
- Northeastern Illinois Planning Commission

Traditionally, the seats on each of these committees have been held by staff from the member agencies responsible for highway and transit planning and programming.

*QUESTION: HOW IS CATS ASSURING COMPLIANCE AND IMPLEMENTATION OF THE CLEAN AIR ACT AMENDMENTS OF 1990 AND THE INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991?*

*ANSWER: THE POLICY COMMITTEE HAS REFOCUSSED CATS' EFFORTS TO ENSURE FULL COMPLIANCE WITH RECENT FEDERAL LEGISLATION. FOLLOWING IS AN EXPANDED VIEW OF THE MAJOR ACTIVITIES:*

#### 2010 TRANSPORTATION SYSTEM DEVELOPMENT PLAN (2010 TSD)

The 2010 TSD, originally endorsed in 1989 and updated in 1993, was developed to address the long-range transportation needs of northeastern Illinois. In order for the region to be eligible for federal funds for improving the highway and transit systems it must have a long-range transportation plan developed according to federal guidelines.

Fifteen specific factors listed in ISTEA must be considered in the plan. The 1993 update and all subsequent plans will address these factors.

It is also required that the plan comply with the Clean Air Act Amendments of 1990 (CAAA90) which requires that plans, programs and projects must conform to the Illinois State Implementation Plan (SIP) to contribute to meeting air quality standards. The Policy Committee found the 2010 plan to be in conformity in 1991.

#### CONGESTION MITIGATION AND AIR QUALITY

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 authorizes funding, through the Federal Highway Administration, for projects promoting congestion mitigation and air quality (CMAQ) improvements. The CMAQ program is administered by the state of Illinois through the Illinois Department of Transportation. Northeastern Illinois, through the CATS Policy Committee, has programmed projects totalling \$80.6 million, in the first two years of the program.

The greatest emphasis is to be placed on those projects that will produce measurable reductions in carbon monoxide and ozone pollutants and qualify as transportation control measures.

#### TRANSPORTATION CONTROL MEASURES

The Clean Air Act Amendments of 1990 (CAAA90) requires extensive planning and programming efforts in areas that have not attained national ambient air quality standards. The northeastern Illinois region has been classified as a severe non-attainment area for ozone. CATS has major responsibilities for planning and implementing the CAAA90 requirements dealing with transportation control measures (TCMs).

Transportation control measures encompass strategies and measures which involve "transportation system management" and "travel demand management." Transportation system management strategies aim to increase the efficiency of transportation facilities

and services. Travel demand management strategies aim to reduce or eliminate vehicle trips and vehicle miles traveled through expanded reliance on alternative travel modes.

These TCMs are considered to be effective in reducing pollution by limiting auto travel and reducing the number of auto trips and thus the amount of emission. The U.S. Environmental Protection Agency has published and recommended a total of 16 TCMs which can be broadly classified into the following areas:

- (1) Improved transit services
- (2) Carpool, vanpool, and high occupancy vehicle (HOV) projects, including vehicle-use limitations in designated areas
- (3) Employer-based or area-based trip reduction programs
- (4) Vehicle emission controls and the elimination of older polluting vehicles
- (5) Bicycle, pedestrian, and other non-auto facilities and plans
- (6) Traffic flow improvements

### ILLINOIS TRANSPORTATION ENHANCEMENT PROGRAM

The Intermodal Surface Transportation Efficiency Act of 1991 also requires states to set aside 10 percent of their share of Surface Transportation Program funds for projects that serve to enhance the transportation system. Each state has the flexibility to create a program to best suit its respective needs, within the limits of the law.

The Illinois program allows the scope of transportation projects to expand beyond the traditional accommodations for cars, trucks, buses and transit to include:

"Provision of facilities for pedestrians and bicycles; acquisition of scenic easements and scenic or historic sites; scenic or historic highway programs, landscaping and other scenic beautification; historic beautification, rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals); preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails); control and removal of outdoor advertising; archaeological planning and research; mitigation of water pollution due to highway runoff." (23 USC sect. 133(c))

In addition, provisions for stand-alone projects, i.e., those the completion of which are independent of any other funding contingencies, will afford funding opportunities to a broader range of users, such as local historic societies, bicycle, and other special interest or not-for-profit groups. Total allocation for the six-year program is projected at \$150 million.

The program is administered by the Illinois Department of Transportation. However, enhancement projects are developed through cooperative efforts among local agencies, the metropolitan planning organizations, the Illinois Department of Conservation and the Illinois Historic Preservation Agency.

CATS and the Northeastern Illinois Planning Commission (NIPC) have been designated by IDOT to jointly review and evaluate transportation enhancement projects in northeastern Illinois. This is being done to assure coordination with other programs, provide information on project viability, eligibility and relationship to regional plans such as the "2010 Transportation System Development Plan" (above) and the "Regional Greenways Plan".

On April 22, 1993, Governor Edgar announced statewide enhancement awards of \$17.4 million, including engineering funding for out-year construction totaling \$48 million, for the first cycle. Of this amount, \$6.2 million was awarded for engineering and construction in fiscal year 1993 and \$25.7 million for out-year construction in northeastern Illinois.

There were 129 enhancement project proposals, with a total value of \$82 million, submitted in the second cycle for CATS and NIPC endorsement. Governor Edgar will make the statewide award announcement in early 1994. At that time, he is expected to make a "call" for project proposals for cycle III.

## OPERATION GREENLIGHT

Operation GreenLight is a program dedicated to reducing roadway congestion. Since the program's inception in 1989, strategies to achieve this goal have been implemented by CATS and other agencies. These include measures to improve highway and arterial traffic management, facilitate efficient pedestrian and auto movement at transit locations, and reduce demand for highway use and promote transit use.

There is considerable overlap between these strategies and those suggested by recent federal transportation and environmental legislation. Operation GreenLight activities are being folded into CAAA90 implementation in response to the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA).

## THE STRATEGIC REGIONAL ARTERIAL SYSTEM

One of the elements of an eight part plan of Operation GreenLight was a provision for the creation of a Strategic Regional Arterial System. The purpose of this system is to absorb a large part of longer-distance, high volume auto and commercial traffic that would otherwise clog the expressway system.

The 2010 Transportation System Development Plan designated a 1,340 mile Strategic Regional Arterial system. The plan did not provide a specific improvement scheme for each route. The Illinois Department of Transportation made a commitment that as a follow-up to the plan, studies would be funded to develop a specific plan for each route. The routes were divided into five subsets with approximately 20 percent of the total mileage in each subset. Each year, studies of the routes in one subset are initiated. The studies include the involvement of communities through an advisory panel structure.

The product of the route study is an overall plan for the eventual configuration of the route. Additional right-of-way is identified so that efforts to preserve it can be made early on. The Intermodal Surface Transportation Efficiency Act calls for the development of a National Highway System that will be eligible for certain federal funds. The expressway system and the strategic regional arterials are intended to form the basis for that system in Chicago and northeastern Illinois.

The first subset was started in 1990, with final reports being released in 1993. The second and third subsets were started in 1991 and 1992, with the fourth and fifth being started in 1993 and 1994, respectively.

## EMPLOYEE COMMUTE OPTIONS (ECO)

In 1993, the Illinois General Assembly passed legislation entitled the Employee Commute Options Act in direct response to a federal mandate contained in the Clean Air Act Amendments of 1990. All employers, both public and private, that have 100 or more employees arriving at any one work site are affected. To comply, they must develop and implement a plan to increase the average passenger occupancy (APO) for commuting trips between home and the work site, during the peak period of travel (6 a.m. to 10 a.m., Monday through Friday, exclusive of holidays) to not less than 25 percent above the regional average vehicle occupancy (AVO).

The Illinois Department of Transportation will administer the ECO Program and will develop the rules necessary to accomplish the purpose of this act with input from an Advisory Board. Rules implementing the legislation are pending.

## COMMUTEGROUP

Since 1980 the CATS CommuteGroup (formerly "Rideshare") Program has given commuters and employers an opportunity to save time, energy and money by van or carpooling. CATS has registered over 25,000 people through a free computerized matching service, and has worked with more than 250 major employers to promote ridesharing. The program serves the entire six-county northeastern Illinois region and is available to the public through a rideshare hot line service (312) 793-RIDE. Ridesharing is expected to play a major role in meeting the employee commute options requirements of CAAA90.

*QUESTION: THESE KINDS OF ACTIVITIES WOULD REQUIRE EXTENSIVE RESEARCH AND HUGE AMOUNTS OF DATA. WHO COMPILES IT AND WHERE DOES IT COME FROM?*

*ANSWER: CATS COLLECTS AND MAINTAINS TRANSPORTATION DATA AND DISSEMINATES IT THROUGH PUBLICATIONS AND TECHNICAL ASSISTANCE PROGRAMS.*

An on-going function of CATS is the monitoring, surveillance and reporting of transportation related matters to collect travel data for use in transportation forecasting and planning.

Recent studies have focused on trip generation rates, origination and destination analyses, trip purpose and travel mode, travel time, trip length, auto occupancy and total number of trips. These data are compiled by CATS staff to supplement data received from the U.S. Census Bureau.

CATS uses the travel forecast information for long-range regional system planning purposes and 20-year traffic projections for highway and transit improvements.



*QUESTION: ARE THE RESULTS OF THE RESEARCH AND DATA AVAILABLE TO THE PUBLIC?*

*ANSWER: THERE ARE MANY WAYS BY WHICH CATS MAKES INFORMATION AVAILABLE TO THE PUBLIC.*

CATS shares the results of its research, studies and ongoing projects with others in many ways. Project reports are published as working papers or technical memoranda. A publication list is available upon request. A newsletter is regularly published on private transportation provider activities. Research News, a semi-annual journal, contains articles on both the theoretical and practical sides of transportation planning. Topical data issues are highlighted in a quarterly publication, Transportation Facts.

CATS also maintains an extensive library of national and regional and professional transportation publications and periodicals.

CATS staff are available on a contractual basis to provide implementors and private interests with specific technical assistance beyond the normal scope of federally-funded planning activities.

*QUESTION: WHERE IS THE PUBLIC ACCOUNTABILITY?*

*ANSWER: THROUGH HEARINGS, OPEN MEETINGS, PUBLIC COMMENTS ON THE LONG RANGE PLAN, AND ON CONFORMITY OF THE ANNUALLY UPDATED TRANSPORTATION IMPROVEMENT PROGRAM. PUBLIC ACCOUNTABILITY ALSO RESTS WITH THE ELECTED COUNTY BOARD PRESIDENTS OR CHAIRPERSONS, THE MAYOR OF THE CITY OF CHICAGO, AND THE MAYORS AND PRESIDENTS OF THE REGION'S OTHER 264 CITIES AND VILLAGES ORGANIZED INTO THE COUNCIL OF MAYORS.*

On a monthly basis CATS produces a calendar of regional transportation related meetings. Additional information is available by contacting CATS' public information officer at 312-793-3460.

