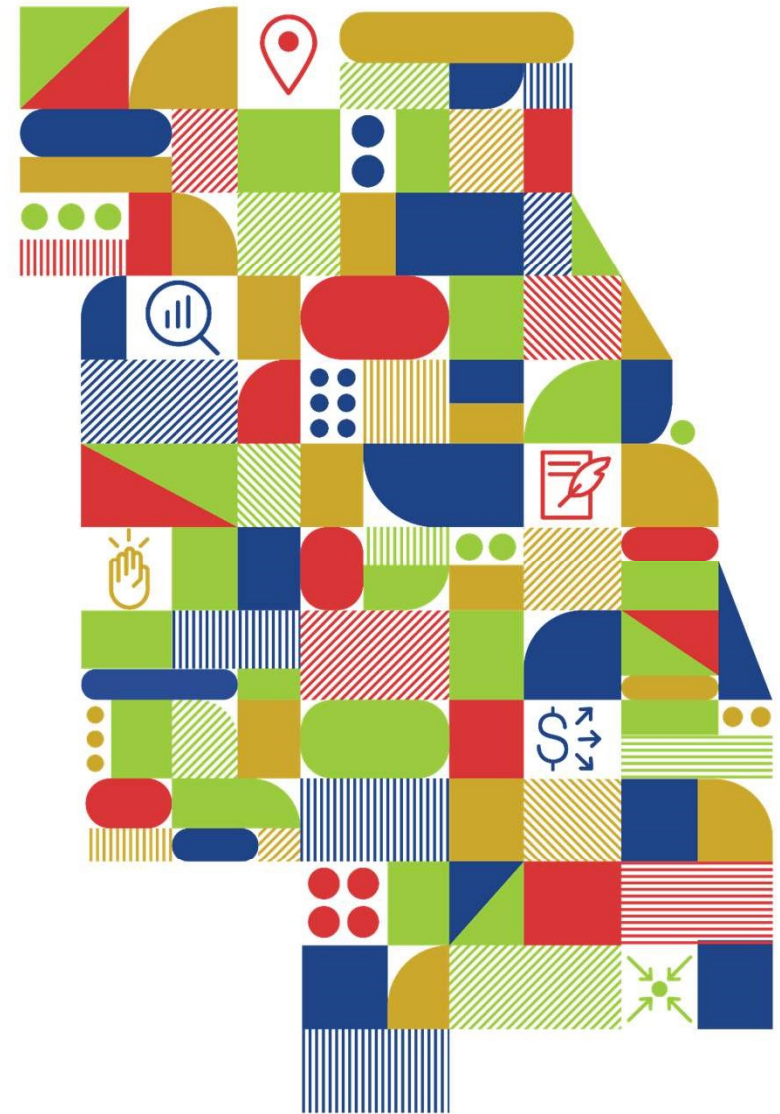




# Transportation Impact of COVID-19

June 11, 2020

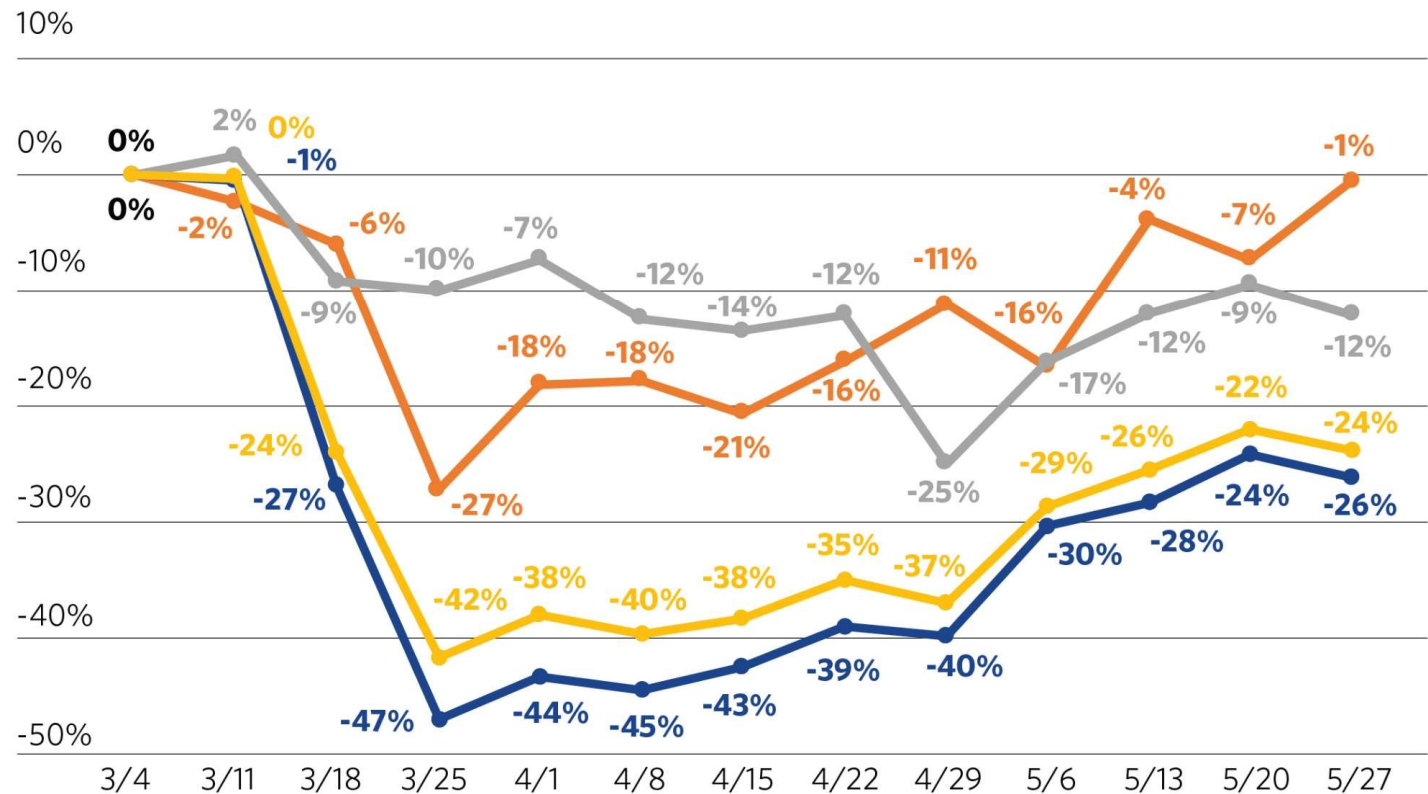


# Travel Impact

# **Estimated percentage change in statewide traffic volumes