



# Chicago Metropolitan Agency for Planning

433 West Van Buren Street  
Suite 450  
Chicago, IL 60607

312-454-0400  
cmap.illinois.gov

## MPO Policy Committee

### Annotated Agenda

Thursday, January 14, 2021-- 9:30 a.m.

Please join from your computer, tablet or smartphone.

<https://zoom.us/j/97006537651>

### TO USE YOUR TELEPHONE

Meeting ID: 970 0653 7651

One tap mobile

+13126266799,,97006537651# US (Chicago)

**1.0 Call to Order and Introductions** 9:30 a.m.

**2.0 Agenda Changes and Announcements**

**3.0 Approval of Minutes—October 14, 2020**

ACTION REQUESTED: Approval

**4.0 Agency Reports**

4.1 Executive Director's Report

4.2 CMAP Board Report

4.3 Council of Mayors' Report

**5.0 Semi-annual ON TO 2050/TIP Conformity Analysis and TIP Amendment**

The semi-annual ON TO 2050/TIP conformity analysis and TIP Amendment **21-02** was subject to a 30-day public comment period from November 2 – December 2, 2020. There were no comments received.

The Transportation Committee has recommended approval of this amendment to the CMAP Board and MPO Policy Committee.

ACTION REQUESTED: Approval

**6.0 2021 CMAP Highway Safety Targets**

Under MAP-21 and the FAST Act state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are given separate responsibilities for establishing safety performance targets. The MPO must adopt 2021 targets by January 2021. In December 2020, the Transportation Committee voted to recommend these targets for approval by the MPO Policy Committee.

ACTION REQUESTED: Approval

## **7.0 Regional Safety Action Agenda**

In 2020, in support of the Transportation Committee's call to action, CMAP began work on a Safety Action Agenda. The safety action agenda is expected to lay out policy research and guidance that CMAP and potentially other agencies need to undertake, host a resource group, provide a framework for a regional safety coalition, and help prioritize actions that could help the state and region achieve their safety targets. Staff will provide an update on these activities.

ACTION REQUESTED: Discussion

## **8.0 Unified Work Program (UWP)**

Expected to be approved at its meeting on January 13, 2021, staff will provide an update on the process and schedule for developing the FY 2022 Unified Work Program (UWP).

ACTION REQUESTED: Information

## **9.0 Mobility Recovery**

CMAP has brought on a consultant to help the region understand the impacts of the COVID crisis on our mobility systems and to develop an actionable plan to keep the region on track to meet the goals of ON TO 2050. The work will look to mitigate a likely rebound in congestion, sustain the transit system beyond the recovery phase, and increase the overall resilience of the region's multimodal transportation system. Staff will present on the initiation of this work.

ACTION REQUESTED: Discussion

## **10.0 Other Business**

### **11.0 Public Comment**

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the exact time for the public comment period will immediately follow the last item on the agenda.

### **12.0 Next Meeting – March 11, 2021**

### **13.0 Adjournment**

#### **MPO Policy Committee Members:**

___ Omer Osman, Chair	___ Dan Cronin	___ R.A. Kwasneski
___ Frank Beal	___ Jim Derwinski	___ Corrine Pierog
___ Gia Biagi	___ Jose Alvarez	___ Leanne Redden, Vice Chair
___ Matt Brolley	___ Scott Gryder	___ Jeffery Schielke
___ Mike Buehler	___ Sandy Hart	___ Jennifer Bertino-Tarrant
___ Kelley Brookins	___ Jennifer "Sis" Killen	___ Erik Varela
___ Dorval Carter	___ Arlene Kocher	



# Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

433 West Van Buren Street  
Suite 450  
Chicago, IL 60607

312-454-0400  
cmap.illinois.gov

## Joint Meeting Chicago Metropolitan Agency for Planning (CMAP) Board and MPO Policy Committee Minutes October 14, 2020

[https://zoom.us/meeting/register/tJwrdO2orTspEtY\\_XqV5\\_jEqJfK5Or5K6GA](https://zoom.us/join/zoom/register/tJwrdO2orTspEtY_XqV5_jEqJfK5Or5K6GA)

via TELEPHONE:

United States: +1 (312) 626-6799; Access Code: 986 3403 0382

### CMAP Board Members Present:

Gerald Bennett, Chair-representing southwest Cook County, Rita Athas-representing the City of Chicago, Frank Beal-representing the City of Chicago, Matt Brolley-representing Kane/Kendall Counties, Karen Darch-representing northwest Cook County, Jim Healy-representing DuPage County, John Noak-representing Will County, Rick Reinbold-representing south suburban Cook County, Nancy Rotering-representing Lake County, Carolyn Schofield-representing McHenry County, Matthew Walsh-representing west central Cook County, and non-voting member Leanne Redden-representing the MPO Policy Committee

### Absent:

Maurice Cox-representing the City of Chicago, Anne Sheahan-representing the City of Chicago, and Diane Williams-representing Cook County,

### MPO Policy Committee Members Present:

IDOT Secretary Omer Osman-Chair, José Alvarez-representing Illinois State Toll Highway Authority, Frank Beal-representing the CMAP Board, Matthew Brolley-representing the CMAP Board, Michael Connelly-representing the CTA, Dan Cronin-representing DuPage County (via tele), Emily Daucher (alt)-representing McHenry County, Jim Derwinski-representing Metra, Rocky Donahue (alt)-representing Pace, Tony Greep (alt)-FTA, Scott Koepfel (alt)-representing Kendall County, Chris Lauzen-representing Kane County, Kevin O'Malley (alt)-representing CDOT, Leanne Redden-representing the RTA, Jeffery Schielke-representing the Council of Mayors, Shane Schneider (alt)-representing Lake County, Denise Winfrey-representing Will County, John Yonan-representing Cook County, and non-voting members Arlene Kocher-representing FHWA and Erik Varela-representing Class 1 Railroads

**Staff Present:** Erin Aleman, Amy McEwan, Angela Manning-Hardimon, Kathy Lane, Jesse Elam, Laura Wilkison, Stephane Phifer, Gordon Smith, Doug Ferguson, Kama Dobbs, Dawn Rafferty, Timi Koyejo, Patrick Day, and Sherry Kane