APPENDIX A

**EXECUTIVE COMMITTEE BY-LAWS**

## **THE EXECUTIVE COMMITTEE BY-LAWS**

1. Membership is limited to Mayors and Village Presidents appointed by each of the eleven Regional Councils.
2. Each Regional Council, by resolution, appoints two representatives during May or June of each odd-numbered year (as a minimum).
3. The Executive Committee meets a minimum of four times a year prior to the CATS Policy Committee meetings, or as often as deemed necessary by the Chairman.
4. A Chairman and two Vice-Chairmen are elected by the Executive Committee from among themselves.
5. Each of the eleven Regional Councils has one vote. It is the responsibility of the representatives to determine their one vote.
6. A vote is decided by a majority of the members present, except that seven positive votes are required to approve funding issues.
7. In cases where neither regional council representative is able to attend an Executive Committee meeting, they will appoint another elected official to represent the Regional Council at that particular meeting. The appointed substitute will present written proof of his charge to the committee.
8. When it is necessary for a regional council to revise the appointment of a representative it would be done by formal resolution. The regional council chairman will forward the approved resolution to the chairman of the Executive Committee.

**APPENDIX B**

**PROFILES OF EXECUTIVE COMMITTEE MEMBERS**

## PROFILES

### EXECUTIVE COMMITTEE CATS COUNCIL OF MAYORS

#### NORTH SHORE

##### **PRESIDENT NANCY L. FIRFER, GLENVIEW**

Prior to her election in 1993, President Firfer had served for six years on the Village of Glenview's Board of Trustees. In that capacity, she served on committees dealing with recycling, the comprehensive planning process, a cable TV franchise negotiation and on the steering committee of a community resource effort.

She is a former member of the Northfield Township High School District 225 Board, past President of Northbrook-Glenview Elementary School District 30 and has chaired the Glenview Independence Day Commission, Parent Education Committee of Glenbrook South High School and the Screening Committee of the Northfield Township High School District 25.

She is a graduate of Northwestern University and has done graduate work at Northeastern Illinois University. She is married and has three grown children.

##### **MAYOR JACQUELINE B. GORELL, SKOKIE**

Jacqueline Gorell has served as Mayor of the Village of Skokie since 1989, after serving two years as Acting Mayor. She was a village trustee the 10 preceding years. Gorell has served the village in other capacities including, the Skokie Plan Commission, Human Relations Commission, the Centennial Committee, the Bicentennial Committee and the Mayor's Task Force on Drugs.

She is a member of the Janus Korczak Bnai Brith, Skokie Caucus Party, Skokie Historical Society and the Northwest Municipal Conference Transportation Unit. She is a past member of the Board of Directors of Rush North Shore Medical Center and the North Central Home Owners Association.

A resident of Skokie for 37 years, Mayor Gorell has four children and two grand children.

#### NORTHWEST

##### **DENNIS J. GALLITANO, ELK GROVE VILLAGE**

Dennis J. Gallitano, prior to being elected President of Elk Grove Village served as a village trustee for eight years. He is a board member of the Illinois International Convention Center, the Northwest Municipal Conference, the Solid Waste Agency of Northern Cook County and the Joint Action Water Agency.

President Gallitano is a partner with the law firm of Coffield Ungaretti & Harris, where he specializes in corporate, health care and information systems law. He is a frequent speaker at various national conferences including the American Academy of Hospital Attorneys, the Catholic Health Association, the Healthcare Information Management Systems Society and the Healthcare Financial Management Association. Within his health care law practice, President Gallitano specializes in working with urban health systems to expand primary health care initiatives for medically underserved areas.

**SIDNEY H. MATHIAS, BUFFALO GROVE**

Sidney H. Mathias has been Village President in Buffalo Grove since 1991. Prior municipal service includes three years as village trustee and five years as a member of the Buffalo Grove Zoning Board of Appeals. Other civic involvement includes serving as past President of the Northwest Suburban JCC in Buffalo Grove, where he is currently a member of the board of directors.

President Mathias, along with his village responsibilities, serves on the Northwest Municipal Conference Executive Board, Chairs the Northwest Council of Mayors, Co-Chair of the conference's Transportation Unit and serves on the CATS Council of Mayors. President Mathias is also an active member of the Wisconsin Central Mayoral Task Force and is a member of the Buffalo Grove Chamber of Commerce.

President Mathias is a graduate of Roosevelt University and the DePaul University College of Law. He is married and has two sons.

**NORTH CENTRAL****JACK B. WILLIAMS, FRANKLIN PARK**

President Williams is Chairman of the Executive Committee of the Council of Mayors. In that capacity, he is also a member of CATS Policy Committee, the metropolitan planning organization (MPO) for northeastern Illinois.

Jack Williams is serving his seventh term as President of the Village of Franklin Park. Among his many achievements, he is on the Board of Directors of the National League of Cities and serves on its Transportation and Communication Steering Committee. He is past President of the Illinois Municipal League. President Williams was a member of the Illinois General Assembly from 1973 to 1981, serving on the Transportation and Energy Committees, among others.

President Williams is past President of the Franklin Park Rotary and has been a member of and held office in numerous other civic organizations. He is a registered pharmacist and has owned and operated pharmacies for 26 years.

**LORRAINE POPELKA, FOREST PARK**

Lorraine Popelka was first elected Mayor of the Village of Forest Park in 1987. She is now in her second term. She had previously served eight years as village commissioner, specializing in accounts and finance.

Mayor Popelka is Vice-Chair of the North Central Council of Mayors. She has been a director of Pace since 1989. She has Chaired the West Suburban Neighborhood Preservation Agency, is past President of the Proviso Municipal League and is former vice-president of the West Central Municipal Conference.

Mayor Popelka is a life-long resident of Forest Park where she has raised her five children. She currently has ten grandchildren. She is widowed.

## **CENTRAL**

### **FRANK BALEY, STICKNEY**

Frank J. Baley has been President of the Village of Stickney since 1989. His prior municipal service included six terms as a village trustee, serving as Chairman of the Finance Committee, and two and one half years as library trustee of the Stickney-Forest View Library District. President Baley currently serves on the advisory committee of the Pav YMCA in Berwyn. He is also a member of the CATS Council of Mayors.

President Baley is an active member of St. Pius X Roman Catholic Church and the Stickney Sokol Organization.

### **TOM SEQUENS, BROOKFIELD**

Thomas A. Sequens was recently elected president of the village of Brookfield. This followed his previous service of three terms and part of an unexpired term on the Village Board as liaison to the Brookfield North Riverside Water Commission, Board Finance Chairman, Liaison to the Plan Commission, and liaison to the Redevelopment Board.

President Sequens is an associate board member of the LaGrange Memorial Hospital, Vice-President of the Executive Board of the LaGrange Memorial Hospital Association, board of directors of the Rich Port YMCA, member of the West Suburban Chamber of Commerce, member of Brookfield-LaGrange Park Lions Club, and former director of the Brookfield-LaGrange Park Lions Club.

President Sequens also has memberships in the US Equestrian Team, Inc., Loyal Order of Moose, Legion of the Moose, My First "A" Region Model "A" Ford Restorers Club, and St. Louise De Marillac Parish.

Thomas Sequens was listed in the "Who's Who" of Local Government in 1988 and 1989, was recognized by resolution of the Illinois House of Representatives, received the Presidential Sports Award, Judy Baar Topinka Dedicated Volunteer Award, Lions Club Certificate of Appreciation, Village of Brookfield Certificate of Appreciation and Plaque, West Central Municipal Conference President's Service Award and the Brookfield Chamber of Commerce Distinguished Serve Award.

## **SOUTHWEST**

### **ERNEST KOLB, OAK LAWN**

Ernest Kolb has served as President of the Village of Oak Lawn the last 16 years. Prior to his election in 1977, President Kolb was Village Clerk since 1964 and on the Oak Lawn Board of Appeals from 1959 to 1964. He is Director of the Illinois Municipal League, officer in the Southwest Council of Governments, member of the National League of Cities and the U.S. Conference of Mayors. He has served on the Executive Committee of the Council of Mayors for sixteen years, since his first term as mayor. He is a former Chairman of the International Clerks Association and Vice-President of the Municipal Clerks of Illinois.

President Kolb is a member of the Oak Lawn Lions Club, Veterans of Foreign Wars, a Director of the Oak Lawn Chamber of Commerce and member and past president of the Clerks' Association for South/Southwest Cook County. He is a member of St. Gerald's Church, Knights of Columbus and the Holy Name Society. President Kolb is a former "Livestock" Market Analyst, contributing editor to the Aberdeen/Angus Association and the Western Angus Association of California. President Kolb is married and has four adult children.

### **GERALD BENNETT, PALOS HILLS**

Gerald Bennett has been the Mayor of Palos Hills since 1981. Among his many achievements, Mayor Bennet is the founder and president of the Southwest Conference of Local Governments and is chairman of its transportation committee. He is also the Chairman of the Board of the Southwest Central 911 police and fire dispatch center as well as serving on the Legislative Committee of the Illinois Municipal League.

Mayor Bennett is active with the American Cancer Society, The Little City Foundation and Palos Hills Chamber of Commerce. Mayor Bennet is the 1988 recipient of the 5th Congressional District Raymond McDonald Community Achievement Award. Mayor Bennett is a senior vice President at W. J. Bennett Co. Inc., a commercial dental laboratory.

### **SOUTH**

#### **DAVID L. OWEN, SOUTH CHICAGO HEIGHTS**

David Owen has been President of the Village of South Chicago Heights since 1989. Prior to his election he served 14 years as village trustee. He serves on the Transportation Committee of the South Suburban Mayors and Managers Association and is a member of "Who's Who in Local Government."

President Owen has been active in numerous community organizations, including Governors State University, YMCA Board of Management and the Steger School District 194, PTA. He is a manufacturing representative for NCH Corporation.

President Owen has lived in South Chicago Heights for 28 years. He is married and has four teenage children.

#### **LOUIS SHERMAN, STEGER**

Louis Sherman, President of the Village of Steger for the last 20 years, was recently re-elected to his sixth term of office. He has been a member of the Executive Committee of the Council of Mayors for 15 years, is a member of the Advisory Board Cook County Block Grant, past President of the South Suburban Mayors and Managers Association, Vice-President of the Illinois Municipal League and Chairman of the Transportation Committee of the South Suburbs.

