



Transportation Committee
Annotated Agenda
Friday, December 11, 2020

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- 1.0 Call to Order/Introductions** 9:30 a.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes— September 18, 2020**
ACTION REQUESTED: Approval
- 4.0 Committee Reports**
A summary of the recent committee activities is available on the [Committee Updates](#) web page.
ACTION REQUESTED: Information
- 5.0 FFY 2019-2024 Transportation Improvement Program (TIP)**
- 5.1 End of federal fiscal year (FFY) 2020**
Following the close of FFY 2020 and start of FFY 2021 the region's programmers reviewed every active project included in the eTIP database and carried forward projects which remain active from the 20-00 TIP, as amended throughout the year, to the 21-00 TIP. Administrative updates made in conjunction with this action are included in TIP adoption **21-00** and are summarized in the attached memo.
ACTION REQUESTED: Information
- 5.2 Amendments and Administrative Modifications**
TIP Amendment **21-01** was published to the [eTIP web site](#) on December 4, 2020 for committee review and public comment. A memo summarizing formal TIP amendment 21-02 and administrative amendment **21-01.1** is included in the meeting materials. Staff requests approval of TIP Amendment 21-01.
ACTION REQUESTED: Approval

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

The semi-annual ON TO 2050/TIP conformity analysis and TIP Amendment 21-02 was subject to a 30-day public comment period from November 2 – December 2, 2020. No comments were received regarding the conformity analysis or TIP amendment. Staff requests the committee recommend approval of the semi-annual ON TO 2050/TIP conformity analysis and TIP Amendment 21-02 to the CMAP Board and MPO Policy Committee.

ACTION REQUESTED: Approval

6.0 2021 CMAP Highway Safety Targets

Under MAP-21 and the FAST Act. State departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are given separate responsibilities for establishing safety performance targets. The MPO must adopt 2021 targets by January 2021. Staff will summarize the proposed targets and request that the committee approve recommending the targets to the MPO Policy Committee.

ACTION REQUESTED: Approval

7.0 RTA Regional Transit Capital Program

Staff from RTA will present a brief overview of the 2021-2025 regional capital program.

ACTION REQUESTED: Discussion

8.0 Metra Capital Program

Staff from Metra will present an overview of the agency's 2021-2025 Capital Program.

ACTION REQUESTED: Discussion

9.0 CTA Capital Program

Staff from CTA will present an overview of the agency's 2021-2025 Capital Program.

ACTION REQUESTED: Discussion

10.0 Pace Capital Program

Staff from Pace will present an overview of the agency's 2021-2025 Capital Program.

ACTION REQUESTED: Discussion

11.0 GHG Mobile Source Emissions

Staff will present an analysis of existing on-road mobile source greenhouse gas (GHG) emissions modeling.

ACTION REQUESTED: Discussion

12.0 2021 Transportation Committee Meetings

The proposed meeting dates for calendar year 2021 are presented for committee approval.

| Transportation Committee Friday at 9:30 a.m. | |
|---|---------------------|
| February 26, 2021 | August 27,2021 |
| April 16, 2021 | September 24, 2021* |
| June 4, 2021 | November 19, 2021 |
| July 16, 2021 | December 17, 2021 |
| * No TIP Changes | |

ACTION REQUESTED: Approval

13.0 Legislative Update

Staff will provide an update on relevant federal and state legislative activities.

ACTION REQUESTED: Information

14.0 Other Business

15.0 Public Comment

This is an opportunity for comments from members of the audience. Since this meeting will be held virtually, members of the public are encouraged to submit comments to transportation@cmap.illinois.gov by December 10, 2020. Comments received prior to the meeting will be read into the record by staff. Additional comments will be accepted during the meeting. The amount of time available to speak will be at the chair’s discretion.

16.0 Next meeting

The next Transportation Committee meeting will be February 26, 2021.

17.0 Adjournment

Committee Members

| | | |
|---------------------------|----------------------------|-----------------------|
| _____ Charles Abraham | _____ Jessica Hector-Hsu** | _____ Anthony Quigley |
| _____ Darwin Burkhart | _____ Scott Hennings | _____ Tom Rickert |
| _____ Kevin Carrier | _____ Tom Kelso | _____ Leon Rockingham |
| _____ Lynnette Ciavarella | _____ Fran Klaas | _____ Joe Schofer |
| _____ Michael Connelly | _____ Christina Kupkowski | _____ David Seglin |
| _____ John Donovan*** | _____ Erik Llewellyn | _____ Chris Snyder* |
| _____ Doug Ferguson | _____ Kevin Muhs | _____ P.S. Sriraj |
| _____ Tony Greep*** | _____ Tara Orbon | _____ Scott Weber |
| _____ Adrian Guerrero | _____ Jessica Ortega | _____ Audrey Wennink |
| _____ Robert Hann | _____ Heidi Persaud | _____ Rocco Zuccherro |