**Others Present:** Heather and Garland Armstrong-Access Living, Nisreen Abuwaer, Holly Bieneman-IDOT, Elaine Bottomley-WCGL, Lenny Cannata-WCMC, William Chalberg-Downers Grove, Lynette Ciavarella-Metra, John Donovan-FHWA, Jackie Forbes-Kane County Council, Michael Fricano-West Cook, Jessica HectorHsu-RTA, Sara Hage-HNTB, Kendra Johnson and Matt Pasquini-NWMC, Noah Jones and Troy Simpson-Kane County, Tom Kelso-IDOT, Daniel Knickelbein-DMMC, Jon-Paul Kohler-FHWA, Tom Kotarac-Civic Committee, Adam Miliszewski, Ryan Peterson-McHenry County, Leslie Phemister-SSMMA, Oboi Reed-Equiticity, Tom Rickert-Kane County, David Seglin-CDOT, Christopher Snyder-DuPage County, Vicky Smith-Southwest Conference, Joseph Surdam-Lake County Council, and Rocco Zuccherro-Illinois Tollway

## 1.0 Call to Order and Introductions

CMAP Board Chair Mayor Bennett called the meeting to order at approximately 9:30 a.m., reminded the members that the meeting was being live-streamed, and asked executive director Erin Aleman to call the roll.

Mayor Bennett	Present	Rita Athas	Present	Frank Beal	Present
President Brolley	Present	Maurice Cox	Absent	Mayor Darch	Present
Jim Healy	Present	Mayor Noak	Present	President Reinbold	Present
Mayor Rotering	Present	Carolyn Schofield	Present	Anne Sheahan	Absent
Matt Walsh	Present	Diane Williams	Absent	Leanne Redden	Present

IDOT Acting Secretary Chair Omer Osman also asked executive director Erin Aleman to call to roll for the MPO Policy Committee.

IDOT-Chair Osman	Present	CDOT-O'Malley (alt)	Present	CMAP-Beal	Present
CMAP-Brolley	Present	CTA-Connelly (alt)	Present	Cook-Yonan	Present
CoM-Schielke	Present	DuPage-Cronin	Present	FHWA-Kocher	Present
FTA-Tony Greep (alt)	Present	Tollway-Alvarez	Present	Kane-Lauzen	Present
Kendall-Koeppel (alt)	Present	Lake-Schneider (alt)	Present	McHenry-Daucher (alt)	Present
Metra-Derwinski	Present	Pace-Donahue (alt)	Present	RTA-Redden	Present
Will Co.-Winfrey	Present	Class 1 RR-Varela	Present		

## 2.0 Agenda Changes and Announcements

Heather and Garland Armstrong, long time advocates for the disability community were recognized for their many years of service to the CMAP Board and MPO Policy Committee. CMAP Chair Mayor Bennett announced that Abolfazl Mohammadian would join the CMAP Board as a non-voting member representing the Office of the Governor.

### 3.0 Approval of Minutes-CMAP Board

A motion to approve the minutes of the September 9, 2020, meeting of the CMAP Board as presented was made by Mayor John Noak, seconded by Jim Healy, and a roll call vote followed:

Mayor Bennett	Yes	Rita Athas	Yes	Frank Beal	Yes
President Brolley	Yes	Maurice Cox	Absent	Mayor Darch	Yes
Jim Healy	Yes	Mayor Noak	Yes	President Reinbold	Yes
Mayor Rotering	Yes	Carolyn Schofield	Yes	Anne Sheahan	Absent
Matt Walsh	Yes	Diane Williams	Absent	Leanne Redden	-

The motion carried.

### 4.0 Approval of Minutes-MPO Policy Committee

A motion to approve the minutes of the June 11, 2020, meeting of the MPO Policy Committee as presented was made by Chris Lauzen, seconded by Mayor Schielke, and a roll call vote followed:

IDOT-Chair Osman	Yes	CDOT-O'Malley (alt)	Yes	CMAP-Beal	Yes
CMAP-Brolley	Yes	CTA-Connelly (alt)	Yes	Cook-Yonan	Yes
CoM-Schielke	Yes	DuPage-Cronin	Yes	FHWA-Kocher	-
FTA-Tony Greep (alt)	-	Tollway-Alvarez	Yes	Kane-Lauzen	Yes
Kendall-Koeppel (alt)	Yes	Lake-Schneider (alt)	Yes	McHenry-Daucher (alt)	Yes
Metra-Derwinski	Yes	Pace-Donahue (alt)	Yes	RTA-Redden	Yes
Will Co.-Winfrey	Yes	Class 1 RR-Varela	-		

The motion carried.

### 5.0 Agency Reports:

#### CMAP Executive Director's Report

Executive Director Erin Aleman's report included the following: October marks the second anniversary of the adoption of ON TO 2050; CMAP has been asked by the seven County Board Chairs and the City of Chicago to play a leadership role on needs (transportation, regional economy, and local government finance) emerging from COVID; a request for local dues will go out in early November; and, the Embedded Staff Program (ESP) in Calumet Park and Sauk Village were successful in their INVEST IN COOK grant applications.

#### CMAP Board Report

Leanne Redden reported that the CMAP Board had met on September 9, that staff had given a presentation on the Agency's Equity Vision and Framework, that CMAP and RTA staff had presented details on their mobility strategy and action plan and scenario planning work, the CMAP Board approved its slate of officers and members of the Executive Committee, and staff gave a brief update on relevant legislative activities.

#### Council of Mayors Report

Mayor Jeffrey Schielke reported the Committee met virtually on August 18, and had considered the following: Executive Director Erin Aleman had given an update on the

move to the Old Post Office; staff 's overview of proposed updates to the evaluation process for the FFY 2022-2026 STP Shared Fund Call for Projects; individual councils and CDOT staff presented FFY 2021-2025 STP Local Programs; an overview of CMAP's new Local Government Network; and staff urged members to begin work on developing their individual legislative agendas. The Council of Mayors meets next on October 27.

