



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
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Chicago, Illinois 60606

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www.cmap.illinois.gov

Transportation Committee Annotated Agenda Friday, November 17, 2017--9:30 a.m.

**Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois**

- 1.0 Call to Order/Introductions** **9:30 a.m.**
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes— September 29, 2017**
ACTION REQUESTED: Approval
- 4.0 Coordinating Committee Reports**
Both the Planning and Programming Committees met in October.
An update of the meetings will be given.
ACTION REQUESTED: Information
- 5.0 FFY 14-19 Transportation Improvement Program (TIP)**
5.1 Federal Fiscal Year 2017-2021 State/Regional Resources Table
The attached State/Regional Resources Table has been developed for use in determining fiscal constraint.
ACTION REQUESTED: Information
- 5.2 TIP Amendments and Administrative Modifications
TIP Amendment 18-01 was published to the [eTIP web site](#) on November 9, 2017, for committee review and public comment. A memo summarizing the formal TIP amendment 18-01 and administrative amendments 17-12.1, 18-00, 18-01.1 and 18-01.2 is included in the meeting materials.
ACTION REQUESTED: Approval
- 6.0 Draft Regional Transit Strategic Plan**
The 2018-2023 Regional Transit Strategic Plan will provide a visionary roadmap for near-term transit investment in the RTA six-county area. Through the Strategic Plan, the Chicago region's transit agencies have

jointly examined capital and operational investments needed over the next five years to deliver great public transportation in light of changing demographics, transportation, and technology. RTA staff will provide an overview of the plan to the committee.

ACTION REQUESTED: Information

7.0 2018 Regional Safety Targets

Under MAP-21 and the FAST Act, state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are given separate responsibility for establishing safety performance targets. The MPO must adopt 2018 targets by January 2018. Staff has developed a recommendation for consideration by the committee.

ACTION REQUESTED: Discussion

8.0 ON TO 2050

8.1 Regionally Significant Projects Update

Staff prepared a draft [report](#) on the benefits of the proposed regionally significant projects for discussion at the September meeting, which has been revised and updated based on comments received. Staff will seek feedback from the committee on the relative importance of different measures, ways of visualizing relative performance, etc. and will provide an update on the outreach and project selection timeline.

ACTION REQUESTED: Discussion

8.2 Transportation Indicators

The ON TO 2050 indicators provide performance measures to benchmark our progress on plan implementation. Staff will discuss efforts underway to refine indicators established in the GO TO 2040 Plan Update. CMAP staff will present a proposed set of transportation indicators, as summarized in the memo included with the meeting materials.

ACTION REQUESTED: Discussion

9.0 2018 Proposed Transportation Committee Meeting Schedule

The proposed meeting dates for the Transportation Committee are:

- 01/19/18
- 02/23/18
- 04/27/18
- 06/08/18
- 08/03/18
- 09/07/18
- 09/28/18
- 11/16/18

ACTION REQUESTED: Approval

10.0 Status of the Local Technical Assistance (LTA) Program

The LTA program status report is available [here](#).

ACTION REQUESTED: Information

11.0 Legislative Update

The Committee will receive an update on the veto session.

ACTION REQUESTED: Information

12.0 Other Business

13.0 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 time for the public comment period will immediately follow the last item on the agenda.

14.0 Next meeting

The next Transportation Committee meeting will be January 19, 2018.

15.0 Adjournment

Committee Members

_____ Gabrielle Biciunas	_____ Luann Hamilton	_____ Randy Neufeld
_____ Darwin Burkhart	_____ Robert Hann	_____ Anthony Quigley
_____ Kevin Carrier	_____ Jessica Hector-Hsu	_____ Tom Rickert
_____ Lynnette Ciavarella	_____ Scott Hennings	_____ Leon Rockingham
_____ Michael Connelly	_____ Tom Kelso	_____ Joe Schofer
_____ John Donovan***	_____ Jennifer (Sis) Killen*	_____ Lorraine Snorden
_____ Doug Ferguson	_____ Fran Klaas	_____ Chris Snyder
_____ Tony Greep***	_____ Christina Kupkowski	_____ P.S. Sriraj
_____ Jacky Grimshaw	_____ Beth McCluskey	_____ Audrey Wennink
_____ Adrian Guerrero	_____ Kevin Muhs	_____ Rocco Zuccherro**

*Chair

**Vice-Chair

***Non-voting



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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Chicago Metropolitan Agency for Planning (CMAP) Transportation Committee Draft Minutes September 29, 2017

Offices of the Chicago Metropolitan Agency for Planning (CMAP)
Cook County Conference Room
Suite 800, 233 S. Wacker Drive, Chicago, Illinois

- Committee Members Present:** Jennifer Killen – Cook County, Chair, Jennifer Becker – Kane County, Gabrielle Biciunas – NIRPC, Brian Carlson – IDOT District 1, Kevin Carrier – Lake County, Michael Connelly – CTA, John Donovan – FHWA, Doug Ferguson – CMAP, Jackie Forbes – Kendall County, Tony Greep – FTA, Luann Hamilton – CDOT, Jessica Hector-Hsu – RTA, Chris Heibert – SEWRPC, Scott Hennings – McHenry County, Tom Kelso – IDOT OP&P, David Kralik – Metra, Christina Kupkowski – Will County, Beth McCluskey – IDOT OIPI, Mayor Leon Rockingham (via phone) – Council of Mayors, Lorraine Snorden – Pace, John Loper – DuPage County, P.S. Sriraj – Academic and Research, Audrey Wennink – MPC, Rocco Zuccherro – Illinois Tollway
- Absent:** Darwin Burkhart – IEPA, Jacky Grimshaw – CNT, Adrian Guerrero – Class 1 Railroads, Robert Hann – Private Providers, Randy Neufeld – Bicycle and Pedestrian Task Force, Joe Schofer – Academic and Research,
- Others Present:** Erin Aleman, Garland Armstrong, Heather Armstrong, Ryan Bigbie, Mark Bologa, Susan Borucki, Elaine Bottomley, Rosanne Ferruggia, Tamara Freihat, Emily Karry, Mike Klemens, Leah Mooney, Kelsey Mulhausen, Brian Pigeon, Lauren Platt, Adam Rod, Dave Seglin, Chris Strom, Heather Mullins, Alvaro Villagran, Lillian Yan
- Staff Present:** Claire Bozic, Anthony Cefali, Diana Cooke, Ben Corpuz, Bob Dean, Teri Dixon, Kama Dobbs, Austen Edwards, Jesse Elam, Jane Grover, Leroy Kos, Ricardo Lopez, Jen Maddux, Tony Manno, Tom Murtha, Art Nicholas, Jason Novato, Kevin Peralta, Russell Pietrowiak, Todd Schmidt, Liz Schuh, Barbara Zubek

1.0 Call to Order

Chairman Killen called the meeting to order at 9:35 a.m.

2.0 Agenda Changes and Announcements

Mr. Murtha announced that CMAP and IDOT staff are working toward designating critical urban freight corridors. The corridors, consistent with federal FAST Act provisions, will complete the region's National Highway Freight Network. The MPO Policy Committee will be asked to designate critical corridors prioritized by IDOT and CMAP staff from among those discussed by the Policy Committee in 2016. Staff will also ask the Policy Committee to approve the entire 2016 recommendation as a highway freight planning network both for planning purposes and from which future critical urban freight corridors can be drawn.

3.0 Approval of Minutes – August 4, 2017

A motion to approve the minutes as presented made by Ms. Hamilton, seconded by Mr. Loper, carried.

4.0 Coordinating Committee Reports

Mr. Zuccherro reported that the Planning Committee met on September 13, 2017 and had a discussion about the Municipal Capacity Strategy Paper. He commended staff on the thoughtful and inclusive process to develop the strategy paper. Chairman Killen announced that both Planning and Programming Committees will meet prior to the joint CMAP Board and MPO Policy Committee meeting on October 11, 2017.

5.0 FFY 14-19 Transportation Improvement Program (TIP)

5.1 TIP Amendments and Administrative Modifications

Mr. Kos reported that formal amendment 17-09 to the FFY 2014-2019 TIP was published to the eTIP website for committee review and public comment. Administrative amendments, 17-09.1 and 17-09.2 were also posted for information. A memo summarizing the formal and administrative changes was included in the meeting packet. A motion to approve amendment 17-09 made by Mr. Connelly, seconded by Ms. Hamilton, carried.

