



**MPO Policy Committee**  
**Annotated Agenda**  
**Thursday, March 11, 2021-- 9:30 a.m.**

**Please join from your computer, tablet or smartphone.**

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

**TO USE YOUR TELEPHONE**

Meeting ID: 970 0653 7651  
One tap mobile  
+13126266799,,97006537651# US (Chicago)

- 1.0 Call to Order and Introductions** 9:30 a.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes—January 14, 2021**  
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 FY 2022 Unified Work Program (UWP)**  
CMAP's Coordinating and Transportation committees have both considered and recommended approval of the FY 2022 Unified Work Program (UWP) to the MPO Policy Committee and the CMAP Board. A memo outlining the allocation of funding and projects is included.  
ACTION REQUESTED: Approval
- 6.0 Asset Condition and Safety Targets for Approval**  
Under MAP-21 and the FAST Act, State departments of transportation (DOTs), metropolitan planning organizations (MPOs), and, where applicable, transit agencies, are given separate responsibilities for establishing targets for asset condition, performance, and safety. Staff will summarize the proposed regional targets and request approval by the MPO Policy Committee and the CMAP Board.

#### 6.1 2022 Transit Safety Targets

Following the federal rulemaking process, transit agencies were required to adopt their first safety targets by December 31, 2020. Pace and CTA have set transit safety targets for their respective agencies.

#### 6.2 2021 Pavement Condition Targets Update

With more comprehensive data now available about pavement condition in the region, IDOT has recently revised its pavement targets for the national highway system.

ACTION REQUESTED: Approval

### 7.0 FFY 2021 Federal Transit Administration (FTA) Funding Allocations

The MPO Policy Committee is being asked to approve of the subarea allocations between Northwestern Indiana-Northeastern Illinois and Southeastern Wisconsin-Northeastern Illinois, contingent on RTA Board approval on March 18, 2021. An overview of the FFY 2021 CRRSAA Federal allocations to the Service Boards and the subarea allocations of FFY 2020 FTA §5307/ §5340, §5337, §5339, and §5310 funding with northwestern Indiana and FTA §5307/§5340, §5339, and §5310 funding with southeastern Wisconsin will be given. The State/Regional Resources table and distributions to the service boards will be revised to reflect the action.

ACTION REQUESTED: Approval

### 8.0 Equity in Fees, Fines, and Fares Project

ON TO 2050 recommends fully funding the region's transportation system. The plan also recommends that new user fees be implemented carefully to avoid undue burdens on residents with low income, who in metropolitan Chicago are disproportionately people of color. To advance strategies to achieve alignment of transportation revenue and equity objectives, CMAP conducted its first comprehensive analysis on impacts of transportation fees, fines, and fares on residents and households with low income. Staff will present the analysis, findings, and recommendations of CMAP's Equity in Transportation Fees, Fines, and Fares project.

ACTION REQUESTED: Discussion

### 9.0 RTA Human Services Transportation Plan

Staff from the RTA will present an overview of the agency's updated Human Services Transportation Plan that will be used to select projects for the FTA 5310 funds (Enhanced Mobility of Seniors and Individuals with Disabilities). The RTA is asking the MPO Policy Committee to endorse the plan.

ACTION REQUESTED: Endorsement

### 10.0 Other Business

### 11.0 Public Comment

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

### 12.0 Next Meeting – June 10, 2021

### 13.0 Adjournment

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

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





**MPO Policy Committee  
DRAFT Minutes**

January 14, 2021

<https://zoom.us/j/097006537651>

**via TELEPHONE:**

United States: +1 (312) 626-6799; Access Code: 97006537651#

**MPO Policy  
Committee Members  
Present:**

IDOT Secretary Omer Osman-Chair, Frank Beal-representing the CMAP Board, Gia Biagi-representing the City of Chicago, Matthew Brolley-representing the CMAP Board, Lynette Ciavarella (alt)-representing Metra, Michael Connelly (alt)-representing the CTA, Dan Cronin-representing DuPage County, Emily Daucher (alt)-McHenry County, Rocky Donahue (alt)-representing Pace, Tony Greep (alt)-FTA, Sis Killen-representing Cook County, Corinne Pierog-representing Kane County, Leanne Redden-representing the RTA, Jeffery Schielke-representing the Council of Mayors, Shane Schneider (alt)-representing Lake County, Jennifer Bertino-Tarrant-representing Will County, Rocco Zucchero (alt)-representing Illinois State Toll Highway Authority, and non-voting members Arlene Kocher-representing FHWA and Erik Varela-representing Class 1 Railroads

