



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
www.cmap.illinois.gov

## **MPO Policy Committee**

### **Annotated Agenda**

**Thursday, January 9, 2020**

**9:30 a.m.**

**Cook County Conference Room**

**233 S. Wacker Drive, Suite 800**

**Chicago, Illinois**

- 1.0 Call to Order and Introductions** 9:30 a.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes—October 10, 2019**  
ACTION REQUESTED: Approval
- 4.0 Agency Reports**
- 4.1 Executive Director's Report
  - 4.2 CMAP Board Report
  - 4.3 Council of Mayors' Report
- 5.0 Unified Work Program (UWP)**  
Staff will provide an update on the process for developing the SFY 2021 UWP. Several recommendations and the proposed timeline for the process are included in the attached memo.  
ACTION REQUESTED: Information
- 6.0 Appointment of the Chair and Vice-Chair of the CMAP Transportation Committee**  
The memorandum of understanding between the CMAP Board and MPO Policy Committee states that the Policy Committee will appoint the chair and vice-chair of the Transportation Committee. Staff recommends the appointment of Chris Snyder (DuPage County) who previously served as Vice Chair of the Transportation Committee to Chair and Jessica Hector-Hsu (Regional Transportation Authority) as the Vice Chair of the Transportation Committee in 2020.  
ACTION REQUESTED: Approval
- 7.0 Transportation Improvement Program (TIP) Amendments**  
Staff is requesting approval of TIP Amendment 20-01.3 as described in the accompanying memo.  
ACTION REQUESTED: Approval

## **8.0 Federal Performance Target Development**

Under MAP-21 and the FAST Act, state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are given separate responsibility for establishing targets for transportation performance measures. The MPO must adopt 2020 highway safety targets by January 2020. The Transportation Committee has voted to recommend these targets to the MPO. The Policy Committee will also hear updates on upcoming target-setting requirements and efforts to meet existing targets.  
ACTION REQUESTED: Approval

## **9.0 State Legislative Update**

Staff will update the Policy Committee on relevant state legislative activities.  
ACTION REQUESTED: Discussion

## **10.0 Federal Update**

Staff will update the Policy Committee on relevant federal legislative activities.  
ACTION REQUESTED: Discussion

## **11.0 Innovation Roundtable**

### **11.1 Equity Analysis of Fines, Fares, and Fees**

CMAP is undertaking a study of the impact of transportation-related fees, fares, and fines on low-income families and persons of color to develop potential policies to mitigate those effects. Staff will give an update on their work so far.

ACTION REQUESTED: Information

### **11.2 South Cook Mobility Study**

The transit agencies along with Cook County have been working together to define a possible pilot on the Metra Electric line to adjust fares and potentially improve service. Cook County Department of Transportation and Highways will give an update on their efforts.

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

## **14.0 Next Meeting – March 12, 2020**

## 15.0 Adjournment

### MPO Policy Committee Members:

\_\_\_ Omer Osman, Chair  
\_\_\_ Frank Beal  
\_\_\_ Kelley Brookins  
\_\_\_ Dorval Carter  
\_\_\_ Dan Cronin  
\_\_\_ Jim Derwinski  
\_\_\_ Jack Franks

\_\_\_ Jose Alvarez  
\_\_\_ Scott Gryder  
\_\_\_ Sandy Hart  
\_\_\_ Arlene Kocher  
\_\_\_ R.A. Kwasneski  
\_\_\_ Christopher J. Lauzen  
\_\_\_ Leanne Redden

\_\_\_ Kevin O'Malley  
\_\_\_ Jeffery Schielke  
\_\_\_ Matt Brolley  
\_\_\_ Larry Walsh  
\_\_\_ John Yonan\*  
\_\_\_ Erik Varela

\*Vice-Chair





# Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
[www.cmap.illinois.gov](http://www.cmap.illinois.gov)

## Joint Meeting Chicago Metropolitan Agency for Planning (CMAP) and MPO Policy Committee DRAFT Minutes October 10, 2019

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

### CMAP Board Members Present:

Gerald Bennett, CMAP Board Chair-representing southwest Cook  
Rita Athas-representing the City of Chicago, Frank Beal-representing  
the City of Chicago, Karen Darch-representing northwest Cook County,  
Mike Montgomery-representing the City of Chicago, John Noak-  
representing Will County, Rick Reinbold-representing south suburban  
Cook County, Nancy Rotering-representing Lake County, Carolyn  
Schofield-representing McHenry County, Anne Sheahan-representing  
the City of Chicago, Matthew Walsh-representing west Cook County,  
and Diane Williams-representing Cook County.

### MPO Policy Committee Members Present:

Acting Secretary Omer Osman-MPO Policy Committee Chair, Kevin  
Carrier-representing Lake County, Lynette Ciavarella-representing  
Metra, Michael Connelley-representing the CTA, Dan Cronin-  
representing DuPage County, Rocky Donahue-representing PACE,  
Scott Hennings-representing McHenry County, Jennifer "Sis" Killen-  
representing Cook County, Chris Lauzen-representing Kane County,  
Kevin O'Malley-representing CDOT, Nick Palmer-representing Will  
County, Leanne Redden-representing the RTA and a non-voting  
member of the CMAP Board, Jeffery Schielke-representing the Council  
of Mayors, Rocco Zucchero-representing Illinois State Toll Highway  
Authority, and non-voting Policy Committee members Arlene Kocher-  
representing FHWA, Tony Greep-FTA, and Erik Varela-representing  
Class I Railroads.

### Members Absent:

CMAP Board Members Matt Brolley-representing Kane/Kendall  
Counties, Maurice Cox-representing the City of Chicago, and James  
Healy-representing DuPage County; MPO Policy Member representing  
Kendall County.

### Staff Present:

Erin Aleman, Amy McEwan, Angela Manning-Hardimon, Kathy Lane,  
Stephane Phifer, Jesse Elam, Gordon Smith, Kama Dobbs, Doug

Ferguson, Russell Pietrowiak, Lindsay Hollander, Tina Smith, Jeff Schnobrich, Stephanie Levine, and Sherry Kane.

