



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Programming Committee Annotated Agenda Wednesday, October 11, 2017--8:00 a.m.

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

- 1.0 Call to Order** 8:00 a.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes – May 10, 2017**
ACTION REQUESTED: Approval
- 4.0 LTA Project: City of Berwyn**
City of Berwyn and CMAP Staff will update the committee on the Berwyn Zoning Code and Comprehensive Plan, two products developed through LTA program assistance.
ACTION REQUESTED: Information
- 5.0 Local Technical Assistance Program Update and Recommended Project Selection**
Staff will present recommendations for new projects selections for the LTA Program to the Programming Committee. The CMAP Board and the MPO Policy Committee will also approve the selections at their joint meeting.
ACTION REQUESTED: Approval
- 6.0 Regional Safety Performance Targets**
Recent Federal Highway Administration rules require MPOs to establish annual targets for highway safety performance or commit to helping implement the state targets. Staff will present options for consideration in establishing the targets.
ACTION REQUESTED: Discussion
- 7.0 Approval of Semi-Annual GO TO 2040/TIP Conformity Analysis and TIP Amendment**
The semi-annual GO TO 2040/TIP conformity analysis and TIP amendment has been subject to a 30-day public comment period that

ended September 4. No comments were received. The Transportation Committee approved the analysis at its September 29 meeting. The Programming Committee is asked to approve the semi-annual GO TO 2040/TIP conformity analysis and TIP amendment. The CMAP Board and MPO Policy Committee will approve it at their joint meeting.
ACTION REQUESTED: Approval

8.0 FFY2018-22 Congestion Mitigation and Air Quality Improvement (CMAQ) Program and FFY2018-20 Transportation Alternatives Program-Local (TAP-L)

The public comment period for the proposed FFY 2018-2022 CMAQ program and the FFY 2018-2020 TAP program ended September 4. Upon recommendation of the CMAQ Project Selection Committee, the Transportation Committee at its September 29 meeting approved the CMAQ and TAP programs. The Programming Committee is asked to approve. The CMAP Board and MPO Policy Committee will approve at their joint meeting.

ACTION REQUESTED: Approval

9.0 Other Business

10.0 Public Comment

This is an opportunity for comments from members of the audience. The Chair will recognize non-committee members as appropriate. Non-committee members wishing to address the Committee should so signify by raising their hand in order to be recognized by the Chair. The Chair will have discretion to limit discussion.

11.0 Next Meeting – To be announced

12.0 Adjournment

Committee Members:

___ Rita Athas (chair)	___ Sis Killen	___ Peter Silvestri
___ Matt Brolley	___ Judith Kossy	___ Marty Oberman
___ Sheri Cohen	___ Andrew Madigan	___ Matthew Walsh
___ Franco Coladipietro	___ John Noak	___ Sean Wiedel
___ Nancy Firfer	___ Heather Tabbert	



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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Programming Committee

DRAFT Minutes

Wednesday, May 10, 2017

DuPage County Conference Room
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Chicago, Illinois

Members Present: Rita Athas (Chair, CMAP Board), Matt Brolley (CMAP Board), Sheri Cohen (Human and Community Development Committee), Nancy Firfer (Housing Committee), Sis Killen (Transportation Committee), Judith Kossy (Economic Development Committee), William Rodeghier (CMAP Board), Sean Wiedel (Environment and Natural Resources Committee), Heather Tabbert (Land Use Committee)

Members Absent: Peter Silvestri, John Noak, Peter Skosey, Franco Coladipietro

Staff Present: Jesse Elam (staff liaison for PC), Bob Dean, Melissa Porter, Joe Szabo, Tom Kotarac, Simone Weil, Ross Patronskey, Gordon Smith, Angela Manning-Hardon, Lindsay Bayley, Tony Manno

Others Present: Kristen Anderson (Metra), Tom Kelso (IDOT), Stephanie Phifer (Director, City of Aurora Planning and Zoning Division)

1.0 Call to Order

Sis Killen called the meeting to order at 8:05 a.m.

2.0 Agenda Changes and Announcements

None

3.0 Approval of Minutes – March 17, 2017

Approval of the minutes was deferred until quorum available after agenda item 4.

4.0 Local Technical Assistance Program Update and Call for Projects Symposium

Tony Manno updated the committee on the upcoming call for new Local Technical Assistance (LTA) Projects Symposium to be held on May 16 at Roosevelt University. It would have a keynote address from Leanne Redden at the RTA as well as breakout sessions to focus on developing quality applications. Tony also discussed the LTA program's focus on implementation, noting that CMAP had helped several communities

apply for Invest in Cook and Our Great Rivers, as well as working with the Urban Land Institute on development advisory services. Attendance of 200 was expected.

5.0 LTA Project: City of Aurora

Lindsay Bayley introduced the downtown plan being developed for the City of Aurora with LTA assistance. She highlighted the important role of outreach in the project, with the project partners taking input extensively and making sure input was demographically balanced. She also highlighted the focus areas of the plan, including the Fox River. Stephanie said that having CMAP lead the plan helped keep the focus on big goals rather than on smaller resident concerns and encouraged the City to try new things and look at things differently. It was reported that 1,500 people came to the Aurora city council meeting about the plan rollout.

6.0 State Legislative Update

Staff updated the committee on relevant legislative activities. Sis noted that the Transportation Committee was provided with the celebratory news that legislation repealing the USDOT's MPO coordination rule had been passed by Congress and was awaiting the president's signature.

7.0 Transit Asset Condition Targets

Jesse Elam presented on the proposed regional targets for transit asset condition that CMAP staff, together with the service boards, had developed for approval by the MPO Policy Committee and CMAP Board in June. Rita indicated that the committee needed more information to weigh in properly. She also asked whether the process seemed beneficial or cumbersome to the service boards. Sis noted that the process was good for public conversation but was cumbersome. The committee approved the draft targets as a recommendation to the CMAP Board and MPO.

8.0 2018 Unified Work Program (UWP)

Angela Manning-Hardon presented the proposed FY 2018 UWP. Rita asked if the process of developing the UWP had been smooth and Angela indicated that it had been this year. The committee approved the UWP as a recommendation to the CMAP Board and MPO.

9.0 Other Business

None.

10.0 Public Comment

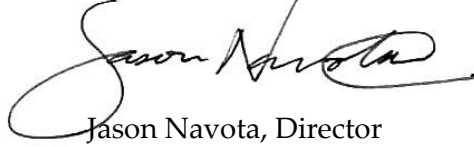
None.

11.0 Next Meeting – October 11, 2017

12.0 Adjournment

The meeting adjourned a 9:20 a.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Jason Navota".

Jason Navota, Director

A handwritten signature in black ink, appearing to read "Jesse Elam".

Jesse Elam, Director



Chicago Metropolitan Agency for Planning

Agenda Item No. 5.0

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MEMORANDUM

To: Programming Committee

From: CMAP Staff

Date: October 4, 2017

Re: Local Technical Assistance (LTA) Project Selection

Attached to this memo is a document that describes staff recommendations for selection of Local Technical Assistance (LTA) projects that was provided to the Programming Committee on September 22. This document describes the rationale for the staff recommendations, lists the recommended projects, and provides basic information about project distribution across communities.

The Programming Committee is expected to approve the LTA project selections. The CMAP Board and the MPO Policy Committee will approve the selections at their joint meeting.

ACTION REQUESTED: Approval

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**Local Technical Assistance (LTA) Program:
2017 Recommendations for Project Selection
October 4, 2017**

Following the adoption of GO TO 2040, CMAP established the Local Technical Assistance (LTA) program to direct resources to communities pursuing planning work that helps implement GO TO 2040. During the most recent call for projects, which ended on June 29, CMAP received 80 applications for assistance from 69 different applicants. Further information on applications received is available at: <http://www.cmap.illinois.gov/programs-and-resources/ltta/call-for-projects>.

The CMAP Board and MPO Policy Committee will be asked to approve the staff recommendations for the LTA program at their joint meeting on October 11. Prior to the Board and MPO Policy Committee meeting, the Programming Coordinating Committee will be asked to recommend approval. The Transportation Committee approved the recommendations at their meeting on September 29.