*Chair

**Vice-Chair

***Non-voting



**Chicago Metropolitan Agency for Planning (CMAP)
DRAFT
Transportation Committee Meeting Minutes**

September 18, 2020

Via GoToMeeting

Members Present: Chris Snyder, Chair – DuPage County, Jessica Hector-Hsu, Vice Chair – RTA, Chuck Abraham – IDOT DIPI, Brian Carlson – IDOT District 1, Kevin Carrier – Lake County, Lynnette Ciavarella – Metra, John Donovan – FHWA, Doug Ferguson – CMAP, Jackie Forbes – Kendall County, Scott Hennings – McHenry County, Tom Kelso – IDOT OP&P, Christina Kupkowski – Will County, Erik Llewellyn – Pace, Leah Mooney – CTA, Tara Orbon – Cook County, Jessica Ortega – Bike/Ped Task Force, Tom Rickert – Kane County, Leon Rockingham – Council of Mayors, Joseph Schofer – Academic and Research, Dave Seglin – CDOT, P.S. Sriraj – Academic and Research, Audrey Wennink – MPC, Rocco Zucchero – Illinois Tollway

Staff Present: Erin Aleman, Lindsay Bayley, Sarah Buchhorn, Anthony Cefali, Daniel Comeaux, Stephen Di Benedetto, Teri Dixon, Kama Dobbs, Jesse Elam, Jane Grover, Victoria Jacobsen, Elliot Lewis, Amy McEwan, Tim McMahan, Martin Menninger, Jason Navota, Stephane Phifer, Russell Pietrowiak, Todd Schmidt, Elizabeth Scott, Gordon Smith, Tina Smith, Emily Spangler, Mary Weber, Laura Wilkison

Others Present: Garland Armstrong, Elaine Bottomley, Leonard Cannata, Emily Daucher, Michael Fricano, Tony Greep, Molly Hart, Irene Henry, Nick Jarmusz, Mike Klemens, Daniel Knickelbein, David Kralik, Matt Pasquini, Ryan Peterson, Leslie Phemister, Troy Simpson, Joe Surdam, Emily Tapia-Lopez, David Tomzik, Ishaq Umer, Holly Waters

1.0 Call to Order and Introductions

The meeting was called to order at 9:30 a.m. by Chairman Snyder. Ms. Bayley took a roll call vote of committee members on the call.

2.0 Agenda Changes and Announcements

Chairman Snyder reminded members and other attendees of best practices for participating in a virtual format. He stated that as permitted in the Governor's Disaster Declaration from August 21, 2020, the determination has been made

that an in-person meeting is not practical or prudent for this committee. To ensure as transparent and open a meeting as possible, staff posted the meeting materials one week in advance, will provide a recording of this meeting linked on the CMAP website, and will take all votes by roll call.

3.0 Approval of Minutes – August 7, 2020

A motion to approve the minutes from the August 7 meeting, made by Mr. Rickert and seconded by Mr. Seglin. A roll call vote was conducted with all in favor except for one abstention, the motion carried (roll call results shown at the end of the minutes).

4.0 Committee Reports

The Coordinating Committee met the week prior during which staff presented on the Local Government Network, a new initiative in response to COVID-19 that ties contacts at local governments with CMAP staff. Staff also provided an update on the Equity in Transportation Fines, Fares and Fees project. A draft strategy is expected in early 2021.

5.0 FFY 2019-2024 Transportation Improvement Program (TIP)

Mr. Pietrowiak reviewed TIP Amendment 20-09, which was published to the eTIP website in September for committee review and public comment. There were 35 changes contained in formal TIP amendment 20-09 as well as 119 changes contained in administrative amendments 20-09.1 and 20-09.2. These changes resulted in a net of \$20.7 million being added to the TIP. As detailed in the memo, a majority of the changes were for cost adjustments. At this time, staff is requesting approval of TIP Amendment 20-09. A motion to approve was made by Mr. Seglin, seconded by Mr. Carrier. A roll call vote was conducted with all in favor (roll call results shown at the end of the minutes).

6.0 CMAQ Mid-Point Performance Plan

Mr. Ferguson reviewed the CMAQ Performance Plan, which meets FHWA requirements for a two-year mid-point progress assessment for achieving program performance targets. The targets were set two years ago during the adoption of ON TO 2050. Mr. Ferguson reviewed the current measures for peak hour excessive delay, non-SOV travel and total emissions reduction targets. With most targets on-track to reach the four-year targets, staff did not choose to update the targets as was an option provided by FHWA guidelines. At this time, staff is requesting approval of the mid-point performance plan to bring to the MPO policy committee for their approval in October.