**Others Present:** Garland Armstrong-Access Living, Maximilian Biran-UIC CUPPA, Elaine Bottomley-WCGL, Jack Cruikshank-WCGL, Emily Daucher-McHenry County Conference, John Donovan-FHWA, Jackie Forbes-Kane/Kendall Council, Marie Hansen-Barrington, Randall Jessen-Village of Plainfield, Kendra Johnson-NWMC, Aimee Lee-Illinois Tollway Emily Karry-Lake County, Mike Klemens-Kane/Kendall Council, Josh Klingenstein-NWMC, Daniel Knickelbein-DMMC, Jon-Paul Kohler-FHWA, Jill Leary-RTA. Elliott Lewis-UIC CUPPA, John Loper-DuPage County, Kelsey Passi-Southwest Conference, Ryan Peterson-Kane/Kendall Council, Tony Quigley-IDOT, Thomas Rickert-Kane/Kendall Council, David Seglin-CDOT, Troy Simpson-Kane/Kendall Council, Dave Snyder-FHWA, and Lillian Yan-HNTB.

### **1.0 Call to Order and Introductions**

CMAP Board Chair Mayor Bennett called the meeting to order at approximately 9:33 a.m., announced the meeting would be live-streamed, and asked Board and MPO Policy Committee members introduce themselves.

### **2.0 Agenda Changes and Announcements**

CMAP Board Chair Mayor Bennett announced Maurice Cox, Chicago's new Planning Commissioner had been appointed to the CMAP Board (representing the City of Chicago), and welcomed Nancy Rotering, Mayor of Highland Park (representing Lake County).

### **3.0 Approval of CMAP Board Meeting Minutes**

A motion to approve the minutes of the CMAP Board meeting of September 11, 2019, as presented made by President Rick Reinbold was seconded by Mayor John Noak, and with all in favor, carried.

### **4.0 Approval of MPO Policy Committee Meeting Minutes**

A motion to approve the minutes of the MPO Policy Committee meeting of June 13, 2019, as presented made by Mayor Jeffery Schielke was seconded by Leanne Redden, and with all in favor, carried.

### **5.0 Agency Reports**

#### **5.1 Executive Director's Report**

CMAP Executive Director Erin Aleman reported the Local Technical Assistance (LTA) program update was included in the meeting materials; introduced CMAP's new Chief of Staff Amy McEwan; recapped recent speaking events; thanked staff as well as members of the board who attended CMAP's fall events series and symposium; and thanked the staff and partners involved in the CMAQ, TAP, and STP program evaluation, which made for a truly regional effort.

#### **5.2 CMAP Board Report**

On behalf of the CMAP Board, Leanne Redden reported the Board met September 11. Agenda items included a presentation on the Spring Legislative session and Capital Bill

analysis, Rebuild Illinois, and CMAP's embedded staff planner (ESP) program underway in Sauk Village and Calumet Park

### 5.3 Council of Mayors Report

On behalf of the Council of Mayors Executive Committee, Mayor Jeffrey Schielke reported the committee met in August; staff gave a briefing on both the proposed STP-Shared Fund program, the proposed Congestion Mitigation and Air Quality (CMAQ) improvement program, and locally programmed Transportation Alternatives Program (TAP-L); discussed the project selection methodology and process for developing the Shared Fund program; updates were given on the current STP expenditures as well as upcoming IDOT lettings and other activities; research on the impacts of growing e-commerce on transportation, land use, fiscal condition, and the environment were presented; an overview of population growth and decline. The Council is scheduled to meet next on October 29.

### 6.0 Election of MPO Policy Committee Vice Chair

Nominating Committee Chair Kevin O'Malley reported the nominating committee unanimously recommended that John Yonan, Superintendent-Cook County Department of Transportation and Highways be reappointed to the position of Vice Chair of the MPO Policy Committee for calendar year 2020. A motion by Mayor Jeffery Schielke was seconded by Kevin O'Malley to approve the recommendation of the nominating committee. All in favor, the motion carried.

### 7.0 ON TO 2050 Update Subcommittee Report

A subcommittee of the CMAP Board and MPO Policy Committee members was named to discuss the timing of the update to the long-range plan. On behalf of the subcommittee Leanne Redden reported the subcommittee ultimately agreed to keep ON TO 2050 update timeline as planned.

### 8.0 Approval of the ON TO 2050 Comprehensive Regional Plan, the ON TO 2050/FFY 2019-2024 TIP Conformity Analysis, and the FFY 2019-2024 Transportation Improvement Program (TIP)

CMAP staff Russell Pietrowiak reported the semi-annual ON TO 2050 TIP Conformity Analysis and TIP amendment 19-09, along with a supplemental memo were being presented for approval. The supplemental memo included an adjustment to modeling information that resulted in a slight increase in emission levels reported (about 1%). This information was not available during the public comment period, but was discussed at the Tier II consultation meeting with federal, state, and local partners. It was recommended CMAP proceed with presenting the ON TO 2050 TIP Conformity Analysis and TIP amendment 19-09, for approval. The region is still able to demonstrate conformity, as modeled emissions estimates are below the Motor Vehicle Emission Budget (MVEB).

On behalf of the MPO Policy Committee, a motion by Mayor Jeffery Schielke was seconded by Leanne Redden to approve the ON TO 2050/TIP Conformity Analysis and TIP Amendments that included the supplemental information presented. All in favor, the motion carried.

On behalf of the CMAP Board, a motion by Carolyn Schofield was seconded by Mayor John Noak to approve the ON TO 2050/TIP Conformity Analysis and TIP Amendments, also including the supplemental information presented. All in favor, the motion carried.