5.2 Semi-Annual GO TO 2040/TIP Conformity Analysis and TIP Amendment

Mr. Kos reported that the semi-annual GO TO 2040/TIP Conformity analysis and TIP amendment was subject to a 30-day comment period that ended September 4, 2017. No comments were received. A motion to recommend the semi-annual GO TO 2040/TIP Conformity Analysis and TIP amendment to the CMAP Board and MPO Policy Committee made by Ms. McCluskey, seconded by Mr. Loper, carried.

6.0 FFY 2018-22 Congestion Mitigation and Air Quality Improvement (CMAQ) Program and FFY 2018-20 Transportation Alternatives Program – Local (TAP-L)

Mr. Ferguson reported that the public comment period for the proposed FFY 2018-2022 CMAQ program and the FFY 2018-202 TAP-L program ended September 4, 2017. After

reviewing comments received, CMAP staff recommended no changes to the proposed program. A motion to recommend approval of the proposed FFY 2018-2022 CMAQ program and the FFY 2018-2020 TAP-L program to the CMAP Board and MPO Policy Committee made by Mr. Zuccherro, seconded by Mr. Connelly, carried.

7.0 Local Technical Assistance (LTA) Program

Mr. Novato presented the proposed LTA program. The program recommends 34 new projects, the second highest number selected since the LTA program started. There was an emphasis on multijurisdictional projects, implementation of past CMAP projects, and having more resources directed towards communities with higher need. A motion to recommend approval of the proposed LTA program to the CMAP Board and MPO Policy Committee made by Mr. Kralik, seconded by Ms. Becker, carried.

8.0 5310 Program

Ms. Mullins presented the FY2016 and FY2017 Section 5310 program that was approved at the August RTA Board meeting. The list of projects was included in the meeting packet.

9.0 Chicago Vision Zero Action Plan

Ms. Ferruggia presented the Chicago Vision Zero Action Plan. The plan focuses on communities that are most affected by severe traffic crashes and treats death and serious injury from traffic crashes as a public health issue. Mr. Connelly said the plan has become part of CTA's planning process. Ms. Hamilton added that the Vision Zero Action Plan is used throughout Chicago. Ms. Ferruggia stated that one of the benefits of a Vision Zero policy is that it brings a greater collective impact with all organizations participating. Ms. Wennink asked if the City of Chicago has dedicated funding for Vision Zero. Ms. Hamilton stated that the City of Chicago is using existing funding such as STP and Invest in Cook. She added that the Aldermen have been educated on Vision Zero and are investing their aldermanic menu funds into Vision Zero priorities.

10.0 Options for Establishing 2018 Regional Safety Targets

Mr. Schmidt presented four options for setting the 2018 Regional Safety Targets. The options include 1) using IDOT's targets, 2) setting targets based on regional annual trends, 3) achieving 5-percent annual reductions, or 4) using Vision Zero targets in the City of Chicago and basing the rest of the region's targets on the IDOT reduction.

Ms. Hamilton asked if the region would be penalized if the targets are not met. Mr. Schmidt stated that the MPO would not be penalized, but the State could be. He added that the State is already compliant. Mr. Connelly stated that the 5-percent annual reduction is a reasonable approach and added that the safety targets should be reflected in project selection and evaluation. Ms. Hamilton stated that the City of Chicago has changed their approach to arterial resurfacing by including pedestrian safety measures. Mr. Connelly stated that District 1 is revisiting future resurfacing to add more safety features. Chairman Killen stated that the restriction on using HSIP funds on routes that

intersect state routes is currently being discussed with IDOT. IDOT is willing to review the eligibility criteria to insure projects that have the greatest impact on improving safety in the region can receive funding. Mr. Connelly asked what the impact would be if the region does not adopt IDOT's targets. Ms. Aleman stated that IDOT is not discouraging the MPO from setting different targets.

11.0 ON TO 2050

11.1 ON TO 2050 Preview Report

Ms. Schuh presented the draft ON TO 2050 Preview Report for final review. The report provides a summary of the anticipated major recommendations of 2050. The public comment period for the report closed on August 3, 2017 with 12 public comments received. In response to the comments, new recommendations for planning for senior citizens and planning for increased regional diversity were added. Ms. Schuh gave an overview of the three principles of the plan and summarized the changes and new recommendations. A motion to recommend approval of the ON TO 2050 Preview Report to the CMAP Board and MPO Policy Committee made by Mr. Zucchero, seconded by Mr. Connelly, carried.

11.2 Financial Plan Allocations

Mr. Elam gave an overview of the development of the financial plan and explained that the next step is to prioritize how to invest the \$30.9 billion by allocating funding to different expenditure categories. The categories are 1) achieving performance based targets, 2) other strategic enhancements, and 3) regionally significant projects. He asked the committee for feedback on funding allocation scenarios listed in the memo. Chairman Killen stated the balance in the second scenario is the best option. Mr. Connelly agreed that finding the right balance is always a goal of transportation agencies. Mr. Carlson agreed that the allocations should be balanced and hopes that similar to the previous plan the major capital projects have an existing asset component. Ms. Hector-Hsu stated that it is important to communicate to the public the benefits of reinvesting in the current transportation system. Ms. Kupkowski stated that there are outlying areas in the region that have system needs that have not been accommodated and said that is why the balance is needed.

11.3 Draft Regionally Significant Projects Benefits Report

Ms. Bozic gave a brief overview of the draft ON TO 2050 Regionally Significant Project Benefits Report. Discussion on the report was deferred to the November 17, 2017 Transportation Committee meeting.

11.4 Financial Plan Forecasts

An update was provided in the meeting packet.

11.5 Public Health Equity Strategy Paper

Mr. Lopez presented an overview of the draft strategies in the health equity strategy paper for ON TO 2050. He explained that the strategy paper incorporates Social

Determinants of Health (SDOH) as the leading conceptual framework. The SDOH build on other CMAP strategy papers and adds a process to ensure health equity impacts are measured. Mr. Lopez announced that there will be meeting on November 17, 2017 from 1:00 to 4:00 p.m. to discuss how land use, transportation, and health interact with each other.

12.0 Legislative Update

Mr. Cefali reported that the Illinois General Assembly passed a budget for FY2018 and funding for CMAP and Illinois' 15 other MPOs was included in the budget. Veto Session is schedule to take place over two weeks, October 24-26 and November 7-9. HB2538, the CMAP live streaming bill, was signed into law by the Governor. The legislation requires CMAP to stream all board meetings and maintain an archive of past meetings beginning January 1, 2018. A number of regional representatives announced they will retire or not seek reelection, most notable are Leader Currie and Leader Radogno.

13.0 Status of the Local Technical Assistance Program

There was an update included in the meeting packet.

14.0 Other Business

There was no other business.

15.0 Public Comment

Ms. Armstrong stated she is concerned about the safety of sidewalks on truck routes. She said it is dangerous when she takes the bus and there is no room to drop her off. Chairman Killen stated through complete streets policies and the Vision Zero plan agencies are making safety a priority. Mr. Armstrong stated the disabled community should be educated on the Vision Zero Plan. Chairman Killen stated that the plan includes extended workshops and education for communities.

16.0 Next meeting

The next Transportation Committee meeting will be on November 17, 2017.

17.0 Adjournment

On a motion by Mr. Kralik, seconded by Ms. Hamilton, the meeting adjourned at 11:19 a.m.