President Sherman is past President of Kiwanis and past Lt. Governor of Kiwanis.

### **DUPAGE**

#### **VIVIAN LUND, WARRENVILLE**

After teaching for 21 years, Vivian Lund was elected Mayor of the City of Warrenville in 1985. She is President of the DuPage County Mayors and Managers Conference, Vice Chairman of CATS Council of Mayors Executive Committee, Vice President of CATS Work Program Committee, and serves on the Illinois Corridor Transportation Management Association Board. Mayor Lund co-chaired the referendum to incorporate Warrenville. She was recently honored as the DuPage YWCA 1993 "Outstanding Woman Leader in Government and Politics."

Mayor Lund holds a bachelor's degree from the University of Illinois and a master's degree in education from Northern Illinois University. She actively participated in the family business, Lund's Flowers, for 30 years. She is married, has four grown children and seven grandchildren.



**JOHN D. PURDY, JR., CLARENDON HILLS**

Prior to his election as President of the Village of Clarendon Hills, John Purdy was a member and Chairman of the Zoning Board/Plan Commission.

President Purdy specializes in corporate and general business law, real estate law and financial institutions law currently at the firm of Martin, Craig, Chester & Sonnenschien. He is a member of the Chicago, Illinois and American Bar Associations. He also serves as a volunteer arbitrator for the American Arbitration Association and is a member of the Budget and Finance Committee of the Community Renewal Society. He is a former director of the United Way of Suburban Chicago and a former trustee of the Union Church of Hinsdale.

President Purdy did his undergraduate work at Yale University and is a graduate of the University of Chicago Law School. Upon graduation from law school, he joined the firm of Ross & Hardies, in which he became a partner in 1972, and where he practiced until 1983 when he withdrew to form Siemon, Larsen & Purdy.

**KANE COUNTY**

**JEFFERY SCHIELKE, BATAVIA**

Jeffery Schielke is currently serving his fourth term as mayor of the city of Batavia. Mayor Schielke is the Vice Chairman of CATS Council of Mayors Executive Committee and Council of Mayors representative on the CATS Unified Work Program Committee. Prior to his 1981 election, Schielke worked as a news reporter covering local government affairs. He is a past chairman of the DuKane Valley Council of Governments and also served time as a volunteer fire fighter in Batavia. A sixth generation Batavian, Schielke is a veteran of the United States Army and holds a bachelors degree from Aurora University. In addition to his duties as mayor, he is employed in his own practice as a real estate appraiser.

**DAVID PIERCE, AURORA**  
(not available at press time)

## **LAKE COUNTY**

### **JO ANN ECKMANN, LIBERTYVILLE**

Jo Ann Eckmann was elected President of the Village of Libertyville in 1989. President Eckmann previously was a member of the Planning Commission and a village trustee for five years, where she Chaired the Water and Sewer Committee and served on the Police and Fire, the Finance, Parks and Recreation, and the Fire Planning Committees.

President Eckmann is active in the Northwest Municipal Conference where she serves as Vice-President, Co-Chairs the Wisconsin Central Mayoral Task Force and the conference Transportation Unit. In addition, she is Chair of the Corridor Planning Council of Central Lake County (Route 53), Treasurer of the Lake County Municipal League, Vice-Chair of the Central Lake County Joint Action Water Agency, Chair of the Lake County Council of Mayors (CATS), and Commissioner of the Northeastern Illinois Planning Commission.

Her civic involvement includes past President of the League of Women Voters of Libertyville-Mundelein, past director of the League of Women Voters of Illinois, past director of the David Adler Cultural Center, and Advisory Board Member, MainStreet Libertyville, Inc.

A resident of Libertyville since 1976, Jo Ann Eckmann is married and has two sons. She is secretary/treasurer of James A. Eckmann Associates.

### **BILLY J. McCULLOUGH, ZION**

Billy McCullough was elected Mayor of the City of Zion in April 1991. He had previously served 8 years as Commissioner and mayor pro tem and Commissioner of Accounts and Finance.

Upon moving to Zion in 1963, Mayor McCullough became active in business and community affairs. In 1972 he became an independent grocer. Mayor McCullough is a former officer of the Zion Chamber of Commerce and has served on the Zion School Board intermittently for seven years. Currently, he is a member of the Exchange Club, Kiwanis club, and Christian Business Men's Association.

Mayor McCullough and his wife, Judy, have two children, Tammy Jo and Greg.

## **MC HENRY COUNTY**

### **WILLIAM W. LE FEW, HARVARD**

William LeFew was elected Mayor of the City of Harvard in April of 1993. He previously served two terms as Alderman. Mayor LeFew has also been active in the Harvard School Board as a member for four terms and as its president for two terms.

Mayor LeFew is a graduate of Carthage College with degrees in political science and criminal justice. He also attended John Marshall Law School. He is a former police officer who rose through the ranks to become police chief.

Mayor LeFew is married and has four children.

**SUE E. MC CABE, CARY**

Sue McCabe was elected President of the Village of Cary in April, 1993. She previously served as Village Trustee for four years, during which time she chaired the Streets Committee.

President McCabe is a registered nurse and works part time in obstetrics at Good Shepherd Hospital. As the mother of three school age boys, she has served as President of the Parent Teacher Organization and has been very involved in school and community activities.

**WILL COUNTY**

**DONALD L. RANDICH, CREST HILL**

Donald L. Randich is now serving his fourth term as Mayor of the City of Crest Hill. Prior to being elected in 1981, he had been City Treasurer for the preceding eight years. Mayor Randich is past President of the Will County Governmental League and the Chairman of the transportation Committee since 1981.

Mayor Randich is a full-time fire fighter EMTA with the Lockport Township Fire District and a long-time member of the Crest Hill Lion's Club. He is a member of St. Ann's Roman Catholic Church.

Mayor Randich is a lifetime resident of Crest Hill. He is married and has three sons.

**ROGER C. CLaar, BOLINGBROOK**

Roger C. Claar has served as Mayor of the Village of Bolingbrook since November of 1986, and is currently serving an unprecedented third term. Prior to election to his present position, the Mayor previously served five and one-half years as Village Trustee and, for more than a year, as Police and Fire commissioner.

Mayor Claar, 47, received a Bachelor's Degree from Eastern Illinois University, a Masters in Science from Indiana State University and a Ph.D. from Kansas State University.

Mayor Claar has served as a public school administrator for 18 years, supervising and administering vocational programs for secondary public high school students and adults. He has served in a number of professional associations and civic associations in a variety of board and director positions as well as president of several organizations. Most recently he was appointed to the Illinois State Toll Highway Authority Board.

Roger, his wife Pat, and daughter Lindsey, have resided in the Village of Bolingbrook since 1977.

APPENDIX C

**COUNCIL OF MAYORS CHAIRS 1967-PRESENT**

<u>YEAR</u>	<u>REGIONAL COUNCIL</u>	<u>CHAIRMAN</u>	<u>MUNICIPALITY</u>
1967-1971	South	President Bernard Cunningham	Park Forest
1971-1972	Northwest	Mayor Jack Walsh	Arlington Heights
1972-1973	DuPage	President Howell Holloman	Lombard
1974	Southwest	President Joseph Coglianesse	Chicago Ridge
1975	Southwest	President Fred Dumke	Oak Lawn
1975	South	Mayor Toby Anderson	Hometown
1976	South	Mayor Joseph Stuk	Country Club Hills
1976-1977	Lake	Mayor Maurice Noll	Mundelein
1977-1980	Lake	Mayor Gilbert Stiles	Libertyville
1981-1985	North Shore	President Florence Boone	Glencoe
1985-1989	Northwest	President Verna Clayton	Buffalo Grove
1989-1991	Will	Mayor Dennis Valy	New Lenox
1991-present	North Central	President Jack Williams	Franklin Park

**APPENDIX D**

**COUNCIL & TRANSPORTATION COMMITTEE CHAIRS**

REGIONAL COUNCIL AND TRANSPORTATION COMMITTEE CHAIRS/  
ASSOCIATION & CONFERENCE PRESIDENTS

- NORTH SHORE:** Mayor Lorraine Morton (Evanston (708) 328-2100),  
President Nancy Firfer (Glenview (708) 724-1700),  
Co-chairmen of the North Shore Council
- NORTHWEST:** Mayor Jo Ann Eckmann (Libertyville (708) 362-2430),  
President of the Northwest Municipal Conference  
President Sidney Mathias (Buffalo Grove (708) 459-2500),  
Chairman of the NWMC Transportation Committee
- ORTH CENTRAL:** President John Sinde (Westchester (708) 345-0020),  
President of the North Central Council  
President Joseph Sieb (Norridge (708) 453-0800),  
Chairman of the North Central Mayors' Committee
- CENTRAL:** Mayor Lorraine Popelka (Forest Park (708) 366-2323)  
President of West Central Municipal Conference  
Mayor Frank J. Baley (Stickney (708) 749-4400)  
Patrick R. Higgins (Western Springs (708) 246-1800)  
Co-Chairman of WCMC Transportation Committee
- SOUTHWEST:** Mayor Anthony Vacco (Evergreen Park (708) 422-1551),  
Chairman of the Southwest Council  
Mayor Gerald R. Bennett (Palos Hills (708) 598-3400),  
Chairman of the Southwest Transportation Committee
- OUTH:** President Thomas Brown (East Hazel Crest (708) 798-0213),  
President of the South Suburban Mayors & Managers Association  
President Louis Sherman (Steger (708) 754-3395),  
Chairman of the SSMMA Transportation Committee
- DUPAGE:** Mayor Vivian Lund (Warrenville (708) 393-9427),  
President of the DuPage Mayors and Managers Conference  
Dan Wennerholm (Bloomingdale (708) 893-7000),  
Director of the DMCM Transportation Committee
- ANE:** Mayor Jeffery Schielke (Batavia (708) 879-1424),  
Chairman of the Kane County Council
- LAKE:** Mayor Jo Ann Eckmann (Libertyville (708) 362-2430),  
Co-Chairman of the Lake County Council  
Mayor Billy McCullough (Zion (708) 746-4000),  
Co-Chairman of the Lake County Council  
President Walter Clarke (North Barrington (708) 381-3393),  
President of the Lake County Municipal League
- CHENRY:** Mayor George Wells (Crystal Lake (815) 459-2020),  
President of the McHenry County Municipal Association  
President Ron Miller (Union (815) 923-4153),  
Chairman of the McHenry County Council
- WILL:** Mayor Michael Rittorf (Channahon (815) 467-5311),  
President of the Will County Governmental League,  
Mayor Don Randich (Crest Hill (815) 741-5100),  
Chairman of the WCGL Transportation Committee