**9.0 FFY 2020-24 Congestion Mitigation and Air Quality Improvement (CMAQ) Program and FFY 2020-22 Transportation Alternatives Program (TAP-L)**

CMAP staff Doug Ferguson reported the CMAQ program consisted of 45 projects totaling \$264.4 million, and the TAP-L program consisted of 7 projects totaling \$13.5 million. The programs covered a variety of project types, and were selected through performance-based methodology, primarily on the cost effectiveness of the emission benefits and on the ability to help complete the Regional Greenways and Trails Plan. The programs, recommended for approval by the Transportation Committee were incorporated into TIP Amendment 20-21.3 (CMAQ) and 20-21.2 (TAP-L).

On behalf of the CMAP Board, a motion by Frank Beal was seconded by Diane Williams to approve the FFY2020-24 Congestion Mitigation and Air Quality Improvement (CMAQ) Program and FFY 2020-22 Transportation Alternatives Program (TAP-L) as presented. All in favor, the motion carried.

On behalf of the MPO Policy Committee, a motion by Mayor Jeffery Schielke was seconded by Nick Palmer to approve the FFY2020-24 Congestion Mitigation and Air Quality Improvement (CMAQ) Program and FFY 2020-22 Transportation Alternatives Program (TAP-L) as presented. All in favor, the motion carried.

**10.0 FFY2020-24 Surface Transportation Program (STP) Shared Fund Program**

CMAP staff Kama Dobbs reported that the Transportation Committee had approved the STP Shared Fund Program and TIP Amendment 20-21.1 that included 17 projects. The program of projects is the result of applying a performance-based methodology to evaluate the 71 applications for their readiness for implementation, transportation impact, and sponsors' ability to advance ON TO 2050. In addition to the 17 projects recommended for full funding, projects that met all eligibility criteria will be included in a contingency program. The program recommended for approval by the Transportation Committee was incorporated into TIP Amendment 20-21.1.

On behalf of the CMAP Board, a motion by Mayor Karen Darch was seconded by President Rick Reinbold to approve the FFY2020-24 Surface Transportation Program (STP) Shared Fund Program. All in favor, the motion carried.

On behalf of the MPO Policy Committee, a motion by Mayor Jeffery Schielke was seconded by Leanne Redden to approve the FFY2020-24 Surface Transportation Program (STP) Shared Fund Program. All in favor, the motion carried.

**11.0 Implementing the Transportation Components of the 2019 Capital Bill**

CMAP staff Lindsay Hollander presented a nanalysis of the transportation elements of Rebuild Illinois that included sources of transportation revenue, uses of new transportation revenues, implementing ON TO 2050, and a new tool, deconstructing Rebuild Illinois appropriations.



Both MPO Policy Committee Chair, Secretary Omer Osman and Executive Director of the RTA Leanne Redden reported updates on the implementation of Rebuild Illinois on roads and bridges and transit.

## **12.0 Federal Update**

CMAP staff Jeff Schnobrich reported on surface transportation reauthorization, the FAST Act rescissions, budget and appropriations for FY 20, and recent discretionary grants for regional projects including a CRISI grant for the Dolton interlocking project and an intercity rail grant for a Metra-owned bridge.

## **13.0 Agency Programs Marketing and Design Update**

CMAP staff Tina Smith recapped a number of events and materials executed or developed since ON TO 2050 was adopted last year that include the Small Plans-Big Ideas forum series, a calendar highlighting implementation activities in the first year since ON TO 2050 was adopted, and marketing and branding materials created to make our work more accessible and to attract new audiences. The design will be rolled out over the next 3-4 months.

## **14.0 Innovation Roundtable**

- 14.1 To promote the strategies that support the development of walkable communities, CMAP recently released the region's first comprehensive inventory of sidewalks across the seven-county region. CMAP staff Stephanie Levine shared initial analysis of sidewalk coverage across the region, exploring geographic spread of coverage as well as coverage within one half mile of Metra and CTA rail stations. The dataset is available for download on CMAP's Data Hub and can be explored as an interactive map on the CMAP website.
- 14.2 Illinois State Toll Highway Authority staff Aimee Lee provided a brief status of its Connected Vehicle Pilot, a small-scale low-cost pilot located along I-90 Jane Addams. The goals of the pilot include assessing the state of the industry, understanding what's involved with device installation and data integration as well as developing proofs of concepts for future applications. Next steps of the pilot include assessing the market penetration of connected vehicles along other parts of the Tollway system and developing applications that may allow the Tollway to be more proactive and efficient with operations and maintenance.

## **15.0 Other Business**

There was no other business before the joint meeting of the CMAP Board and the MPO Policy Committee.

## **16.0 Public Comment**

There were no comments from the public.

## **17.0 Next Meeting**

The CMAP Board meets next on November 13, 2019; the MPO Policy Committee is scheduled to meet next on January 9, 2020.

## **18.0 Adjournment**

At approximately 11:19 a.m., a motion to adjourn by Mayor John Noak, seconded by Carolyn Schofield, and with all in favor, carried.

Respectfully submitted,

CMAP staff

11-04-2019  
/stk



# Chicago Metropolitan Agency for Planning

Agenda Item No. 5.0

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
[www.cmap.illinois.gov](http://www.cmap.illinois.gov)

## MEMORANDUM

**To:** MPO Policy Committee

**From:** Angela Manning-Hardimon  
Deputy Executive Director, Finance and Administration

**Date:** January 2, 2020

**Re:** FY 2021 UWP Call for Projects

---

---

Unified Work Program (UWP) federal funding is available for transportation planning and projects within a metropolitan area. For the CMAP area, it is anticipated that federal funding of approximately \$18.8 million, and with matching funds of approximately \$4.7 million, will provide total cost available for UWP planning and projects of \$23.5 million. FY 2021 funding reflects an increase of approximately 3%, or \$813,804, of federal and local match dollars as compared to FY 2020.