## 6.0 Procurements and Contract Approvals

The following procurements and contract approvals were presented for approval: commercial real estate broker and project management services for the 5<sup>th</sup> floor of the Old Post Office to CBRE for a not-to-exceed amount of \$180,000; an intergovernmental agreement with the University of Wisconsin-Madison, for applied population laboratory information, at a cost not-to-exceed \$35,000; a vendor limit increase for sole source procurement for accounting staffing services with GovHR USA totaling \$8,500.00;

A motion by Mayor John Noak to approve the procurements and contracts as presented, was seconded by Jim Healy, and a roll call vote followed:

Mayor Bennett	Yes	Rita Athas	Yes	Frank Beal	Yes
President Brolley	Yes	Maurice Cox	Absent	Mayor Darch	Yes
Jim Healy	Yes	Mayor Noak	Yes	President Reinbold	Yes
Mayor Rotering	Yes	Carolyn Schofield	Yes	Anne Sheahan	Absent
Matt Walsh	Yes	Diane Williams	Absent	Leanne Redden	-

The motion carried.

## 7.0 Release Closed Session minutes related to a Closed Session Meeting held May 8, 2019

Following last month's reporting, Staff recommends action to release the CMAP Board minutes from May 8, 2019, Closed Session.

A motion by President Rick Reinbold to release the Closed Session minutes of the May 8, 2019, meeting, was seconded by Jim Healy, and a roll call vote followed:

Mayor Bennett	Yes	Rita Athas	Yes	Frank Beal	Yes
President Brolley	Yes	Maurice Cox	Absent	Mayor Darch	Yes
Jim Healy	Yes	Mayor Noak	Yes	President Reinbold	Yes
Mayor Rotering	Yes	Carolyn Schofield	Yes	Anne Sheahan	Absent
Matt Walsh	Yes	Diane Williams	Absent	Leanne Redden	-

The motion carried.

## 8.0 Election of MPO Policy Committee Vice Chair

On behalf of the chair's nominating committee, Mayor Jeffrey Schielke reported that the nominating committee had recommended Leanne Redden to fill the position of Vice Chair for the MPO Policy Committee.

A motion by County Exec Denise Winfrey to approve the recommendation of the chair's nominating committee was seconded by John Yonan, and a roll call vote followed:

IDOT-Chair Osman	Yes	CDOT-O'Malley (alt)	Yes	CMAP-Beal	Yes
CMAP-Brolley	Yes	CTA-Connelly (alt)	Yes	Cook-Yonan	Yes
CoM-Schielke	Yes	DuPage-Cronin	Yes	FHWA-Kocher	-
FTA-Tony Greep (alt)	-	Tollway-Alvarez	Yes	Kane-Lauzen	Yes
Kendall-Koeppel (alt)	Yes	Lake-Schneider (alt)	Yes	McHenry-Daucher (alt)	Yes
Metra-Derwinski	Yes	Pace-Donahue (alt)	Yes	RTA-Redden	Yes
Will Co.-Winfrey	Yes	Class 1 RR-Varela	-		

The motion carried.

## 9.0 CMAQ Performance Report and Targets

CMAP staff Doug Ferguson presented CMAP's report on the performance of and the establishment of emissions reduction targets for the Congestion Mitigation and Air Quality Improvement (CMAQ) program. The reporting is federally required from MPOs receiving funding for the program.

On behalf of the CMAP Board, a motion by Mayor Karen Darch to approve the CMAQ performance report and emission reduction targets as presented, was seconded by President Rick Reinbold, and a roll call vote followed:

Mayor Bennett	Yes	Rita Athas	Yes	Frank Beal	Yes
President Brolley	Yes	Maurice Cox	Absent	Mayor Darch	Yes
Jim Healy	Yes	Mayor Noak	Yes	President Reinbold	Yes
Mayor Rotering	Yes	Carolyn Schofield	Yes	Anne Sheahan	Absent
Matt Walsh	Yes	Diane Williams	Absent	Leanne Redden	-

The motion carried.

On behalf of the MPO Policy Committee, a motion by Mayor Jeffrey Schielke to approve the CMAQ performance report and emission reduction targets as presented, was seconded by Leanne Redden, and a roll call vote followed:

IDOT-Chair Osman	Yes	CDOT-O'Malley (alt)	Yes	CMAP-Beal	Yes
CMAP-Brolley	Yes	CTA-Connelly (alt)	Yes	Cook-Yonan	Yes
CoM-Schielke	Yes	DuPage-Cronin	Yes	FHWA-Kocher	-
FTA-Tony Greep (alt)	-	Tollway-Alvarez	Yes	Kane-Lauzen	Yes
Kendall-Koeppel (alt)	Yes	Lake-Schneider (alt)	Yes	McHenry-Daucher (alt)	Yes
Metra-Derwinski	Yes	Pace-Donahue (alt)	Yes	RTA-Redden	Yes
Will Co.-Winfrey	Yes	Class 1 RR-Varela	-		

The motion carried.

## 10.0 FFY 2021-2025 STP Local Programs in the TIP

CMAP staff Kama Dobbs reported that programming for locally-programmed STP funded projects for all local Councils and the City of Chicago were complete, subject to 30-day public comment periods from June to August 2020, and that the following amendments would need to be included in the TIP for projects to proceed.

21-00.1 CDOT; 21-00.2 North Shore; 21-00.3 Northwest; 21-00.4 North Central; 21-00.5 Central; 21-00.6 Southwest; 21-00.7 South; 21-00.8 DuPage; 21-00.9 Kane/Kendall; 21-00.10 Lake; 21-00.11 McHenry; 21-00.12 Will

On behalf of the CMAP Board, a motion by Mayor John Noak to approve FFY 2021-2025 STP Local Programs in the TIP as presented, was seconded by Mayor Karen Darch, and a roll call vote followed:

Mayor Bennett	Yes	Rita Athas	Yes	Frank Beal	Yes
President Brolley	Yes	Maurice Cox	Yes	Mayor Darch	Yes
Jim Healy	Yes	Mayor Noak	Yes	President Reinbold	Yes
Mayor Rotering	-	Carolyn Schofield	Yes	Anne Sheahan	Yes
Matt Walsh	Yes	Diane Williams	Yes	Leanne Redden	-

The motion carried.