Mr. Seglin inquired how staff will account for 2020 in the future. He suggested it is possible that the region will meet the targets as a result of COVID-19. Mr. Ferguson stated that in two years, staff will need to establish new two- and four-year targets. During this time, staff will determine the best option for handling 2020 data. Mr. Rickert mentioned that a recent CMAP presentation indicated that truck levels are perhaps 10% over pre-COVID levels and inquired the impact this will have. Mr. Ferguson stated that until new data is in the RITIS system it is difficult to make a determination about how levels are trending. This increase may have an effect on how current targets are met and how future targets are set.

A motion to approve was made by Ms. Hector-Hsu and seconded by Mr. Rickert. A roll call vote was conducted with all in favor (roll call results shown at the end of the minutes).

7.0 Traffic Safety Action Agenda

Mr. Elam provided an update on the creation of the traffic safety resource group. He reviewed the short- and long-term approaches as detailed in the safety action agenda. The group will consist of 15-20 members who will meet over the next year or so to discuss implementation of the state's current Strategic Highway Safety Plan, equity implications of traffic safety, and narrow down safety emphasis areas such as speed management and pedestrian safety. Expectations are that the group will help raise the profile of traffic safety issues at the municipal level, with potential to grow into a regional traffic safety coalition. New staff has been hired to help with the implementation of this group.

Ms. Ortega suggested that individuals and/or organizations that are in contact with users that bike/walk by necessity be included in the resource group. Chairman Elam clarified that the role of academic institutions would be to provide a policy and/or research background as a resource to the group. Mr. Schofer noted that Evanston has a large, year-round bicycle community. Additionally, there are strong advocacy activities and researchers who are engaged in looking at non-motorized travel who may be good resources to the group.

Mr. Seglin stated that CDOT has resources in addition to engineers such as those parties involved in Vision Zero. He suggested the group look at the Complete Streets Act to see if it's been effective. Mr. Seglin also stated that if this grows into a permanent safety committee, it should evaluate the state of the different funding programs and how they assess safety. Ms. Mooney agreed that engagement with Vision Zero is important, as is looking at the effectiveness of the state's implementation of the Complete Streets Plan. She suggested that, when thinking about safe access to transit, it may be useful to consider transit users as pedestrians or cycling as a form of transit.

Ms. Ciavarella suggested the group consider grade crossing incidents when discussing traffic safety, as these impact on-time performance measures across the region. Ms. Wennink stated that she is happy to see this coming to fruition and that CMAP is hiring full time staff to dedicate to this group. She agreed with Mr. Seglin's comment to look at the Complete Streets policies at the state level. Additionally, this may be an opportunity to engage the state's current Strategic Highway Safety Plan.

Ms. Orbon referenced CMAP's 2017 Traffic Safety Strategy paper, which indicated that roughly 94% of traffic accidents are caused by human behavior. She suggested the group should take a multifaceted approach to quantifying and improving traffic safety, and that a traffic safety toolkit would be a useful resource. Mr. Seglin suggested that education may be as important as safety engineering. Mr. Elam agreed that the behavioral aspect of traffic safety is also important. Mr. Seglin asked about the timeline for forming the group. Mr. Elam said there will be outreach to the committee regarding member suggestions.

8.0 Metropolitan Planning Council Update

Ms. Wennink provided an overview of the MPC's structure, purpose and recent transportation initiatives. She discussed the role of the MPC as an advocacy organization and its place in the transportation landscape. Ms. Wennink reviewed a few of the MPC's recent projects, highlighting their efforts in securing a share of the revenue dedicated to transit in the Rebuild Illinois plan. She also discussed MPC's work regarding equity and sustainability.

Mr. Snyder inquired whether remote work due to COVID-19 will impact the findings of their studies related to transportation as a barrier to opportunities. Ms. Wennink stated that if people can do their jobs remotely then the transportation barrier is eliminated; however, there are many essential workers who are still commuting. Additionally, there have been logistical impacts from the Amazon warehouses/fulfillment centers in the region. She stressed that if businesses want to be part of the solution to economic stability in the region then they need to support transportation equity. Ms. Hector-Hsu inquired how community groups and businesses see transit as part of their return to business. Ms. Wennink stated that the MPC is conducting a private focus group with the Chamber of Commerce, Civic Committee and seven large employers in Chicago on that topic. The MPC wants the COVID-19 recovery to be sustainable and are hoping to understand what barriers are being perceived and how they can be overcome.

9.0 Agency Budgets Updates under COVID-19

Using a lightning round format, committee agencies provided updates on their agency's budget status under the current COVID-19 pandemic conditions.

Chairman Snyder stated that DuPage County has seen a 30% decline in revenue in both of their funding sources: the state motor fuel tax and a 4-cent local gas tax. Currently, capital projects are moving forward, and construction has not stopped. Chairman Snyder reported that the decline in the local gas tax has been challenging, as that funds the operating budget. Looking ahead, a 20% reduction in revenue is projected for 2021.