FFY 2018 State / Regional Resources (All figures are in \$ millions)

Draft November 2017

Summary

FHWA State Resources ¹	TIP Code	FFY 2018			FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2018 - 2022		
		Federal	Match	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
National Highway Performance Program	NHPP	729,308	182,327	911,635	729,308	182,327	911,635	729,308	182,327	911,635	729,308	182,327	911,635	729,308	182,327	911,635	3,646,540	911,635	4,558,175
National Highway System Bridge Penalty	NHPP- Bridge Penalty	72,974	18,244	91,218	72,974	18,244	91,218	72,974	18,244	91,218	72,974	18,244	91,218	72,974	18,244	91,218	364,870	91,218	456,088
National Highway Freight Program	NHFP	41,977	10,494	52,471	41,977	10,494	52,471	41,977	10,494	52,471	41,977	10,494	52,471	41,977	10,494	52,471	209,885	52,471	262,356
Surface Transportation Program	STP-Urban	194,183	48,546	242,729	194,183	48,546	242,729	194,183	48,546	242,729	194,183	48,546	242,729	194,183	48,546	242,729	970,915	242,729	1,213,644
Highway Safety Improvement Program	HSP	71,455	7,939	79,394	71,455	7,939	79,394	71,455	7,939	79,394	71,455	7,939	79,394	71,455	7,939	79,394	357,275	39,697	396,972
Bridge ²	STP-Bridge	36,650	9,163	45,813	36,650	9,163	45,813	36,650	9,163	45,813	36,650	9,163	45,813	36,650	9,163	45,813	183,250	45,813	229,063
Recreational Trails	RECTP	1,510	0,378	1,888	1,510	0,378	1,888	1,510	0,378	1,888	1,510	0,378	1,888	1,510	0,378	1,888	7,550	1,888	9,438
Rail-Highway Grade Crossings	RHGC	10,920	1,213	12,133	10,920	1,213	12,133	10,920	1,213	12,133	10,920	1,213	12,133	10,920	1,213	12,133	54,600	6,067	60,667
Transportation Alternatives Program	TAP-State	19,143	4,786	23,929	19,143	4,786	23,929	19,143	4,786	23,929	19,143	4,786	23,929	19,143	4,786	23,929	95,715	23,929	119,644
Statewide subtotal ³		1,178,120	283,089	1,461,209	1,178,120	283,089	1,461,209	1,178,120	283,089	1,461,209	1,178,120	283,089	1,461,209	1,178,120	283,089	1,461,209	5,890,600	1,415,445	7,306,045
FHWA (Regional/Urban) Resources*																			
STP Local		138,114	34,529	172,643	138,114	34,529	172,643	138,114	34,529	172,643	138,114	34,529	172,643	138,114	34,529	172,643	690,570	172,643	863,213
STP Counties		5,251	1,313	6,563	5,084	1,271	6,355	5,084	1,271	6,355	5,084	1,271	6,355	5,084	1,271	6,355	25,586	6,397	31,983
CMAQ		104,202	26,050	130,252	104,202	26,050	130,252	104,202	26,050	130,252	104,202	26,050	130,252	104,202	26,050	130,252	521,008	130,252	651,260
TAP Local		9,117	2,279	11,396	9,117	2,279	11,396	9,117	2,279	11,396	9,117	2,279	11,396	9,117	2,279	11,396	45,585	11,396	56,981
Regional Subtotal		256,683	64,171	320,853	256,517	64,129	320,646	256,517	64,129	320,646	256,517	64,129	320,646	256,517	64,129	320,646	1,282,749	320,687	1,603,436
Total Available FHWA/State/Local Resources		1,434,803	347,860	1,782,662	1,434,637	347,218	1,781,855	1,434,637	347,218	1,781,855	1,434,637	347,218	1,781,855	1,434,637	347,218	1,781,855	7,173,349	1,736,132	8,909,482
Transit (FTA region-wide)^{4,5}																			
Section 5307/5340		253,720	0,000	253,720	258,958	0,000	258,958	264,307	0,000	264,307	269,677	0,000	269,677	269,677	0,000	269,677	1,316,339	0,000	1,316,339
Section 5337 State of Good Repair		245,535	0,000	245,535	249,763	0,000	249,763	254,064	0,000	254,064	258,429	0,000	258,429	258,429	0,000	258,429	1,266,220	0,000	1,266,220
Section 5339 Bus and Bus Facilities		13,104	0,000	13,104	13,381	0,000	13,381	13,655	0,000	13,655	13,950	0,000	13,950	13,950	0,000	13,950	68,040	0,000	68,040
Section 5310 Seniors & Individuals with Disabilities ⁷		6,656	0,000	6,656	6,656	0,000	6,656	6,656	0,000	6,656	6,656	0,000	6,656	6,656	0,000	6,656	33,280	0,000	33,280
Transit subtotal by FFY		519,015	0,000	519,015	528,758	0,000	528,758	538,682	0,000	538,682	548,712	0,000	548,712	548,712	0,000	548,712	2,883,879	0,000	2,883,879
State/RTA/Local Transit Funds ⁸		334,703				61,042		196,350			35,350					35,350		662,795	
Total Available Resources for Transit				853,718			589,800			735,032			584,062			584,062			3,346,674
Total (All Resources)				2,636,760			2,371,655			2,516,887			2,365,917			2,365,917			12,256,156

TIP Code = fund source designation in CMAP's eTIP Database

- FHWA State Resources are derived from FHWA's apportionment notice 4510.819 (<https://www.fhwa.dot.gov/legregs/directives/notices/4510819/>) and reflect FFY 18 apportionments as shown in the Federal Management Information System (FMIS) on 10/10/17.
- Bridge funds are funds identified for bridges by IDOT for the seven counties in the CMAP region, in IDOT circular 2016-24, dated 12/22/16.
- Federal resources do not include Metropolitan Planning or State Planning and Research (SPR) funds. These funds are 17,616 and 29,360 in FFY18. SPR funds are deducted from NHPP, STP, HSP, Railway-Highway Crossings and CMAQ per the FAST Act.
- Regional resources are based on FHWA suballocation of apportionment guidance (https://www.fhwa.dot.gov/dof/suballocation_qa.cfm) and IDOT memorandums and circular (2016-24) pertaining to regional resource allocations for STP-Local, TAP-Local, STP-Bridge, STP-County.
- Transit resources are provided to CMAP by the RTA (ordinance No 2016-61) and are current as of 12/15/2016. Federal transit resources are primarily FTA formula funds and do not include competitive grants such as CMAQ that the service
- FTA grants require a 20% match. To fulfill the match requirement CTA, Mera, Pace, and RTA may provide a cash match, but routinely use Transportation Development Credits in lieu of a cash match. It is anticipated that Transportation Development Credits will continue to be used as a match for the foreseeable future.
- Section 5310 funds are derived from FTA Apportionment tables: <https://www.transit.dot.gov/funding/apportionments/table-8-fy-2017-section-5310-enhanced-mobility-seniors-and-people-0>
- These funds are comprised of bonds, sales tax, local funds, etc. for use on capital projects, as reported by the RTA (ordinance No. 2016-61, Schedule II-A)

Note: The match ratio used to calculate the match amount is based on the typical match ratio for each fund source and is assumed to be available from the state and local jurisdictions.



Chicago Metropolitan Agency for Planning

Agenda Item No. 5.2

233 South Wacker Drive
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MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: November 9, 2017

Re: Transportation Improvement Program (TIP) Amendments

Since the September committee meeting, there has been significant activity in eTIP to close out federal fiscal year (FFY) 2017 and transition to FFY 2018. Prior to the transition, one final administrative amendment (17-12.1) was completed. Following the close of FFY 2017, all TIP programmers reviewed every active project contained in the eTIP database and either took no action on inactive projects, deleted abandoned projects, designated projects as completed, or carried projects forward from the 17-00 TIP, as amended throughout the year, to the 18-00 TIP, making any necessary administrative updates. Finally, following staff review of the projects carried forward to the 18-00 TIP, programmers submitted 140 Formal Amendments (18-01) for Transportation Committee consideration. Ninety-two (92) additional Administrative Amendments were submitted, reviewed, and accepted by staff (18-01.1 and 18-01.2). Summary information for each of these actions is presented below. A list of projects and report of the full change details for each amendment are available on the Amendments tab of the [eTIP public web page](#).