The purpose of this memo is to present CMAP staff recommendations for the treatment of each application received. It is divided into four sections:

- Staff recommendations for projects to be undertaken through the LTA program.
- Basic statistics concerning the projects recommended for selection.
- Evaluation process.
- Full lists of projects that are recommended and not recommended.

LTA recommendations

In total, 34 new projects are recommended to be pursued through the LTA program. These projects were selected by applying CMAP's selection criteria: alignment of the project with the recommendations of GO TO 2040; local need for assistance; local support, feasibility, and ability to implement; collaboration with other groups, including neighboring governments and nongovernmental groups (with multi-jurisdictional projects a particular priority); input from relevant Counties and Councils of Government (COGs); and geographic balance. Among these factors, local need for assistance was given particular priority this year, due to the focus of ON TO 2050 on inclusive growth.

Additionally, as CMAP has completed LTA projects, the implementation of completed projects is a priority. Several of the applications requested help to implement projects that had been previously undertaken through the LTA program; many of these projects are recommended for selection. For organizational purposes, recommended projects are presented below in groups.

Multi-jurisdictional projects

Numerous applications this year crossed jurisdictional boundaries, and many of these are recommended for approval. Several focused on transportation, and specifically bicycle and pedestrian improvements. *Beach Park* requested assistance with trail connections and lakefront access, in partnership with North Chicago, Waukegan, Winthrop Harbor, Zion, and Lake County. The *Cook County Forest Preserves* requested a feasibility study for a southern extension of the Des Plaines River Trail through Brookfield and Riverside. Slightly further south, *Justice* worked in partnership with Bedford Park and Summit to request a study of improvements to the I&M State Trail. *Aurora* and several neighboring communities submitted a multi-part project, of which the best fit for CMAP's expertise is a feasibility study for expansion of their bikeshare system. Finally, the *Northwest Municipal Conference* requested an update to their subregional bicycle plan.

Three recommended applications addressed land use in a multi-jurisdictional way. These include corridor studies or subarea plans submitted by *Algonquin and Cary*, the *North Avenue District*, which represents a stretch of North Avenue on the border between Chicago and Oak Park, and *DuPage County*, which submitted a corridor study along Route 83 in partnership with municipalities in that corridor. CMAP expects to work with the Urban Land Institute (ULI) closely on the first two of these applications.

Several other multi-jurisdictional projects covered other topics. *Oswego, Montgomery, and Yorkville* requested assistance with studying a governance structure for a shared water treatment plant to reduce their reliance on groundwater; CMAP intends to conduct this project in partnership with the Metropolitan Planning Council (MPC), and is pursuing funding from the Illinois Department of Natural Resources (IDNR) to support it. The *McHenry County Council of Governments*, in collaboration with the County and several of its major municipalities, requested assistance with a shared services plan to streamline intergovernmental cooperation, including increasing efficiency of transportation service provision. Finally, *Kane County* proposed a regional study of Transfer of Development Rights (TDR), a planning technique that can advance both land preservation and reinvestment goals, and similar topics. Two additional multi-jurisdictional projects in south Cook County are described later in this report.

Planning priorities reports

Planning priorities reports are lighter-touch planning studies that are suited for communities with limited staff. They can be useful in both identifying planning priorities for a community and confirming local commitment to a future full-scale planning process. These reports involve interviews with numerous local stakeholders, review of past planning work, and examination of current demographic, economic, transportation, and other conditions. Based on this information, planning priorities reports then recommend what sort of assistance a community needs. This may be a comprehensive plan, zoning ordinance update, corridor plan, or similar planning product; or it may be a training series for elected officials, a shift in departmental responsibilities, a new business development program, or many other options.

Four planning priorities reports are recommended this year, in *Sandwich, Thornton*, the *Bridgeport-Canaryville* neighborhood of Chicago, and the *Illinois International Port District*.

Many of these applicants requested a full comprehensive or neighborhood plan, but CMAP instead recommends a planning priorities report so that the needs and priorities of the community can be better understood before significant resources are devoted to a full-scale plan. These may lead to follow-up applications next year.

High-need communities

In line with CMAP's focus on inclusive growth in ON TO 2050, a particular focus this year was directing resources to high-need communities. As shown later in this document, most projects are in communities with high or very high need.

Several projects in high-need communities have been listed already in other sections. Most of the rest can be found in south Cook County. These include comprehensive plans in *Calumet Park*, *Sauk Village*, and in eastern Will County, a comprehensive plan in *Beecher*. Several more specialized plans are also recommended, including a stormwater and transit-oriented development plan in *Robbins*, a capital improvement plan for stormwater infrastructure in *Midlothian*, and a transportation plan in *Matteson* (which is in the south suburbs but not considered a high-need community). Two multi-jurisdictional projects in south Cook are also recommended: an economic growth plan sponsored by the *Cook County Bureau of Economic Development*, and a municipal assistance program proposed by the *South Suburban Mayors and Managers Association*. Many of these south Cook projects are funded in part through a specific stormwater and economic development grant from Cook County through the Community Development Block Grant - Disaster Recovery (CDBG-DR) program.

Several projects in Chicago are also in high-need communities. These include a parking study for the *Coalition for a Better Chinese American Community*, building on a successful LTA neighborhood plan there; transit-oriented and economic development planning for the *Northwest Side Housing Center*, again building on a recently-completed plan; an examination of the feasibility of a cluster of medical uses in the area served by the *Far South Community Development Corporation*; and a new neighborhood plan submitted by the *McKinley Park Development Council*.

Zoning improvements

Updates to zoning ordinances, subdivision regulations, and development review processes are important methods to implement past plans. Four of these are recommended this year. Full ordinance revisions are proposed in *Carol Stream*, *Montgomery*, and *Summit*, all of which have recent comprehensive plans. A smaller set of deliverables will be produced for *Maywood* to add illustrations to their existing code.

Other projects

Finally, a number of recommended projects do not fit neatly into the classifications above. *Frankfort* requested training for their plan commission, which aligns well with CMAP's priorities and also helps build local capacity. On the southern edge of the region, *Channahon*, a community with significant freight traffic and growth potential, requested assistance with a comprehensive plan. Last but not least, the *Chicago Office of Budget and Management* requested assistance with data and analysis elements of their upcoming Consolidated Plan.

Projects that are not recommended

Projects that were considered lower priority for LTA assistance for a number of reasons are described in general terms below.

- Priority for assistance was given to communities that had lower incomes or were smaller in size, meaning that more prosperous or larger communities were less likely to receive assistance. Lower-need communities generally had to present an innovative project or one that aligned especially well with a specific CMAP priority in order to be recommended.
- CMAP continued its efforts to assess local commitment, including more detailed phone interviews with sponsors of projects that showed initial promise. In some cases, sponsors did not show sufficient local commitment to give CMAP a good expectation of success.
- Some projects were good concepts but would benefit from further development by the project sponsor. In some cases, additional multijurisdictional partners would give a project a greater chance of success.
- Applicants that already have active LTA projects were not recommended (although some that are expected to wrap up in the next few months did have recommended follow-up projects).
- Some projects were simply not a good fit for the LTA program, as they did not demonstrate the full support of affected local governments, or did not demonstrate alignment with the recommendations of GO TO 2040.
- Finally, a number of projects beyond the list of 34 recommended in this memo are positive and viable projects, but were beyond available resources this year. CMAP will encourage communities who submitted projects that were just outside resource constraints to resubmit in future years, in some cases with modifications that will improve their chances of selection.

A full list of applicants that are not recommended to receive assistance is included at the end of this document.

Statistics of recommended projects

In the following section, basic statistics are provided for the distribution of projects by geography and community need.

Geographic distribution

In the design of the LTA program, an effort was made to identify projects to be pursued in many different parts of the region. In the following table, the distribution of recommended projects by geography is summarized. Projects may be reported in multiple geographies, and these are noted below the table.