**Staff Present:**

Erin Aleman, Amy McEwan, Angela Manning-Hardimon, Kathy Lane, Laura Wilkison, Stephane Phifer, Gordon Smith, Russell Pietrowiak, Todd Schmidt, Vicky Jacobsen, and Sherry Kane

**Others Present:**

Neil Adams-IDOT, Heather and Garland Armstrong, Holly Bieneman-IDOT, Elaine Bottomley-WCGL, Jon Paul Diipla-McHenry County, John Donovan-FHWA, Jesse Elam-Cook County, Jackie Forbes-Kane County Council, Michael Fricano-West Cook, Kristin Fulscher-IDOT, Kendra Johnson and Matt Pasquini-NWMC, Tom Kelso-IDOT, Mike Klemens-Lake County, Daniel Knickelbein-DMMC, Jon-Paul Kohler-FHWA, Tom Kotarac-Civic Committee, Aimee Lee-Illinois Tollway, Leslie Phemister-SSMMA, Suzette Quintell-DMMC, Tom Rickert-Kane County, Jose Rios-IDOT, David Seglin-CDOT, Tina Fassett-Smith-RTA, Vicky Smith-Southwest Conference, Christopher Snyder-DuPage County, and Rocco Zucchero-Illinois Tollway

**1.0 Call to Order and Introductions**

At approximately 9:39 a.m., IDOT Acting Secretary/MPO Chair Omer Osman called the meeting to order and asked executive director Erin Aleman to call to roll.

IDOT-Chair Osman	Present	CDOT-Biagi	Present	CMAP-Beal	Present
CMAP-Brolley	Present	CTA-Connelly (alt)	Present	Cook-Killen	Present
CoM-Schielke	Present	DuPage-Cronin	Present	FHWA-Kocher	Present
FTA-Tony Greep (alt)	Present	Tollway-Zucchero (alt)	Present	Kane-Pierog	Present
Kendall	Absent	Lake-Schneider (alt)	Present	McHenry	Absent
Metra-Ciavarella (alt)	Present	Pace-Donahue (alt)	Present	RTA-Redden	Present
Will County-Bertino-Tarrant	Present	Class 1 RR-Varela	Present		

## 2.0 Agenda Changes and Announcements

MPO Policy Committee Chair Omer Osman welcomed new committee members, Jennifer Bertino-Tarrant (Will County Executive) and Corinne Pierog (Kane County Board Chair). McHenry County's new Board Chair, Michael Buehler, attending his own Board meeting was unable to attend.

## 3.0 Approval of Minutes-October 14, 2020

A motion to approve the draft minutes of the October 14, 2020, Joint meeting of the CMAP Board and the MPO Policy Committee meeting, as presented was made by Mayor Jeff Schielke, seconded by Leanne Redden, and a roll call vote followed:

IDOT-Chair Osman	Yes	CDOT-Biagi	Yes	CMAP-Beal	
CMAP-Brolley	Yes	CTA-Connelly (alt)	Yes	Cook-Killen	Yes
CoM-Schielke	Yes	DuPage-Cronin	Yes	FHWA-Kocher	*
FTA-Tony Greep (alt)	*	Tollway-Zucchero (alt)	Yes	Kane-Pierog	Yes
Kendall (absent)	-	Lake-Schneider (alt)	Yes	McHenry (absent)	-
Metra-Ciavarella (alt)	Yes	Pace-Donahue (alt)	Yes	RTA-Redden	Yes
Will County-Bertino-Tarrant	Yes	Class 1 RR-Varela	*	*non-voting	

The motion carried.