Administrative Amendment 17-12.1

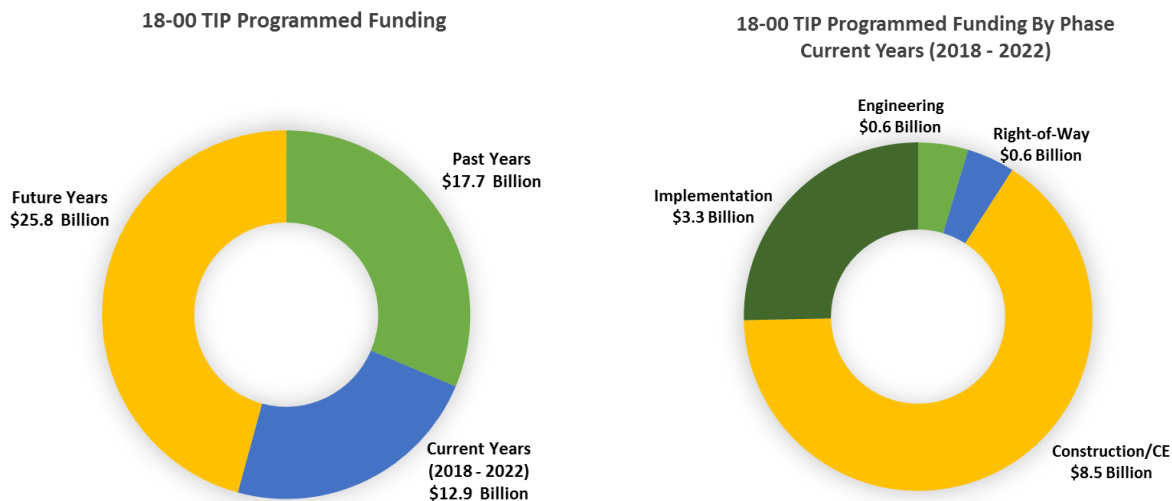
A total of 143 Administrative Amendments were submitted, reviewed, and accepted by staff on amendment [17-12.1](#) to close out and update fully obligated projects and to complete other administrative changes, such as Advance Construction changes, that were necessary before the end of the federal fiscal year (FFY), as summarized below.

Type of Change	# of projects	Change in total cost	Total cost before	Total cost after
Complete project	77	(\$2,322,703)	\$88,136,523	\$85,813,820
Update obligation information	21	\$131,642	\$8,115,013,072	\$8,115,144,714
Phase(s) converted from Advance Construction status	20	\$321,457	\$53,401,222	\$53,722,679
Phase(s) placed in Advance Construction status	7	\$0	\$928,445,634	\$928,445,634
Minor scope change	7	\$0	\$28,469,000	\$28,469,000
Schedule changes	2	\$0	\$137,551,187	\$137,551,187
Other	9	(\$2,113,072)	\$2,579,840,225	\$2,577,727,153
Grand Total	143	(\$3,982,676)	\$11,930,856,863	\$11,926,874,187

Carryover to 18-00

At the start of each new federal fiscal year (FFY), it is necessary to carry over all active projects within the eTIP database. This action removes the prior FFY (2017) and adds a new fifth year (2022) to the “active years” of the TIP. Of the 2,183 projects contained in the 17-00 TIP, as amended throughout the year, 1,629 projects with a total cost for all phases, in all past, present, and future years, of \$56.4 billion were carried forward. One hundred forty-six (146) projects with all funding obligated in FFY 2017 or earlier years were designated as completed and \$135 million in total cost was added to these projects to reflect post-obligation cost changes that had occurred. Projects that have funds programmed in FFYs 2018 – 2021 or phases in past years that are in Advance Construction status were carried forward. Major Capital Projects, deferred CMAQ-funded projects, and other projects with all funding programmed in years after FFY 2021 that implementers are actively working to advance were also carried forward.

Of the \$56.4 billion in total funding in the 18-00 TIP, \$17.7 billion was already obligated in past years, \$25.8 billion is programmed in future years, and only \$12.9 billion is programmed in FFYs 2018 – 2022. Focusing just on the current years, about 10% of the funding programmed is for engineering and right-of-way phases. Construction, at \$8.5 billion, and implementation, at \$3.3 billion, make up the overwhelming majority of current years’ funding. The full [18-00 report](#) is available on the amendments tab of the [eTIP public web page](#).



Formal Amendment 18-01

A total of 140 [Formal Amendments](#) were submitted for Transportation Committee approval, including the 43 new or updated CMAQ and TAP projects that were approved by the MPO Policy Committee on October 11, 2017 and found to be eligible for funding by US DOT on November 23, 2017. With the start of the new federal fiscal year, there were significant numbers of schedule changes (41) and phases being added to or removed from the active TIP years (31). Cost changes on fifteen (15) projects resulted in the removal of \$25.8 million from the TIP. Five (5) new projects added \$2.5 million to the TIP, while four (4) deleted and one (1) completed

project removed \$45.7 million from the TIP. The overall change in total project cost within all prior, current, and future years due to this amendment is \$43.3 million being removed from the TIP, as summarized below.

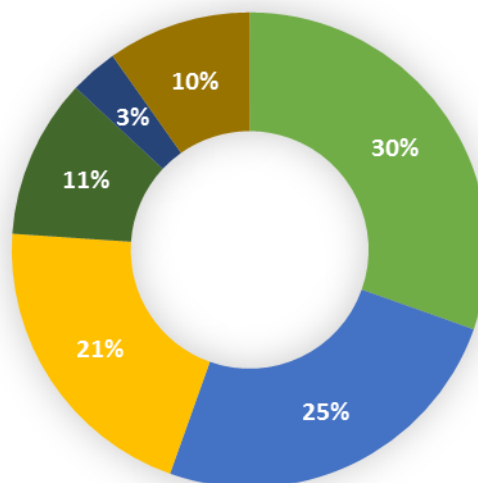
Type of change	# of projects	Change in total cost	Total cost before	Total cost after
New CMAQ/TAP Program approved 10/11/17	43	\$26,531,953	\$3,916,035,378	\$3,942,567,331
Schedule change	41	\$14,801,276	\$547,291,806	\$562,093,082
Phase(s) added to or removed from TIP	31	(\$15,729,740)	\$379,088,187	\$363,358,447
Cost Change	15	(\$25,797,908)	\$2,010,800,255	\$1,985,002,347
New Project	5	\$2,527,600	\$0	\$2,527,600
Delete project	4	(\$39,195,398)	\$39,195,398	\$0
Complete project	1	(\$6,457,750)	\$9,002,073	\$2,544,323
Grand Total	140	(\$43,319,967)	\$6,901,413,097	\$6,858,093,130

Administrative Amendments 18-01.1, and 18-01.2

A total of 92 Administrative Amendments were submitted, reviewed, and accepted by staff on amendments [18-01.1](#) and [18-01.2](#). Administrative amendments include new projects that are not federally funded or have all federal funds in future years, conversion of project phases to or from Advance Construction (AC), cost changes that are below CMAP's amendment thresholds, changes to project schedules within the years of the TIP, changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires committee approval.

18-01.1 & 18-01.2 Administrative Amendments Type of Changes

■ Cost ■ Schedule ■ AC ■ Complete ■ New ■ Other



With the start of the new federal fiscal year, the majority of administrative changes were to adjust project and phase costs on 28 projects, adding \$39.4 million to the TIP. Advance construction (AC) changes were minimal compared to other times throughout the year, with only fourteen (14) project phases converted from AC to a federal fund source and only five (5) project phases placed in AC; cost adjustments from these actions removed a net \$1.1 million

from the TIP. Ten projects were marked as completed and, with adjustments for final project costs, resulted in the removal of \$34.6 million. Three (3) new projects with all funding in future years or using non-federal funds added \$2.7 million to the TIP. There were also 23 schedule changes and 9 other changes, such as updating project identification numbers, that did not include any cost changes. The type of change, number of projects affected, and total project cost information is shown below. Total cost includes all fund sources and all project phases in prior, current, and future years.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after
Cost change below amendment thresholds	28	\$39,356,058	\$485,350,324	\$524,706,382
Schedule changes	23	\$0	\$149,011,357	\$149,011,357
Phase(s) converted from Advance Construction status	14	(\$792,447)	\$787,718,592	\$786,926,145
Phase(s) placed in Advance Construction status	5	(\$322,500)	\$14,854,657	\$14,532,157
Complete project	10	(\$34,633,259)	\$70,193,996	\$35,560,737
New project	3	\$2,700,000	\$0	\$2,700,000
Other	9	\$0	\$29,783,500	\$29,783,500
Grand Total	92	\$6,307,852	\$1,536,912,426	\$1,543,220,278

ACTION REQUESTED: Approval

###



Chicago Metropolitan Agency for Planning

Agenda Item No. 7.0

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Chicago, Illinois 60606

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MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: November 17, 2017

Re: Update on 2018 regional safety performance targets

Established under MAP-21 and continued in the FAST Act, state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are given separate responsibility for establishing performance targets and using a set of performance measures to track progress toward meeting those targets for a variety of transportation areas including safety, bridge and pavement condition, air quality, freight movement, and system reliability. The Transportation Committee has previously been provided a [memo](#) outlining options for the MPO Policy Committee to fulfill the requirements of the Safety Performance Management (Safety PM) rule. This memo surveys how other states and MPOs are approaching their requirements and proposes that CMAP support IDOT's targets pending discussion by the Regional Transportation Operations Coalition (RTOC). It also addresses how to document the safety targets in the Transportation Improvement Program (TIP).