The Metropolitan Planning Organization (MPO) has the primary responsibility for preparing the UWP for its metropolitan area. The federal guidelines state that all planning and implementing agencies must be an integral part of the planning process and participate in the development of the UWP. In the CMAP region, the UWP Committee serves as the project selection body for this process. The committee is chaired by IDOT, who votes in case of a tie. The membership is comprised of a representative from each of the transit service boards (CTA, Metra and Pace), the City of Chicago, RTA, CMAP, a representative from the counties, and a mayor representing the Council of Mayors. In addition, non-voting members are representatives from Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Illinois Environmental Protection Agency (IEPA).

The UWP Committee establishes program priorities and selects core and competitive proposals. The UWP Committee recommends and seeks concurrence from the Transportation Committee, Coordinating Committee, CMAP Board and the MPO Policy Committee for core and competitive proposals and budgets. The following UWP priorities with the regional priorities described in the ON TO 2050 Plan will guide the FY2021 Call for Projects selection process:

- **Planning Work toward Implementation of ON TO 2050 Regionally Significant Projects, Including Supportive Land Use.** The continuation of work to further ON TO 2050's list of fiscally constrained regionally significant projects is another planning area. Potential work includes planning for the inclusion of transit or bike/ped components as part of major highway projects, advancing projects through discretionary funding programs, and planning for supportive land use around transportation, among other efforts.
- **Local Technical Assistance and the Formation of Collaborative Planning Efforts.** A major emphasis area of ON TO 2050 is providing targeted technical assistance to local governments, particularly to interpret and implement the regional plan's recommendations at the local level. This may include planning for compact, walkable communities, including transportation investments to support infill development, as well as providing for alternative modes of transportation. Planning for joint efforts to provide local transportation services is also included here.
- **Modernization of the Public Transit System.** ON TO 2050's transit recommendations focus on making the transit system more competitive. Actions include developing policies for emerging technology to support and complement the transit system, studies to support improving the speed, frequency, and reliability of the transit system, revising highway design guidance to facilitate transit access, studies to support further fare and service coordination, and improving the effectiveness and accessibility of demand response services, particularly for persons with disabilities.
- **Leveraging the Transportation System to Promote Inclusive Growth.** ON TO 2050 is broadly concerned with ensuring economic opportunity is available to all residents of the region. The transportation system plays a role in this, as for example, research shows that minority residents have significantly longer commutes than others and transportation fees can weigh most on lower-income persons. Proposals should address any of the numerous facets of equity and transportation identified in ON TO 2050, such as developing culturally-relevant outreach methods, establishing performance measures that track progress towards reflecting community demographics, and demonstrating the impact of public engagement on project outcomes. They may also include planning to support transportation system access for those with disabilities, studying strategies to reduce burden of transportation fees, fares, and taxes on lower-income populations, and exploring new ways to provide targeted, flexible and/or on-demand transportation options in low-income or low-density areas, or for people with disabilities.
- **Harnessing Technology to Improve Travel and Anticipating Future Impacts.** Existing technologies can improve the performance of the transportation network, while in the long term, emerging technologies like connected and autonomous vehicles and private mobility services may have both positive and negative

impacts on the region, such as increasing competition for curb space or causing excess vehicle miles traveled. Planning projects under this priority would address studying and implementing further coordination of traffic operations using technology, establishing pricing and regulatory frameworks for connected and autonomous vehicles and developing pilot projects, and adapting the public way to emerging technology and new mobility, among other efforts

The process for review and approval of the FY 2021 UWP programs is as follows:

- FY2021 Call for Projects issued January 2, 2020.
- Both Core and Competitive proposals are due on January 30, 2020.
- All proposals will be forwarded to the UWP Committee on February 4 with presentations of the proposals at the Committee meeting on February 11.
- The Competitive proposals will be scored by the UWP Committee as in years past, based upon the alignment with the regional priorities listed above. The scoring of the competitive proposals will be due on February 28. CMAP staff will calculate the Committee’s rankings of the Competitive proposals.
- Based on the available funds for the FY 2021 UWP program, CMAP staff will develop a proposed program recommendation to the UWP Committee which considers (1) how the Core proposals meet the federal requirements; (2) alignment with the proposed priorities of ON TO 2050; (3) the requested level of funding; (4) and if applicable, previous years’ expenditure level of Core project funds and (5) the rankings of the Competitive proposals.
- The Committee will meet on March 11 to adopt the proposed FY 2021 program.
- The FY 2021 program will be presented at the April 3 Transportation Committee and the April 8 Coordinating Committee meetings for adoption.
- Draft of the UWP book provided to IDOT on May 1.
- Following the UWP program adoption by the MPO Policy Committee and the CMAP Board adoption in June, CMAP will draft contracts for the approved programs according to the following schedule (these dates should be considered with developing proposals):
  - Programs supporting staff and operating costs (normally core proposals) will be available during the State FY 2021 starting July 1, 2020. All funds will need to be expended by June 30, 2021.
  - Programs supporting consulting contracts and the competitive programs will be available for a period of three years—July 1, 2020 to June 30, 2023.

The schedule for the approval of the FY 2021 UWP process is as follows:

**Call for Proposals**

Call for Proposals	January 2, 2020
All Proposals Due (Core and Competitive)	January 30, 2020

### Proposal presentations

UWP Meeting - Presentation of Proposals	February 11, 2020
UWP Committee members rank proposals	Due to CMAP February 28, 2020
CMAP prepares committee ranked proposals with funding allocation	March 4, 2020
UWP Meeting - Adopt FY 2020 Program	March 11, 2020

### Committee Approval

Transportation Committee considers approval of FY 2021 UWP to MPO Policy Committee	April 3, 2020
CMAP Coordinating Committee considers approval of FY 2021 UWP to CMAP Board	April 8, 2020
Draft of the UWP book to IDOT	May 1, 2020
CMAP Board considers approval of proposed FY 2021 UWP	June 10, 2020
MPO Policy Committee considers approval of proposed FY 2021 UWP	June 11, 2020
Final UWP Document Released	June 2020

ACTION REQUESTED: Information

###



**MEMORANDUM**

**To:** MPO Policy Committee  
**From:** CMAP Staff  
**Date:** January 2, 2020  
**Re:** Transportation Improvement Program (TIP) Amendments

In order to accommodate Illinois Department of Transportation (IDOT) program changes included in the recently released Multi-Year Program (MYP) for projects targeting the March 6, 2020 construction letting, a formal TIP amendment (20-01.3) has been prepared. Due to internal IDOT deadlines and the CMAP Transportation Committee meeting schedule, this amendment is being presented directly to the MPO Policy Committee for approval consideration.