## 4.0 Agency Reports:

### CMAP Executive Director's Report

Executive Director Erin Aleman's report included the following: CMAP's first digital annual report highlighting the year's work; an update on the FY 2022 Budget and Workplan; recap of meetings with three new County Board Chairs; a number of Call for Projects was opened (deadline for applications is March 5); the joint call for planning assistance with the RTA opens January 20, and extends through February 3, 2021; updates on CMAP's commitment to safety and a newly-formed Safety Resource Group, and CMAP's equitable engagement RFP.

### CMAP Board Report

Leanne Redden reported that the CMAP Board had met the day before. Auditors presented CMAP's annual financial report and management letter for the year ending

June 30, 2020 (CMAP continues to receive an unmodified—highest level—opinion. A number of topics are included on the MPO’s agenda—the FY 2022 Unified Work Program, the Semi Annual ONTO 2050/TIP Conformity Analysis and TIP Amendment, 2021 Highway Safety Targets, CMAP’s Mobility Recovery Work—and staff presented the 2021 State and Federal Legislative Agendas for review.

**Council of Mayors Report**

Mayor Jeffrey Schielke reported the Committee met virtually on October 27, and had considered the following: the Planning Liaison staff gave an overview of the UWP request for funding for FY 2022, and the council approved the request; CMAQ staff gave presentations on the Principles and Strategies for Incentive Reform; and CMAP Outreach and Engagement gave an update on its work with the Local Government Network. The Council of Mayors is scheduled to meet next on January 19, 2021 at 9:30 a.m.

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

The semi-annual ON TO 2050/TIP conformity analysis and TIP Amendment [21-02](#) was subject to a 30-day public comment period from November 2-December 2, 2020. There were no comments received. The Transportation Committee considered and recommended approval of this amendment to the MPO Policy Committee.

Referring to a memo included in the MPO material CMAP staff, Senior Analyst-Capital Programming, Russell Pietrowiak, explained the inclusion of Greenhouse Gas on road mobile source emission results (as an information item), reported that CMAP’s analysis demonstrates that the Semi-Annual ON TO 2050 /TIP Conformity Analysis and TIP Amendment 21-02 are found to conform to the motor vehicle emissions budget for our region, and requested approval.

A motion by Jennifer “Sis” Killen to approve the Semi-Annual ON TO 2050 /TIP Conformity Analysis and TIP Amendment 21-02 as presented, was seconded by Mayor Jeffrey Schielke, and a roll call vote followed:

IDOT-Chair Osman	Yes	CDOT-Biagi	Yes	CMAP-Beal	Yes
CMAP-Brolley	Yes	CTA-Connelly (alt)	Yes	Cook-Killen	Yes
CoM-Schielke	Yes	DuPage-Cronin	Yes	FHWA-Kocher	*
FTA-Tony Greep (alt)	*	Tollway-Zucchero (alt)	Yes	Kane-Pierog	Yes
Kendall (absent)	-	Lake-Schneider (alt)	Yes	McHenry (absent)	-
Metra-Ciavarella (alt)	Yes	Pace-Donahue (alt)	Yes	RTA-Redden	Yes
Will County-Bertino-Tarrant	Yes	Class 1 RR-Varela	*	*non-voting	

The motion carried.

**6.0 2021 CMAP Highway Safety Targets**

Executive Director Erin Aleman introduced this item for MPO consideration. Under MAP-21 and the FAST Act state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are given separate responsibilities for establishing safety

targets, and the MPO must adopt 2021 targets by January 2021. Considered by the Transportation Committee in December 2020, and recommended for approval, staff is now seeking approval of the targets by the MPO Policy Committee. CMAP Senior Transportation Planner, Todd Schmidt’s summary of the proposed 2021 highway safety performance targets that require MPO Policy approval, was given.

A motion by Mike Connelly to approve the 2021 Highway Safety Performance Targets as presented, was seconded by Frank Beal, and a roll call vote followed:

IDOT-Chair Osman	Yes	CDOT-Biagi	Yes	CMAP-Beal	Yes
CMAP-Brolley	Yes	CTA-Connelly (alt)	Yes	Cook-Killen	Yes
CoM-Schielke	Yes	DuPage-Cronin	Yes	FHWA-Kocher	*
FTA-Tony Greep (alt)	*	Tollway-Zucchero (alt)	Yes	Kane-Pierog	Yes
Kendall (absent)	-	Lake-Schneider (alt)	Yes	McHenry (absent)	-
Metra-Ciavarella (alt)	Yes	Pace-Donahue (alt)	Yes	RTA-Redden	Yes
Will County-Bertino-Tarrant	Yes	Class 1 RR-Varela	*	*non-voting	

The motion carried.