	Chicago	Cook total	N and NW Cook	W Cook	SW Cook	S Cook	Collar total	DuPage	Kane	Kendall	Lake	McHenry	Will	Total
Selected applicants	8	14	1	4	1	8	14	4	5	3	2	4	3	34
Total applicants	14	27	6	7	2	11	31	7	7	4	6	8	9	69

Recommended projects included in multiple geographies are:

- Aurora regional mobility plan (Kane, DuPage, and McHenry)
- Montgomery zoning (Kane and Kendall)
- Northwest Municipal Conference multimodal transportation plan (northwest Cook, DuPage, Kane, Lake, McHenry)
- North Avenue corridor plan (Chicago and west Cook)
- Oswego, Montgomery, and Yorkville shared water treatment plant study (Kane and Kendall)

As the above table shows, recommended projects cover all parts of the metropolitan area. The most projects are recommended in Chicago and south Cook, which also had the highest number of individual applicants (and in general, the highest need for assistance). Kendall County had the highest rate of success, with three projects recommended. Only one project in northwest Cook is recommended this year, but it is a large multijurisdictional study.

Community need

An important factor in the review process was the need of the community for assistance. The LTA program is meant to prioritize projects in communities that have limited resources and would not have the ability to undertake the project without CMAP's assistance. Communities were divided into four categories based on median income, local tax base, and size, ranging from "very high" to "low" need. As a new element of the program in 2015, a match was required of project sponsors. The match varied by community need, ranging from 5% in "very high" need communities to 20% in "low" need communities. The following table and chart summarize the distribution of recommended projects by community need.

	Very high need (5% match)	High need (10% match)	Moderate need (15% match)	Low need (20% match)	Total
Selected applicants	8	11	4	11	34
Total applicants	13	15	11	30	69

Regionwide, slightly under half of the region's municipalities (and Chicago Community Areas) are calculated to have very high, high, or moderate need, resulting in a reduced match requirement. In comparison, nearly 75% of the resources in this year's program are devoted to these higher-need communities. The structure of the match requirement was designed to continue to permit the participation of higher-need communities. Based on the applications received and distribution of resources, the LTA program is shown to remain a viable option for higher-need communities.

Evaluation process

To evaluate each project, staff reviewed the applications and other background materials and also scheduled phone calls with each applicant to discuss their ideas. Questions were meant to gauge consistency with GO TO 2040, local commitment, internal and external support, and the project's overall feasibility. Additional follow-up phone calls were also conducted in a number of cases.

Applications were also reviewed with a variety of groups in July and August. Working committees were asked to provide comments on the LTA applications. Special meetings were also held with transit agencies, county planning directors, the City of Chicago, and technical assistance providers. Councils of Government (COGs) and Councils of Mayors (COMs) were encouraged to submit comments via email, and several of them did. Comments and expressions of support from these groups were used in part to determine the recommendations for selection.

Project listing

Recommended:

Sponsor	Project
Algonquin and Cary	Subarea Plan
Aurora	Regional Mobility Plan
Beach Park	Regional Bike Plan
Beecher	Comprehensive Plan
Bridgeport and Canaryville	Planning Priorities Report
Calumet Park	Comprehensive Plan
Carol Stream	Zoning Code Update
Channahon	Comprehensive Plan
Chicago Office of Management and Budget	Consolidated Plan Assistance
Coalition for a Better Chinese American Community	Parking Study
Cook County Bureau of Economic Development	South Suburban Economic Growth Initiative
DuPage County	Corridor Study
Far South Community Development Corporation	Existing Conditions and Market Analysis
Forest Preserves of Cook County	River Trail Feasibility Study
Frankfort	Plan Commissioner Training
Illinois International Port District	Planning Priorities Report
Justice	I&M Canal Trail Extension Feasibility Study
Kane County	Transfer of Development Rights Research
Matteson	Transportation and Streetscape Plan
Maywood	Zoning Sketchup Diagrams
McHenry County Council of Governments	Shared Services Plan
McKinley Park Development Council	Neighborhood Plan
Midlothian	Stormwater Management Plan
Montgomery	Zoning Ordinance Update
North Avenue District	North Avenue Corridor Plan
Northwest Municipal Conference	Multimodal Transportation Plan

Sponsor	Project
Northwest Side Housing Center	Transit-Oriented Economic Development Plan
Oswego, Montgomery, and Yorkville	Shared Water Treatment Plant Study
Robbins	Stormwater, TOD and Industrial Area Plan
Sandwich	Planning Priorities Report
Sauk Village	Comprehensive Plan
South Suburban Mayors and Managers Association	Capacity Building and Training
Summit	Zoning Code Update
Thornton	Planning Priorities Report

Please note that two additional local projects will be tracked through the LTA program, but were not submitted as LTA applications. Both of these were specified within state grants that CMAP has recently received or are pending approval. The first of these, a watershed plan for Mill Creek in Kane County, was identified by the IEPA as a priority, and will be fully funded by the IEPA. The second involves convening water suppliers in Joliet and the surrounding areas to discuss future groundwater availability and limitations, and will be fully funded by IDNR.

Not recommended:

Sponsor	Project
Algonquin**	Health Assessment
Aurora**	Neighborhood Plan
Aurora**	Comprehensive Plan
Aurora and Naperville	Homes for a Changing Region
Berkeley	Zoning Code Update
Berkeley	St. Charles Rd Corridor Study
Cook County Department of Planning and Zoning**	Comprehensive Plan Update
Crystal Lake	Active Transportation Plan
Des Plaines	Parking Study
Evanston	Corridor Study
Forest Park	Sub Area / Cultural Park Plan
Frankfort**	Bicycle Trail Master Plan
Frankfort**	Sub Area Plan
Frankfort**	Residential Tear Down Management Study
Frankfort**	Historic District Revitalization Plan
Geneva	Corridor Redevelopment Plan
Glen Ellyn	Comprehensive Plan
Greater Chatham Initiative	Downtown Development Plan
Greater Ravenswood Chamber of Commerce	Corridor Plan for Lawrence Ave
Hanover Park	Comp Plan Update
Homer Glen	Comprehensive Plan Amendment
Indian Head Park	Zoning Code Update
Joliet	Downtown Bicycle Plan
Justice**	I&M Corridor Study
Justice **	Zoning Code Update

Sponsor	Project
Lake in the Hills	Comprehensive Plan
Lake Zurich	Corridor Redevelopment Plan
Lake Zurich	Zoning Code Update
Lakemoor	Town Center Master Plan
Lakemoor	Zoning Code Subdivision Ordinance
Lakeview Citizens Council	Sub Area Plan
Lincolnshire	Corridor Study
Lynwood	Downtown Development Plan
McHenry County**	Fox River Corridor Study
Mokena	Comp Plan / Station Area Plan update
Mount Prospect	Sub Area Plan
Naperville	Building Design Guidelines
Ninth Ward Greater Roseland Community Coalition	Corridor and Pedestrian Improvement Plan
Oak Lawn	Corridor / Interchange Plan
Richton Park	Economic Development Plan
Skokie	Site Specific Development Plan
Steger	Downtown Development Plan
University of Illinois at Chicago	Industrial Corridor Growth Plan
Wilmington	Bikeway Study

** Also submitted a project recommended for inclusion in the LTA program.

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MEMORANDUM

To: Programming Committee

From: CMAP Staff

Date: October 4, 2017

Re: Options for setting 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. A [memo](#) outlining these requirements was provided to the Transportation Committee at the March 3, 2017 meeting. 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.

This memo provides an overview of the Safety Performance Management (PM) rule, provides background on the Illinois Department of Transportation's (IDOT) statewide Safety PM targets, and describes several options CMAP has to fulfill the requirements of the Safety PM rule. The memo concludes with a discussion of possible steps to achieving the safety goals.

Safety Performance Management Rule (Safety PM)

The Safety PM requires state DOTs and MPOs to establish 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 2018 target is the desired value of the 2014-2018 average for each of the measures. Injuries and fatalities from traffic crashes vary considerably from year to year due to numerous factors, and the five-year average is meant to smooth large changes.

State DOTs and MPOs must adopt annual targets for each safety measure, with state DOTs required to establish quantitative targets. The actual target should be set to what the state

believes it can achieve;¹ the rule does not specify or provide guidance for how ambitious the targets are to be. Each year the FHWA is to evaluate whether states have met, or made significant progress toward meeting, their targets. FHWA will consider states to be in compliance if they have met or improved from the baseline at least four of the five required performance targets.