The proposed TIP amendments have been reviewed by staff and are available on the Amendments tab of the [eTIP public web page](#) for public comment. Any comments received prior to the MPO Policy Committee meeting will be reported by staff. A summary of the amendments is provided below, and a detailed report is attached.

Formal Amendment 20-01.3

A total of nine (9) formal amendments were submitted for MPO Policy Committee approval on amendment **20-01.3**. Financial changes exceeding amendment thresholds were made on five (5) projects due to updated design plans. Changes to project limits and updated design plans on two (2) projects increased the cost of those projects. Changes to project scope, limits, and updated design plans resulted in a decrease in total cost on one (1) project. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of just under \$6.4 million to the TIP, as summarized below.

Type of Change	# of projects	Change in total cost	Total cost before	Total cost after
Cost	6	\$8,508,000	\$13,478,000	\$21,986,000
Limits	2	\$4,678,000	\$5,568,000	\$10,246,000
Scope of work	1	-\$3,400,000	\$7,400,000	\$4,000,000
Grand Total	9	\$9,786,000	\$26,446,000	\$36,232,000

In addition to these formal TIP amendments, 24 administrative amendments for projects targeting the March letting were also submitted by IDOT and have been reviewed and accepted

by staff. Administrative amendments may include cost changes on projects that are not federally funded, changes to federal funding that are below CMAP's amendment thresholds, changes to project schedules within the years of the TIP (2020-2024), changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires Transportation Committee or MPO Policy Committee approval.

Staff requests MPO Policy Committee approval of formal TIP amendment (20-01.3).

ACTION REQUESTED: Approval

###





## MEMORANDUM

**To:** MPO Policy Committee  
**From:** CMAP Staff  
**Date:** January 2, 2020  
**Re:** 2020 Regional Traffic Safety Performance Targets

---

---

Under the federal Safety Performance Management (Safety PM) Rule, state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) have responsibilities to set performance targets for a variety of transportation performance measures. For traffic safety, DOTs are required to establish quantitative highway safety performance targets on an annual basis and track progress toward meeting their targets for traffic safety.<sup>1</sup> MPOs have the choice to affirm the state's targets or to set their own quantitative targets.

Each year, the process begins with State DOTs establishing their highway safety targets as part of their Highway Safety Improvement Program report to Federal Highway Administration (FHWA). MPOs have 180 days, from the date the State DOT submits its targets to FHWA, to set their own regional targets or agree to support the State DOT targets. The Illinois Department of Transportation (IDOT) set its annual safety performance targets in July 2019; as a result the MPO Policy Committee and CMAP Board must act by January 2020.

This memorandum discusses why CMAP staff recommends that the Board and MPO support IDOT's 2020 safety targets. 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 should ultimately reflect funding allocation priorities among other factors.

The remainder of this memo provides background on the Safety PM rule, reviews IDOT's 2020 statewide safety targets, the staff recommendation to support of the state's 2020 safety targets, and next steps.

---

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

## Background on the Safety Performance Management Rule

The Safety PM rule is part of the overall federal Transportation Performance Management (TPM) program and requires state DOTs and MPOs to establish safety targets 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. Injuries and fatalities from traffic crashes vary considerably from year to year due to numerous factors. To account for this the Safety PM requires the targets to be set as five-year rolling averages which smooths the data for large changes. The 2020 target is the desired value of the 2016-2020 rolling average for each of the measures.

The actual target should be set to what the state believes it can achieve;<sup>2</sup> the rule does not specify or provide guidance for how ambitious the targets should be. Each year the FHWA evaluates 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.

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

### IDOT 2020 traffic safety performance targets

IDOT evaluated two methods to set the state's targets, a least squares trend line which approximates the actual trends, and a policy-based two percent annual reduction in the five-year average. IDOT selected the method that returns the greatest decrease in the five-year average for each measure. Because of a backlog for processing crash data, IDOT had to estimate the 2014-2018 five-year average for serious injuries and non-motorized serious injuries. For 2020, all targets were set using the policy-based two percent annual reduction in the five-year average.

**Table 1. 2020 IDOT Statewide Traffic Safety Performance Targets**

	Actual					Proposed 2020 target
	2010- 2014	2011- 2015	2012- 2016	2013- 2017	2014- 2018	2016-2020 <sup>2</sup>
IDOT Safety Performance Target						
Total Fatalities -Illinois	943.0	957.0	989.4	1,017.6	1,025.6	<b>985.0</b>
Fatality Rate VMT -Illinois	0.90	0.91	0.94	0.96	0.95	<b>0.91</b>

<sup>2</sup> The annual safety targets are designed to be interim targets that agencies should use to track their performance toward meeting long-term goals. 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 TZD initiative, the annual safety targets should enable agencies to track progress towards their long-term goals. Setting reasonable targets allows agencies to see how changes in policy or funding have an effect on traffic safety, and if agencies are not meeting goals, allow them to alter how they approach safety.

	Actual					Proposed 2020 target
Total Serious Injuries - Illinois <sup>1</sup>	12,203.2	12,245.8	12,168.6	12,111.8	12,149.8	<b>11,668.7</b>
Serious Injury Rate per 100 mil. VMT -Illinois <sup>1</sup>	11.7	11.7	11.5	11.4	11.2	<b>10.8</b>
Non-Motorized Serious Injuries and Fatalities - Illinois <sup>1</sup>	1,468.4	1,515.8	1,498.8	1,526.8	1,516.2	<b>1,456.2</b>

1 – 2014-2018 average estimated for serious injuries and non-motorized serious injuries and fatalities.