#### 7.0 Regional Safety Action Agenda

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

#### 8.0 Unified Work Program (UWP)

Referring to the memo that was included in the MPO material and approved by the UWP Committee on January 13, Deputy Executive Director for Finance and Admin, Angela Manning-Hardimon, gave an update on the process and schedule for developing the FY 2022 UWP Program that will be brought to the committee at its next meeting in March.

#### 9.0 Mobility Recovery

CMAP has brought on a consultant to help the region understand the impacts of the COVID crisis on our mobility systems and to develop an actionable plan to keep the region on track to meet the goals of ON TO 2050. The work will look to mitigate a likely rebound in congestion, sustain the transit system beyond the recovery phase, and increase the overall resilience of the region’s multimodal transportation system. CMAP Deputy Executive Director of Plan Implementation and Legislative Affairs, Laura Wilkison provided background on the initiation of the work.

#### 10.0 Other Business

MPO Policy Committee Chair Omer Osman announced that Tony Quigley (a long-time IDOT Engineer) had retired and Jose Rios would fill the vacated position.



**11.0 Public Comment**

There were no comments from the public.

**12.0 Next Meeting**

The MPO Policy Committee meets next on March 11, 2021.

**13.0 Adjournment**

At approximately 11:05 a.m., a motion by Mayor Jeffrey Schielke, seconded by Gia Biagi and with all in favor, carried.

Respectfully submitted,

02-26-2021

/stk





## MEMORANDUM

**To:** MPO Policy Committee  
**From:** CMAP Staff  
**Date:** March 4, 2021  
**Re:** FY2022 UWP Budget

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On November 2, 2020, CMAP issued a Call for Projects for the FY2022 UWP proposals in line with the accelerated schedule for development of the FY2022 UWP so that a final UWP Program can be provided to IDOT by April 1, 2021. Due to the accelerated UWP schedule, the pandemic's impact on local budgets, and the request that spend funds more efficiently and move away from a 5-year agreement, the UWP Committee voted to pause the Competitive program and only conduct a Core program this year. The Competitive program will be evaluated over the remainder of the current fiscal year to develop a program that incorporates stronger performance measures and more efficient expenditures of resources. Thus, the FY2022 Call for Projects only consists of Core proposal submissions. Eight total Core proposals were received.

The FY2022 Budget reflects efforts to ensure that CMAP remains operational and provides for the core transportation planning dollars for the City of Chicago, the Council of Mayors, McHenry County and the transit agencies. Federal funding is estimated to be \$18,788,769 for FY2022, the same as the FY2021 federal funding level. With the required match, the total UWP program for FY2022 is estimated to be \$23,485,961.

### CORE PROPOSALS

The core proposals submitted totaled \$23,469,458 of which \$18,775,566 was for federal funds. A brief synopsis of each core program was presented and discussed at the UWP committee meeting on December 9, 2020.

On January 13, 2021, the UWP Committee approved funding levels for the core proposals as follows:

- CMAP's request for \$18,793,062 be approved. This reflects a nominal 0.02%, or \$5,009 increase, from the FY2021 approved budget. This increase utilizes the \$16,503 residual unrequested funding for the UWP for this year.

- CDOT request for \$965,375 be approved, an increase of \$99,125 from FY2021.
- County request for \$300,000 be approved, unchanged from FY2021.
- Council of Mayors request for \$1,907,254 be approved, an increase of \$73,366 from FY2021. The COMs budget breakdown by Council is as follows for FY2022:

Council	Total Request	Federal	Local
North Shore	\$135,582.14	\$108,465.71	\$27,116.43
Northwest	\$151,283.44	\$121,026.75	\$30,256.69
North Central	\$130,662.56	\$104,530.05	\$26,132.51
Central	\$127,504.83	\$102,003.86	\$25,500.97
Southwest	\$135,225.80	\$108,180.64	\$27,045.16
South	\$254,532.64	\$203,626.11	\$50,906.53
DuPage	\$248,464.01	\$198,771.21	\$49,692.80
Kane-Kendall	\$232,327.96	\$185,862.37	\$46,465.59
Lake	\$224,742.00	\$179,793.60	\$44,948.40
McHenry	\$124,865.99	\$99,892.79	\$24,973.20
Will	\$142,332.39	\$113,865.91	\$28,466.48
<b>Total</b>	<b>\$1,907,523.75</b>	<b>\$1,526,019.00</b>	<b>\$381,504.75</b>

- CTA request for \$625,000 be approved, an increase of \$100,000 from FY2021.
- Metra request for \$620,000 be approved, an increase of \$200,000 from FY2021.
- Pace (Smart Mobility Regional Support) request of \$200,000 be approved, an increase of \$117,500 from FY2021.
- Pace (TIP Development and Monitoring) request be approved at \$75,000, unchanged from FY2021.

Table 1 reflects the FY2022 UWP approved program.

**TABLE 1  
APPROVED FY2022 UWP**

FY 2022 - Approved				
Agency	Project Title	Federal	Local Match	Total
Core				
CMAP*	MPO Activities	\$15,034,450	\$ 3,758,612	\$18,793,062
City of Chicago (CDOT)	City of Chicago Transportation and Programming	\$ 772,300	\$ 193,075	\$ 965,375
Council of Mayors	Subregional Transportation Planning, Programming, and Management	\$ 1,526,019	\$ 381,505	\$ 1,907,524
CTA	Program Development	\$ 500,000	\$ 125,000	\$ 625,000
McHenry County	2050 Transportation Plan	\$ 240,000	\$ 60,000	\$ 300,000

FY 2022 - Approved				
Agency	Project Title	Federal	Local Match	Total
Metra	Capital Program Development and Asset Management	\$ 496,000	\$ 124,000	\$ 620,000
Pace	Smart Mobility Regional Support	\$ 160,000	\$ 40,000	\$ 200,000
<b>Core</b>				
Pace	TIP Development and Modeling	\$ 60,000	\$ 15,000	\$ 75,000
<b>Total of Core</b>		\$18,788,769	\$ 4,697,192	\$23,485,961
*CMAP Local Match consists of \$3.5 million in State match and \$258,612 in other funding				
<b>Total Programs</b>		\$18,788,769	\$ 4,697,192	\$23,485,961
<b>FY 2022 Federal Mark</b>		\$18,788,769	\$ 4,697,192	\$23,485,961

ACTION REQUESTED: Approval

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## MEMORANDUM

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

**From:** CMAP Staff

**Date:** March 4, 2021

**Re:** 2022 Regional Transit Safety Performance Targets

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MAP-21 and the FAST Act direct MPOs to develop long-range transportation plans (LRTPs) and transportation improvement programs (TIPs), “through a performance driven, outcome-based approach to planning.” States, MPOs, and operators of public transportation are required to establish targets for performance measures in key performance areas, and to coordinate with each other when setting these targets. Through the federal rulemaking process, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have required states, MPOs, and transit operators to monitor the transportation system using specific performance measures. Transit safety targets are required by the performance-based planning and programming (PBPP) rulemakings enacted in accordance with the Public Transportation Agency Safety Plan (PTASP) Final Rule<sup>1</sup>.

This memorandum reviews the transit safety rule, summarizes transit agency targets, and provides justification for the CMAP staff recommendation that the CMAP Board and MPO Policy Committee adopt transit safety targets based on the targets set by the Chicago Transit Authority and Pace. (As discussed below, Metra sets its targets through a separate process.)

### **Background on Transit Safety Rule**

The final rulemaking Public Transportation Agency Safety Plan (PTASP) was published by the FTA for consideration and public comment on July 19, 2018. The effective date of this rule was July 19, 2019, with one year for applicable providers of public transportation to implement the rulemaking, by July 19, 2020. In response to the COVID-19 pandemic, FTA postponed enforcement to December 31, 2020 for transit agencies to meet PTASP regulation. Both CTA and Pace’s boards have adopted PTASP plans and targets.