**APPENDIX E**

**PLANNING LIAISONS**



## SUBREGIONAL PLANNING STAFF

Region	Subregional Staff	Office	Phone Number
NORTH SHORE	<b>David Seglin</b>	1616 E. Golf Rd. Des Plaines, IL 60016	(708) 296-9200 FAX (708) 296-9207
NORTHWEST Northwest Municipal Conference	Rita Athas <b>David Seglin</b> Mark Fowler	1616 E. Golf Rd. Des Plaines, IL 60016	(708) 296-9200 FAX (708) 296-9207
NORTH CENTRAL	<b>Karyn Romano</b>	Village Hall 10300 Roosevelt Road Westchester, IL 60154	(708) 345-0020 FAX (708) 345-2873
CENTRAL West Central Municipal Conference	David Bennett <b>Shane Winn</b>	1127 S. Mannheim Suite 102 Westchester, IL 60154	(708) 450-0100 FAX (708) 450-0655
SOUTHWEST	<b>Vicky Smith</b>	Village Hall P.O. Box 128 Bedford Park, IL 60501	(708) 458-2067 (312) 793-3470 FAX (708) 458-2079
SOUTH South Sub. Mayors & Mgrs. Association	Beth Ruyle <b>Janice Morrissy</b>	1904 West 174th Street East Hazel Crest, IL 60429	(708) 206-1155 FAX (708) 206-1133
DUPAGE DuPage Mayors & Managers Conference	Lynn Montei	1220 Oakbrook Road Oakbrook, IL 60521	(708) 571-0480 FAX (708) 571-0484
KANE	<b>Terry Heffron</b>	Kane Co. Hwy. Dept. 41W011 Burlington Rd. St. Charles, IL 60175	(708) 584-1170 FAX (708) 584-5265
LAKE	<b>Bruce Christiansen</b>	Lake Co. Div. of Transp. 600 W. Winchester Rd. Libertyville, IL 60048	(708) 362-3950 FAX (708) 362-5290
MCHEMRY	<b>Nancy Baker</b>	McHenry Co. Hwy. Dept. P.O. Box 369 Woodstock, IL 60098	(815) 338-2040 Ext. 485 (815) 338-3630 FAX (815) 338-8461
WILL Will County Governmental League	Alan Anderson <b>Alicia Hanlon</b>	Village Hall 375 W. Briarcliff Road Bolingbrook, IL 60440	(708) 378-9136 FAX (708) 759-0545

Staff members in bold are the primary transportation planners.

7/95

815  
722-7280

**APPENDIX F**

**COUNCIL CONTACTS**

**COUNCIL CONTACTS**

<b>REGIONAL COUNCIL</b>	<b>IDOT/DPT</b>	<b>PACE</b>	<b>METRA</b>	<b>IDOT/PROGRAMMING</b>	<b>NIPC</b>	<b>IDOT/MFT</b>
<b>NORTH SHORE</b>	Bill Lenski	Ozzie Steele	Joyce McDonald	Ed Wilson	Jim Ford	Jim Skvarla
<b>NORTHWEST Northwest Munic. Conf.</b>	Bill Lenski	Ozzie Steele	Betty Gloyd	Ed Wilson	Jim Ford	Akram Chaudhry
<b>NORTH CENTRAL</b>	Bill Lenski	Judi Klum	Phyllis Cormack	Ed Zak	Sandi Radtke	Dave Vandervelde
<b>CENTRAL West Central Munic. Conf.</b>	Bill Lenski	Judi Klum	Phyllis Cormack	Ed Zak	Sandi Radtke	George Catalano
<b>SOUTHWEST</b>	Syed Imam	Susan McCracken	Phyllis Cormack	Roger Valente	Richard Mariner	Dave Vandervelde
<b>SOUTH South Sub. Mayors &amp; Mgrs. Association</b>	Syed Imam	Susan McCracken	Phyllis Cormack	Roger Valente	Richard Mariner	George Catalano
<b>DUPAGE DuPage Mayors &amp; Mgrs. Conf.</b>	Bill Lenski	Judi Klum	Betty Gloyd	Roger Valente	John Swanson	Dave Vandervelde
<b>KANE</b>	Bill Lenski	Judi Klum	Joyce McDonald	Roger Valente	Mary Cele Smith	Akram Chaudhry
<b>LAKE</b>	Syad Imam	Ozzie Steele	Joyce McDonald	Ed Wilson	Tom Price	Jim Skvarla
<b>MCHENRY</b>	Bill Lenski	Ozzie Steele	Joyce McDonald	Ed Wilson	Robert Kerrschner	Akram Chaudhry
<b>WILL Will County Governmental League</b>	Syad Imam	Susan McCracken	Lynn Corrao	Ed Zak	John Paige	George Catalano

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IDOT/DPT (312) 793-2111 PACE (708) 228-4273 METRA (312) 322-6900  
 IDOT/PROGRAMMING (708) 705-4081 NIPC (312) 454-0400 CATS (312) 793-3470  
 IDOT/MFT (708) 705-4408

The IDOT/Local Roads and Streets contact for all councils is Jim Graziano at (708) 705-4235.

The RTA contact for all councils is Alisa Parenti at (312) 917-0773. 1/94

**CATS COUNCIL OF MAYORS  
EXECUTIVE COMMITTEE**

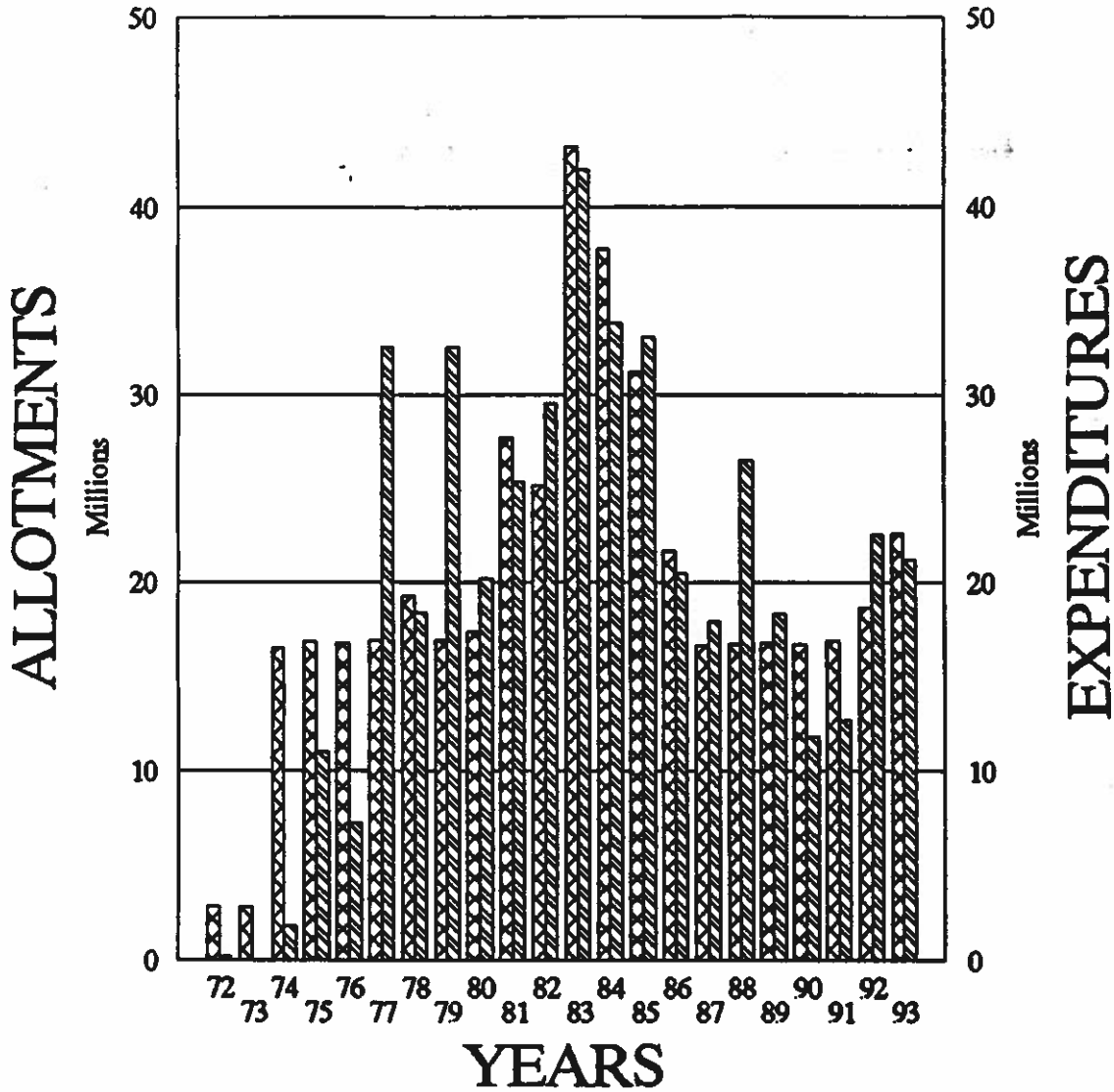
Subregional Council	Representatives	Municipal Phone
<b>NORTH SHORE</b>	President Nancy Firfer, Glenview Mayor Jacqueline Gorell, Skokie	(708) 724-1700 (708) 673-0500
<b>NORTHWEST</b>	President Dennis Gallitano, Elk Grove Village President Sidney Mathias, Buffalo Grove	(708) 439-3900 (708) 459-2500
<b>NORTH CENTRAL</b>	President Jack Williams*, Franklin Park Mayor Lorraine Popelka, Forest Park	(708) 671-4800 (708) 366-2323
<b>CENTRAL</b>	President Frank Baley, Stickney President Tom Sequens, Brookfield	(708) 749-4400 (708) 485-7344
<b>SOUTHWEST</b>	President Ernest Kolb, Oak Lawn Mayor Bonnie Strack, Palos Heights	(708) 636-4400 (708) 361-1800
<b>SOUTH</b>	President David Owen, South Chicago Heights President Louis Sherman, Steger	(708) 755-1880 (708) 754-3395
<b>DUPAGE</b>	Mayor Vivian Lund**, Warrenville President John Purdy, Clarendon Hills	(708) 393-9427 (708) 323-3500
<b>KANE</b>	Mayor Jeffery Schielke**, Batavia Mayor David Pierce, Aurora	(708) 879-1424 (708) 892-8811
<b>LAKE</b>	Mayor Jo Ann Eckmann, Libertyville Mayor Billy McCullough, Zion	(708) 362-2430 (708) 746-4000
<b>MCHEMRY</b>	President Sue McCabe, Cary President James Dahmer, Huntley	(708) 639-0003 (708) 669-2341
<b>MILL</b>	Mayor Donald Randich, Crest Hill President Roger Claar, Bolingbrook	(815) 741-5100 (708) 759-0400