by vehicle class, Wednesdays, March-May 2020**

— Passenger vehicles  
— Single-unit trucks

— Combination trucks  
— All vehicles

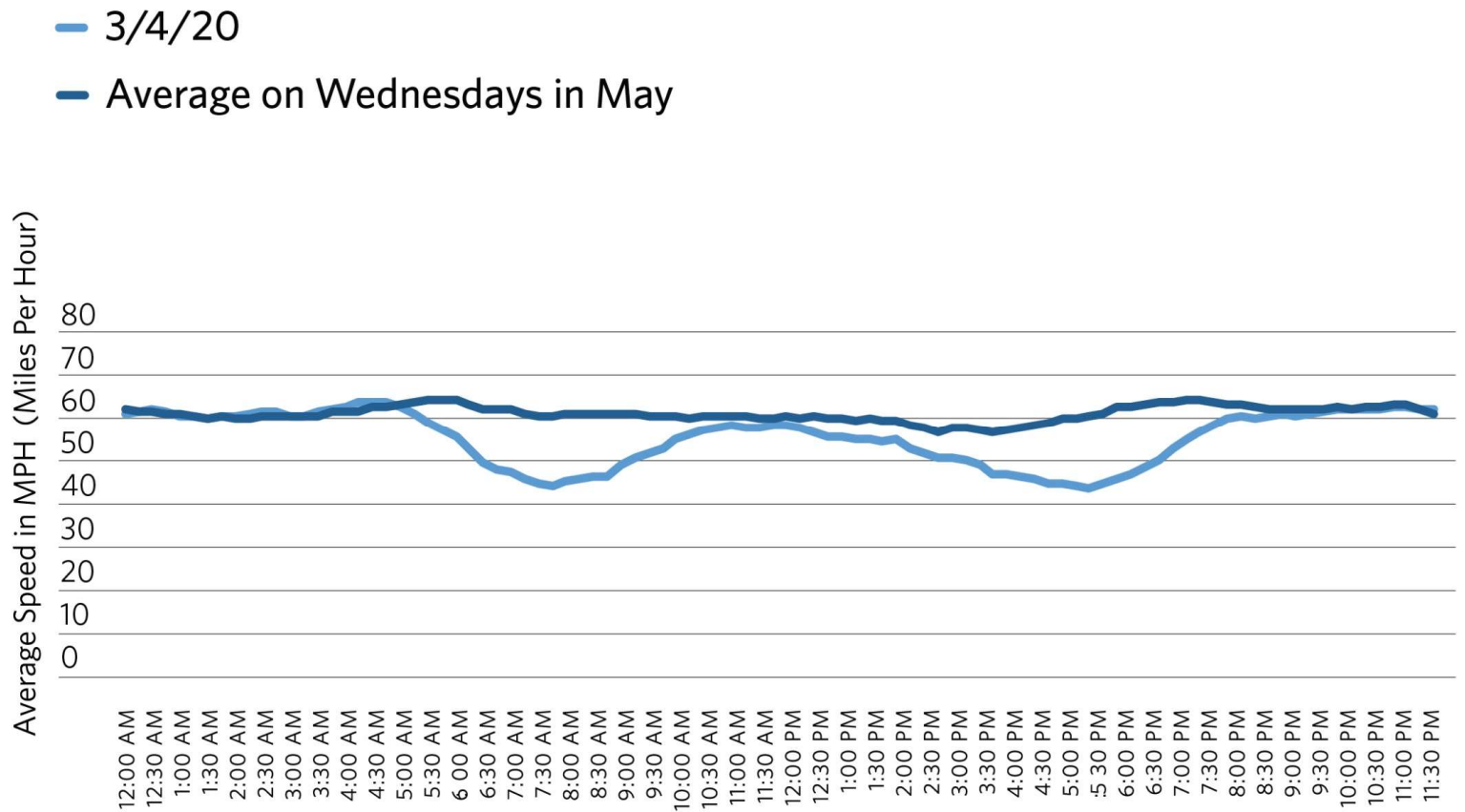


Note: Prepared June 2020

Source: CMAP analysis of IDOT's classification count sensor data. Counts weighted using Table TVT-1, 2019 Illinois Travel Statistics Report. Excludes collector roads, local streets, and minor rural arterials. Also excludes toll highways.