Mr. Kelso relayed a message from Mr. Carlson via the chat function. There have been no changes to the Highway Safety Improvement Program. Fiscal year 2021 annual appropriations have also not changed, although there may be program adjustments in the future due to the decline in the MFT receipts caused by the pandemic. There will be more determinations as the fiscal year 2022-2027 MPY and fiscal year 2022 Annual Programs are developed. At this time, however, there are no changes to IDOT's operating budget.

Mr. Zucchero provided an update on the Illinois Tollway system. All tolling is being conducted electronically. Prior to COVID-19, tollway projected transactions were above the forecast and now sit at 80%. Currently, the tollway is at 90% of projected revenue. Passenger cars have stabilized at 80% of projected levels and commercial vehicles have rebounded to forecasted levels. The tollway's capital program is moving ahead as planned. Additionally, to align with CMAP's Fines, Fees and Fares initiative, the tollway has greatly reduced fee violations.

Ms. Ciavarella reported that Metra is down 90% in ridership; however, ridership has slowly grown week over week since June. By year end, Metra hopes ridership will improve to 80% down. Future progress will depend heavily on how and when employers bring employees back to downtown. School and childcare will influence this decision. Currently, Metra is running 50-60% of its service, with adjustments being made as needed. They have also created dashboards for riders to see levels of crowding on trains as well as launched a new campaign, My Metra, to ensure customers that Metra is prepared for riders to return. Rail improvements are moving ahead as planned and a PMO has been hired to help expedite and move capital projects through the program. While sales taxes are down 20%, this is better than the projected decline. However, passenger revenue is substantially down. The CARES Act will provide Metra with \$479 million through July of 2021, of which about \$125 million has been allocated. To help balance their budget, Metra has been moving employees from operating assignments to capital assignments. At this point, Metra has not had to furlough or lay off any employees. They are hoping for additional federal funding.

Ms. Ortega provided an update on the forest preserves. There have been no major reductions in property tax revenues, however, program and permit revenues have declined. To compensate, work plan changes include hiring fewer seasonal employees and focusing more on core activities such as natural resource management. Despite the reduction in programs there has been a significant uptick in preserves use, which has required greater focus on trail maintenance, trash collection and cleaning.

Ms. Hector-Hsu provided an update on RTA. Currently, they are working on the regional budget. Since both public funding and fare revenue are down, 2020 is projected to be 25% below usual levels. The CARES Act will cover funding for the rest of the year and part of 2021 for all agencies. However, RTA is projecting a \$450 million total reduction in funding for all agencies in 2021. They have been working on scenario planning and holding workshops regarding transit recovery. Capital work has continued as planned, with the first four years of funding already programmed. While RTA is moving forward with the investment framework, they are proposing allocating the 5th year of capital funds to regional funds until the future of transit is clearer.

Ms. Mooney provided an update for CTA. Their rail crowding application, which shows the prior two weeks of data, is live. They are also piloting hand sanitizer distributions at higher ridership stations. CTA is working to maintain service and consistency. Although they have seen a reduction in ridership, they are still serving approximately 475,000 trips each weekday. To date, CTA has allocated about 28% of their CARES Act funding, which will carry them through part of next year. However, they are looking for additional federal funding.

Ms. Orbon provided an update for CCDTH and reported that CCDTH is advancing planned capital projects as well as expanding their resurfacing and rehabilitation program to address the significant backlog of pavement condition projects. CCDTH remains committed to the Invest in Cook program and will continue looking for strategic partnerships to advance the economic health of the region.

Mr. Sriraj provided an update for the Transportation Center at UIC and stated that there has been a 10% reduction in state funds, which equates to one less graduate student they're able to hire. The impact of COVID-19 will be felt more in the coming year as grant money is exhausted.

Mr. Llewellyn provided an update for Pace. He stated that there is a lot of uncertainty regarding PACE's budget for the remainder of the year and into 2021. Ridership has improved since the height of the pandemic but is still down 50% compared to the same time last year. PACE has had to temporarily suspend or reduce service on approximately 100 routes. Most of the routes impacted are along peak oriented commuter services. PACE is projecting a significant budget shortfall in both 2020 and 2021. The CARES Act funding will address some, but not all, of the funding needs. However, capital projects funded through the Rebuild Illinois ACT are progressing. In October, PACE will release their 2021 budget for review and public comment. In response to a question from Chairman Snyder, Mr. Llewellyn stated that PACE has re-deployed equipment from suspended routes to routes with higher levels of ridership to promote social distancing.

Mr. Rickert provided an update for Kane County. He stated that while Kane County hasn't had significant concerns relative to budget adjustments, they have seen a large decrease in impact fees, which are directly related to development activity. Currently, impact fees are at a third of projected levels.

10.0 CTA Redline Extension Video

Ms. Mooney shared an update on the ON TO 2050 regionally significant Red Line Extension project. CTA is pursuing moving the 130th station closer to Altgeld Gardens. This would increase the length of the extension from 5.3 miles to 5.6 miles. Discussion is being held with stakeholders, the forest preserves and the local community. Ms. Mooney then reviewed CTA's Transit-Supportive Development Plan, which is being developed in partnership with the Department of Planning and Development. Public outreach and virtual open houses will start in December. In conclusion, Ms. Mooney showed a snippet of the most recent Red Line Extension informational video.