On behalf of the MPO Policy Committee, a motion by John Yonan Noak to approve FFY 2021-2025 STP Local Programs in the TIP as presented, was seconded by José Alvarez, and a roll call vote followed:

IDOT-Chair Osman	Yes	CDOT-O'Malley (alt)	Yes	CMAP-Beal	Yes
CMAP-Brolley	Yes	CTA-Connelly (alt)	Yes	Cook-Yonan	Yes
CoM-Schielke	Yes	DuPage-Cronin	Yes	FHWA-Kocher	-
FTA-Tony Greep (alt)	-	Tollway-Alvarez	Yes	Kane-Lauzen	Yes
Kendall-Koeppel (alt)	Yes	Lake-Schneider (alt)	Yes	McHenry-Daucher (alt)	Yes
Metra-Derwinski	Yes	Pace-Donahue (alt)	Yes	RTA-Redden	Yes
Will Co.-Winfrey	Yes	Class 1 RR-Varela	-		

The motion carried.

## 11.0 Local Government Network/Census Outreach

CMAP staff Timi Koyejo, Dawn Raferty, and Patrick Day reported on a recent census undercount policy brief that was development in partnership with the Metropolitan Mayors Caucus and its impact on website traffic through our newsletter, media coverage, targeted outreach to influencers, and CMAP's newly launched Local Government Network (LGN), an all-agency effort to strengthen our ongoing communications with local leaders.

## 12.0 Legislative Update

Deputy Executive Director of Plan Implementation Laura Wilkison reported briefly on matters related to federal legislation including the extension of government funding to December 11, the one-year extension to the FAST Act (that includes an extension to the Insurance Flood Program), and that CMAP had hosted a Congressional briefing in September to discuss equitable funding, mobility, and economic recovery.

Director of Government Affairs, Gordon Smith was on the call to answer any questions related to state legislative matters.



### **13.0 Other Business**

There was no other business before the Joint Meeting of the CMAP Board and the MPO Policy Committee, although Acting Secretary Chair Omer Osman announced that Holly Bieneman had been promoted to the position of Director in the Office of Planning and Programming for IDOT.

### **14.0 Public Comment**

There were no comments from the public.

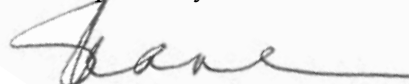
### **15.0 Next Meeting**

The Board will meet next in November; the MPO Policy Committee in January.

### **16.0 Adjournment**

On behalf of the CMAP Board at approximately 10:37 a.m., a motion to adjourn by Mayor Rick Reinbold, seconded by Jim Healy, and with all in favor, carried. Likewise on behalf of the MPO Policy Committee a motion by County Exec Denise Winfrey, seconded by John Yonan, and with all in favor, carried.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read 'Sherry Kane', is written over a light gray diamond-shaped background.

Sherry Kane, EA

10-27-2020

/stk

*Approved as presented by roll call vote, by the CMAP Board, November 18, 2020*





## MEMORANDUM

**To:** CMAP Board and MPO Policy Committee

**From:** CMAP Staff

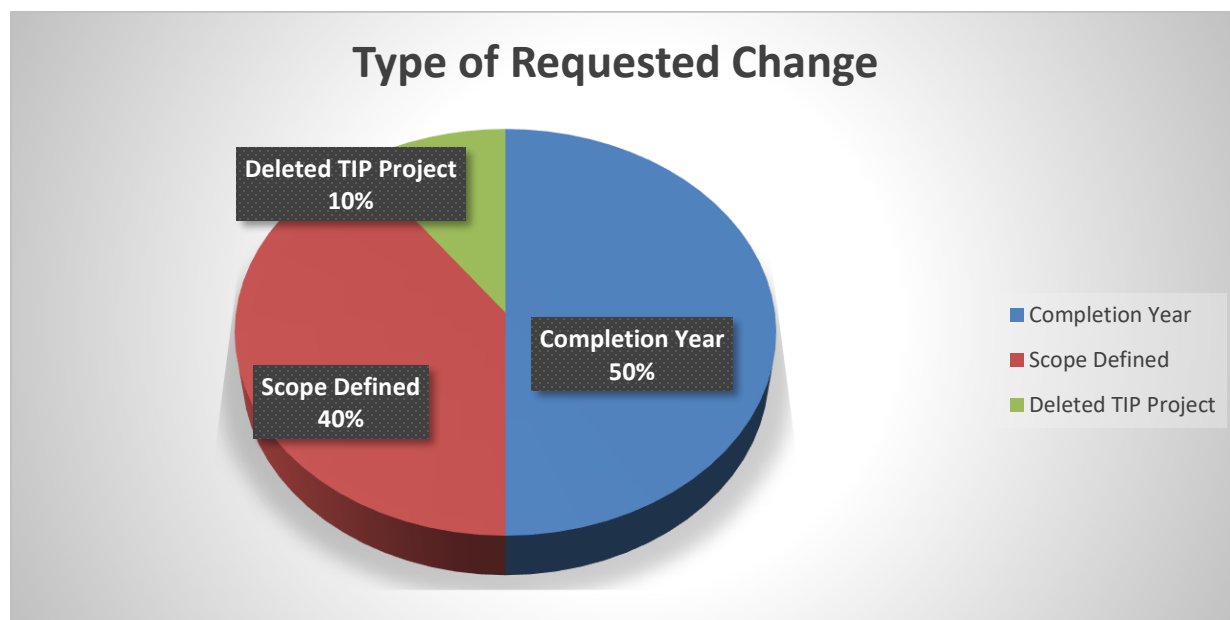
**Date:** January 6, 2021

**Re:** ON TO 2050/TIP Conformity Analysis & TIP Amendment

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In accordance with the semi-annual conformity analysis policy, CMAP staff asked programmers to submit changes, additions, or deletions to non-exempt projects for inclusion in the regional air quality analysis of the FFY 2021-25 Transportation Improvement Program (TIP) and ON TO 2050. Of the changes requested, ten projects require air quality conformity analysis. Below is a summary by type of requested changes.



If the TIP amendment is approved, one non-exempt project will be removed from the TIP and the nine existing non-exempt projects will be included in the TIP. These types of projects are included in the conformity analysis because funding for phases beyond preliminary engineering has been identified in the TIP. Non-exempt projects with only preliminary engineering funding and exempt tested projects are excluded from conformity analysis.

Changes to existing projects are described below.