By contrast, MPOs can either choose to set quantitative targets or commit to help implement the state's target by planning for and programming safety projects. The MPO has the option to support any or all of the state's safety targets or develop its own safety targets for any or all individual measures. State DOTs are to establish their targets by the time the annual Highway Safety Improvement Program report is due to FHWA at the end of August 2017. MPOs have until the end of February 2018 to establish their targets. After that, MPOs are to update their safety targets each year in a report to the state DOT. The MPO will also need to integrate the Safety PM into its planning process by including it in the Metropolitan Transportation Plan (MTP), that is, ON TO 2050. In addition, the MPO is required to show how investments in the Transportation Improvement Program (TIP) help achieve the Safety PM targets.

IDOT Statewide Safety Targets

IDOT set its [statewide targets](#) in August (Table 1). IDOT considered two methods to set targets and chose the method with the greatest decrease for each measure. The first is to extrapolate values for the years 2017 and 2018 from a least-squares trend line based on five data points – the five-year rolling average for each year 2012-2016² -- and set those values as the targets. The second method is a two-percent annual reduction from the 2012-2016 average (the baseline). IDOT established the targets for fatalities, fatality rates, and the number of non-motorized serious injuries and fatalities as a two-percent annual reduction. By contrast, the least squares method projected an increase in these categories. IDOT used the least squares method for setting the targets for the serious injuries and the rate of serious injuries. The serious injury and rate of serious injuries targets result in a decrease greater than the two percent annual reduction.³

¹ According to [FHWA guidance](#), state DOTs and MPOs are strongly discouraged from using aspirational goals, such as Towards Zero Deaths (TZD), when setting safety targets. While the FHWA agrees with a zero-fatality goal, and even supports the Towards Zero Deaths initiative, the annual safety targets are to be reasonable so agencies can track progress towards their long-term goals. Setting reasonable targets is expected to allow agencies to see how changes in policy or funding have an effect on traffic safety, and if agencies are not meeting goals, allow them to alter how they approach safety. The annual safety targets are designed to be interim targets that agencies should use to track their performance toward meeting long-term goals.

² In IDOT's analysis for fatalities, the data covering the years 2012-2016 was used for the baseline. Because serious injury data from 2016 is not available, IDOT used data covering the years 2011-2015 to estimate the value for 2016 and then made a five-year average based on 2012-2016 information.

³ It is worth noting that the IDOT targets result in fairly aggressive year-to-year fatality and serious injury reductions. In order to achieve a specific value for the new five-year rolling average, the oldest years are removed from the calculation and the newest years are added on to it. Considering the fatalities from

Table 1. 2018 safety performance measure targets for the state of Illinois

Measure	Baseline (2012-16 average)	2018 Target (2014-18 average)
Total fatalities	990.2	951.0
Fatality rate	0.94	0.90
Total serious injuries	11,774.4	11,231.1
Total serious injury rate	11.29	10.83
Non-motorized fatalities and serious injuries	1,570.8	1,508.6

Note also that state DOTs can maintain compliance with the safety PM rule by preventing safety from worsening relative to the baseline. If the target will be met by matching the 2012-2016 base average of 990 fatalities, there will need to be an average of 973 fatalities for 2017 and 2018.

Regional Safety Performance Target Alternatives

As described above, MPOs have the option to establish targets specific to the MPO planning area or commit to supporting the state DOTs targets. Below CMAP staff has listed a number of potential options the MPO can pursue for setting the Safety PM targets for the CMAP region. Charts comparing options for the five safety performance measures are included at the end of the memo.

1. **Agree to support IDOT's targets.** Although committing to the state targets does not require that CMAP commit to any specific share of reductions, it is helpful nonetheless to compute CMAP's share based on the fraction of crashes occurring in the CMAP area.
2. **Set targets based on regional annual trends.** Similar in concept to IDOT's trends-based targets, this option would set the Safety PM targets as straight-line trends using annual regional crash and VMT data from the previous five years (2012-2016 for fatalities and 2011-2015 for serious injuries).⁴
3. **Achieve a 5-percent annual reduction.** This option assumes an annual five percent reduction for all five safety performance measures as a year-over-year reduction starting from the most recent data (2015 or 2016), rather than a reduction in the five-year rolling average.

2012-2016, in order to achieve the IDOT goal of a 5-year average of 951 fatalities (2014-2018) there will need to be an average of 876 fatalities for 2017 and 2018, which is actually 11.5 percent lower than the baseline and a 19 percent reduction from fatalities in 2016. In the discussion of targets for five-year averages, it is important to understand that the decreases in averages are made through real reductions in annual crashes. These annual reductions may be much larger than the nominal change in rolling 5-year averages.

⁴ IDOT's approach for estimating future fatalities and serious injuries was based on extrapolating the five-year rolling averages, not the annual values.

4. **Seek to achieve Vision Zero targets in City of Chicago, and base remainder of region's targets on IDOT reduction.** The Chicago Department of Transportation (CDOT) recently released a 2017 – 2019 action plan that aims to reduce fatalities and serious injuries from traffic crashes by 20 percent and 35 percent, respectively, by 2020 and eliminate both by 2026. This option supports the City's Vision Zero Initiative by setting the targets based on the City achieving its stated goals and basing the remainder of the region's targets on IDOT's goals.

Discussion

The Safety PM represents a major change in the way priorities are set and how progress is tracked in the federal transportation program. For CMAP and the state, the key value of the safety target-setting process is in demonstrating the appropriate commitment to improved safety for all road users. The region has made significant progress in decreasing the number of traffic related fatalities in the region from 687 in 2000 to 470 in 2016. Yet the upward trend of both fatalities and serious injuries is worrisome.

Options 1 and 4 involve the MPO modeling its goals after two major stakeholders, IDOT and the City of Chicago. While it is not completely straightforward to compare the two approaches arithmetically, analysis suggest that regional targets based on either approach would be similar. The exception is that the target for non-motorized serious injuries and fatalities would be less aggressive if CMAP committed to the statewide target. Note that the MPO does not have to agree to all statewide targets. For instance, CMAP could support IDOT's targets for the motorized performance measures and set a more aggressive target for the non-motorized serious injuries and fatalities on the logic that the CMAP region has experienced growth in the number of cyclists and there are large numbers of pedestrians in downtown Chicago.

Overall, options 1 and 4 are both aggressive in the face of trends. By contrast, option 2, the trend-based target, would have the five-year average for both fatalities and serious injuries increase significantly. Moreover, the annual number of serious injuries increases and the number of fatalities stays at the current (2016) level. Given the importance of improving safety, it is not recommended that the region simply seek to maintain trends. There is some question about how achievable the reductions in options 1 and 4 are region-wide. As a result, the 5-percent annual reduction option charts a middle path. It is worth noting that reducing annual fatalities and serious injuries by 5 percent per year would eliminate them by the year 2036.

In summary, Table 2 shows the five-year average targets for 2014-2018 that result from each of the options discussed above. Again, the performance targets are required to be in the form of five-year rolling averages. The estimated number of serious injuries or fatalities that would need to be achieved during 2018 are included in the table to indicate the annual values that would have to occur to attain the five-year targets.

Table 2. 2018 safety performance measure target options for the CMAP region

	Baseline		CMAP share of IDOT target		CMAP annual trend target		CMAP 5% annual reduction		Vision Zero with CMAP share of IDOT target	
Measure	Base 5-year average	Most recent year data	Target average (2014-18)	Single year 2018	Target average (2014-18)	Single year 2018	Target average (2014-18)	Single year 2018	Target average (2014-18)	Single year 2018
Total fatalities	426	470	409	343	445	462	424	394	410	346
Fatality rate	0.71	0.79	0.68	0.57	0.74	0.77	0.71	0.66	0.68	0.58
Total serious injuries	6643	7158	6134	4384	7017	7327	6755	6454	6079	4201
Total serious injury rate	11.10	11.96	10.25	7.33	11.72	12.24	11.29	10.78	10.16	7.02
Non-motorized fatalities and serious injuries	1159	1377	1152	1001	1251	1331	1224	1242	1038	622

In order for the region to reverse the upward trend in fatalities and serious injuries, it will need to take a holistic approach to traffic safety. CMAP is preparing a safety strategy paper that makes recommendations for reducing fatalities and serious injuries through policy, infrastructure improvements, enforcement, and technology. The safety strategy paper explores many infrastructure improvements that would improve the safety of our roads as well as policy recommendations such as increasing the importance of traffic safety in programming decisions. In general, however, the paper concludes that behavioral change is by far the most important factor in safety improvement.