\*Chairman  
\*\*Vice-Chairman

**APPENDIX G**

**NORTHEASTERN ILLINOIS SUBURBAN FUNDING HISTORY**

NE ILLINOIS SUBURBAN FAU/STP FUNDING HISTORY  
**ALLOTMENTS vs. EXPENDITURES**



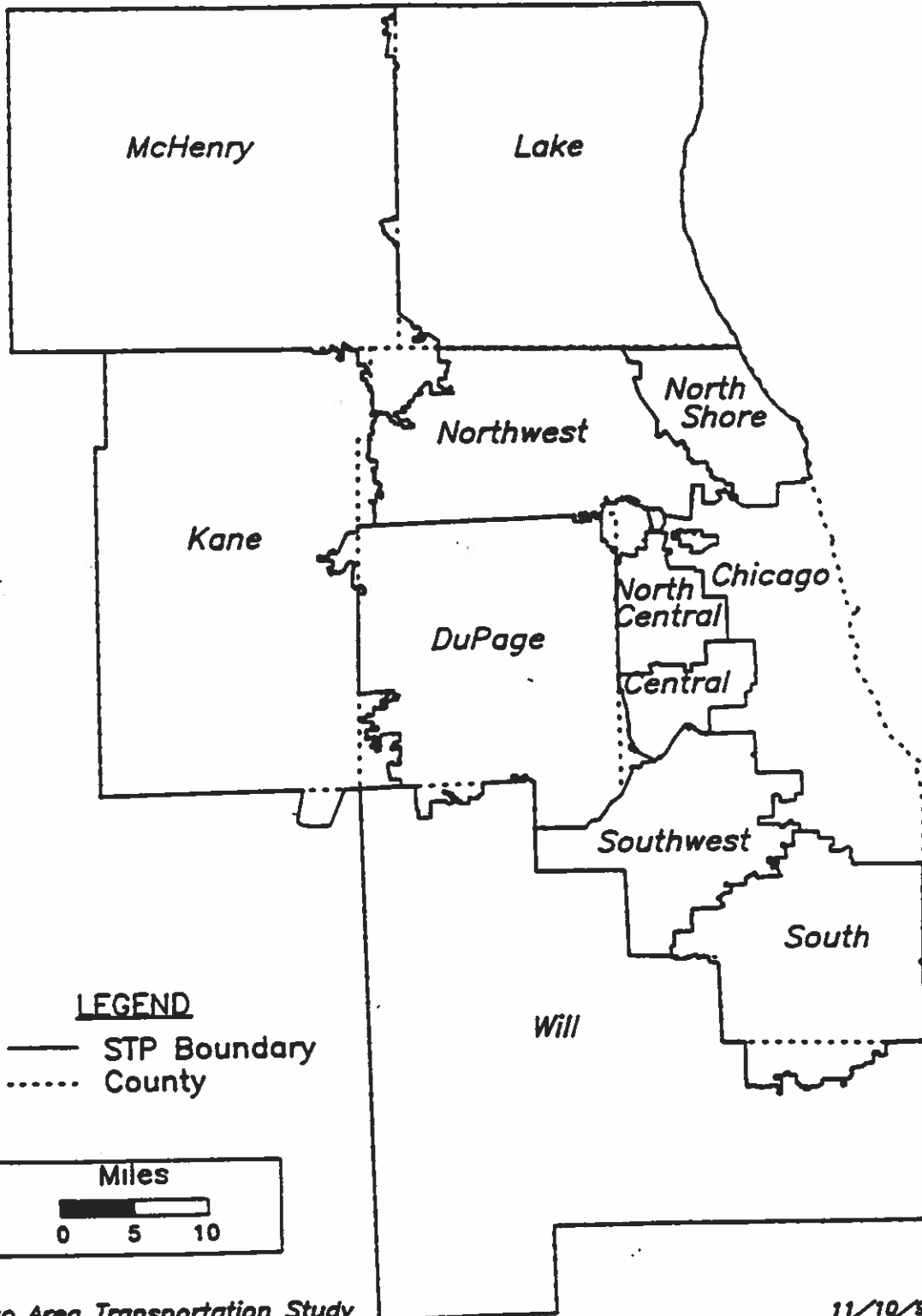
 **FAU/STP ALLOTMENT**  
 **FAU/STP EXPENDITURE**

Chicago Area Transportation Study  
 Jan, 1994

**APPENDIX H**

**SURFACE TRANSPORTATION PROGRAMMING BOUNDARIES**

# Council of Mayors STP Distribution Boundaries





APPENDIX I

**MUNICIPALITIES BY REGIONAL COUNCIL**

# Cook County Councils

## 266 MUNICIPALITIES BY STP PROGRAMMING BOUNDARIES

### City of Chicago

Chicago Department of Transportation

### North Shore Region

North Shore Council of Mayors

Evanston  
Glencoe  
Glenview  
Golf  
Kenilworth  
Lincolnwood  
Morton Grove  
Northbrook  
Northfield  
Skokie  
Wilmette  
Winnetka

### Northwest Region

Northwest Municipal Conference

Arlington Heights  
Barrington (also in Lake)  
Bartlett (also in DuPage)  
Buffalo Grove (also in Lake)  
Des Plaines  
Elk Grove Village  
Hanover Park (also in DuPage)  
Hoffman Estates  
Inverness  
Mt. Prospect  
Niles  
Palatine  
Park Ridge  
Prospect Heights  
Rolling Meadows  
Roselle (also in DuPage)  
Schaumburg  
South Barrington  
Streamwood  
Wheeling

### North Central Region

North Central Council of Mayors

Bellwood  
Berkeley  
Broadview  
Elmwood Park  
Forest Park  
Franklin Park  
Harwood Heights  
Hillside  
Maywood  
Melrose Park  
Norridge  
Northlake  
North Riverside  
Oak Park  
River Forest  
River Grove  
Rosemont  
Schiller Park  
Stone Park  
Westchester

### Central Region

West Central Municipal Conference

Berwyn  
Brookfield  
Cicero  
Countryside  
Forest View  
Hodgkins  
Indian Head Park  
LaGrange  
LaGrange Park  
Lyons  
McCook  
Riverside  
Stickney  
Summit  
Western Springs

### Southwest Region

Southwest Council of Mayors

Alsip  
Bedford Park  
Bridgeview  
Burbank  
Chicago Ridge  
Crestwood  
Evergreen Park  
Hickory Hills  
Hometown  
Justice  
Lemont  
Merrionette Park  
Oak Lawn  
Orland Hills  
Orland Park  
Palos Heights  
Palos Hills  
Palos Park  
Willow Springs  
Worth

### South Region

South Suburban Mayors & Managers Association

Blue Island  
Burnham  
Calumet City  
Calumet Park  
Chicago Heights  
Country Club Hills  
Crete  
Dixmoor  
Dolton  
East Hazel Crest  
Flossmoor  
Ford Heights  
Glenwood  
Harvey  
Hazel Crest  
Homewood  
Lansing  
Lynwood  
Markham  
Matteson  
Midlothian  
Oak Forest  
Olympia Fields  
Park Forest  
Phoenix  
Posen  
Richton Park  
Riverdale  
Robbins  
Sauk Village  
South Chicago Heights  
South Holland  
Steger  
Thornton  
Tinley Park  
University Park

553000

268

# Collar County Councils

## 266 MUNICIPALITIES BY STP PROGRAMMING BOUNDARIES

### DuPage Region

DuPage Mayors & Managers Conference

- Addison
- Bartlett (also in Northwest)
- Bensenville
- Bloomington
- Burr Ridge
- Carol Stream
- Clarendon Hills
- Darien
- Downers Grove
- Elmhurst
- Glendale Heights
- Glen Ellyn
- Hanover Park (also in Northwest)
- Hinsdale
- Itasca
- Lisle
- Lombard
- Naperville
- Oak Brook
- Oakbrook Terrace
- Roselle (also in Northwest)
- Villa Park
- Warrenville
- Wayne
- West Chicago
- Westmont
- Wheaton
- Willowbrook
- Winfield
- Wood Dale
- Woodridge

### Kane Region

Kane County Council of Mayors

- Aurora
- Batavia
- Burlington
- Carpentersville
- East Dundee
- Elburn
- Elgin
- Geneva
- Gilberts
- Hampshire
- Lily Lake
- Maple Park
- Montgomery
- North Aurora
- Oswego
- Pingree Grove
- St. Charles
- Sleepy Hollow
- South Elgin
- Sugar Grove
- Virgil
- West Dundee
- Yorkville

### Lake Region

Lake County Council of Mayors

- Antioch
- Bannockburn
- Barrington (also in Northwest)
- Beach Park
- Buffalo Grove (also in Northwest)
- Deerfield
- Deer Park
- Fox Lake
- Grayslake
- Green Oaks
- Gurnee
- Hainesville
- Hawthorn Woods
- Highland Park
- Highwood
- Indian Creek
- Island Lake
- Kildeer
- Lake Barrington
- Lake Bluff
- Lake Forest
- Lake Villa
- Lake Zurich
- Libertyville
- Lincolnshire
- Lindenhurst
- Long Grove
- Mettawa
- Mundelein
- North Barrington
- North Chicago
- Old Mill Creek
- Park City
- Riverwoods
- Round Lake
- Round Lake Beach
- Round Lake Heights
- Round Lake Park
- Third Lake
- Tower Lakes
- Vernon Hills
- Wadsworth
- Wauconda
- Waukegan
- Winthrop Harbor
- Zion

### McHenry Region

McHenry County Council of Mayors

- Algonquin
- Barrington Hills
- Bull Valley
- Cary
- Crystal Lake
- Fox River Grove
- Fox River Valley Gardens
- Harvard
- Hebron
- Holiday Hills
- Huntley
- Johnsburg
- Lake in the Hills
- Lakemoor
- Lakewood
- Marengo
- McCullom Lake
- McHenry
- Oakwood Hills
- Prairie Grove
- Richmond
- Spring Grove
- Union
- Wonder Lake
- Woodstock

*Greenwood*  
*Ringwood*

### Will Region

Will County Governmental League

- Beecher
- Bolingbrook
- Braidwood
- Channahon
- Crest Hill
- Elwood
- Frankfort
- Godley
- Joliet
- Lockport
- Manhattan
- Minooka
- Mokena
- Monee
- New Lenox
- Peotone
- Plainfield
- Rockdale
- Romeoville
- Shorewood
- Symerton
- Wilmington

*[Signature]*

APPENDIX J

**EXECUTIVE COMMITTEE ISTE A PROGRAMMING RECOMMENDATIONS**

**ISTEA PROGRAMMING**  
EXECUTIVE COMMITTEE RECOMMENDATIONS

\* The boundaries of the eleven regional councils will be used for distribution of the locally programmed Surface Transportation Program (STP) funds. Boundaries for distribution of the county STP funds (FAS replacement funding going to Kane, Lake, McHenry and Will counties) will be the county boundaries. The total amount of locally programmed and county STP funds coming to northeastern Illinois is not based on population. Likewise, the split of locally programmed STP funds between the city of Chicago and the Council of Mayors is not based on population. The distribution of locally programmed STP funds to the eleven regional councils is based on population. The population of the entire council, rural and urban, incorporated and unincorporated, is used for the distribution.