The completion year indicates when a project is anticipated to be in service to users. The conformity analysis is conducted for selected analysis years between now and 2050. The established base year is now 2020, with the analysis years set at 2025, 2030, 2040 and 2050. If a change in completion year results in moving a project across an analysis year, the project must be revised in the conformity analysis.

These non-exempt projects crossed an analysis year and are included in the conformity analysis:

- TIP ID [03-03-0102](#): IL 62 Algonquin Rd from Plum Grove Rd to IL Route 53
- TIP ID [09-09-0039](#): IL 47 from IL 71 Stagecoach Trail to CH 23 Caton Farm Road
- TIP ID [09-09-0040](#): IL 47 from Cross Street to FAU 3793 Kennedy Road
- TIP ID [09-16-0016](#): Anderson Road from CH 41 Keslinger Road to Freedom Road

The following not exempt Regionally Significant Project (RSP) crossed an analysis year:

- TIP ID [03-18-0006](#): I-90 WB Improvements from IL 43 to I-190. RSP 32

The scope of a project is determined by the [work types](#) associated with the project.

- Non-exempt work types are expected to affect air quality and must be included in the conformity analysis. Examples of non-exempt work types are adding lanes to a road, interchange expansion, new bridge, and the major expansion of bus route service.
- Exempt tested work types do not require an air quality conformity analysis, but the region has chosen to include the impacts of these types of projects in the travel demand model. Exempt tested projects include new commuter parking lots, rolling stock replacement, and road reconstruction with lane widening to standard widths (e.g., 10 feet to 12 feet).
- Exempt work types do not require an air quality conformity analysis. Examples of exempt work types are intersection improvements and rail station modernization.

Three recently introduced not exempt projects are included here, due to a change of scope either through a roadway conversion or for multiple intersection improvements:

- TIP ID [07-20-0072](#): Richton Park: Richton Road/Poplar Avenue- Sauk Trail to Karlov Ave
- TIP ID [12-20-0021](#): 135th Street Complete Street
- TIP ID [08-20-0026](#): Lemont Rd from 87th St to 83rd St / 87th Street from Lemont Rd to Havens Dr.

The project sponsor indicated a highway extension to this roundabout / new roadway project for conformity analysis:

- TIP ID [09-15-0019](#): Collins Road from Minkler Road to Grove Road (Collins Road Extension)

The following project is now being deleted and will be removed from the travel demand model:

- TIP ID [10-08-0028](#): CH A9 Wadsworth Road at US 41 at Skokie Hwy

Seventeen signal timing and progression projects are being introduced within the travel demand model, and staff addressed a model network update to the Hook Drive Extension project.

The public website of the [eTIP database](#) is available through the hyperlink for current project information. Newly submitted changes are found in the [21-02 Conformity Amendments](#) report.

The conformity analysis is conducted for selected analysis years between now and 2050. The analysis years are currently 2020, 2025, 2030, 2040 and 2050. The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed, time of day, and facility type were entered into the US Environmental Protection Agency's MOVES 2014a model. The model generated on-road emission estimates for each precursor or direct pollutant in each analysis year.

For ozone precursors volatile organic compounds (VOC) and nitrogen oxides (NOx), the resulting emissions inventories estimates fell below the Motor Vehicle Emissions Budget (MVEB) for NEIL nonattainment area used to demonstrate transportation conformity for the 1997 ozone maintenance State Implementation Plan (SIP), and the 2008 and 2015 Ozone National Ambient Air Quality Standards (NAAQS) as shown in the table below.

Transportation conformity in the CMAP region only applies to the ozone precursors stated above at this time. However, CMAP is providing mobile source emissions data for PM<sub>2.5</sub> and for greenhouse gases (GHG) as informational items too. The region is in attainment of the PM<sub>2.5</sub> NAAQS. The budget shown in the table for PM<sub>2.5</sub> is the budget the region had prior to being classified as being in attainment. There is no equivalent to a MVEB for GHG. Instead what is being shown for information purposes are GHG mobile source emissions estimates along with reduction goals for GHG that are the byproduct of previous GHG work CMAP has conducted. CMAP is working on GHG mitigation efforts and anticipates revising the goals shown in the table below.

### VOC and NOx Emissions in Tons per Summer Day for Ozone Conformity

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	71.67	117.23	146.15	373.52
2025	53.35	60.13	84.77	150.27
2030	43.57	60.13	60.51	150.27
2040	34.11	60.13	51.26	150.27
2050	34.23	60.13	53.54	150.27

Conformity is demonstrated by comparison of analysis year emissions to the SIP budgets

#### Notes:

Off-model benefits are not included in the total emissions estimates

Results updated as of October 27, 2020

## Direct PM<sub>2.5</sub> and NO<sub>x</sub> Emissions in Tons per Year for PM<sub>2.5</sub> (Informational Only)

Year	Fine Particulate Matter		Nitrogen Oxides	
	Northeastern Illinois	Historical SIP Budget	Northeastern Illinois	Historical SIP Budget
2020	2,058.90	5,100.00	55,349.78	127,951.00
2025	1,309.34	2,377.00	32,503.07	44,224.00
2030	967.69	2,377.00	23,609.60	44,224.00
2040	867.94	2,377.00	20,563.33	44,224.00
2050	917.73	2,377.00	21,448.60	44,224.00

## Greenhouse Gas Mobile Source Emissions (Informational Only)

Year	CO <sub>2</sub> Equivalent in Tons per Year	
	Northeastern Illinois	GHG Reduction Goal
2020	30,544,901.72	30,275,578.93
2025	28,165,247.74	25,474,808.14
2030	26,072,116.89	21,794,683.73
2040	25,400,151.20	17,888,864.40
2050	26,705,366.74	15,409,555.01

The Transportation Committee recommends approval of a finding of conformity and TIP amendment 21-02 to the CMAP Board and MPO Policy Committee.

ACTION REQUESTED: Approval

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## MEMORANDUM

**To:** CMAP Board and MPO Policy Committee

**From:** CMAP Staff

**Date:** January 6, 2021

**Re:** 2021 Regional highway safety performance targets

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Metropolitan planning organizations (MPOs) contribute to the federal Transportation Performance Management (TPM) process to track national goals at the state and regional level for safety, asset condition, system performance, and congestion mitigation and air quality (CMAQ). Under the federal Safety Performance Management (Safety PM) Rule, State departments of transportation (DOTs) and MPOs are required to establish quantitative highway safety performance targets on an annual basis and use a set of performance measures to track progress toward the long-term goal of eliminating traffic related fatalities and serious injuries.<sup>1</sup> MPOs have the choice to support any or all the state's highway safety targets, develop its own highway safety targets for any or all individual measures. For the past 3 years, CMAP has supported IDOT's statewide highway safety targets.