Next steps

Following discussion by the committee in October, CMAP staff will return with a recommendation for the 2018 safety targets and request approval from the Transportation Committee in November. The recommended safety targets will be brought to the MPO Policy Committee and CMAP Board in January.

Whichever option the MPO selects, the region will need to demonstrate how it is achieving targets through the TIP and long-range plan. This requirement of the Safety PM rule will allow CMAP to track roadway safety improvements to estimate their effects on fatalities and serious injuries. Preliminary analysis of TIP projects reveals that the region is spending \$188 million on projects that will be completed during 2017-2018 which include safety enhancements. However, given the information in the TIP, assessing how much the region spends on transportation projects that improve safety and their individual effects on crashes is challenging. In the future, more information on project characteristics will probably be needed to meet the requirements of the Safety PM rule.

Discussion questions

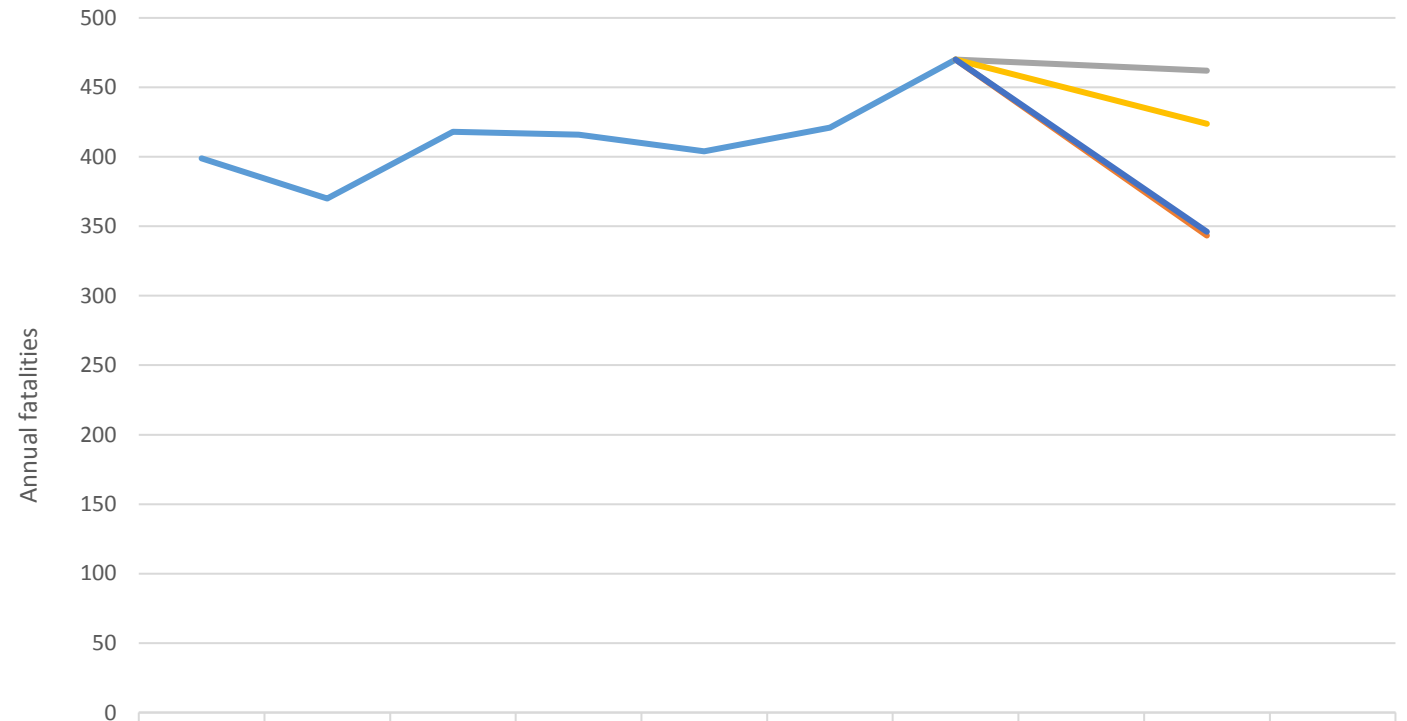
- Which additional options should be considered for setting the region's safety targets?
- Is there a preferred option from the list you would like CMAP to pursue?
- Would it be acceptable to have increasing targets for a few years?

ACTION REQUESTED: Discussion

Target options charts

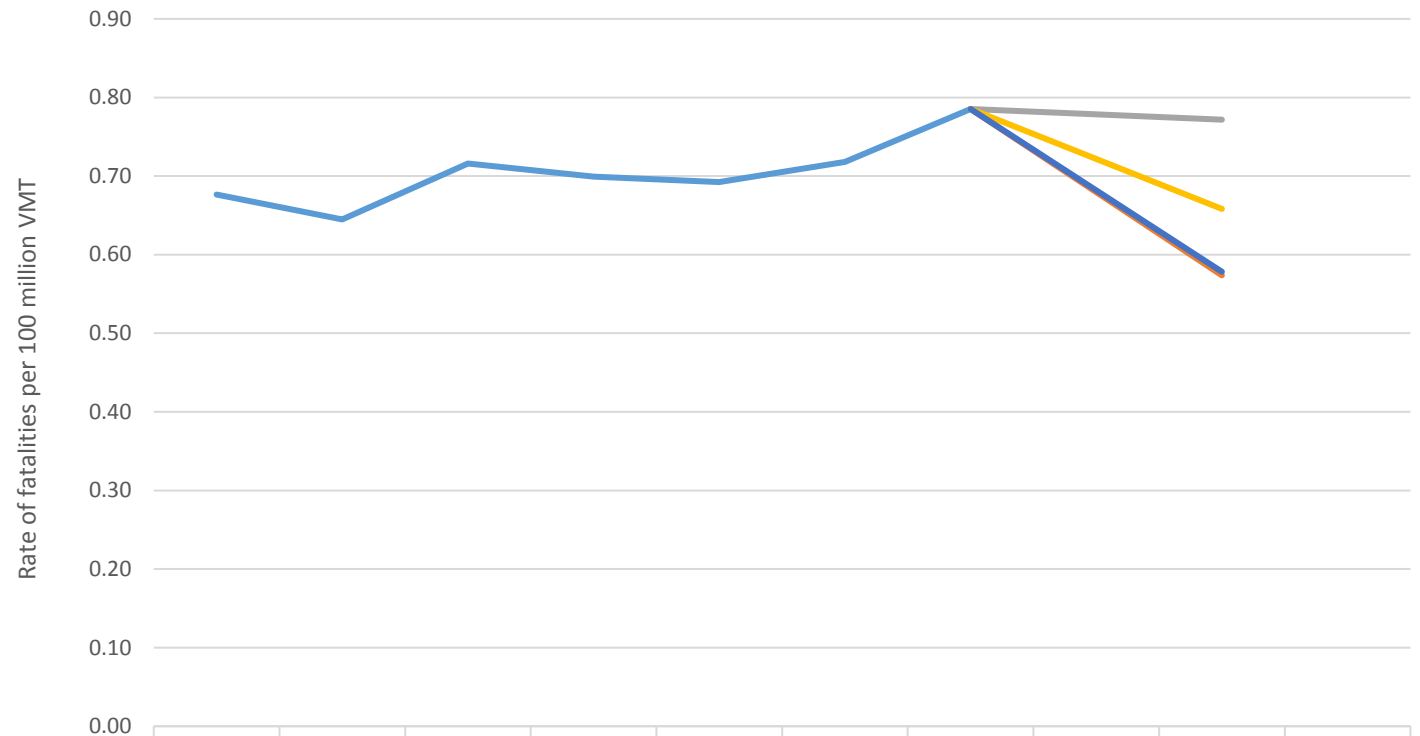
The following charts show the annual trend along with the projected number of fatalities and serious injuries that would have to occur during 2018 to achieve any of the target options expressed as five-year rolling averages. The estimated fatalities and serious injuries are based on the same percentage of annual reduction for both 2017 and 2018 (e.g., a 5 percent reduction from 2016 to 2017 and a 5 reduction from 2017 to 2018). The reductions are subtracted from the single most recent year of fatalities (2016) and serious injuries (2015), as opposed to the value of the 5-year average (2012-2016 or 2011-2015).