How other states and MPOs are approaching safety targets

State DOTs were required to establish 2018 safety targets as part of their annual Highway Safety Improvement Program (HSIP) report to FHWA at the end of August 2017. States have adopted widely divergent targets,¹ with some aiming for improvement and others expecting significant worsening of safety (Table 1). California DOT used a trend line to set its safety targets, which resulted in an increase in all five measures. Wisconsin DOT set its safety targets based on stipulating a percentage reduction. IDOT used two methods, a least squares trend line and a policy-based 2-percent annual reduction, to set the state's targets.

¹ The targets are to be established 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 2018 target is the desired value of the 2014-2018 average for each of the measures.

Table 1. 2018 safety performance targets for selected states (percent change in five-year rolling averages from baseline to the 2014 – 2018 safety target)

Performance Measure	New York	California	Texas	Iowa	Indiana	Missouri	Wisconsin	Illinois
Fatalities	-5.0%	12.0%	8.2%	6.5%	5.0%	2.9%	-2.0%	-4.0%
Serious Injuries	-6.0%	11.5%	6.7%	2.2%	4.1%	-6.2%	-5.0%	-4.7%
Non-Motorized	-1.0%	1.9%	14.2%	4.5%	0.6%	6.6%	-5.0%	-4.0%

MPOs have until the end of February 2018 to establish their own targets or decide to support the state DOTs targets. A review of peer MPOs found that most are currently going through the same process as CMAP, working through their committees to determine if they should set their own safety targets or support the state DOT's targets. For instance, the staff of the Metropolitan Transportation Commission (MTC), the MPO for the San Francisco region, recommended supporting the state targets. At the Denver Regional Council of Governments (DRCOG), the Denver MPO, staff recommended establishing different targets. MPOs in the state of Illinois are likely to take different approaches as well. Staff at two downstate MPOs suggested they probably will vote to support IDOT's targets, while staff at another indicated that the MPO is likely to choose more aggressive targets based on its current long-range transportation plan.

Preliminary recommendation for first-year 2018 safety performance targets

Staff preliminarily recommends that the MPO support IDOT's 2018 safety targets. The IDOT safety targets are fairly aggressive due to the year-to-year fatality and serious injury reductions that need to be realized. Staff believes this is the best alternative for the first year of setting safety targets and shows a consistent approach to improving traffic safety. By supporting IDOT's targets the region will have a goal that supports the City of Chicago's Vision Zero Initiative as well.² Given that the targets are to be set annually, CMAP can readily revisit target selection. Ideally IDOT and CMAP will coordinate more extensively on state target selection going forward.

Note that by agreeing to support IDOT's 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 affect the allocation of funding at either the state or MPO level. However, the targets selected for different measures should ultimately reflect funding allocation priorities among other factors.

It is worth noting that CMAP is preparing a regional safety paper that make recommendations for reducing fatalities and serious injuries through policy, infrastructure improvements, enforcement, and technology. Because behavioral change is the most important factor in safety improvement, greater emphasis will be needed on enforcement and education programs to make significant safety improvements, as well as any supporting legislative or policy changes that are needed.

² The City of Chicago Vision Zero Action Plan calls for a 20 percent and 35 percent reduction in fatalities and serious injuries by 2020, respectively, which is very similar in its year-over-year reduction to the IDOT safety targets.

Safety integration in the TIP

CMAP is also required to indicate how the TIP makes progress toward achieving the safety performance targets. While the exact method for measuring the safety impact of the TIP is not stipulated by law, there are two primary options, as follows:

1. The first method is the most resource intensive because it involves collecting additional engineering data on TIP projects. This detailed data would be used to estimate the reduction in crashes expected as a result of the transportation project. In this technique a value called a “crash modification factor” (CMF) is applied to the current crash rate at a location to estimate the crash reduction associated with the project. For example, installing a traffic signal and left turn lane at an intersection is estimated to reduce crashes by 43 percent. The studies used to estimate the CMFs are specific with regard to road and traffic characteristics that are needed to use the CMF properly.
2. The second method would identify projects that improve high-crash locations. These locations could be identified from measures that IDOT has calculated, such as the Five Percent locations, the Safer Road Index (SRI), and the Potential for Safety Improvement (PSI), or measures created by CMAP or a local agency. The standard design process would address safety issues during the development of a project; thus, if these locations are improved, then safety should also be increased.

Based on the difficulty of obtaining relevant engineering data in a timely manner and accurately applying the crash modification factors to the projects, it is more reasonable at this time to proceed with the second method and identify TIP projects that improve areas with a high number or severity of crashes. This approach will require only limited additional data from implementers. If the typical scope for a phase 1 study in Illinois begins to include estimating crash reduction using CMFs, that information can also eventually be reported in the TIP.

Next steps

County agency staff met in October to discuss the regional safety targets and recommended that RTOC vet the targets. In order to meet the January deadline for MPO approval, staff intends to seek RTOC’s input at its regularly scheduled December meeting, then use that feedback to finalize its recommendation to the MPO Policy Committee and CMAP Board in January. CMAP staff also plans to work with IDOT to develop a process for setting the safety targets annually and will return in spring 2018 to share the process with the Committee for feedback.

ACTION REQUESTED: Discussion

###



MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: November 17, 2017

Re: ON TO 2050 Transportation Indicator Refinement

Following an approach established in GO TO 2040, ON TO 2050 will include various topic-specific indicators, which are a set of performance measures to benchmark the region's progress on plan implementation. The final set of indicators should highlight and complement all of the major recommendations made in ON TO 2050. All indicators will have targets for both 2025 and 2050 to evaluate near- and long-term progress.

In identifying the set of indicators for ON TO 2050, staff first began by reviewing the existing GO TO 2040 indicators, as revised via the Plan Update process in 2014. Informed by several ON TO 2050 Strategy Papers and Snapshot Reports, staff considered whether the current set adequately addresses the core ON TO 2050 topics from both a technical (e.g. available data sources, methodologies) and policy (e.g. regulations, plan priority, accessibility, and level of effort) standpoint. Finally, staff outlines recommendations for revisions or entirely new indicators in order to successfully benchmark the region's progress on implementing the plan.

Current GO TO 2040 Transportation Indicators

As updated in 2014, GO TO 2040 currently includes eight transportation-related [indicators](#). The table below lists these indicators, noting how they differ from the original GO TO 2040 indicators approved in 2010. It also includes three "kindred" indicators that do not have identified targets, which are indicated in italics in the table below.

	GO TO 2040 Indicator	Description	Targets (2020/2040)	Notes, including any changes between 2010-2014
1	Percent of National Highway System (NHS) with acceptable ride quality	Measured by International Roughness Index (IRI) scores for entire "enhanced" NHS	77 percent/ 90 percent	Original GO TO 2040 indicator included principal arterials only

	GO TO 2040 Indicator	Description	Targets (2020/2040)	Notes, including any changes between 2010-2014
1.5	<i>Condition Rating Survey (CRS)</i>	<i>CRS is a measure of overall pavement quality, rather than IRI which focuses on ride quality</i>	N/A	<i>CRS data, available from IDOT only by special request in 2010, is now widely distributed.</i>
2	Percentage of bridges in structurally deficient condition	Percent of bridges rated “structurally deficient” in the FHWA National Bridge Inventory	7.25 percent/ 4 percent	Original GO TO 2040 indicator measured “not deficient” bridges, which includes both structurally deficient and functionally obsolete. “Functionally obsolete” was a misnomer for many situations.
3	Percentage of transit assets in state of good repair (SOGR)	RTA measurements of SOGR for guideway elements, facilities, systems, stations, and vehicles	None defined in GO TO 2040	GO TO 2040 commits to ongoing collaboration with RTA and service boards to monitor asset condition.
4	Average congested hours of weekday travel for limited access highways	Duration of speeds below 45 mph based on roadway sensor data	12 hours/ 10 hours	GO TO 2040 indicator originally measured delay based on outputs from the travel demand model. CMAP is now using vehicle probes to calculate congested hours.
4.5	<i>Planning Time Index (PTI) for limited access highways</i>	<i>PTI is a measure of reliability, calculated as the ratio of travel time needed to ensure a 95 percent arrival to free-flow time</i>	N/A	<i>PTI data come from the same roadway sensors as congestion data. CMAP is now using vehicle probes to calculate the Planning Time Index.</i>
5	Average weekday unlinked transit trips	Data collected from the National Transit Database	2.6 million/ 4 million	Unchanged from original GO TO 2040 indicator
5.5	<i>Average weekday unlinked passenger trips per capita</i>	<i>Data collected from the National Transit Database and US Census</i>	N/A	<i>Transit ridership per capita can be used to illustrate whether transit mode share is increasing.</i>
6	Population and jobs with at least moderate access to transit	Based on CMAP’s Access to Transit Index, which considers frequency of service, proximity to stations, destinations reachable, and pedestrian environment	73 percent/ 78 percent	GO TO 2040 indicator originally used a simpler, proximity-based approach to measure accessibility to transit.
7	CREATE program completion	Number of completed projects	30 projects/ 71 projects*	The CREATE program now includes just 70 projects, not 71.