## Average speed on IDOT Interstate facilities for Wednesdays in March and May 2020

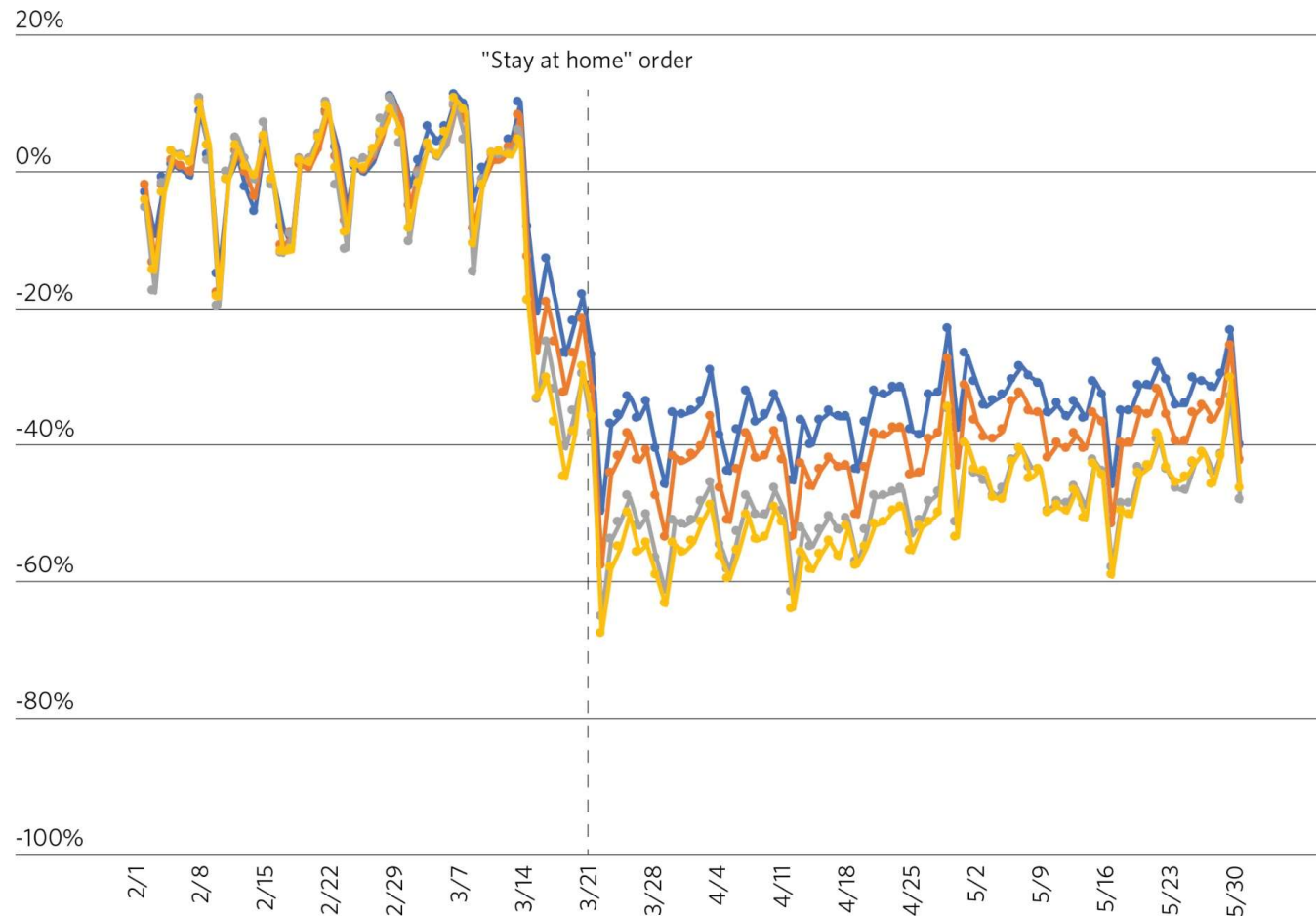
Source: CMAP analysis of HERE technologies speed data obtained from the Regional Integrated Transportation Information System, University of Maryland.