\* Guidelines are necessary to ensure that the suburban local elected officials provide a specific mechanism/forum that the transit agencies may employ to obtain STP funding. The transit agencies need to identify, work with, and get municipal co-sponsor(s) before coming to the regional council for approval.

\* The northeastern Illinois region will establish a defined highway system on which STP funds may be spent. Since there are many more demands than resources, and some relatively minor streets have found their way on to the federal highway system over the years, the Council of Mayors, the counties and IDOT should downsize the system eligible for funding. Over the past two years the subregional planning staff has worked with CATS staff to develop the Supplemental Arterial System. This system and the corresponding rationalization methodology are recommended to accomplish this downsizing.

\* The counties should have the ability to sponsor projects on their systems using STP funding through the regional councils in DuPage, Kane, Lake, McHenry and Will counties. These counties should have a vote on the regional councils.

\* The requirements of the Clean Air Act Amendments of 1990 (CAAA) must be considered when programming projects. Since northeastern Illinois is a severe non-attainment area for ozone, a stringent conformity analysis for all projects in the Transportation Improvement Program (TIP) is required. Conformity includes programming some projects that reduce emissions by reducing travel and/or increasing speed. The emphasis will be on projects that do not increase dependence on single occupant vehicles. All regional councils should employ objective evaluation criteria reviewed and approved by the CATS Policy Committee. Projects funded through the STP should be consistent with regional plans.

Note: ISTEA is the acronym for the new federal transportation legislation, the Intermodal Surface Transportation Efficiency Act of 1991.

**ISTEA PROGRAMMING**  
EXECUTIVE COMMITTEE RECOMMENDATIONS

\* Congestion Mitigation and Air Quality Program (CMAQ) projects will be programmed regionally based on emission reduction cost/benefit. The Councils of Mayors are eligible for funding from this source. The Executive Committee will review council requests for CMAQ funding prior to their submission to CATS.

\* The ISTEA allows for an 80/20 federal/local match ratio. Over the years many councils have matched at a higher local share in order to spread funds among more projects and municipalities and to ensure a strong local commitment to projects. Some councils employ differing matching ratios for different projects. Councils will be requested to identify their matching ratios. If the council's match ratio is not standard for all projects, ground rules must be established identifying the basis for the difference.

\* Programming a multi-year annual element for the locally programmed STP funds has been discussed. The ISTEA requires a fiscally constrained and prioritized TIP. That is, projects must be identified as Year 1 projects, Year 2 projects, etc.. The conformity process mentioned above will require annual analysis of the TIP, possibly requiring a refinement of the project list to attain conformity. Multi-year annual elements will not work under these constraints.

\* The FAU program did not end with zero balances for the councils. Some councils or communities are owed FAU monies that must be paid from STP funds. To maintain the philosophy of the FAU program, equity between councils must be achieved by ensuring that each council gets its "fair share".

Adopted April 27, 1992

APPENDIX K

**BY-LAWS OF THE CHICAGO AREA TRANSPORTATION STUDY**

## BYLAWS OF THE CHICAGO AREA TRANSPORTATION STUDY

The Chicago Area Transportation Study, hereinafter called "CATS", is an entity whose principal interests and activities concern themselves with transportation planning in the six northeastern counties of Illinois, namely, Cook, DuPage, Kane, Lake, McHenry and Will counties. The following are its bylaws:

### Organization and Membership.

CATS shall be composed of a Policy Committee, the Regional Council of Mayors, a professional working staff, a standing committee known as the Work Program Committee, and such other committees and subcommittees as the Policy Committee may from time to time direct.

The Policy Committee shall be made up of one member each from the following-named agencies, or groups, plus such other parties as the Policy Committee may from time to time elect to membership under the provisions of these bylaws.

### Members

Council of Mayors	Will County
Regional Transportation Authority (RTA)	Kane County
Chicago Department of Transportation (CDOT)	Illinois Department of Transportation (IDOT)
Commuter Rail Division of the RTA (Metra)	Local Mass Transit Districts
Federal Transit Administration (FTA)	Illinois State Toll Highway Authority
Cook County	Chicago Transit Authority (CTA)
Lake County	Federal Highway Administration (FHWA)
DuPage County	Suburban Bus Division of the RTA (Pace)
McHenry County	Northeastern Illinois Planning Commission (NIPC)
Private Transportation Providers	Railroad Companies (Class I)

New members may be admitted to membership upon written application to the Chairman of the Policy Committee, and the affirmative vote of 15 members thereof taken at a regular meeting of the Policy Committee.



**Function of the Policy Committee**

The Policy Committee shall be the governing body of CATS. It shall appoint an Executive Director and such standing or special committees as it may, from time to time, deem necessary or expedient.

The Policy Committee shall consider and act upon transportation matters presented by any agency of the State of Illinois, the federal government, any county, the Council of Mayors, any unit of local government, any planning agency, the RTA or any operator, public or private.

**Bylaws**

The Policy Committee shall function under and pursuant to these bylaws.

These bylaws may be amended, by an affirmative vote of 15 members of the Policy Committee, after 90 days written notice thereof to the Policy Committee membership.

The written notice of any such amendments shall incorporate an exact statement of changes proposed to the existing bylaws, and shall specifically identify the bylaw to be amended.

**Officers**

The Policy Committee shall have three officers - a Chairman, Vice Chairman and Secretary.

The Illinois Secretary of Transportation shall be permanent Chairman of the Policy Committee.

The Executive Director of CATS shall be the permanent Secretary of the Policy Committee.

The Vice Chairman shall be elected annually in December of each year by those members, or

alternates, of the Policy Committee in attendance at any meeting that month whose call and agenda shall have given notice to the full membership that an election of officers would be held at that time and place. The term of the Vice Chairman shall commence on January 1 of the year following that election, and shall terminate on the following December 31. The Vice Chairman shall hold office until a successor is elected.

If the office of the Vice Chairman shall become vacant during the year, a special election shall be held to fill the vacancy at the next meeting of the Policy Committee. The call and agenda of any meeting which shall include a special election shall give due notice to all the membership that a special election will be held at that time and place. The election shall be by those members, or alternates, in attendance at that meeting.

Each year during October, after notice to the membership in the call and agenda of a particular meeting, the Chairman shall appoint a subcommittee of three members of the Policy Committee to nominate at a meeting in December, the name or names of candidates for election to the office of Vice Chairman of the Policy Committee for the following year.

The members of the Nominating Committee, so appointed, shall be as follows:

- (1) One person whose major activity is with a municipal government or municipal corporation;
- (2) One person whose major activity is with a highway or roads administration;
- (3) One person whose major activity is with a public transportation agency or a transit district.

The Chairman, Vice Chairman and Secretary shall have and exercise all powers customary to those offices. The Vice Chairman shall chair meetings of the Policy Committee in the absence of the Chairman, and shall exercise the powers of the Chairman during any times that the office of Secretary of Transportation is temporarily vacant.

By whatever means are convenient, the Chairman and Vice Chairman shall regularly consult with each other prior to any meetings of the Policy Committee. Acting through CATS staff, they shall jointly be responsible for the preparation and distribution of meeting notices and agendas.

In any case where the Chairman is called upon to sign documents in both his official capacity as secretary of Transportation, and as Chairman of CATS, the Vice Chairman shall sign on behalf of CATS.

### **Meetings**

The Policy Committee shall meet four times a year on the second Thursday of March, June, October and December.

Special meetings may be called by the Chairman, or by three members of the Policy Committee, upon written notice in either case to all members of the Policy Committee.

Written notices of regular and special meetings must specify the time, date and place of any such meetings, and must be delivered to the voting membership of the Policy Committee at least seven days before any meeting. Copies of agendas for any meeting, together with supporting papers, must be delivered to voting members at least three working days before any meeting.

Bonafide emergency meetings may be required. They shall be convened at the call of the Chairman. Public notice of such meetings shall conform to the provisions of the Illinois Open Meetings Act.

Robert's Rules of Order shall prevail at all meetings of the Policy Committee, the Work Program Committee, and the committees and subcommittees of each.

### **Quorum**

A quorum of the Policy Committee shall be 11 persons.

### **Voting Membership**

Each agency or group having Policy Committee membership shall have one vote. The interests of each agency, or group, shall be voted by the person, or alternate, designated to vote the interests of that agency or group. The Chairman, or his alternate, shall vote the interest of the Illinois Department of Transportation (IDOT).

Prior to October 1 of each year, each agency or group having Policy Committee or Work Program Committee membership shall designate, in writing, the name of the member, and alternates, who shall be empowered to cast its vote at Policy Committee or Work Program Committee meetings during the ensuing calendar year. Only those persons so designated, or such persons who may be appointed to fill membership or alternate positions made vacant during the year, may cast a vote on behalf of their respective agency or group. When necessary, agencies or groups may appoint two or more alternates to the Work Program Committee.

### **Committees**

Committees and subcommittees of the Policy Committee shall be formed, and their membership established, by a simple majority vote of the Policy Committee.

At the time any such committee or subcommittee is formed, the Policy Committee shall establish the number of members thereof and the lengths of their terms, and shall define their duties and responsibilities in writing.

### **WORK PROGRAM COMMITTEE**

A committee known as the Work Program Committee shall be a standing committee of the Policy Committee. It shall have such duties as the Policy Committee shall, from time to time, assign to it.

## **Membership**

The Work Program Committee shall be made up of one member each of the member agencies and groups of the Policy Committee, plus one member each from the following additional agencies:

Chicago Department of Planning and Development (DPD)

Northwestern Indiana Regional Planning Commission (NIRPC)

Illinois Environmental Protection Agency (IEPA)

Illinois DOT Division of Public Transportation (DPT)

District 1, Illinois Division of Highways

Chicago Area Transportation Study (CATS)

## **Officers**

The officers of the Work Program Committee shall be a Chairman, Vice-Chairman and a Secretary.