	GO TO 2040 Indicator	Description	Targets (2020/2040)	Notes, including any changes between 2010-2014
8	At-grade highway-rail delay	Aggregate hours of weekday delay experienced on average of grade crossings	7,500 hours/ 5,500 hours	Unchanged from original GO TO 2040 indicator

Discussion of Current GO TO 2040 Indicators

Since GO TO 2040 was updated in 2014, several developments have taken place that significantly affect the existing set of transportation indicators. Principally, the federal government now requires state DOTs and MPOs to complete a formal performance monitoring and target-setting process, as enacted by MAP-21 and affirmed in the FAST Act. U.S. DOT finalized the rulemakings in 2016 to establish performance measures, methodological processes, and reporting timelines. The new federally-required performance measures cover the topics of safety, asset condition, congestion, and reliability for the highway system, as well as asset condition for the transit system. As such, they overlap substantially with the current GO TO 2040 indicators for NHS ride quality, bridge condition, transit asset condition, highway congestion, and highway reliability. Detailed descriptions of the MAP-21 performance measures are provided in Appendix 2.

New, more detailed datasets have also become available to better measure the performance of the highway system, and to some extent the region's freight rail network. Staff have made use of the new probe-based National Performance Management Research Dataset (NPMRDS) to better understand observed speeds – and thus congestion and travel time reliability – on the NHS, for both trucks and passenger vehicles. Staff has used a probe-based dataset for large trucks, provided by the American Transportation Research Institute, to understand truck speeds, origins, destinations, and time of travel throughout the region. New rail industry data has become available through direct reporting from the Association of American Railroads and the federal Surface Transportation Board, providing various metrics of rail volumes and delays throughout the Chicago region each week.

Finally, the policy context has evolved in recent years. On the highway side, there is a growing focus on the importance of operational strategies to reduce congestion, and the need to safely accommodate bicycle and pedestrian users. There is growing interest in understanding the performance of the region's freight system across modes, including impacts on neighboring communities.

Given the considerations described above, and circumstances unique to each indicator, the following table lists the recommended changes to the current GO TO 2040 indicators.

GO TO 2040 Indicator	Recommendation	Rationale
Percent of NHS with acceptable ride quality	Modify	Superseded by MAP-21 performance measures under the "pavement and bridge condition" rulemaking.
<i>Condition Rating Survey</i>	Eliminate	Superseded by MAP-21 performance measures under the "pavement and bridge condition" rulemaking.

GO TO 2040 Indicator	Recommendation	Rationale
Percentage of bridges in structurally deficient condition	Modify	Superseded by MAP-21 performance measures under the “pavement and bridge condition” rulemaking.
Percentage of transit assets in state of good repair	Modify	Superseded by MAP-21 performance measures under the “transit asset condition” rulemaking.
Average congested hours of weekday travel for limited access highways	Modify	High stakeholder interest. Improve the methodology for this indicator.
<i>Planning Time Index for limited access highways</i>	Modify	Superseded by MAP-21 performance measures under the “system performance measures” rulemaking.
Average weekday unlinked transit trips	Modify	High stakeholder interest. May need to broaden to “annual” instead of “weekday” trips to better capture non-work trips and weekend travel.
<i>Average weekday unlinked passenger trips per capita</i>	Modify	High stakeholder interest. May also need to broaden to “annual” instead of “weekday” trips to better capture non-work trips and weekend travel.
Population and jobs with at least moderate access to transit	Modify	High stakeholder interest and close correspondence to core CMAP issue areas. Change focus from “moderate” to “moderately high” transit availability.
CREATE program completion	Eliminate	Some key CREATE program corridors are nearing completion; remaining projects are largely highway-rail grade separations, impacts of which are measured separately. CMAP continues to support the entire CREATE program.
At-grade highway-rail delay	Keep	High stakeholder interest in this measure, which highlights the interactions between freight and communities.

Recommended ON TO 2050 Indicators

Staff proposes to both continue CMAP’s longstanding efforts to monitor the transportation system and balance the need for a manageable number of indicators with the need to measure diverse aspects of the transportation system. The following list indicates the 13 proposed ON TO 2050 transportation indicators (up from 11 in GO TO 2040).

1. Number of fatalities (five-year rolling average)
2. Transit asset state of good repair
 - a) Percent of fixed-route buses that have met or exceeded their useful life
 - b) Percent of rail vehicles that have met or exceeded their useful life
 - c) Percent of directional route miles with track performance restrictions
3. Number of highway traffic signals with transit priority and/or queue jumping
4. Miles of roadway with transit preference
5. Total annual unlinked transit trips
6. Population and jobs with at least moderately high transit availability

7. Condition of pavement on NHS (percent in Poor condition), Interstate and non-Interstate
8. Condition of bridges on NHS (percent in Poor condition)
9. Travel time reliability of Interstate system (percent of person-miles traveled that are reliable)
10. Average congested hours of weekday travel for limited access highways
11. Motorist delay at highway-rail grade crossings
12. Carload time through region (freight rail transit time, measured in hours)
13. Percent non-single occupancy vehicle (non-SOV) travel

Appendix 1 contains more detail about the proposed indicators, such as their relation to GO TO 2040 indicators, relevant datasets, and links to relevant ON TO 2050 strategy papers and snapshot reports. For new (non-GO TO 2040) indicators, additional narrative is provided to explain the importance of the topics they measure.

Staff proposes to look to the new federally-required performance measures, including their required methodologies, as ON TO 2050 indicators wherever possible, rather than maintain GO TO 2040 indicators. Doing so will reduce the burden on CMAP staff, as well as reduce the potential for confusion with stakeholders. However, not all of the federal performance measures will be used as ON TO 2050 indicators; indicators were chosen specifically to track implementation progress of ON TO 2050's major recommendations, and not all of the performance measures are suitable in this regard. The federal rulemaking considers neither the interactions between transit and land use nor alternative modes of transportation, nor rail freight. Indicators for those topics were developed based on past CMAP experience and emerging data sources.

Next Steps

Following committee review and discussion of the above list of proposed indicators, staff will adjust the list as needed to incorporate feedback – by modifying or eliminating indicators, or by adding new ones if necessary. Once the list of ON TO 2050 indicators has been finalized, staff will begin setting near-term (2025) and long-term (2050) targets for each one. These targets will go through a subsequent round of committee review before being compiled into a final list of indicators and targets covering the full range of topics in ON TO 2050. These targets will be in addition to any federal performance measure targets already required by federal regulation.

Appendix 1. Detailed Information about Proposed Regional Transportation Indicators

1. Number of fatalities (five-year rolling average)

- Indicator status: New (MAP-21 performance measure)
 - Ensuring the safety of transportation system users, motorized and non-motorized, is a top priority for transportation agencies in the region. After declining sharply in the late 2000s, traffic-related serious injuries and fatalities have begun to rise again. In addition to causing personal tragedy, serious crashes have other impacts on the region's transportation system. A road can be shut down for hours when a fatal or serious injury crash occurs, potentially resulting in additional crashes and significant congestion. As a result, it is important for ON TO 2050 to track data related to the safety of the transportation network.
- Data source: Fatality data are reported in the National Highway Transportation Safety Administration (NHTSA)'s [Fatality Analysis Reporting System \(FARS\)](#) or the FARS Annual Reporting File, consistent with federal regulations.
- Comments: FARS data has been available more quickly than the IDOT crash data, though the IDOT data allows a broader measure of overall highway safety, to include serious injuries. This indicator selects the total number of fatalities, since we seek to continuously reduce the number of fatalities regardless of the change in vehicle miles traveled. CMAP will continue to monitor and evaluate broader safety data, including modal analysis.
- Relevant ON TO 2050 products:
 - [Traffic Safety](#) strategy paper
 - [Travel Trends](#) snapshot report

2. Transit asset state of good repair: (a) percent of fixed-route buses that have met or exceeded their useful life; (b) percent of rail vehicles that have met or exceeded their useful life; (c) percent of directional route-miles with track performance restrictions.