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<sup>1</sup> Public Transportation Agency Safety Plan Final Rule <https://www.govinfo.gov/content/pkg/FR-2018-07-19/pdf/2018-15167.pdf>

Once applicable providers of public transportation have each set their transit safety targets, MPOs have 180 days to adopt transit safety targets for their metropolitan planning area to comply with requirements. As a result of this timeline, this is the first time CMAP is setting regional transit safety targets.

Metra's is exempt from PTASP requirements because it is regulated for safety by the Federal Railroad Administration (FRA) rather than the FTA. However, Metra has developed a System Safety Program Plan (SSPP) under the FRA<sup>2</sup>. Under MAP-21, states have additional safety oversight responsibilities for heavy rail transit<sup>3</sup>. In Illinois, IDOT oversees two covered systems: CTA rail and Bi-State Development MetroLink light rail (St. Louis).

The National Public Transportation Safety Plan (NPTSP) guides the national effort in managing the safety risks and hazards within our nation's public transportation systems. The plan centers on the FTA's Safety Management System (SMS) approach to improving the industry's safety performance. It also established performance measures to improve the safety of public transportation systems that receive federal financial assistance. Transit agencies, MPOs, and states are required to set targets for these measures. The FTA has not established penalties for not meeting safety performance targets.

**Table 1: Transit Safety Performance Measures**

<b>Fatalities</b>	Total number of reportable fatalities and the rate per total vehicle revenue miles by mode
<b>Injuries</b>	Total number of reportable injuries and the rate per total vehicle revenue miles by mode
<b>Safety Events</b> (Collisions, derailments, fires, or life safety evacuations)	Total number of reportable events and the rate per total vehicle revenue miles by mode
<b>System Reliability</b>	Mean distance between major mechanical failures by mode

For fatalities, serious injuries, and safety events the value represents a maximum total or rate to meet the target. For reliability the target represent the minimum value to meet the target.

### **Transit Agency Targets**

Transit agencies will be responsible for developing PTASPs, in compliance with the Public Transportation Agency Safety Plan Rule. These agencies will be required to review and update these plans annually. These plans will include targets for the transit safety performance measures, which transit agencies may choose to amend when conducting annual reviews of their safety plans. Transit agencies must share these safety plans and targets with state DOTs and MPOs, which will set targets for their states and MPO regions.

The Chicago Transit Authority developed separate safety plans for bus and rail. CTA was part of a SMS pilot program with FTA and was one of the first agencies to complete its plans in 2020.

<sup>2</sup> For more information about FRA safety plans see 49 CFR Part 270

<sup>3</sup> FTA State Safety Oversight Program <https://www.transit.dot.gov/state-safety-oversight>



The targets in the following table are the second round of targets set by the CTA and changed little from 2020 targets.

**Table 2: CTA 2021 Transit Safety Performance Targets**

Mode	Fatalities		Serious Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
<b>Heavy Rail</b>	0	0.0	213	3.0	222	3.0	150,000
<b>Bus</b>	0	0.0	527	10.0	344	6.5	5,300

CTA target rate – per million vehicle revenue miles

MDBF is the mean distance between failures, in miles

Pace adopted its safety plan and targets for all required modes in November 2020 for the first time. Pace targets are based on five-year average performance for each measure. Note that Pace uses per 100,000 rather than per million for the rate. The FTA allows flexibility in the denominator.

**Table 3: Pace 2021 Transit Safety Performance Targets**

Mode	Fatalities		Serious Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
<b>Fixed Route</b>	1	0.00	98	0.42	78	0.33	13,134
<b>Vanpool</b>	0	0.00	2	0.02	1	0.01	170,031
<b>ADA Para Transit</b>	1	0.00	102	0.28	99	0.27	53,365

Pace target rate – per 100,000 vehicle revenue miles

MDBF is the mean distance between failures, in miles

In preparation for target setting, CMAP hosted a transit safety summit in January 2021 that included representatives from IDOT, CTA, Pace, Metra, RTA, FTA, and CMAP. Discussion included plan development, recent safety efforts by each agency, target setting, response to COVID-19, technology, and future activities. Agencies shared that recent plans largely formalizing existing safety practices in one place in a consistent manner. These plans have highlighted opportunities for potential adjustments and elevated the visibility of safety in organizations, at all levels.