Each year, the process begins with State DOTs establishing their highway safety targets as part of their Highway Safety Improvement Program (HSIP) report to the Federal Highway Administration (FHWA). MPOs have 180 days, from the date the State DOT submits its targets to the FHWA, to set their own regional targets or agree to support the State DOT targets. IDOT set its annual highway safety targets in September 2020 and the MPO Policy Committee and CMAP Board must act by January 2021 to set the region's targets.

CMAP staff recommends that the Board and MPO Policy Committee support IDOT's 2021 highway safety targets. By agreeing to support IDOT's highway safety targets, the MPO is not agreeing to any specific share of the decrease in fatalities and serious injuries. Instead it is agreeing to integrate the targets as goals in the metropolitan planning process and to plan and program projects that help meet the State's targets. The selection of the target does not directly

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<sup>1</sup> The safety performance measure (Safety PM) requirements are set out in the Federal Highway Administration's [National Performance Management Measures: Highway Safety Improvement Program](#) final rule.

affect the allocation of funding at the MPO level. However, the targets selected for different measures should ultimately reflect funding allocation priorities among other factors.

The remainder of this memo provides background on the safety PM rule, reviews IDOT's 2021 statewide highway safety targets, the staff recommendation to support the state's 2021 highway safety targets, and next steps.

### **Background on Safety Performance Management Rule**

The Safety PM requires state DOTs and MPOs to establish highway safety targets as five-year rolling averages on all public roads for: (1) the number of fatalities, (2) the rate of fatalities per 100 million vehicle miles traveled (VMT), (3) the number of serious injuries, (4) the rate of serious injuries per 100 million VMT, and (5) the number of non-motorized fatalities and non-motorized serious injuries. Thus, the form of the 2021 target is the desired value of the 2017-2021 average for each of the measures. Fatalities and serious injuries from traffic crashes vary considerably from year to year due to numerous factors, and the five-year average is meant to smooth large changes.

The actual target should be set to what the state believes it can achieve;<sup>2</sup> the rule does not specify or provide guidance for how ambitious the targets are to be. Each year the FHWA evaluates whether states have met, or made significant progress toward meeting, their targets. The FHWA will consider states to comply if they have met their targets or improved from the baseline at least four of the five required performance targets. The baseline is defined as the 5-year average ending with the year prior to the establishment of the safety targets. For example, the baseline for the 2021 targets is the 2015-2019 5-year average.

As stated above, MPOs have the option to support any or all the state's highway safety targets, develop its own highway safety targets for any or all individual measures. If the MPO sets its own highway safety target, it is required to document how the MPO is to achieve the target. The MPO is also required to integrate the Safety PM into its planning process by including it in the metropolitan transportation plan (MTP), in CMAP's case, ON TO 2050. In addition, the MPO must show how investments in the transportation improvement program (TIP) help achieve the Safety PM targets.

This is the fourth year of the Safety PM Rule and is the first year that the FHWA assessed if State DOT's met or made significant progress toward meeting their 2014-2018 highway safety targets. Unfortunately, IDOT did not meet or make significant progress toward meeting their

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<sup>2</sup> The annual highway safety targets are designed to be interim targets that agencies should use to track their performance toward meeting long-term goals of eliminating traffic related serious injuries and fatalities. According to the [FHWA guidance](#), state DOTs and MPOs are strongly discouraged from using aspirational goals, such as Towards Zero Deaths (TZD), when setting highway safety targets. While the FHWA agrees with a zero-fatality goal, and even supports the TZD initiative, the annual safety targets should enable agencies to track progress towards their long-term goals. Setting reasonable targets allows agencies to see how changes in policy or funding influence traffic safety, and if agencies are not meeting goals, allow them to alter how they approach safety.



2014-2018 highway safety targets. The results of the FHWA's assessment of IDOT's 2014-2018 highway safety targets are in Table 1.

**Table 1. Illinois Safety Performance Target Assessment Summary 2014-2018**

Performance Measure	2014-2018 Target	2014-2018 Outcome	2012-2016 Baseline	Met Target?	Better Than Baseline?	Met or Made Significant Progress?
Number of Fatalities	951	1,024.2	989.4	No	No	NO
Rate of Fatalities	0.900	0.960	0.940	No	No	
Number of Serious Injuries	11,231.1	11,973.6	12,245.8	No	Yes	
Rate of Serious Injuries	10.830	11.220	11.600	No	Yes	
Number of Non-Motorized Fatalities and Serious Injuries	1,508.6	1,526.4	1,524.4	No	No	

Because IDOT did not meet or make significant progress towards achieving its 2014-2018 highway safety targets, IDOT will have to develop a HSIP Implementation plan and is required to use obligation authority equal to the baseline year HSIP apportionment only for safety projects. IDOT already obligates all its HSIP apportionment only for safety projects.

### **IDOT 2021 safety performance targets**

IDOT evaluated two methods to set the state's targets, a least-squares trend line which approximates the actual trends, and a policy-based 2 percent annual reduction in the 5-year average. IDOT selected the method that returns the greatest decrease in the rolling 5-year average for each measure. Because of a back log for processing crash data, IDOT had to estimate the 2015-2019 five-year rolling average for serious injuries and non-motorized serious injuries. For 2021, all targets use the policy-based 2 percent annual reduction in the 5-year rolling average.

**Table 2. IDOT Statewide Safety Performance Measures and 2021 Safety Targets**

	5-year average					2021 target
Performance Measure	2011-2015	2012-2016	2013-2017	2014-2018	2015-2019 <sup>1</sup>	2017-2021 <sup>2</sup>
Number of Fatalities	957.4	989.4	1,016.2	1,024.2	1,041.2	1,000.0
Rate of Fatalities	0.910	0.938	0.957	0.960	0.971	0.930
Number of Serious Injuries <sup>1</sup>	12,220.4	12,184.4	12,124.6	11,956.0	12,032.9	11,556.4
Rate of Serious Injuries <sup>1</sup>	11.678	11.553	11.425	11.212	11.227	10.790
Number of Non-Motorized Fatalities and Serious Injuries <sup>1</sup>	1,515.4	1,498.8	1,528.4	1,561.0	1,580.2	1,517.6

<sup>1</sup> - 2015-2019 average estimated for serious injuries and non-motorized serious injuries.