- Indicator status: Revised from GO TO 2040 (MAP-21 performance measures, replacing “percentage of transit assets in state of good repair”)
- Data source: Service Boards will report data to the [National Transit Database](#).
- Comments: Although MAP-21 does not require MPOs to report directly to FTA on transit SOGR, the Service Boards will be required to do so, and CMAP must show baseline conditions and targets in the long-range plan (CMAP was already [required to establish performance](#) targets earlier this year). The federal rulemaking specifies different performance measures for each transit system component. The ON TO 2050 indicator will largely adopt the MAP-21 performance measures for transit asset state of good repair. However, the following asset classes are proposed not to be included: paratransit and community transit vehicles; vanpool vehicles; bus garages, “other facilities,” rail shops, substations, admin/maintenance, parking, non-revenue vehicles, equipment, and rail stations.
- Relevant ON TO 2050 products:

- [Transit Modernization](#) strategy paper
- [Asset Management](#) strategy paper

3. Number of highway traffic signals with transit priority and/or queue jumping

- Indicator status: New
 - Some of the factors affecting the speed, frequency, and reliability of transit ridership lie outside the control of the transit agencies themselves. Closer partnerships between transit and highway agencies hold promise to create integrated, multimodal corridors. These approaches support transit ridership at relatively modest cost. As a result, it is important for ON TO 2050 to track the implementation of highway projects that give priority to transit service.
- Data source: Inventory data is available from CMAP (through the traffic signal inventory under development)
- Comments: This indicator is the first of two proposed measures of advanced bus infrastructure.
- Relevant ON TO 2050 products:
 - [Transit Modernization](#) strategy paper
 - [Highway Operations](#) strategy paper

4. Miles of roadway with transit preference

- Indicator status: New
 - The indicator status discussion for proposed indicator (3), above, apply to this indicator too.
- Data source: RTA and the Service Boards.
- Comments: “Transit preference” includes dedicated bus rights-of-way and expressway managed lanes with bus service. This indicator is the second of two proposed measures of advanced bus infrastructure.
- Relevant ON TO 2050 products:
 - [Transit Modernization](#) strategy paper
 - [Highway Operations](#) strategy paper

5. Total annual unlinked transit trips

- Indicator status: Revised from GO TO 2040 (replacing “average weekday unlinked transit trips”)
- Data source: National Transit Database
- Comments: Transit ridership is a key performance metric. There are several ways to measure ridership, but the NTD only reports “unlinked trips.” Total ridership is often cited by stakeholders. Including Saturday and Sunday trips, as proposed, presents a broader understanding of overall ridership than weekday trips only, as reported in GO TO 2040. GO TO 2040 uses a straight-line projection to arrive at the target for 2020.
- Relevant ON TO 2050 products:
 - [Transit Modernization](#) strategy paper
 - [Travel Trends](#) snapshot report

6. Population and jobs with at least moderately high transit availability

- Indicator status: Revised from GO TO 2040 (replacing “population and jobs with at least moderate access to transit”)
- Data source: GIS analysis of CMAP’s [Transit Availability Index](#), which incorporates frequency of service, activities that can be reached via a single direct route, proximity to transit stops, and pedestrian friendliness
- Comments: “At least moderately high” access is defined as a score of 4 or 5 (out of 5) in the Transit Availability Index. The GO TO 2040 indicator also included “moderate” access (score of 3 out of 5). Population and jobs are tracked separately and will have distinct targets, as in GO TO 2040. This measures ties transportation services to land use goals, which is a key tenet of CMAP’s work.
- Relevant ON TO 2050 products:
 - [Transit Modernization](#) strategy paper
 - [Travel Trends](#) snapshot report
 - [Reinvestment and Infill](#) strategy paper
 - [Infill and Transit Oriented Development](#) snapshot report

7. Condition of pavement on the NHS (percent in Poor condition), Interstate and non-Interstate.

- Indicator status: Revised from GO TO 2040 (MAP-21 performance measure, replacing “percent of NHS with acceptable ride quality”)
- Data source: FHWA requires the use of the [Highway Performance Monitoring System](#) (HPMS) for the calculation of this measurement.
- Comments: This indicator will reflect the “overall” measure of pavement condition, reflecting pavement roughness, cracking, rutting, and faulting. The federal rulemaking requires separate measurements and targets for Interstates and non-Interstate NHS. The federal rulemaking also requires separate measurement of the percentage of pavements in Good condition and the percentage in Poor condition. For the ON TO 2050 indicators, only the percentage in Poor condition is recommended; this approach is consistent with CMAP’s use of the Highway Economic Requirements System State Version (HERS-ST) model. IDOT does not collect the pavement information in a way that is fully compliant with the new federal regulations. However, CMAP is working with IDOT to identify needed improvements.
- Relevant ON TO 2050 products:
 - [Asset Management](#) strategy paper

8. Condition of bridges on the NHS (percent in Poor condition)

- Indicator status: Revised from GO TO 2040 (MAP-21 performance measure, replacing “percentage of bridges in structurally deficient condition”)
- Data source: FHWA requires the use of the [National Bridge Inventory](#) (NBI) for the calculation of this measurement.
- Comments: The measure reflects the lowest rating among ratings of each bridge’s deck, superstructure, and substructure, as well as culvert ratings. The federal rulemaking requires separate measurement of the percentage of NHS bridge deck area in Good condition and the percentage in Poor condition. For the ON

TO 2050 indicators, only the percentage in Poor condition is recommended; this approach is consistent with CMAP's internal use of a bridge model.

- Relevant ON TO 2050 products:
 - [Asset Management](#) strategy paper

9. Travel time reliability of the Interstate System (percent of person-miles traveled that are reliable)

- Indicator status: Revised from GO TO 2040 (MAP-21 performance measure, replacing "planning time index for limited access highways")
- Data source: [NPMRDS](#), or equivalent, measured every 5 minutes. Reliability is measured by the Level of Travel Time Reliability, which is the ratio of the 80th percentile travel time to the 50th percentile travel time. The CMAP travel demand model will be needed to estimate person-miles of travel for autos (from auto occupancy data). Boardings and alightings from the transit agencies would be used for transit occupancy.
- Comments: The federal rulemaking requires separate measurements and targets for Interstates and non-Interstate NHS. This memo proposes using the Interstate targets for the ON TO 2050 indicator, for easier communication to stakeholders.
- Relevant ON TO 2050 products:
 - [Highway Operations](#) strategy paper
 - [Travel Trends](#) snapshot report

10. Average congested hours of weekday travel for limited access highways

- Indicator status: Revised from GO TO 2040 (improved methodology for calculating congested hours)
- Data source: [NPMRDS](#), or equivalent. Congested hours are the number of hours each weekday that travelers could travel at least 10 percent faster in free-flow conditions.
- Comments: "Congested hours" is a measure used in the [CMAP Quarterly Congestion Report](#). Indeed, CMAP has used "congested hours" as a performance measure for many years. However, the previous "congested hours" indicator methodology was based on speeds below a 45 mph threshold, a method that did not work well region-wide. While FHWA has developed a new congestion measure of peak hour excessive delay (PHED) as part of the new suite of federal transportation performance measures, the PHED measure is not intuitive. In addition, staff has identified substantial problems with the data sources, so the first few years of measurement will be measuring changes in data quality rather than ground conditions; CMAP may review adopting PHED as an indicator in an ON TO 2050 plan update after improvements and more experience with the measure.
- Relevant ON TO 2050 products:
 - [Highway Operations](#) strategy paper
 - [Travel Trends](#) snapshot report