2 - 2% annual reduction in 5-year average.

Because of its outsized share of the state’s population and multimodal transportation system, the CMAP region greatly influences the safety performance trends at the statewide level. The region accounts for a little over 40 percent and 50 percent of the state’s five-year average for fatalities and serious injuries, respectively. When it comes to non-motorized fatalities and serious injuries, the CMAP region accounts for roughly 75 percent of the state’s total. This is due to the high number of pedestrians and pedal-cyclists compared to the rest of the state.

**Table 2. 2020 CMAP Share of IDOTs Traffic Safety Performance Targets**

	Actual					Proposed 2020 target
	2010- 2014	2011- 2015	2012- 2016	2013- 2017	2014- 2018	2016-2020 <sup>2</sup>
Total Fatalities -CMAP	401.4	405.8	425.8	443.8	452.6	<b>434.7</b>
Fatality Rate VMT -CMAP	0.69	0.69	0.72	0.75	0.76	<b>0.72</b>
Total Serious Injuries - CMAP <sup>1</sup>	6,502.2	6,642.8	6,662.8	6,720.8	6,733.0	<b>6,466.3</b>
Serious Injury Rate per 100 mil. VMT -CMAP <sup>1</sup>	11.1	11.4	11.3	11.3	11.2	<b>10.8</b>
Non-Motorized Serious Injuries and Fatalities - CMAP <sup>1</sup>	1,115.0	1,158.8	1,149.0	1,182.0	1,181.3	<b>1,134.5</b>

1 - 2014-2018 average estimated for serious injuries and non-motorized serious injuries and fatalities.

2 - 2% annual reduction in 5-year average.

### **Recommendation for 2020 traffic safety performance targets**

Staff recommends that the Board and MPO support IDOT’s policy-driven 2020 traffic safety targets. IDOT’s aggressive safety targets reflect the need for, and a commitment to, reducing fatal and serious injury crashes. The region has made significant progress in reducing fatalities and serious injuries through engineering, education, and technology, but the Chicago area still faces significant safety challenges in light of recent increases in non-motorized serious injuries and fatalities, and overall traffic fatalities. By supporting IDOT’s targets, the region will have a unified goal that supports making all roads in the region safer for all users. In November 2019, the CMAP Transportation Committee approved staff’s recommendation to support the IDOT’s

2020 safety targets. The Transportation Committee discussed how the region's transportation system operators are addressing safety and requested CMAP staff to develop a longer term strategy to help achieve the traffic safety targets. Given that the targets are set annually, CMAP can readily revisit target selection methodology each year.

### **CMAP local safety analysis and implementation**

To facilitate progress on regional and state highway safety targets, CMAP has incorporated highway safety into its programming decisions and work plan. The CMAQ and STP-L Shared Fund programs had safety incorporated into project evaluations and CMAP staff encouraged the eleven Council of Mayors STP project evaluation systems to include safety as a measure. In addition to programming activities, CMAP staff are engaged in many safety initiatives, such as IDOT's Traffic Records Coordinating Committee and the City of Chicago's Vision Zero committees. CMAP recently completed a project to help IDOT catch up on processing crash records to address a multi-year backlog. CMAP is also exploring the usRAP software that identifies safety deficiencies in roadway characteristics. CMAP has also completed an analysis of safety related questions in the CMAP municipal survey and is seeking additional ways to encourage safety program implementation.

### **Next steps**

Following discussion and approval by the CMAP Board and MPO Policy Committee, staff will prepare a memo informing IDOT that the CMAP MPO agrees to support the 2020 statewide safety targets. CMAP is also required to indicate how the Transportation Improvement Program (TIP) makes progress toward achieving the safety performance targets, the technical approach of how to accomplish this requirement is currently under development.

ACTION REQUESTED: Approval

###



# Chicago Metropolitan Agency for Planning

Agenda Item No. 9.0

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
[www.cmap.illinois.gov](http://www.cmap.illinois.gov)

## MEMORANDUM

**To:** MPO Policy Committee

**From:** CMAP Staff

**Date:** January 2, 2020

**Re:** 2020 Legislative Agenda for the Illinois General Assembly, ON TO  
2050 Legislative Framework and Principles for Illinois  
Transportation Funding

---

---

For your review and approval, staff has revised the 2020 Legislative Agenda for the 101st Illinois General Assembly, the ON TO 2050 Legislative Framework, and the Principles for Illinois Transportation Funding. Regular alterations to these documents reflect policies enacted in the previous legislative session and ongoing policy conversations statewide, as well as at the federal level.

The 2020 state agenda identifies five priorities and reflects key recommendations from ON TO 2050:

- Provide dedicated funds for comprehensive regional planning, including funding for natural resources work
- Support transparent, performance-based capital programming
- Collect and provide the data needed to support decision making and accountability
- Reform tax policy to strengthen communities
- Implement user fees and regional revenues to sustainably fund the region's multimodal transportation system

Limited changes to the ON TO 2050 Legislative Framework encapsulate Rebuild Illinois, and reflect the region's need for further investment in transportation at both the federal and state levels. The Principles for Illinois Transportation Funding continues to emphasize the state's role in funding transportation beyond steps taken with Rebuild Illinois.

Staff use the agenda, framework, and the principles for transportation funding to guide and inform policymakers in Springfield, including the Illinois General Assembly, the Governor, and state agency partners. Staff recommends the approval of the agenda, framework, and state

capital principles documents to further pursue key ON TO 2050 recommendations at both state and federal levels.