The Chairman and Vice-Chairman shall be elected annually in December by those members of the Work Program Committee in attendance at a meeting whose call and agenda shall give notice to the full membership that these elections shall be held. The Chairman and Vice-Chairman shall hold office until their respective successor are elected.

If either the office of Chairman or Vice Chairman shall become vacant during the year a special election shall be held to fill any such vacancies at the next meeting of the Work Program Committee. The call and agenda of that meeting shall give due notice to the membership of the pendency of any such special election. The Vice Chairman shall not succeed to the office of Chairman unless so elected during the aforesaid election.

The permanent Secretary shall be appointed by the CATS Executive Director.

Each year during October, after notice to the membership in the call and agenda of a particular meeting, the Chairman shall appoint a subcommittee of five members of the Work Program Committee to nominate at a meeting in December, the name or names of candidates for election to the offices of Chairman and Vice Chairman of the Work Program Committee for the following year.

The members of the Nominating Committee, so appointed, shall be as follows:

- (1) One person whose major activity is planning;
- (2) One person whose major activity is municipal government;
- (3) One person whose major activity is highway or roads administration;
- (4) One person whose major activity is to operate public transportation or represent transit districts;
- (5) One person who is directly employed by the State of Illinois.

**Quorum**

A quorum of the Work Program Committee shall be 14 persons.

**Meetings**

Regular meetings of the Work Program Committee shall be held at least quarterly.

Special meetings may be called by the Chairman, or by three members of the Work Program Committee upon written notice, in either case, to all members thereof.

Written notices of all regular and special meetings must specify the time, date and place of any such meetings, and must be delivered to the membership of the Work Program Committee at least seven days before any such meeting. Copies of the agenda for any meeting, together with supporting papers, must be delivered to voting members at least three working days before any meeting.

Bonafide emergency meetings may be required. They shall be convened at the call of the Chairman. Public notice of such meetings shall conform to the provisions of the Illinois Open Meetings Act.

**Committees**

From time to time, the Work Program Committee may appoint special committees, or subcommittees for such purposes or duration as the Work Program Committee may require. at that time any such committee or subcommittee is formed, the Work Program Committee shall establish the number of members and their terms. The Chairman shall make appointments to any such committees or subcommittees, subject to ratification by the membership. The Chairman of the Work Program Committee will be an ex-officio member of all committees and subcommittees with the power to vote in each.

Unless otherwise directed by the Policy Committee, all recommendations and policy decision of any committees or subcommittees which are intended for Policy Committee review, approval or other action shall be referred to the Work Program Committee for consideration and such other action as the Work Program Committee may determine. In reviewing all such matters, the Work Program Committee shall act with reasonable dispatch, and shall in each case, report to the Policy Committee whatever actions, if any, it has taken in respect to such matters.

**Voting**

All motions or propositions before the Work Program Committee shall be decided by a simple majority vote of those voting.

As revised by the Policy Committee  
on March 11, 1993

BYLAWS:

**APPENDIX L**

**CATS EXECUTIVE STAFF**



**CATS EXECUTIVE STAFF**

Name	Title	Phone Number
CRISTIDE E. BICIUNAS	Executive Director	(312) 793-3456
ANDREW V. PLUMMER	Associate Executive Director	(312) 793-3470
EUGENE RYAN	Associate Executive Director	(312) 793-3456
LINDA BOLTE	Deputy for Planning	(312) 793-3464
JEAN ENGLUND	Deputy for Development	(312) 793-3456
DONALD KOPEC	Deputy for Programming	(312) 793-3470
DAVID ZAVATTERO	Deputy for Operations	(312) 793-3456
MARIETTA BAILEY	Director of Intermodal & Private Sector Programs	(312) 793-3638
PATRICIA BERRY	Director of the TIP	(312) 793-3470
ED CHRISTOPHER	Director of Information Services	(312) 793-3467
PETER ELLIOTT	Director of Financial Planning	(312) 793-3460
MARK FIALKOWSKI	Director of Plan Implementation	(312) 793-3464
HARRY HOSSACK	Director of Communications	(312) 793-3456
HERALD RAWLING	Director of Operations Analysis	(312) 793-3467
JOY SCHAAD	Director of Community Liaison	(312) 793-3470
THOMAS VICK	Director of Transportation Management	(312) 793-3456
KERMIT WIES	Director of Technical Analysis	(312) 793-3492
	Director of Plan Development*	(312) 793-3464
	Director of Congestion Management*	(312) 793-3470

positions open pending reorganization

**APPENDIX M**

**CATS POLICY COMMITTEE MEMBERSHIP**



**APPENDIX N**

**GLOSSARY OF PROGRAMMING TERMS**

## GLOSSARY OF PROGRAMMING TERMS

### **ADVERTISED**

A project is said to be "Advertised" when it is being offered for bids from contractors. Bid requests are solicited in the State's Service Bulletin, or in the case of Cook County and the city of Chicago, are published in the print media. At this stage federal funding, if involved, has been committed.

### **ANNUAL ELEMENT**

A list of transportation improvement projects proposed for a single year; an element of the Transportation Improvement Program.

### **ALLOCATION**

An administrative distribution of funds among the states. This is done for funds which do not have statutory distribution formulas.

### **APPORTIONMENT**

The percentage of a fund source allotted to a state. The apportionment is determined by various factors or characteristics as enacted by statute. Examples of federal apportionments are FAU funds distributed as a percentage of urbanized population and FAI-4R funds distributed on the percentage of lane miles over five years old as a percentage of national lane miles and ADT.

### **APPROPRIATION**

Funds set aside by formal action of a legislative body during the annual budget process for a specific use or program. Funds are made available for expenditure with specific limitations as to amounts, purpose and duration.

### **AUTHORIZATION**

The spending authority as defined in a current transportation act and state budget. Authorization in a federal bill defines the maximum funding available which can be appropriated for a particular funding category.

### **AWARD**

A project or project element being accepted for construction or, in the case of engineering, a firm being contracted to prepare plans. Funding for the project has been set aside from the proper funding category.

### **BUDGET AUTHORITY**

Empowerment by the Congress or legislature that allows federal or state agencies to incur obligations to spend or lend money. This empowerment is generally in the form of "contract authority". Budget authority permits agencies to obligate all or part of the funds which were previously "authorized." Without budget authority agencies cannot commit the government to make expenditures or loans.

**CAPITAL COST**

To be distinguished from operating costs, non-recurring or infrequently recurring costs. Costs of transportation systems, such as the purchase of land, construction of terminals, and acquisition of vehicles.

**CONGESTION  
MANAGEMENT  
SYSTEM**

Within TMAs (Transportation Management Areas) the planning process is mandated to include a management system that provides for effective management of new and existing facilities through the use of travel demand reduction and operational management strategies.

**CONGESTION MITIGATION  
AIR QUALITY IMPROVEMENT  
PROGRAM**

A special categorical fund source directed on a formula basis to states with non-attainment areas for ozone and/or carbon monoxide.

**CONTRACT  
AUTHORITY**

A form of budget authority which permits obligations to be made in advance of appropriations. The federal-aid highway program utilizes contract authority.

**DEMONSTRATION  
PROJECT**

A special category of projects or studies placed, to a varying degree, in the transportation act to highlight construction methods, provide for innovative techniques to solve or investigate various transportation problems or study a perceived problem.

**DISCRETIONARY  
GRANT**

A category of funding which is usually a set aside of a specific program established in the transportation act. The funds are disbursed by the secretary of transportation utilizing the guidelines set in the act. An example of this is the Special Bridge program which allows for discretionary funding for certain bridges.

**FISCAL YEAR**

A 12 month accounting period which varies from organization to organization:

Federal Fiscal Year - October 1 through September 30.

Illinois Fiscal Year - July 1 through June 30.

RTA Fiscal Year - January 1 through December 31.

**FORCE ACCOUNT**

Any activity undertaken by personnel of a public agency or railroad.

**GRANT  
CONTRACT**

The contract between the FTA and a grantee which states the terms and conditions for assistance under the Acts.

**LET**

A project is said to be "let" when bids are opened.

**LETTER  
OF INTENT**

An agreement issued by the FTA regarded as an intention to obligate from future available budget authority for an amount stipulated as the Secretary's financial participation in the defined project.

**LONG RANGE  
TRANSPORTATION  
PLAN**

A 10 to 20 - year plan that has specific goals and is system- and major-project oriented, and includes the highest priority projects and a funding projection indicating what funds are projected to be available for the plan's implementation.

**MARK**

The projected dollar value of a fund source used for programming purposes during a programming year. The "mark" is developed through fiscal forecasting or through the budgetary process as in the case of state level funds. "Marks" for the FAU program are the adjusted balances for the individual councils, whereby advances are accounted for and adjustments to balances are made in allocating funds among the regional councils.

**METROPOLITAN  
AREA BOUNDARY**

At a minimum, the existing urban area and the contiguous area expected to become urban in the next twenty years.

**NATIONAL  
HIGHWAY  
SYSTEM**

This is to be a newly defined interconnected system of principal arterial routes (to include the present interstate system) serving major population centers, international border crossings, ports, airports, transit facilities, national defense requirements, and interstate and interregional travel.

**OBLIGATED**

- 1) A highway project is said to be "obligated" when it has been accepted for funding, that is, when a project agreement has been signed with FHWA. In the case of a highway project having federal participation, its estimated cost is subtracted from the appropriate funding category, e.g. FAU, and the cost is subtracted from the state's obligation.
- 2) A transit project is said to be "obligated" by the federal funding agency (UMTA) when a grant including the project has been approved.
- 3) Transit funds are said to be "obligated" by a transit recipient when the recipient either enters into a third party contract for those funds or has received funding agency approval of a force account (q.v.) plan for those funds.

## **OBLIGATION**

- 1) Commitments made by federal agencies to pay out money, as distinct from the actual payments, which are "outlays". Generally, obligations are incurred after the enactment of budget authority. However, since budget authority in many highway programs is in the form of contract authority, obligations in these cases are permitted to be incurred immediately after apportionment or allocation. The obligations are for the federal share of the estimated full cost of each project at the time it is approved.
- 2) The dollar amount defined as "obligated" in the above definition for OBLIGATED #2.
- 3) The dollar amount defined as "obligated" in the above definition for OBLIGATED #3.

## **OBLIGATION AUTHORITY**

Obligation authority refers to the total distribution of contracting authority which is apportioned to the state for federal funding participation for a fiscal year. The dollar sum is derived as a percentage of all apportionments to the states subject to the national obligation limitation.