## Change in trips compared to February 2020 daily average

Household income relative to the regional median

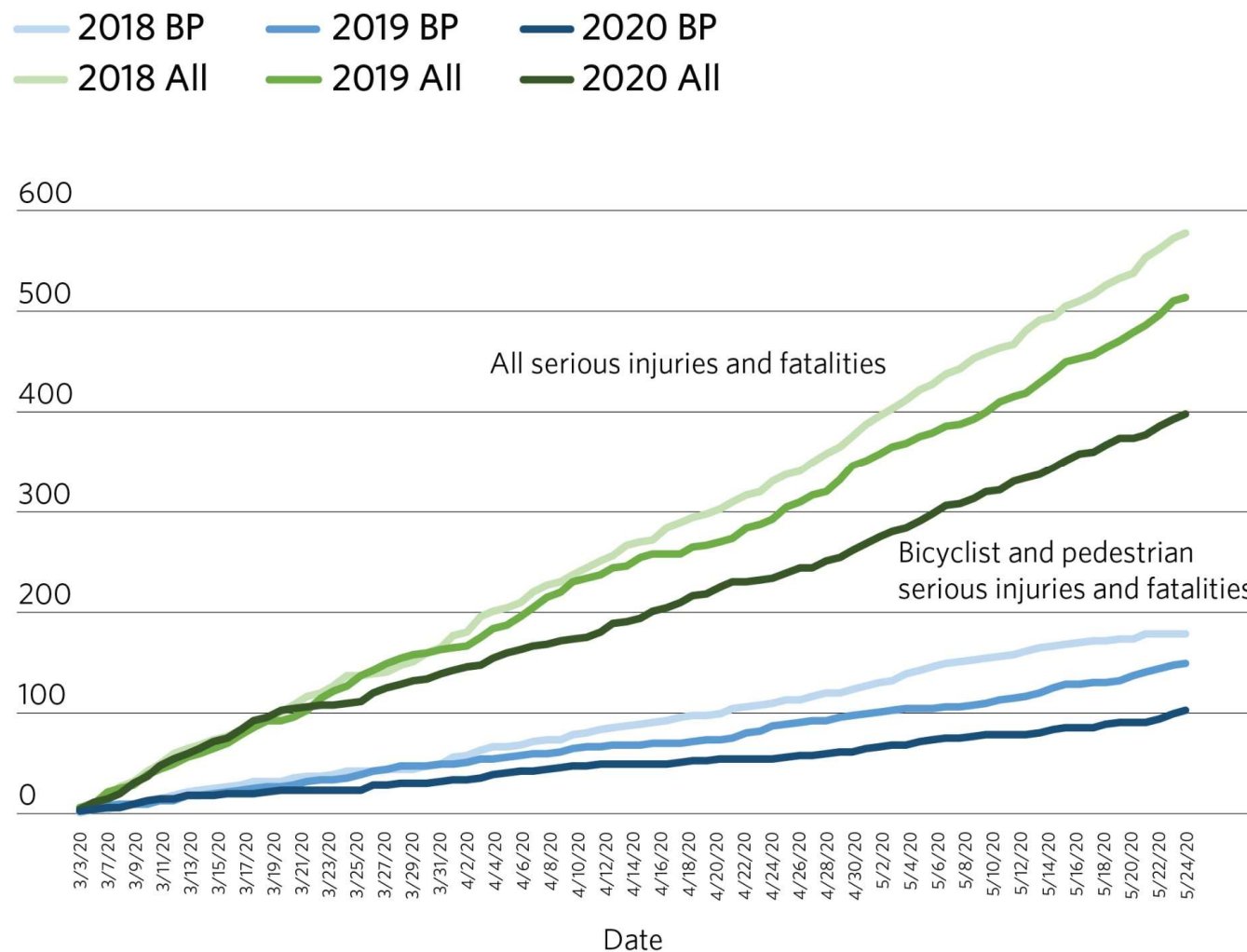
30% or more below 0-30% below 0-30% above 30% or more above



Note: Regional median household income is approximately \$70,500 and income is based on census tract median income for each trip origin.

Sources: Chicago Metropolitan Agency for Planning analysis of Replica State of Illinois COVID Planning data, 2020, made available by the Illinois Department of Transportation and American Community Survey data, five-year estimates, 2014-2018.