Traffic fatalities target options



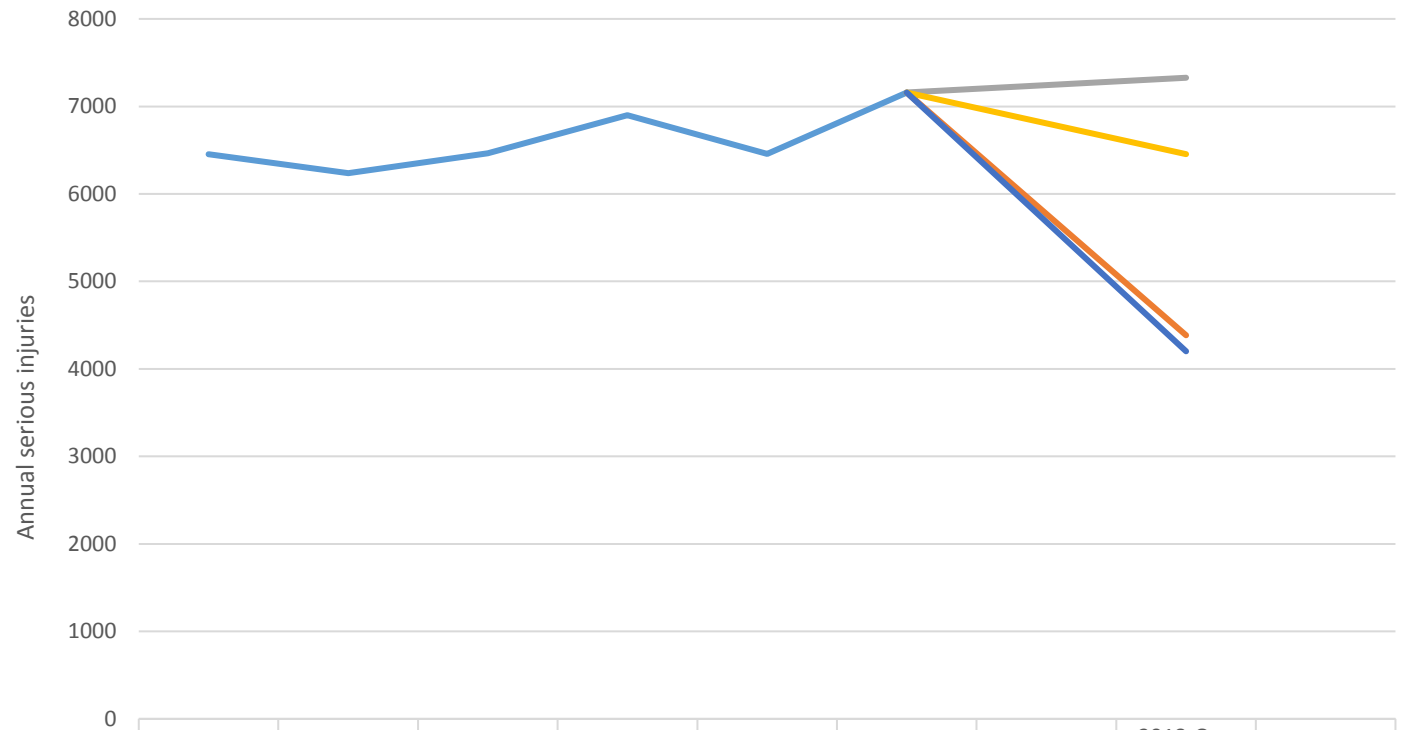
	2010	2011	2012	2013	2014	2015	2016		2018-One year value to meet 5 year average target	2018 Target (2014-18 average)
Annual fatalities	399	370	418	416	404	421	470			
1. CMAP share of IDOT target							470		343	409.0
2. CMAP annual trend target							470		462	444.6
3. CMAP 5% annual reduction							470		424	433.1
4. Vision Zero with CMAP share of IDOT target							470		346	409.8

Traffic fatalities per VMT rates target options



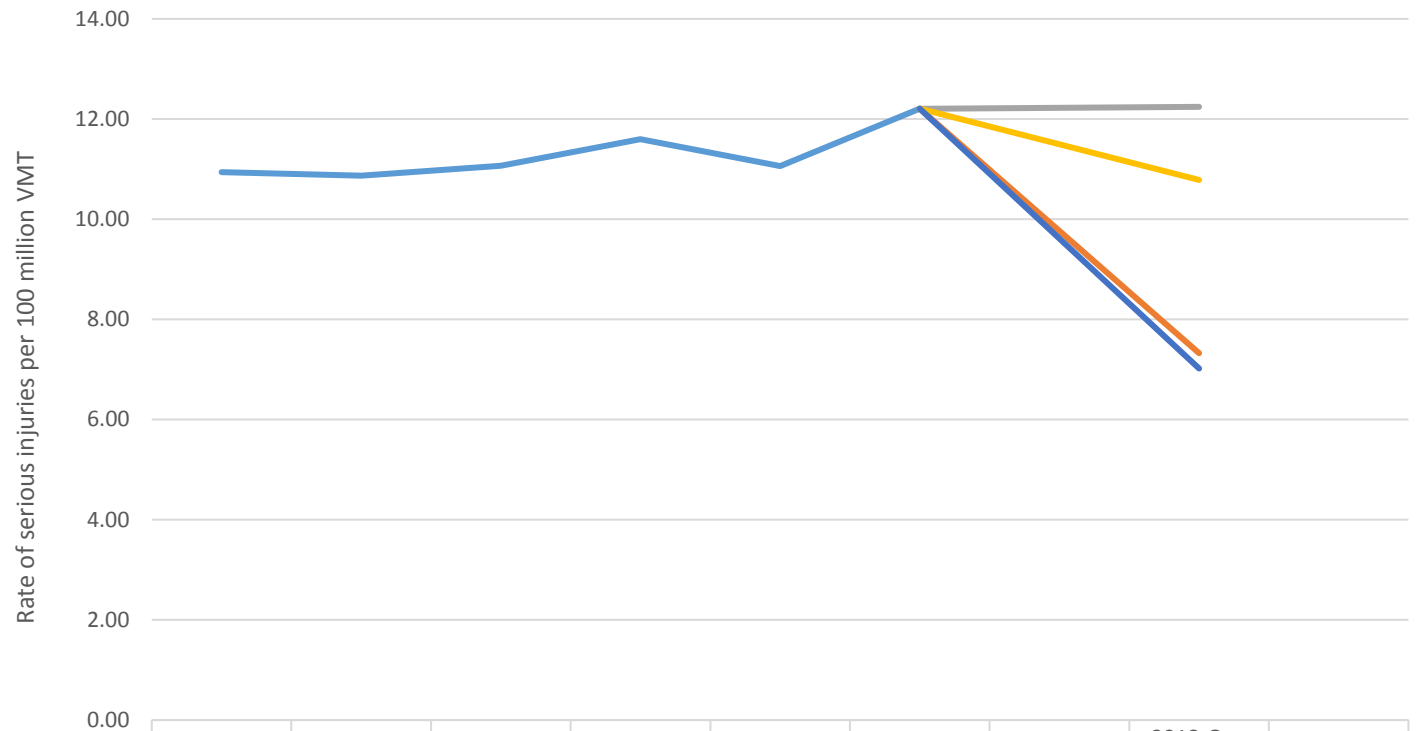
Annual fatalities per VMT rate	0.68	0.64	0.72	0.70	0.69	0.72	0.79			
1. CMAP share of IDOT target							0.79		0.57	0.68
2. CMAP annual trend target							0.79		0.77	0.74
3. CMAP 5% annual reduction							0.79		0.66	0.72
4. Vision Zero with CMAP share of IDOT target							0.79		0.58	0.68