<sup>2</sup> - 2% annual reduction in 5-year average.

Home to 67 percent of the state's population and a vast multimodal transportation system, the CMAP region greatly influences the safety performance trends at the statewide level. The region accounts for 45 percent and 53 percent of the state's 5-year average for fatalities and serious injuries, respectively. When it comes to non-motorized fatalities and serious injuries, the CMAP region accounts for roughly 78 percent of the state's total. This is due to the high number of pedestrians and pedal-cyclists compared to the rest of the state.

**Table 3. CMAP Region's Safety Performance Measures and 2021 Safety Targets**

	5-year average					CMAP Region 2021 Target
Performance Measure	2011-2015	2012-2016	2013-2017	2014-2018	2015-2019 <sup>1</sup>	2017-2021 <sup>2</sup>
Number of Fatalities	405.8	426.2	443.8	453.2	471.6	452.9
Rate of Fatalities	0.694	0.722	0.746	0.759	0.784	0.753
Number of Serious Injuries <sup>1</sup>	6,642.8	6,662.8	6,720.8	6,613.2	6,431.6	6,176.9
Rate of Serious Injuries <sup>1</sup>	11.362	11.306	11.325	11.104	10.718	10.293
Number of Non-Motorized Fatalities and Serious Injuries <sup>1</sup>	1,158.8	1,149.0	1,182.0	1,215.0	1,231.8	1,183.0

<sup>1</sup> - 2015-2019 average estimated for serious injuries and non-motorized serious injuries.

<sup>2</sup> - 2% annual reduction in 5-year average.

### **Recommendation for 2021 safety performance targets**

Staff recommends that the Board and MPO support IDOT's policy-driven 2021 highway safety targets. IDOT's aggressive highway safety targets reflect the need for, and a commitment to, reducing fatal and serious injury crashes. In recent decades, the region has made progress in reducing fatalities and serious injuries through engineering, education, and technology, but the region still faces significant challenges to reduce the number of traffic related serious injuries and fatalities. However, incidents resulting in fatalities and serious injuries remain unacceptably high. By supporting IDOT's targets, the region will have a unified goal that supports making all roads in the region safer for all users. In December 2020, the Transportation Committee approved staff's recommendation to support IDOT's 2021 safety targets. Given that the targets are set annually, CMAP can readily revisit target selection methodology each year.

CMAP is initiating several traffic safety efforts to support IDOT's annual safety targets. These are described in the attachment to this memorandum.

### **Next steps**

Following discussion and approval by the CMAP Board and MPO Policy Committee, staff will prepare a memo informing IDOT that the CMAP MPO agrees to support the 2021 statewide highway safety targets.

ACTION REQUESTED: Approval

## **ATTACHMENT: Recent and upcoming CMAP safety efforts**

To facilitate progress on state highway safety targets, CMAP has incorporated highway safety into its programming decisions and work plan. The CMAQ and STP-L Shared Fund programs now incorporate safety into project evaluations and many of the eleven Council of Mayors STP project evaluation to included safety as a measure. The TIP now allows the project sponsor to check a box to inform CMAP staff that the proposed project has a safety component. CMAP staff plans to add to this functionality in the future.

In addition to programming activities, CMAP staff are engaged in many safety initiatives with partner agencies and are committed to advancing transportation safety in the region through the Traffic Safety Action Agenda, which is one item in CMAP's FY21 work plan. The safety action agenda will help guide CMAP's safety work in the coming years. This project is expected to produce implementation-oriented products that will help advance traffic safety in the region. CMAP plans to convene a resource group of transportation safety experts from around the region to provide input on the direction of CMAP's safety action agenda. Initial topics may include speed management and bicycle and pedestrian safety. The project will build off prior analysis, including CMAP's 2017 Traffic Safety White paper. The project will also explore opportunities to establish regional traffic safety targets linked to policies and infrastructure improvement programs.

Other ongoing transportation safety initiatives at CMAP include incorporating traffic safety in more of CMAP's local technical assistance work. CMAP has initiated a project with the Village of Flossmoor to complete a local road safety plan. One goal of this project is to better understand how CMAP can support local governments in achieving safety improvements.

In the coming years, CMAP would like to work with IDOT and the region to take a more analytical approach to setting highway safety targets. IDOT's policy-based 2% reduction target does not directly correspond with its policies and programs. Other state DOT's have taken a more analytical approach to setting safety targets. For example, the Virginia DOT uses crash trends and the expected impact of programmed projects when setting safety targets. This type of analysis can enable the DOT to draw empirically based connections to its safety impacts of the program and accordingly calibrate targets the DOT can achieve.

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# Chicago Metropolitan Agency for Planning

## Agenda Item No. 8.0

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### MEMORANDUM

**To:** CMAP Board and  
MPO Policy Committee

**From:** CMAP Staff

**Date:** January 6, 2021

**Re:** UWP Core Program Priorities and Program Development  
Schedule

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At the September 9, 2020 meeting, CMAP staff presented to the UWP Committee a proposal to not conduct a competitive process for project selection for the FY2022 fiscal year. Primary drivers of this request were to meet IDOT's new timeline of submitting a fully approved UWP budget by April 1, 2021, and a request by the FHWA that the UWP Committee review the UWP competitive process in light of declining UWP funding and implementing process efficiencies.

The UWP Committee voted to defer a vote on the matter until the October 14, 2020 UWP meeting, when funding earmarks were made available and committee members could have internal conversations about the impact of not having competitive funding available in FY2022. Committee members also wanted to understand how the competitive funds would be distributed in the event there was no competitive funding.