ACTION REQUESTED: Discussion

###

# Principles for Illinois Transportation Funding

Metropolitan Chicago's infrastructure, which has given the region its historic strategic advantage, remains in need of critical investment. Recent increases to existing revenue sources and indexing to make them more sustainable provided significant progress, but rebuilding and modernizing the transportation system requires additional long-term, equitable, user-supported funding solutions. These funds must be directed to projects with the greatest impact. The State of Illinois and metropolitan Chicago should lead the way on transformative policies to support infrastructure projects with long-term benefits for livability, mobility, and the economy. **The following principles are essential to any transportation revenue proposal:**

## **Sustainable – A long-term solution adaptable to evolving mobility trends**

New transportation revenues must provide ongoing, sufficient, and sustainable funding to improve and enhance the system. Diversified sources improve the reliability of funding. Revenues should grow sustainably by indexing them to inflation to keep pace with the costs of operating and improving the system, which inevitably increase over time. Revenues must also change to adapt to new technology like electric vehicles, and changing preferences for how to get around.

## **User supported – Fees paid by those who gain the most benefit from the system**

Costs should be paid primarily by those who use the transportation system or derive the most benefit. This may include replacing traditional revenue sources with modern user fees such as a road usage charge and setting varying rates based on vehicles' impacts on the system. Some sources, such as tolling, could raise revenues based on the benefits that users or businesses reap from specific improvements, while managing congestion.

## **Equitable – Options that consider the ability of users to pay**

Some revenue sources can have disproportionate impacts on low income residents. To promote equity, new revenues should address the burden of increased costs on lower income individuals or offset such costs through other tax strategies.

## **Performance-based – Transparent criteria to address critical needs**

Project selection criteria must be used to fund the projects of greatest benefit to the public. A performance-based approach can result in a geographically equitable distribution of funding while allowing all areas to access the funds they need for large, important projects.

## **Multimodal – Achieving a well-integrated system**

Revenue must also be allocated to all modes of transportation to improve not only the region's road network but also transit, freight, bicycle, and pedestrian infrastructure to help the region achieve a well-integrated multimodal system. Supporting all modes requires that all jurisdictions be permitted to fund transportation improvements that would benefit their residents and businesses, regardless of jurisdiction or ownership.



233 South Wacker Drive, Suite 800  
Chicago, Illinois 60606

312-454-0400

[info@cmmap.illinois.gov](mailto:info@cmmap.illinois.gov)

[www.cmmap.illinois.gov](http://www.cmmap.illinois.gov)

FY20-0000

The Chicago Metropolitan Agency for Planning (CMAP) is our region's comprehensive planning organization. The agency and its partners developed and are now implementing ON TO 2050, a new long-range plan to help the seven counties and 284 communities of northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

Contact: Gordon Smith,  
Director of Government Affairs,  
[gsmith@cmmap.illinois.gov](mailto:gsmith@cmmap.illinois.gov)  
or 312-386-8739







# Chicago Metropolitan Agency for Planning

Agenda Item No. 10.0

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
www.cmap.illinois.gov

## MEMORANDUM

**To:** MPO Policy Committee

**From:** CMAP Staff

**Date:** January 2, 2020

**Re:** Draft 2020 Federal Agenda and Surface Transportation  
Reauthorization Principles

---

---

Each year, CMAP produces a Federal Agenda to establish policy priorities and guide discussions with federal policymakers. Additionally, during years in which the federal surface transportation program is set to expire, CMAP has traditionally produced high-level principles for reauthorization. The current FAST Act authorization is set to expire in September 2020.

For your review and discussion, staff has revised the priorities contained in the Federal Agenda for 2020 and has identified five reauthorization principles. The surface transportation reauthorization principles are:

- Sustainable funding
- Reform funding to achieve national goals
- Support for goods movement
- Address the transportation system's role in climate change
- A stronger role for regions

These principles, as well as the more detailed recommendations of the 2020 Federal Agenda, are presented in the attachment. The agenda is presented in five sections, analogous to the chapters of ON TO 2050.

Staff recommends we use these principles and recommendations to guide conversations with federal policymakers. Based on your feedback and direction, we will finalize the 2020 Federal Agenda and surface transportation reauthorization principles for CMAP Board approval in February.

ACTION REQUESTED: Discussion

###



## **CMAP Surface Transportation Reauthorization Principles**

The Fixing America's Surface Transportation (FAST) Act authorizes surface transportation programs through September 2020. Policymakers should ensure the following principles are reflected in the upcoming reauthorization.

### **Sustainable funding**

Transportation revenues must provide ongoing, sufficient, and sustainable funding to improve and enhance the system. Revenues should grow sustainably by indexing them to inflation to keep pace with the costs of operating and improving the system, which inevitably increase over time. Revenues must also change to adapt to new technology and changing transportation mode preferences.

### **Reform funding to achieve national goals**

Reauthorization presents an opportunity to use performance measurement data to distribute funds based on system needs and performance to achieve national goals. Existing statutory goals can be supplemented to prioritize how well the multimodal transportation system connects people to jobs and services. A mix of formula and discretionary programs is appropriate, as is ensuring a certain level of year over year continuity for each state or region to enable long-term planning. Improving transparency in discretionary program development can improve program effectiveness.

### **Support for goods movement**

America's goods movement system requires sustained and flexible federal support, and the benefits of the FAST Act's two freight focused programs are becoming evident. However, the national advantages of freight movement are often accompanied by negative impacts at the local level – particularly in disadvantaged communities. The region requires both continued federal support for freight and the ability to use funding for projects that mitigate negative impacts.

### **Address the transportation system's role in climate change**

The transportation sector is the greatest source of greenhouse gas emissions in the United States. Moreover, climate change is already causing stronger and more frequent weather events, creating operational and safety problems on transportation facilities that were not typically designed to handle such events. Designing federal transportation programs toward both slowing the rate of emissions growth and responding to already occurring change will help ensure the transportation system's and the country's resilience.

### **A stronger role for regions**

Federal surface transportation programs are founded on a federal-state-regional partnership. Regions are centers of population and economic activity, and often have unique transportation and economic needs within their states. They can also play a role in piloting responses to emerging mobility services and technology. MPOs have unique knowledge of these issues and the need for multijurisdictional solutions. Providing regions with greater funding and project selection authority allows a stronger connection between regional plans and investment decisions.