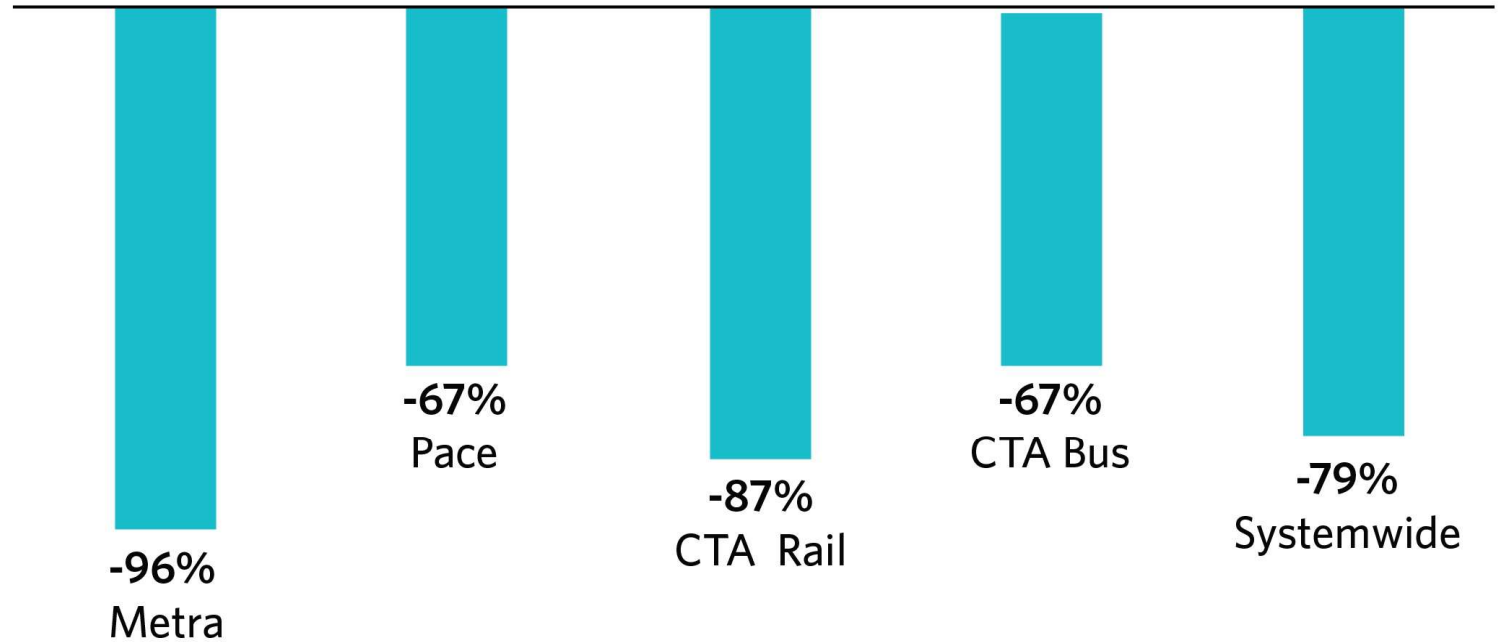
# **City of Chicago serious injury or fatalities in traffic crashes: all crashes and bicyclist and pedestrian (BP), March 3- May 25, 2020**



Note: The chart shows the cumulative injuries beginning on March 3, 2020 vs March 5, 2019 vs March 6, 2018 so that the beginning was a Tuesday for all 3 years. City of Chicago data excludes expressway crashes.

Source: City of Chicago.

## May 24 ridership by mode year-over-year percent change



Source: Regional  
Transportation Authority.

# Revenue Impact



# **Impact of the pandemic on revenues is uncertain**

**Length and timing of Restore Illinois phases**

**Trajectory of unemployment**

**Extent of business closures**

# Potential motor fuel tax impacts

	Baseline 2020 forecast	Estimates based on scenarios with pandemic impacts
Reduction in annual VMT – passenger vehicles	--	15% to 25%
Reduction in annual VMT – commercial vehicles	--	4% to 7%
Estimated statewide MFT revenues	\$2.6 billion	\$2.0 to 2.3 billion
Portion to northeastern Illinois	\$1.3 billion	\$1.1 to 1.2 billion
Reduction in portion to northeastern Illinois	--	12% to 20%

# Other revenue impacts to state roadway funding

Delays in motor vehicle registration and driver's license fee revenue

Reductions in certificate of title fee revenue

No short-term impacts to federal funds expected



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