Traffic serious injuries rates target options



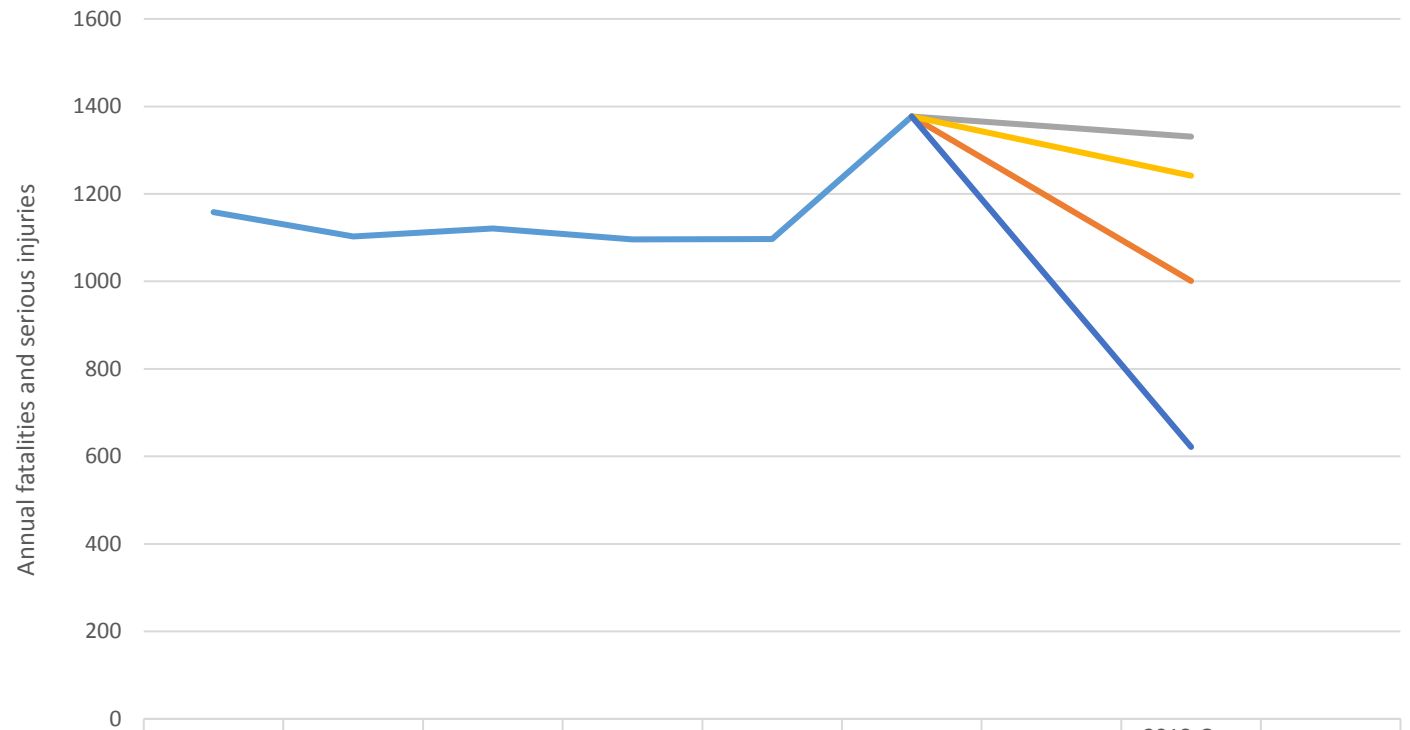
	2010	2011	2012	2013	2014	2015		2018-One year value to meet 5 year average target	2018 Target (2014-18 average)
Annual serious injuries	6455	6237	6,463	6,900	6,456	7,158			
1. CMAP share of IDOT target						7,158		4384	6133.8
2. CMAP annual trend target						7,158		7327	7016.8
3. CMAP 5% annual reduction						7,158		6454	6754.8
4. Vision Zero with CMAP share of IDOT target						7,158		4201	6078.9

Traffic serious injuries per VMT rates target options



	2010	2011	2012	2013	2014	2015		2018-One year value to meet 5 year average target	2018 Target (2014-18 average)
Annual serious injuries per VMT rate	10.94	10.87	11.07	11.60	11.06	12.21			
1. CMAP share of IDOT target						12.21		7.33	10.25
2. CMAP annual trend target						12.21		12.24	11.72
3. CMAP 5% annual reduction						12.21		10.78	11.29
4. Vision Zero with CMAP share of IDOT target						12.21		7.02	10.16

Non-motorized fatalities and serious injuries target options



	2010	2011	2012	2013	2014	2015		2018-One year value to meet 5 year average target	2018 Target (2014-18 average)
Annual fatalities and serious injuries	1158	1103	1121	1096	1097	1377			
1. CMAP share of IDOT target						1377		1001	1152
2. CMAP annual trend target						1377		1331	1251
3. CMAP 5% annual reduction						1377		1242	1224
4. Vision Zero with CMAP share of IDOT target						1377		622	1038

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Chicago Metropolitan Agency for Planning

Agenda Item No. 7.0

233 South Wacker Drive
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MEMORANDUM

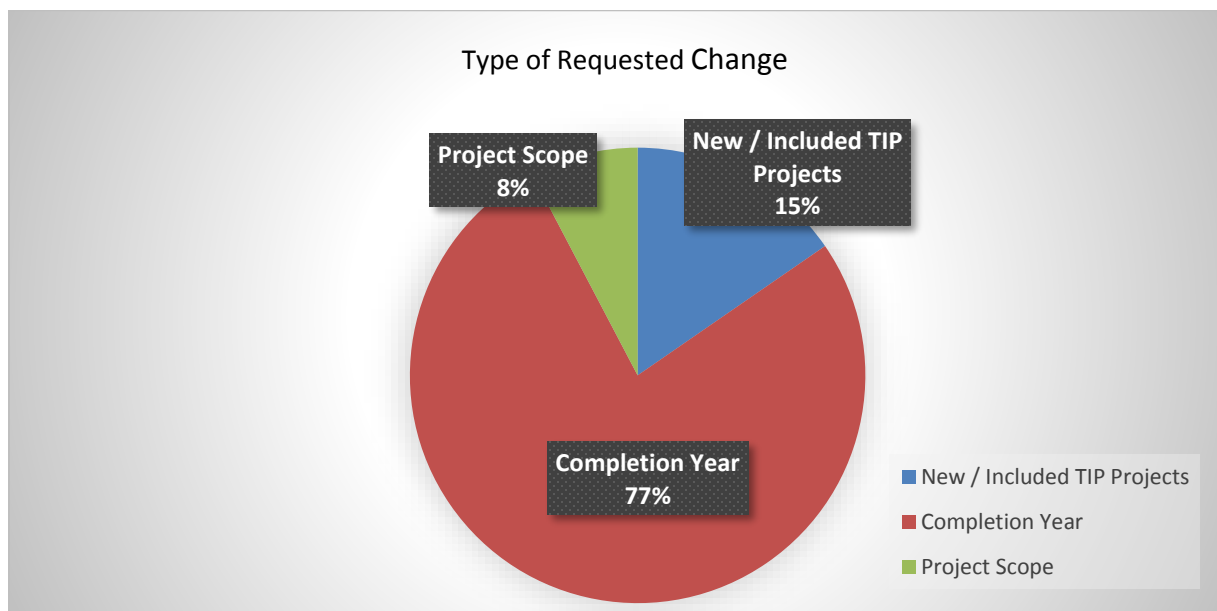
To: Programming Committee

From: CMAP Staff

Date: October 4, 2017

Re: GO TO 2040/TIP Conformity Analysis & TIP Amendment

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 Transportation Improvement Program (TIP) and GO TO 2040. Of the changes requested, thirteen projects require air quality conformity analysis. Below is a summary by type of requested changes.



If the TIP amendment is approved, two new 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.

The new projects are:

- TIP ID **01-17-0017**: Damen/Lake Green Line Elevated CTA Station
- TIP ID **10-17-0017**: Corridor improvement along Fairfield Rd from Gilmer Rd to IL 176.

Limits are the cross-streets, mileposts or other boundaries which define the extent of a project. There are no projects with significant limit changes.