11.0 Legislative Update

Ms. Wilkison shared an update on the next transportation bill. Federal transportation reauthorization as well as normal government funding will expire at the end of the month. However, staff is anticipating that both pieces of legislation will have a continuing resolution that will result in a one-year extension. Ms. Wilkison then noted that staff has been working with their municipal and federal partners regarding additional census outreach. Staff is monitoring the Census Bureau's decision to shorten the response period and has sent a letter to the Illinois Congressional Delegation requesting an extension. She also shared that staff held a briefing last week with the delegations to discuss economic and mobility recovery in the area and how funding sources are being utilized.

12.0 Other Business

Ms. Wilkison informed the committee that CMAP has put out an RFP to look at mobility recovery post COVID-19. Mr. Seglin informed the committee that CDOT and a number of City Departments are moving offices to 2 N LaSalle St. CDOT also has a New Deputy Commissioner, Vig Krishnamurthy.

13.0 Public Comment

There was no public comment.

14.0 Next Meeting

The next Transportation Committee meeting will be December 11, 2020 at 9:30am.

15.0 Adjournment

With no other business before the committee, Chairmen Snyder adjourned the meeting at 11:18am

Roll Call Votes

| | | Meeting Minutes 8.7.2020 | | | TIP Amendment 20-09 | | CMAQ Mid-Point Performance Plan | |
|---------------------|----------------------|-----------------------------|---|---|---------------------------|---|--|---|
| | | Y | N | A | Y | N | Y | N |
| Member | Agency | | | | | | | |
| Chris Snyder | DuPage Co | Y | | | Y | | Y | |
| Chuck Abraham | IDOT DIPI | Y | | | Y | | Y | |
| Brian Carlson | IDOT District 1 | Y | | | Y | | Y | |
| Kevin Carrier | Lake Co | Y | | | Y | | Y | |
| Lynnette Ciavarella | Metra | Y | | | Y | | Y | |
| Doug Ferguson | CMAP | Y | | | Y | | Y | |
| Jackie Forbes | Kendall Co | Y | | | Y | | Y | |
| Jessica Hector-Hsu | RTA | Y | | | Y | | Y | |
| Scott Hennings | McHenry | Y | | | Y | | Y | |
| Tom Kelso | IDOT OP&P | Y | | | Y | | Y | |
| Christina Kupkowski | Will Co | Y | | | Y | | Y | |
| Erik Llewellyn | Pace | Y | | | Y | | Y | |
| Leah Mooney | CTA | | | A | Y | | Y | |
| Tara Orbon | Cook Co | Y | | | Y | | Y | |
| Jessica Ortega | Bike/Ped TF | Y | | | Y | | Y | |
| Tom Rickert | Kane Co | Y | | | Y | | Y | |
| Leon Rockingham | Council of Mayors | | | | | | Y | |
| Joe Schofer | Academic | Y | | | Y | | Y | |
| David Seglin | CDOT | Y | | | Y | | Y | |
| P.S. Sriraj | A&E | | | | | | | |
| Audrey Wennink | MPC | Y | | | Y | | Y | |
| Rocco Zuccherro | Tollway | Y | | | Y | | Y | |

Respectfully submitted,

Mary Weber



MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: December 4, 2020

Re: Transportation Improvement Program (TIP) Adoption 21-00 and approval of local Councils of Mayors and City of Chicago Surface Transportation Programs

At the start of each new federal fiscal year (FFY), it is necessary to carry over all active projects within the eTIP database. This action removes the prior FFY (2020) and adds a new fifth year (2025) to the “active years” of the TIP. All TIP programmers reviewed every project contained in the eTIP database and either took no action on inactive projects, deleted abandoned projects with no federal funding in FFYs 2020-2024, designated projects as completed, or carried projects forward from the 20-00 TIP, as amended throughout the year, to the 21-00 TIP, making any necessary administrative updates. Summary information for this action is presented below. The complete [21-00](#) report is available on the amendments tab of the [eTIP public web page](#).

Programming

The 21-00 TIP includes 1,476 active projects with a total cost for all phases, in all past, present, and future years, of over \$102 billion. Of this total, \$24.2 billion (24%) was already obligated in past years, \$61.4 billion (60%) is programmed in future years, and \$16.5 billion (15%) is programmed within FFYs 2021 – 2025. Within the active years, 45% of the programmed funds are federal, 14% are state, 33% are local, and 7% are private.