On September 30, 2020, IDOT advised that the federal earmark for the northeastern region of Illinois would remain unchanged from fiscal year FY2021. The Federal funding mark for FY2022 is estimated to remain at the FY2021 level of \$18,788,769. The total FY2022 Federal funding mark with the required match is \$23,485,961. In FY2021, \$476,000 in federal funds were awarded to competitive projects with CDOT and Metra. This would be the baseline amount that would be distributed to UWP Committee agencies if there were a vote to not conduct a competitive process for FY2022.

The UWP Committee requested that implications and timelines of the two options be presented at the October meeting. Below is an outline of the two proposals:

#### **Option 1 – Funding a Competitive Program in FY2022**

Under this option, the UWP process would facilitate both a core and competitive program in which core funding would be made to all agencies at the FY2021 levels. The competitive program

funding would be based on the same funding provided in FY2021 for competitive projects, \$476,000. The FY2022 Federal earmark is unchanged from FY2021. There is no increase in funding this fiscal year.

### **Option 2 – No Funding a Competitive Program in FY2022**

Under this option, the UWP process would only facilitate a core program in which core funding would be made to all agencies at the FY2021 levels as a baseline. The competitive funding of \$476,000 as mentioned above, would be distributed equally (\$68,000) to the seven participating committee agencies (CMAP, Pace, Metra, COM, CDOT, CTA, and Metra), or at the percentage amount their baseline budget comprise of the total budget. The FY2022 Federal earmark is unchanged from FY2021. There is no increase in funding this fiscal year.

During the October meeting, the Committee adopted an accelerated schedule for development of the FY2022 UWP so that a final UWP Program could be available for IDOT by April 1, 2021. In addition, the UWP Committee voted to only conduct a Core program this year, while the Competitive program is reviewed over the remainder of the current fiscal year.

On November 2, 2020, a Call for Projects was made for the FY2022 UWP proposals. Thus, FY2022 Call for Projects only consisted of Core proposal submissions. Eight total Core proposals were received. Presentations of all the proposals were made to the UWP Committee at its meeting on December 9, and final approval of the FY2022 program is planned at its January 13, 2021 meeting.

Below is the Annual UWP Budget Focus and Priorities summary used to focus the budget development process around the work that needs to be accomplished in the coming fiscal year.

### **Annual UWP Budget Focus and Priorities**

The 2018 adoption of ON TO 2050 presented the committee with the need to revisit planning priorities in light of the new plan. The committee similarly **updated its planning priorities** following adoption of GO TO 2040. While a number of GO TO 2040 priorities continue to make sense, two underutilized priorities—Financial Planning and Decision-Making Models—were replaced by two new priorities-- Inclusive Growth and Harnessing Technology—were introduced from ON TO 2050.

### **Planning areas identified for potential UWP funding**

The following planning areas from previous rounds of UWP funding have been updated with language and emphases from ON TO 2050:

- **Planning Work toward Implementation of ON TO 2050 Regionally Significant Projects, Including Supportive Land Use.** The continuation of work to further ON TO 2050's list of fiscally constrained regionally significant projects is another planning area. Potential work includes planning for the inclusion of transit or bike/ped components as part of major highway projects, advancing projects through discretionary funding programs, and planning for supportive land use around transportation, among other efforts.

- **Local Technical Assistance and the Formation of Collaborative Planning Efforts.** A major emphasis area of ON TO 2050 is providing targeted technical assistance to local governments, particularly to interpret and implement the regional plan's recommendations at the local level. This may include planning for compact, walkable communities, including transportation investments to support infill development, as well as providing for alternative modes of transportation. Planning for joint efforts to provide local transportation services is also included here.
- **Modernization of the Public Transit System.** ON TO 2050's transit recommendations focus on making the transit system more competitive. Actions include developing policies for emerging technology to support and complement the transit system, studies to support improving the speed, frequency, and reliability of the transit system, revising highway design guidance to facilitate transit access, studies to support further fare and service coordination, and improving the effectiveness and accessibility of demand response services, particularly for persons with disabilities.

In addition, ON TO 2050 identified new areas of planning importance that can now be considered for UWP Funding:

- **Harnessing Technology to Improve Travel and Anticipating Future Impacts.** Existing technologies can improve the performance of the transportation network, while in the long term, emerging technologies like connected and autonomous vehicles and private mobility services may have both positive and negative impacts on the region, such as increasing competition for curb space or causing excess vehicle miles traveled. Planning projects under this priority would address studying and implementing further coordination of traffic operations using technology, establishing pricing and regulatory frameworks for connected and autonomous vehicles and developing pilot projects, and adapting the public way to emerging technology and new mobility, among other efforts.
- **Leveraging the Transportation System to Promote Inclusive Growth.** ON TO 2050 is broadly concerned with ensuring economic opportunity is available to all residents of the region. The transportation system plays a role in this, as for example, research shows that minority residents have significantly longer commutes than others and transportation fees can weigh most on lower-income persons. Proposals should address any of the numerous facets of equity and transportation identified in ON TO 2050, such as developing culturally-relevant outreach methods, establishing performance measures that track progress towards reflecting community demographics, and demonstrating the impact of public engagement on project outcomes. They may also include planning to support transportation system access for those with disabilities, studying strategies to reduce burden of transportation fees, fares, and taxes on lower-income populations, and exploring new ways to provide targeted, flexible and/or

on-demand transportation options in low-income or low-density areas, or for people with disabilities.

### Proposed timeline and process

CMAP staff recommends that the FY2022 UWP process follow the schedule below:

#### Development of Program Priorities and Selection Process Schedule

UWP Meeting	October 14, 2020
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#### Call for Proposals

Call for Proposals	November 2, 2020
All Proposals Due (Core)	November 25, 2020

#### Proposal presentations

UWP Meeting - Presentation of Core Proposals	December 9, 2020 — 1:00 p.m.
CMAP prepares proposed FY22 funding allocation	January 6, 2021
UWP Meeting - Adopt FY2022 Program	January 13, 2021

#### Committee Approval

Transportation Committee considers approval of FY2022 UWP to MPO Policy Committee	February 2021
Coordinating Committee considers approval of FY2022 UWP to CMAP Board	February 2021
CMAP Board considers approval of proposed FY2022 UWP	March 2021
MPO Policy Committee considers approval of proposed FY2022 UWP	March 2021
UWP Document Released	March 11, 2021

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ACTION REQUESTED: Information

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