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 2040. The analysis years are currently 2020, 2025, 2030 and 2040. If a change in completion year results in moving a project across an analysis year, the project must be revised in the conformity analysis.

Three GO TO 2040 Major Capital Projects have a revised completion year requiring a revision to the conformity analysis.

- TIP ID **01-02-9018**: Rock Island District Line from 16th St to Gresham Junction
- TIP ID **10-06-0061**: IL 53 North-South Tollway from IL 120 to Lake Cook Rd IL 53/120 Tollway
- TIP ID **10-94-0047**: IL 120 from Wilson Rd to US 41 IL 53/120 Tollway (IL 120 Bypass)

The following non-exempt group of projects crossed an analysis year and are included in the conformity analysis.

- TIP ID **08-00-0057**: 248th Ave from 95th St to 103rd St
- TIP ID **09-00-0033**: Bliss/Fabyan Rd extension to Main St
- TIP ID **09-09-0099**: U.S. 30 from IL 47 to Albright Rd
- TIP ID **10-09-0037**: US 41 Skokie Hwy from Quassey Avenue to S of IL 176
- TIP ID **10-96-0005**: Quentin Rd from IL 22 to Lake Cook Rd
- TIP ID **11-00-0001**: IL 31 Front St from S of IL 120 Belvidere Rd to N of IL 176
- TIP ID **13-16-0005**: Barrington Rd between IL 62 to Mundhank Rd

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, signal timing 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 (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.

The following GO TO 2040 Major Capital Project scope was changed to define the new station locations. Although this is not a change to the plan, for conformity purposes the project is included for analysis:

- TIP ID [18-07-0670](#): UP NW Line New Start (3870), Metra UP Northwest Improvements and Extensions. New Stations at Johnsburg, Prairie Grove and Ridgefield.

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

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 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 (NO_x), the resulting emissions inventories estimates fell below the applicable budgets for the ozone maintenance State Implementation Plan (SIP).

As of April, 2015, the region was designated as "unclassifiable" with respect to the 2012 fine particulate matter standard. Effective October, 2016, the 1997 fine particulate matter standard was revoked – this is the standard to which the region has been conforming. Thus, for regulatory purposes, the region has no conformity requirement with respect to fine particulate matter. To reflect this, the conformity inventory table shows only the inventories for ozone precursors.

Direct PM_{2.5} and NO_x Emissions in Tons per Year for PM_{2.5} Conformity

Year	Fine Particulate Matter		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	1,636.83	5,100.00	43,423.51	127,951.00
2025	1,214.10	2,377.00	29,793.79	44,224.00
2030	1,003.56	2,377.00	23,868.14	44,224.00
2040	827.79	2,377.00	16,171.75	44,224.00

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

VOC and NO_x Emissions in Tons per Summer Day for Ozone Conformity

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	76.29	117.23	114.21	373.52
2025	60.05	60.13	77.02	150.27
2030	47.74	60.13	60.46	150.27
2040	33.85	60.13	39.66	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 July 25, 2017

ACTION REQUESTED: Approval



Chicago Metropolitan Agency for Planning

Agenda Item No. 8.0

233 South Wacker Drive
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MEMORANDUM

To: Programming Committee

From: CMAP Staff

Date: October 4, 2017

Re: Proposed FFY 2018-2022 CMAQ and FFY 2018-2020 TAP-L Programs

At its September 14, 2017, meeting the CMAQ Project Selection Committee considered the comments on the proposed [FFY 2018-2022 CMAQ and FFY 2018-2020 TAP-L](#) programs released for public comment from August 4 to September 4, 2017. The Project Selection Committee accepted the staff recommendations regarding the comments and no changes were made to the proposed programs. See the memo to the CMAQ Project Selection Committee that follows for a summary of the comments received on the CMAQ program and the individual comments are available at http://www.cmap.illinois.gov/documents/10180/604402/CMAQ-TAP_18-22_Recommendation_for_TC.pdf/fb2afacf-eff3-40bc-9c52-f8237d134802. The Transportation Committee approved the program at its September 29 meeting.

ACTION REQUESTED: Approval

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MEMORANDUM

To: CMAQ Project Selection Committee

From: CMAP Staff

Date: September 7, 2017

Re: Public Comments on Proposed FFY 2018 – 2022 CMAQ and FFY 2018-2020 TAP-L Programs

The following is a summary of comments received on the proposed FFY 2018 – 2022 CMAQ and FFY 2018-2020 TAP-L programs and the staff recommendations with regard to those comments. Eight comments on specific proposals were received and one of those comments was received after the deadline but was included with the rest of the comments. Copies of the individual comments are available at <http://www.cmap.illinois.gov/cmaq/program-development>.

Robyn Gabel, State Representative, 18th District, Illinois House of Representatives
Stephen H. Hagerty, Mayor, City of Evanston
Daniel P. DiMaria, Village President, Village of Morton Grove
Steven C. Vinezeano, Village Manager, Village of Niles

TI17184310 – Pace – Pulse Dempster Line

Representative Gabel, Mayor Hagerty, President DiMaria and Mr. Vinezeano each submitted a letter supporting the inclusion of the subject project in the proposed program.

- The subject project is currently included in the proposed CMAQ program.

Karen Darch, Village President, Village of Barrington

BE03184243 – Barrington – US Route 14 Underpass

President Darch submitted a letter expressing concerns over the rankings and the evaluation criteria used to select projects. In particular, she suggests that if the CMAQ rankings are low, such as is the case with the subject project, that the public and the media might incorrectly interpret that as meaning that the entire project is not worthwhile. Her letter also asks the Committee to reexamine the use of overall project cost in the development of the cost per

kilogram of Volatile Organic Compounds (VOC) eliminated as it disadvantages costly projects such as grade separations.

- The subject project ranked 2nd to last among Bottleneck Elimination projects with a cost per kilogram of VOC eliminated of \$78,238 and a transportation impact criteria score of 16 out of 40. For the purpose of comparison, the bottleneck elimination with the highest cost per kg of VOC eliminated that received funding in this round was \$6,526.
- The evaluation criteria used to develop the project rankings is detailed in the [Program Application Booklet](#), which was published at the beginning of the call for projects.
- The calculation of the cost per kilogram of VOC eliminated is based upon the overall project cost and the estimation of VOC emissions that would be reduced by the implementation of the project. For traffic flow improvement projects, which includes bottleneck eliminations, staff estimates the overall speed improvement for the traffic affected by a project. This speed improvement is combined with the VOC emissions rates from the Environmental Protection Agency's MOVES model to calculate the estimated emission reductions. In the case of the subject project, the speed improvement is estimated based upon the observed delay as reported by the Village of Barrington in the subject project application.

Tim Grzesiakowski, Executive Director, Transportation Management Association of Lake Cook

OT10184227 – Lake Co DOT – TMA of Lake Cook Last Mile Market Shuttle Demonstration Project

Mr. Grzesiakowski submitted an email requesting the Committee revisit the benefits of the subject project and consider funding the project.

- The subject ranked 3rd among Other projects with a cost per kilogram of VOC eliminated of \$5,889. The 2nd ranked Other project did receive funding in the proposed program with a cost per kilogram of VOC eliminate of \$2,907.
- While the subject project did show potential merit, the project does not specifically identify the transit services that will be provided. The subject project proposes to identify and develop transit markets, which leaves the actual benefits in question.

Brian Urbaszewski, Director, Respiratory Health Association
Susan Mudd, Senior Policy Advocate, Environmental Law & Policy Center

DR18184319 – Metra – Locomotive Acquisition and Rehabilitation

Mr. Urbaszewski and Ms. Mudd each submitted an email to express disappointment with the current form of the subject project, which is included in the proposed program, and to request that additional stipulations be placed on the project that will ensure the highest air quality and health benefits. Specifically, they would like the locomotives obtained with CMAQ funding to be refurbished to meet US EPA Tier 4 standards.

- The subject project is included in the proposed program for \$44,800,000 in CMAQ funds that will purchase and re-manufacture 16 locomotives. The application states that “Metra would aim to get at least Tier 2+/Tier 3 engines.” By requiring a Tier 4 standard, Metra would be required to purchase new locomotives versus rehabbing older models which would carry a higher cost per locomotive and thereby reduce the overall number of locomotives.