Obligation authority to a state can be increased if obligation authority to other states has not been committed and the receiving state has committed all of its obligation authority and has large outstanding apportionments relative to the other states.

## **OBLIGATION LIMITATION**

Obligation limitation is the amount of contractual authority allowed against the Highway Trust Fund or other budget source within a fiscal year. A limitation on obligations does not affect the scheduled apportionment or allocation of funds; it just controls the rate at which these funds may be used.

## **PROGRAM OF PROJECTS**

The delineation of the Section 9 funding received for a given fiscal year, along with the proposed use for those funds.

## **PROGRAMMING**

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

## **RIGHT-OF-WAY**

A general term denoting land, property, or interest therein, usually in a strip, acquired for or devoted to transportation purposes. Abbreviated as ROW.

## **SERVICE BULLETIN**

The Service Bulletin or Bulletin is issued by the Illinois Department of Transportation. The Bulletin contains the projects for which the Department is requesting construction bids. Typical information given is a description of the various projects detailing limits and type of work to be performed.



**SURFACE  
TRANSPORTATION  
PROGRAM**

A formula based federal transportation fund which supersedes a series of former federal categorical fund sources. The STP (Surface Transportation Program) has several components and setasides for restricted uses including those for enhancement safety.

**TRANSPORTATION  
ENHANCEMENT**

This is a specific set aside specified in the STP. Stated uses for it are to provide facilities for pedestrians and bicycles; the acquisition of scenic easements and scenic or historic sites; landscaping or scenic beautification; historic preservation of transportation facilities; preservation of abandoned rail corridors; control of outdoor advertising; archaeological planning and research; and mitigation of water pollution due to highway run-off.

**TRANSPORTATION  
MANAGEMENT  
AREAS**

All urbanized areas of over 200,000 population.

**URBAN AREA**

An urban place of 5,000 or more population including the urbanized areas as defined by the Bureau of Census.

**URBANIZED  
AREA**

Comprises one or more central cities, plus the adjacent densely settled surrounding territory that together have a minimum of 50,000 persons.

**VOLUME**

The number of vehicles passing a given point during a specified period of time.

**APPENDIX O**

**ACRONYM LISTING**

## ACRONYMS

<b>AADT</b>	Average Annual Daily Traffic The total yearly volume divided by the number of days in the year.
<b>AASHTO</b>	American Association of State Highway and Transportation Officials
<b>ADA</b>	Americans with Disabilities Act of 1990
<b>ADT</b>	Average Daily Traffic The total volume during a given time period in whole days greater than one day and less than one year divided by the number of days in that time period.
<b>AE</b>	Annual Element (of the Transportation Improvement Program {TIP})
<b>AMP</b>	Advanced Mapping Package
<b>APO</b>	Average Passenger Occupancy
<b>AVO</b>	Average Vehicle Occupancy
<b>APTA</b>	American Public Transit Association
<b>AQAC</b>	(CATS) Air Quality Advisory Committee formed to provide advice on air quality issues.
<b>AQEC</b>	(CATS) Air Quality Executive Committee Committee formed in 1991 to coordinate regional air quality planning efforts related to transportation
<b>CAA</b>	Clean Air Act
<b>CAAA</b>	Clean Air Act Amendments of 1990
<b>CARS</b>	Chicago Accident Reporting System
<b>CATS</b>	Chicago Area Transportation Study
<b>CBD</b>	Central Business District
<b>CMS</b>	Congestion Management System
<b>CMSA</b>	Consolidated Metropolitan Statistical Area
<b>CMAQ</b>	Congestion Mitigation and Air Quality Program
<b>CO</b>	Carbon Monoxide
<b>CRD</b>	Commuter Rail Division A service board of the RTA responsible for commuter rail service; also cammed Commuter Rail Board and Metra.

<b>CTA</b>	Chicago Transit Authority
<b>CTC</b>	Centralized Traffic Control
<b>CTPP</b>	Census Transportation Planning Package Special tabulation of census data by transportation zone.
<b>DIME File</b>	Dual Independent Map Encoding File Computer file correlating census tracts and blocks with street addresses.
<b>DOT</b>	Department of Transportation
<b>ECO</b>	Employee Commute Options
<b>EPA</b>	Environmental Protection Agency
<b>ETR</b>	Employer Trip Reduction, now designated ECO
<b>FA</b>	Federal Aid
<b>FAA</b>	Federal Aviation Administration
<b>FAI</b>	Federal Aid Interstate
<b>FAP</b>	Federal Aid Primary
<b>FAS</b>	Federal Aid Secondary
<b>FAU</b>	Federal Aid Urban
<b>FHWA</b>	Federal Highway Administration
<b>FIP</b>	Federal Implementation Plan
<b>FRA</b>	Federal Railroad Administration
<b>FTA</b>	Federal Transit Administration
<b>GBF</b>	Geographic Base File Generic term for any computer file of geographic data.
<b>GIS</b>	Geographic Information System Generic term for a system for storing, accessing, and manipulating data with a spatial component
<b>GRF</b>	General Revenue Fund
<b>HOV</b>	High Occupancy Vehicle
<b>HPMS</b>	Highway Performance Monitoring System
<b>HRDB</b>	Highway Record Data Bank
<b>HTF</b>	Highway Trust Fund

<b>IDENR</b>	Illinois Department of Energy and Natural Resources
<b>IDOT/DPT</b>	Illinois Department of Transportation/Division of Public Transportation
<b>IEPA</b>	Illinois Environmental Protection Agency
<b>I/M</b>	Inspection and Maintenance
<b>ISTEA</b>	Intermodal Surface Transportation Efficiency Act of 1991
<b>ISTHA</b>	Illinois State Toll Highway Authority
<b>IVHS</b>	Intelligent Vehicle/Highway System
<b>IX (ITH)</b>	Interstate Transfer Funds freed by the dedesignation of the Crosstown Expressway for use on other transportation improvements.
<b>METRA</b>	A service board of the RTA responsible for commuter rail service; also called Commuter Rail Board and Commuter Rail Division;
<b>MFT</b>	Motor Fuel Tax
<b>MLAC</b>	Mobility Limited Advisory Committee Committee formed to provide CATS, CTA, Pace, Metra and RTA with advice on mobility limited issues.
<b>MP</b>	Mile Post
<b>MPO</b>	Metropolitan Planning Organization
<b>MUTCD</b>	Manual on Uniform Traffic Control Devices
<b>MYB</b>	Multi-Year B projects Not part of the financially constrained TIP. Listed for information purposes only.
<b>MYP</b>	Multi-Year Program. The final four years of the Transportation Improvement Program
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NEPA</b>	National Environmental Policy Act
<b>NCHRP</b>	National Cooperative Highway Research Program An objective national highway research program supported by participating member states and the Federal Highway Administration.
<b>NHS</b>	National Highway System A system established by the ISTEA consisting primarily of existing interstate routes and a portion of the primary system
<b>NIPC</b>	Northeastern Illinois Planning Commission

<b>NIRC</b>	Northeastern Illinois Rail Corporation An arm of the CRB responsible for operating commuter rail service on the Illinois Central, Rock Island and Milwaukee Road lines.
<b>NIRPC</b>	Northwestern Indiana Regional Planning Commission The comprehensive planning agency and MPO for the three northwestern Indiana counties of Lake, Porter and LaPorte.
<b>NLC</b>	National League of Cities
<b>NOx</b>	Oxides of Nitrogen
<b>NPTS</b>	Nationwide Personal Transportation Study A study performed by the Bureau of the Census in 1983.
<b>OGI</b>	Operation GreenLight A multi-agency program designed to address traffic congestion in northeastern Illinois
<b>PACE</b>	A service board of the RTA responsible for suburban bus service
<b>PAL/ARC</b>	Passenger Assistance Link/Automatic Revenue System
<b>PLANPAC/ BACKPAC</b>	Planning Package/Backup Package Packages of computer programs developed by FHWA and used for travel simulation and related analyses.
<b>PM-10</b>	Particulate matter less than 10 microns in diameter
<b>PPC</b>	Private Providers Committee
<b>PPM</b>	Parts Per Million
<b>RAPS</b>	Rail Alternative Planning Study
<b>RASP</b>	Regional Airport System Plan
<b>RLUPP</b>	Regional Land Use Policy Plan
<b>ROW</b>	Right-of-Way
<b>RTA</b>	Regional Transportation Authority
<b>SAS</b>	Statistical Analysis Package
<b>SBD</b>	Suburban Bus Division A service board of the RTA responsible for bus service in the suburbs; also called Suburban Bus Board and Pace.
<b>SEWRPC</b>	Southeast Wisconsin Regional Planning Commission
<b>SIP</b>	State Implementation Plan

	Statewide plan for achieving national ambient air quality standards.
<b>SOV</b>	Single Occupant Vehicle
<b>SRA</b>	Strategic Regional Arterial(s) A system of arterial roads designated in the 2010 TSD Plan to supplement the freeway system in accommodating long distance, high volume travel
<b>STP</b>	Surface Transportation Program A transportation funding component of the ISTEA
<b>TARD</b>	Transit Access and Regional Development 1) NIPC project which examines the relationship between transit access and development of an area  2) a computer file showing level of transit service by quarter-section.
<b>TCM</b>	Transportation Control Measure
<b>TDP</b>	Transit Development Program
<b>TIF</b>	Tax Increment Financing
<b>TIGER</b>	Topologically Integrated Geographic Encoding and Reference File An address file, expected to be an improvement on the DIME File (q.v.) which is being used in the 1990 Census.
<b>TIP</b>	Transportation Improvement Program The five year program which consists of the Annual Element (AE) for the current year and separately designated subsequent years.
<b>TOC</b>	(CATS) Transportation Operations Committee Committee formed to provide advice on TSM activities.
<b>TSD</b>	Transportation System Development Plan The long range plan for the region.
<b>TSM</b>	Transportation System Management An element of the transportation planning process that proposes non-capital-intensive solutions to improve transportation system efficiency.
<b>USEPA</b>	United States Environmental Protection Agency
<b>UTPP</b>	Urban Transportation Planning Package Special tabulation of 1980 census data by transportation zone
<b>UTPS</b>	Urban Transportation Planning System Package of computer programs developed by UMTA and used for travel simulation and related analyses.
<b>UWP</b>	Unified Work Program

**VMT**

**Vehicles Miles of Travel**

A measurement of quantity of travel for a unit of time.

**VOM**

**Volatile Organic Material**

The material that turns into ozone when acted upon by sunlight; formerly called volatile organic compound (VOC)



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