Each transit provider is required to review its Agency Safety Plan annually and update the plan, including the safety performance targets, as necessary. The MPO is not required to set new transit safety targets each year but can choose to revisit the MPO’s safety performance targets based on the schedule for preparation of its system performance report that is part of the Metropolitan Transportation Plan (MTP). The targets below therefore are two-year targets. In 2022, four-year targets will be set as part of the update to ON TO 2050.

**Recommendation for 2022 safety performance targets**

Staff recommends that the CMAP Board and MPO policy committee adopt targets based on CTA’s and Pace’s 2021 targets as shown in Table 4. These targets were discussed and approved by the CMAP Transportation Committee on February 26, 2021.

**Table 4: Proposed 2022 Regional Transit Safety Performance Targets**

Mode	Fatalities		Serious Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
<b>Heavy Rail (CTA)</b>	0	0.0	213	3.0	222	3.0	150,000
<b>Bus (CTA &amp; Pace)</b>	1	0.0	625	8.2	422	5.5	7,775
<b>Vanpool (Pace)</b>	0	0.0	2	0.2	1	0.1	170,031
<b>ADA Paratransit (Pace)</b>	1	0.0	102	2.8	99	2.7	53,365

Target rate – per million vehicle revenue miles

MDBF is the mean distance between failures, in miles

### Next steps

Following discussion and approval by the CMAP Board and MPO Policy Committee, staff will inform IDOT of the CMAP MPO regional transit safety targets.

CMAP will continue to engage with service boards as they implement safety plans and monitor targets. State DOTs, MPOs, and providers of public transportation must link investment priorities to the achievement of performance targets and include them in the TIP and long-range plan. As part of this, CMAP will continue to coordinate with all transit partners in the region to better support their safety efforts. CMAP is initiating several traffic safety efforts as part of a Regional Safety Action Agenda. Transit, and modes used to access transit such as walking and bicycling, will be part of this conversation as the agency explores opportunities to improve safety for all modes of travel.

In the long-term, additional revenue sources will be necessary for the region to meet its transit safety and other targets. Without additional, sustainable revenues, the region will be unable to maintain the system in its current state of repair, let alone implement needed enhancements or expansions. Through our safety action agenda development and other initiatives, CMAP will also continue work with stakeholders to secure adequate resources for the transit system that will improve both safety and reliability.

ACTION REQUESTED: Approval

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## ATTACHMENT: Historic Transit Safety Data

### Fatalities

	CTA Rail	CTA Bus	Pace Bus	Pace Vanpool	Pace ADA
2015	7	6	0	0	1
2016	17	0	0	0	0
2017	15	6	1	0	1
2018	16	4	2	0	0
2019	18	1	0	0	2

### Fatality Rate\*

	CTA Rail	CTA Bus	Pace Bus	Pace Vanpool	Pace ADA
2015	0.10	0.11	0.00	0.00	0.03
2016	0.24	0.00	0.00	0.00	0.00
2017	0.20	0.11	0.04	0.00	0.03
2018	0.22	0.08	0.08	0.00	0.00
2019	0.24	0.02	0.00	0.00	0.06

### Serious Injuries

	CTA Rail	CTA Bus	Pace Bus	Pace Vanpool	Pace ADA
2015	70	624	99	0	93
2016	97	567	122	6	137
2017	105	527	105	0	92
2018	150	481	126	1	99
2019	239	568	71	2	102

### Serious Injury Rate\*

	CTA Rail	CTA Bus	Pace Bus	Pace Vanpool	Pace ADA
2015	0.98	11.94	4.57	0.00	2.38
2016	1.35	10.84	5.47	0.68	3.56
2017	1.43	10.08	4.34	0.00	2.50
2018	2.04	9.19	5.20	0.14	2.82
2019	3.25	10.75	2.91	0.31	3.16

### Safety Events

	CTA Rail	CTA Bus	Pace Bus	Pace Vanpool	Pace ADA
2015	85	355	74	0	90
2016	115	351	96	1	95
2017	108	339	72	0	94
2018	155	298	89	1	113
2019	218	351	64	2	106