Changes Made

Just under 1,200 projects were carried forward into the 21-00 TIP with no changes to scope, schedule, or funding. This includes projects with phases in past years that are in Advance Construction status and ON TO 2050 Regionally Significant Projects, deferred CMAQ-funded projects, and other projects with all funding programmed in years after FFY 2025 that implementers are actively working to advance. 289 projects with all funding obligated (\$2.1 billion), but not yet fully expended in FFY 2020 or earlier years were carried forward, designated as completed, and are not included in the 1,476 active projects. Schedule, cost, and scope changes that were administrative in nature were also made to 285 projects during the carry over, adding over \$22 million in total cost to the TIP. About one-fifth of these projects had one or more phases delayed from FFY 2020 to FFY 2021 or later. \$157 million was removed due

to the deletion of 35 projects that are no longer moving forward. The deleted projects did not include federal funds within the active TIP years.

Performance Targets

Based on self-reporting by implementers, of the projects with funding for at least one phase programmed in the active years of the TIP, about 30% of the projects will influence multiple federal performance targets, 65% will influence a single target, and the remaining 5% likely will not influence any of the targets. The target most likely to be influenced by projects within the active years of the TIP is pavement condition (442 projects), followed by bridge condition (301 projects), and highway safety (297 projects).

Following the 21-00 TIP approval, the region's Councils of Mayors and City of Chicago submitted TIP amendments to include local Surface Transportation Program (STP) projects selected through their calls for FFY 2021 – 2025 programs. The CMAP Board and MPO Policy Committee took action at their joint meeting on October 14, 2020 to approve these amendments, which are summarized in [this memo](#).

ACTION REQUESTED: Information

###



MEMORANDUM

To: CMAP Transportation Committee
From: CMAP Staff
Date: December 4, 2020
Re: Transportation Improvement Program (TIP) Amendments

Since the September 18th committee meeting, project programmers submitted 138 formal amendments for Transportation Committee consideration. Additionally, 124 administrative amendments were submitted, reviewed, and accepted by staff. Summary information is presented below. A list of projects and report of the full change details for each amendment are available on the Amendments tab of the [eTIP public web page](#). Staff requests committee approval of Formal Amendment 21-01.

Formal Amendment 21-01

A total of 138 formal amendments were submitted for Transportation Committee approval on amendment **21-01**. Cost changes to 49 existing projects added just under \$5 million in total cost to the TIP, over \$70 million was added due to phases moving into or out of the active years (FFY 2021 – 2025) of the TIP on 45 projects, \$64 million was added due to 28 new projects being added to the TIP and another \$55.7 million was added when the scope was changed on thirteen (13) projects. The deletion of three (3) projects removed \$7.25 million. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of \$187.7 million, of which \$86 million is from federal fund sources, as summarized below.

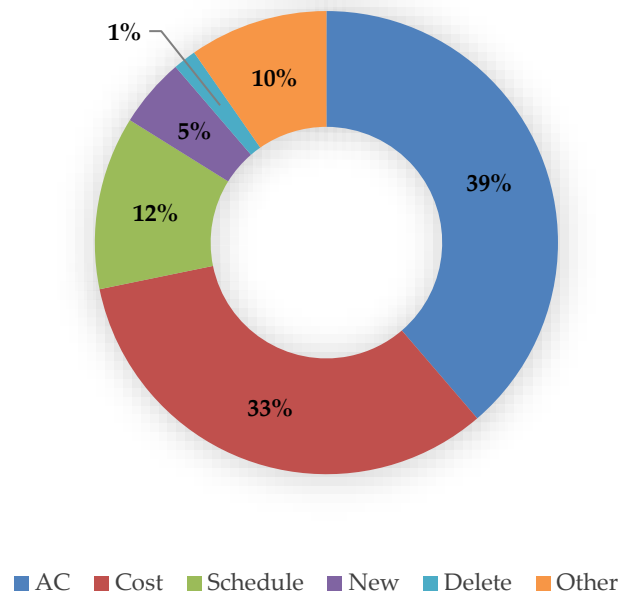
| Type of change | # of projects | Change in total cost | Total cost before | Total cost after | Change in federal cost | Federal cost before | Federal cost after |
|------------------------------------|---------------|----------------------|-------------------|------------------|------------------------|---------------------|--------------------|
| Cost change | 49 | \$4.6 | \$196.2 | \$200.8 | \$3.8 | \$124.9 | \$128.7 |
| Phase(s) added to/removed from TIP | 45 | \$70.7 | \$1,167.2 | \$1,237.9 | \$28.3 | \$663.2 | \$691.6 |
| New project | 28 | \$64.0 | \$0.0 | \$64.0 | \$21.6 | \$0.0 | \$21.6 |
| Scope change | 13 | \$55.7 | \$70.6 | \$126.3 | \$37.5 | \$52.2 | \$89.7 |
| Delete project | 3 | -\$7.2 | \$7.2 | \$0.0 | -\$5.3 | \$5.3 | \$0.0 |
| Grand Total | 138 | \$187.7 | \$1,441.3 | \$1,629.0 | \$86.0 | \$845.6 | \$931.6 |

All costs in \$ millions

Administrative Amendment 21-01.1

A total of 124 Administrative Amendments were submitted, reviewed, and accepted by staff on amendment **21-01.1**. Administrative amendments include new projects that are not federally funded or have all federal funds in future years, conversion of project phases to or from Advance Construction (AC), cost changes that are below CMAP's amendment thresholds, changes to project schedules within the years of the TIP, changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires committee approval.