# CMAP 2020 Federal Agenda

## Surface transportation recommendations

### **Ensure sustainable, adequate revenue sources for multimodal transportation investments**

- CMAP supports increasing the federal motor fuel tax rate, indexing it to an inflationary measure, and in the long term replacing it with a per-mile road usage charge.
- CMAP supports continued funding for per-mile user fee pilot programs, expansion of pilot program eligibility to MPOs, and development of a streamlined national solution that allows each state to collect road usage charges from out-of-state drivers.
- CMAP supports greater flexibility for states and regions to impose user fees by removing federal restrictions on tolling the Interstate system.
- CMAP supports removal of restrictions on commercial activity on the interstate system, e.g., the provision of power to electric vehicles and parking for commercial vehicles.

### **Strengthen the transit system**

- CMAP supports legislative initiatives that provide more resources for the maintenance and modernization of transit systems, transit-oriented development, increased transit capacity, and intercity passenger rail.
- CMAP supports revising federal requirements to eliminate the funding disparity between transit projects and highway projects.
- CMAP supports aligning transportation, housing, and economic development programs to support transit.

### **Reform funding to achieve national goals**

- CMAP supports application of performance-based funding principles across programs.
- CMAP supports amending the national highway goals in 23 USC § 150 to add a measure for how well the transportation system connects people to jobs and services.
- CMAP supports funding apportionments based on national goals, through a mix of formula and discretionary programs, while ensuring a certain level of year over year continuity for each state or region to enable long-term planning.
- CMAP supports reforms to discretionary programs such as BUILD and INFRA to increase decision-making transparency and multimodal needs.

## **Provide a greater role for metropolitan planning organizations in programming funds**

- CMAP supports increases in the Surface Transportation Block Grant suballocation to urban areas and stronger requirements for MPO involvement in programming of these funds.
- CMAP supports MPO programming authority for a portion of transit and Highway Safety Improvement Program funds, reflecting new responsibilities for transit asset management and achieving new FHWA Safety Performance Management goals.
- CMAP supports establishment of a pilot program that allows large MPOs project selection authority for a portion of funds across various programs.

## **Reduce transportation emissions and adapt to climate change**

- CMAP supports policies that incentivize non-single occupancy vehicle travel and improve services to provide these opportunities.
- CMAP supports funding to replace public vehicle fleets with electric or other low-emission propulsion systems.
- CMAP supports program eligibility and additional funding for projects that enable existing surface transportation assets to withstand weather events or natural disasters.

## **Issue Buy America waivers for air quality projects**

- CMAP supports FHWA issuance of Buy America waivers for vehicle replacements and engine retrofits that substantially improve air quality.
- CMAP supports enactment of Buy America exemptions for vehicles and engine components used in emissions reduction projects.

## **Harness the benefits of emerging technologies and improve safety**

- CMAP supports making space for innovation in emerging technology and mobility services -- with transit as the backbone -- through funding, regulations, and pilot programs.
- CMAP supports federal legislation that establishes processes to ensure transparent public access to AV safety data and establishes a role for the federal government in convening stakeholders -- including MPOs -- to establish technology standards that can enable long-range infrastructure planning by local and regional jurisdictions.
- CMAP supports federal policy that empowers local governments to enact AV policies consistent with land use and mobility goals.

- CMAP supports repeal of funding prohibitions for automated traffic safety enforcement.

### **Improve freight programs and acknowledge community impacts**

- CMAP supports continuation and expansion of the freight programs -- both formula and discretionary -- with reforms to eliminate caps on multimodal projects.
- CMAP supports implementation of a federal fee on the cost of all shipments, regardless of mode, with revenues disbursed to states based on their freight needs.
- CMAP supports finalization of a National Freight Strategic Plan that includes a comprehensive freight system needs assessment.
- CMAP supports explicit eligibility for projects that mitigate the negative impacts of freight, such as reducing particulate pollution and reducing motorist delay at highway-rail grade crossings, through grade separations if necessary.
- CMAP supports collection of nationwide, representative grade crossing blockage data by the Federal Railroad Administration from the railroad industry and other available sources.

### **Address climate change and protect water and natural resources**

- CMAP supports renewing the U.S. commitment to the Paris Agreement, expand renewable energy and efficiency programs, explore market mechanisms for reducing greenhouse gas emissions, and transition to renewable resources.
- CMAP supports actions to bolster climate resilience by investing in a more flexible and decentralized electric grid, such as the Smart Grid Investment Grant Program.
- CMAP supports additional investment in water and sewer infrastructure, and encourages the use of pricing to manage demand and recover the full cost of service through water rates.
- CMAP supports modernizing policies related to flooding, including making risk information available for property sales and reforming the National Flood Insurance Program to develop long-term solutions for properties that suffer repetitive losses or are at high risk of flooding.
- CMAP supports investments that maintain the health, recreational use, and economic benefits of Lake Michigan and the Great Lakes.
- CMAP supports direct federal investment in open space preservation.

### **Facilitate data-driven and transparent investment decisions**

- CMAP supports the collection of comprehensive data by federal agencies as well as initiatives that facilitate open exchange of data by applying best practices and technological improvements.
- CMAP supports policies that ensure data from private transportation providers can be used by the public sector to assess transportation system needs.

### **Promote housing options, target assistance to disinvested areas, and coordinate planning**

- CMAP supports changes to federal regulations to facilitate development of multifamily and mixed use projects.
- CMAP supports policies — such as Opportunity Zones — that catalyze growth in disinvested areas.
- CMAP supports funding for programs such as the former Sustainable Communities Initiative that link planning and investment decisions across disciplines.

### **Improve education and workforce development to reduce inequality**

- CMAP supports federal resources that further the development, implementation, and expansion of career pathway programs.
- CMAP supports federal investment in the region's talent pool through robust and reliable funding for higher education and workforce development.

--end--