11. Motorist delay at highway-rail grade crossings

- Indicator status: Unchanged from GO TO 2040

- Data source: Illinois Commerce Commission (ICC). The 2011 data is available on CMAP [Data Hub](#)
- Comments: The ICC's average motorist delay reports are produced episodically. Uncertainty existed regarding some of the data used in this calculation in the past. However, the Federal Railroad Administration recently moved from voluntary to mandatory data collection for grade crossings. Data quality improved, beginning in 2016. Discussions are underway regarding updates of this data.
- Relevant ON TO 2050 products:
 - [Freight System](#) snapshot report
 - [Highway Operations](#) strategy paper

12. Carload time through region (freight rail transit time, measured in total hours)

- Indicator status: New
 - An unmatched combination of freight transportation modes and infrastructure has contributed to the region's position as a hub for both domestic and international freight. A quarter of all freight in the nation originates, terminates, or passes through metropolitan Chicago. The region's concentration in freight provides substantial direct employment, with our freight cluster accounting for 200,000 jobs and over \$13 billion in personal income for the residents of northeastern Illinois. As a result, it is important for ON TO 2050 to track indicators of the health of the regional freight rail network.
- Data source: Chicago Transportation Coordination Office (CTCO) through the Association of American Railroads (AAR), now reported on Surface Transportation Board (STB) website. Staff has [tracked](#) the weekly data reports from May 2016 to the present.
- Comments: This measure is one of the best barometers of systemwide freight rail performance in the region. It also points to the importance of completing the CREATE program, which has been dropped as a separate indicator.
- Relevant ON TO 2050 products:
 - [Freight System](#) snapshot report

13. Percent non-SOV travel

- Indicator status: New (MAP-21 performance measure)
 - Given the importance of reducing congestion, improving environmental outcomes, and providing a range of mobility options accessible to all residents of the region, it is important for ON TO 2050 to track the share of travel captured by non-single occupancy vehicles.
- Data source: Travel survey data
- Comments: Travel survey data is not updated frequently, but could be revised over time based on the latest observed data.
- Relevant ON TO 2050 products:
 - [Travel Trends](#) snapshot report
 - [Highway Operations](#) strategy paper

- [Transit Modernization](#) strategy paper

Appendix 2: MAP-21 performance measures

Highway safety (effective date April 14, 2016)¹

- Measures: (1) number of fatalities; (2) number of serious injuries; (3) rate of fatalities per 100 million VMT; (4) rate of serious injuries per 100 million VMT; and, (5) number of non-motorized serious injuries -- all based on a 5-year rolling average.
- Reporting: Annual targets. DOTs set targets in August 2017, MPOs in February 2018. MPOs report targets to the state DOT, and the state DOTs report their targets as part of their annual Highway Safety Improvement Program (HSIP) report.
- Geography: MPO targets are for “public roadways within the metropolitan planning boundary,” state DOT targets are for public roadways throughout the state, but the state DOT can voluntarily establish additional targets for “any number and combination of urbanized area boundaries”.
- Significant progress: Agency has met or made significant progress toward meeting its targets when at least four of the five performance targets are met or the measure has improved from its baseline. In addition to being required to submit documentation on how the state will achieve the targets if significant progress is not made, the state must use more of its HSIP funds for safety projects if it is not already doing so.

Transit asset condition (effective date October 1, 2016)²

- Measures: (1) rolling stock -- percent of vehicles by category that have met or exceeded their useful lives; (2) non-revenue service vehicles such as maintenance equipment -- percent of vehicles by category that have met or exceeded their useful lives; (3) infrastructure -- percentage of track segments, signals, and systems with performance restrictions, such as slow zones; and, (4) facilities -- percent of facilities within an asset class rated “marginal” or “poor” on FTA’s Transit Economic Requirements Model.
- Reporting: Annual targets. Transit agencies set first targets by January 1, 2017, and MPOs by the end of June 2017. Transit agencies must report targets and asset condition data to the National Transit Database, although not immediately. There are no reporting requirements for MPOs.
- Significant progress: Not assessed. Target allows for declining conditions.

Pavement and bridge condition (effective date May 20, 2017)³

- Measures: (1) condition of pavement on the Interstate system; (2) condition of pavement on the non-Interstate National Highway System (NHS); and, (3) the condition of bridges on the NHS.
- Reporting: State DOT targets are for a performance period of 4 years, with a 2-year midpoint target as well. State DOTs will establish their first targets by March 21, 2018, submit the first baseline performance report by October 1, 2018, and submit the first mid-performance period progress report by October 1, 2020. MPOs must set their targets

¹ Posted at <https://www.federalregister.gov/documents/2016/03/15/2016-05202/national-performance-management-measures-highway-safety-improvement-program>.

² Posted at <https://www.gpo.gov/fdsys/pkg/FR-2016-07-26/pdf/2016-16883.pdf>.

³ Posted at <https://www.federalregister.gov/documents/2017/01/18/2017-00550/national-performance-management-measures-assessing-pavement-condition-for-the-national-highway>.

180 days later (no later than September 17, 2018), but are only required to set 4-year targets. Further, MPOs must communicate their targets to the respective state DOTs but are not required to provide separate reporting to FHWA. MPOs must report baseline conditions and progress made toward achieving targets as part of their metropolitan transportation plans.

- Geography: State DOT targets are for NHS segments throughout the state, but the state DOT can voluntarily establish additional targets for “any number and combination of urbanized area boundaries.” MPOs may choose to affirm a state DOT’s statewide targets and agree to plan and program toward meeting them, or instead set a unique target for their metropolitan planning areas.
- Significant progress: Agency has either met its target, or the measure has improved from its baseline. No penalty for failure to meet targets, although state DOTs would be required to describe to FHWA the actions they will take to achieve better performance outcomes. However, if more than 10 percent of the bridge deck area on the NHS is structurally deficient, then certain funds must be obligated and set aside from the National Highway Performance Program (NHPP) for NHS bridge projects, regardless of targets established by the state DOT. Similarly, if more than 5 percent of the Interstate system pavements are in poor condition, then additional NHPP funding must be obligated to improve Interstate pavement and a portion of the state’s Surface Transportation Program funding transferred to NHPP.

System performance measures (effective date May 20, 2017)⁴

- Measures: (1) performance of the Interstate system (travel time reliability); (2) performance of the non-Interstate NHS (travel time reliability); (3) percent change in CO₂ emissions on the NHS compared to 2017 levels; (4) freight movement on the Interstate system (truck travel time reliability); (5) annual excessive peak hour delay per capita on the NHS; (6) percent non-SOV travel; and, (7) total on-road mobile source emissions reduction (2- and 4-year cumulative emissions reduction from CMAQ projects).
- Reporting: State DOT targets are for a performance period of 4 years, with a 2-year midpoint target as well. State DOTs will establish their first statewide targets by February 20, 2018, and MPOs must set their targets within 180 days of the state doing so (no later than August 19, 2018). State DOTs submit their first baseline performance report by October 1, 2018, and submit their first mid-performance period progress report by October 1, 2020. The rule does not specify the format of the initial target, but MPOs will report baseline conditions and progress toward achieving performance targets in a system performance report as part of their metropolitan transportation plans. In addition, MPOs must complete a CMAQ performance plan including 2- and 4-year targets for the annual excessive peak hour delay per capita measure, percent of non-SOV travel, and total emission reductions. MPOs must submit their CMAQ performance plans to the respective state DOT to be incorporated as an attachment as part of the statewide reporting process.

⁴ Posted at <https://www.federalregister.gov/documents/2017/01/18/2017-00681/national-performance-management-measures-assessing-performance-of-the-national-highway-system>.

- Geography: The travel time reliability, truck travel time reliability, and percent change in CO₂ measures are all applied to mainline miles of NHS within a state or each metropolitan planning area. The state DOT may voluntarily establish additional targets for “any number and combination of urbanized area boundaries.” The annual hours or excessive delay and percent of non-SOV travel measures are initially applied to urban areas of more than 1 million residents or in nonattainment or maintenance for criteria pollutants, and all states and MPOs that are part of the urbanized area must agree on a single target for the entire urbanized area. The total emissions reduction measure applies all nonattainment or maintenance areas for criteria pollutants.
- Significant progress: Agency has either met its target, or the measure has improved from its baseline. No penalty for failure to meet targets, although state DOTs would be required to describe to FHWA the actions they will take to achieve better performance outcomes.
- Note: In May 2017, the effective date for the CO₂ measure was postponed indefinitely by the Federal Highway Administration. CMAP will be calculating this measure regardless.