21-01.1 Administrative Amendment - Type of Change



The majority of administrative changes submitted placed phases into or converted phases from Advance Construction (AC) status. Cost adjustments made with these changes resulted in \$8.3 million in total cost being added to the TIP. Cost changes to 41 projects added \$21million to the TIP. An additional \$21.5 million was added for six (6) new projects and \$10.4 million was removed with the deletion of two (2) projects. Fifteen (15) projects had schedule changes and twelve (12) projects had other changes, such as updating project ID numbers, with no cost adjustments. Overall, the 124 administrative changes resulted in \$40.2 million being added to the TIP. Of that \$40.2 million, \$11.1 million is from federal fund sources.

The type of change, number of projects affected, total project cost, and federal project cost information is shown in the table below. Total cost includes all fund sources and all project phases in prior, current, and future years of the TIP. Federal cost includes only federal fund sources for all project phases in prior, current, and future years of the TIP.

| Type of change | # of projects | Change in total cost | Total cost before | Total cost after | Change in federal cost | Federal cost before | Federal cost after |
|------------------------------|---------------|----------------------|-------------------|------------------|------------------------|---------------------|--------------------|
| Phase(s) placed in AC | 45 | \$7.2 | \$1,649.9 | \$1,657.1 | \$3.9 | \$1,414.1 | \$1,418.0 |
| Phase(s) converted from AC | 3 | \$1.1 | \$808.6 | \$809.7 | -\$0.1 | \$619.4 | \$619.4 |
| Cost change below thresholds | 41 | \$20.9 | \$184.3 | \$205.2 | \$6.4 | \$110.0 | \$116.3 |
| Schedule change | 15 | \$0.0 | \$30.6 | \$30.6 | \$0.0 | \$21.2 | \$21.2 |
| New Project | 6 | \$21.5 | \$0.0 | \$21.5 | \$0.0 | \$1.8 | \$1.8 |
| Delete project | 2 | -\$10.4 | \$10.4 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Other | 12 | \$0.0 | \$179.8 | \$179.8 | \$0.9 | \$55.6 | \$56.5 |
| Grand Total | 124 | \$40.2 | \$2,869.0 | \$2,909.2 | \$11.1 | \$2,222.1 | \$2,233.2 |

All costs in \$ millions

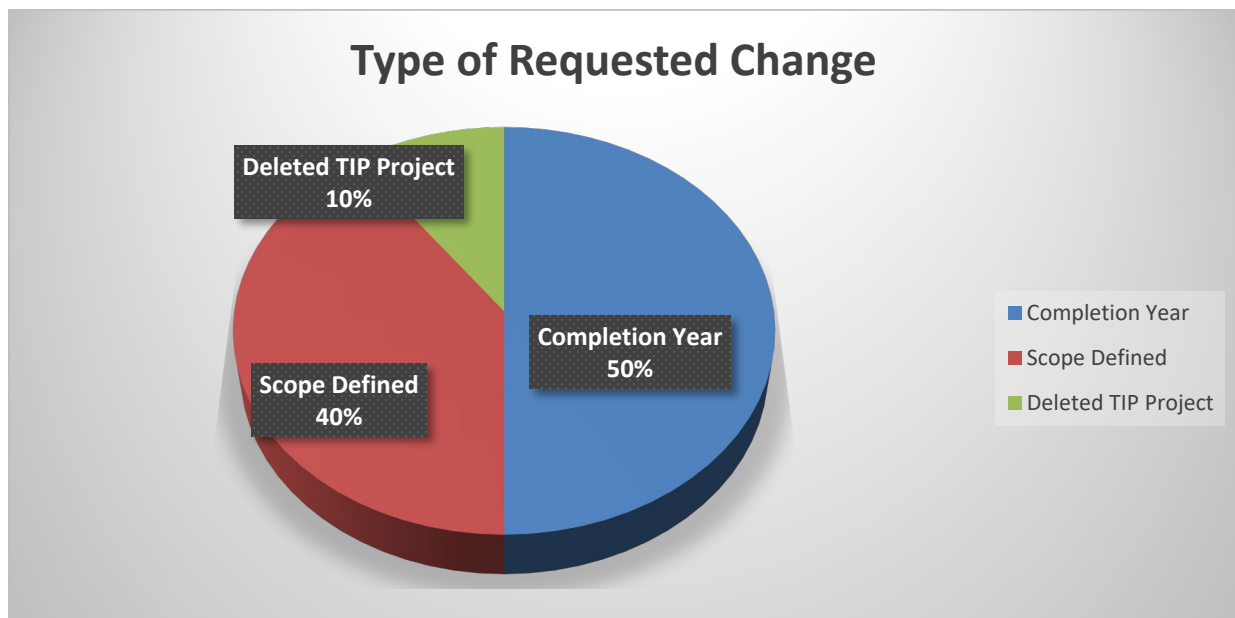
ACTION REQUESTED: Approval of formal TIP Amendment 21-01



MEMORANDUM

To: CMAP Transportation Committee
From: CMAP Staff
Date: December 4, 2020
Re: ON TO 2050/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 FFY 2021-25 Transportation Improvement Program (TIP) and ON TO 2050. Of the changes requested, ten projects require air quality conformity analysis. Below is a summary by type of requested changes.



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

Changes to existing projects are described below.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Notes:

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

Results updated as of October 27, 2020

Direct PM_{2.5} and NO_x Emissions in Tons per Year for PM_{2.5} (Informational Only)

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

Greenhouse Gas Mobile Source Emissions (Informational Only)

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

ACTION REQUESTED: Staff request Transportation Committee approval to recommend a finding of ON TO 2050/TIP conformity and recommend approval of TIP amendment 21-02 to the CMAP Board and MPO Policy Committee.



MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: December 4, 2020

Re: 2021 Regional Highway Safety Performance Targets

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

Each year, the process begins with State DOTs establishing their highway safety targets as part of their Highway Safety Improvement Program (HSIP) report to 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. IDOT set its annual highway safety targets in September 2020 and the MPO Policy Committee and CMAP Board must act by January 2021 to set the region's targets. To meet this requirement, the CMAP Board and the MPO Policy Committee will need to affirm the highway safety targets at their January 2021 meetings.

CMAP staff plan to recommend that the Board and MPO support IDOT's 2021 highway safety targets. By agreeing to support IDOT's highway safety targets, the MPO is not agreeing to any specific share of the decrease in fatalities and serious injuries. Instead it is agreeing to integrate

¹ 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.

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

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

Background on Safety Performance Management Rule

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

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

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

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

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

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

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

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

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

IDOT 2021 safety performance targets

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

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

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

¹ - 2015-2019 average estimated for serious injuries and non-motorized serious injuries.

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 45 percent and 53 percent of the state’s 5-year average for fatalities and serious injuries, respectively. When it comes to non-motorized fatalities and serious injuries, the CMAP region accounts for roughly 78 percent of the state’s total. This is due to the high number of pedestrians and pedal-cyclists compared to the rest of the state.

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

| Performance Measure | 5-year average | | | | | CMAP Region 2021 Target |
|--|----------------|-----------|-----------|-----------|------------------------|-------------------------|
| | 2011-2015 | 2012-2016 | 2013-2017 | 2014-2018 | 2015-2019 ¹ | 2017-2021 ² |
| Number of Fatalities | 405.8 | 426.2 | 443.8 | 453.2 | 471.6 | 452.9 |
| Rate of Fatalities | 0.694 | 0.722 | 0.746 | 0.759 | 0.784 | 0.753 |
| Number of Serious Injuries¹ | 6,642.8 | 6,662.8 | 6,720.8 | 6,613.2 | 6,431.6 | 6,176.9 |
| Rate of Serious Injuries¹ | 11.362 | 11.306 | 11.325 | 11.104 | 10.718 | 10.293 |
| Number of Non-Motorized Fatalities and Serious Injuries¹ | 1,158.8 | 1,149.0 | 1,182.0 | 1,215.0 | 1,231.8 | 1,183.0 |

¹ - 2015-2019 average estimated for serious injuries and non-motorized serious injuries.

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

Recommendation for 2021 safety performance targets

Staff recommends that the MPO support IDOT’s policy-driven 2021 highway safety targets. IDOT’s aggressive highway safety targets reflect the need for, and a commitment to, reducing fatal and serious injury crashes. The region has made progress in reducing fatalities and serious injuries through engineering, education, and technology, but the region still faces significant challenges to reduce the number of traffic related serious injuries and fatalities. By supporting IDOT’s targets, the region will have a unified goal that supports making all roads in the region safer for all users. Given that the targets are set annually, CMAP can readily revisit target selection methodology each year.

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

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

Next steps

Following discussion and approval by the Transportation Committee, the recommended 2021 highway safety targets will be brought to the CMAP Board and MPO Policy Committee in January for approval. If the safety targets are approved, staff will prepare a memo informing IDOT that the CMAP MPO agrees to support the 2021 statewide highway safety targets.

ACTION REQUESTED: Approval

###

ATTACHMENT: CMAP Safety Efforts

To facilitate progress on state highway safety targets, CMAP has incorporated highway safety into its programming decisions and work plan. The CMAQ and STP-L Shared Fund programs now incorporate safety into project evaluations and many of the eleven Council of Mayors STP project evaluation to included safety as a measure.

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

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