### Safety Event Rate\*

	CTA Rail	CTA Bus	Pace Bus	Pace Vanpool	Pace ADA
2015	1.19	6.79	3.42	0.00	2.30
2016	1.60	6.71	4.30	0.11	2.47
2017	1.47	6.48	2.98	0.00	2.56
2018	2.11	5.70	3.68	0.14	3.22
2019	2.96	6.65	2.62	0.31	3.29

### Mean Distance Between Failures (miles)

	CTA Rail	CTA Bus	Pace Bus	Pace Vanpool	Pace ADA
2015	288,654	9,076	10,001	140,993	49,649
2016	319,162	6,120	10,183	138,656	64,440
2017	249,533	5,501	15,008	222,290	57,227
2018	160,747	5,245	18,072	226,765	48,738
2019	161,347	5,090	15,424	180,389	49,056

\*Rate - per million vehicle revenue miles

Source: National Transit Database





## MEMORANDUM

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

**From:** CMAP Staff

**Date:** March 4, 2021

**Re:** 2021 NHS pavement condition performance targets

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The Transportation Performance Management (TPM) statutes and regulations are designed to use information about the transportation system to make strategic investment and policy decisions that will enable states and regions to achieve national performance goals for highway and transit safety, asset condition, system performance, freight, and Congestion Management and Air Quality (CMAQ). Under the Assessing Pavement Condition and Bridge Condition for the National Highway Performance Program (NHPP) Final Rule (PM2), State departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are required to establish quantitative bridge and pavement performance targets for the full extent of the Interstate and non-Interstate National Highway System (NHS) and use a set of performance measures to track progress toward achieving the targets.<sup>1</sup> MPOs have the choice to affirm the state's targets or to set their own quantitative 4-year targets.

CMAP adopted targets for pavement and bridge condition as a part of the ON TO 2050 plan. Despite being between plan cycles, CMAP staff is recommending adoption of new regional PM2 pavement performance targets to align the regional pavement targets with IDOT's revised statewide targets. CMAP is taking this opportunity to update its 4-year targets because new, more comprehensive, pavement data is available and to align with IDOT's updated statewide pavement performance targets. The method and performance measures for bridge targets have not changed, therefore CMAP staff recommends no change to the bridge condition targets adopted in 2018. Bridge targets will be reviewed and updated along with all federal performance measures for the ON TO 2050 update in 2022.

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<sup>1</sup> The bridge condition and pavement condition performance measure (PM2) requirements are set out in the Federal Highway Administration's [National Performance Management Measures: Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program](#) final rule.

This memo includes background on the PM2 rule, reviews IDOTs 2021 statewide NHS pavement condition performance targets, and provides justification for the CMAP staff recommendation that the CMAP Board and MPO Policy Committee support IDOT’s 2021 Interstate and non-Interstate NHS pavement condition performance targets.

### Background on PM2 Rule

The PM2 Rule requires state DOTs and MPOs to establish a set of pavement condition performance targets for the full extent of the Interstate and non-Interstate NHS regardless of ownership. The pavement condition performance targets include: percent of Interstate pavement in good condition, percent of Interstate pavement in poor condition, percent of non-Interstate NHS pavement in good condition, percent of non-Interstate NHS pavement in poor condition.

Pavement condition is calculated using a combination of three pavement distresses for asphalt and jointed concrete (JCP) and two pavement distresses for reinforced concrete (CRCP). The International Roughness Index (IRI), cracking percent, rutting and faulting are the pavement distresses used to determine if a pavement is in good, fair, or poor condition. Data on cracking percent was not available in 2018 when these targets were first set. Table 1 shows the different pavement distress types and the condition threshold metrics.

**Table 1: Pavement distress and condition metrics**

Pavement Distress	Good	Fair	Poor
IRI (inches/mile)	<95	95-170	>170
Rutting <sup>1</sup> (inches)	<0.20	0.20-0.40	>0.40
Faulting <sup>2</sup> (inches)	<0.10	0.10-0.15	>0.15
Cracking (%)	<5	5-20 (asphalt) 5-15 (JCP) 5-10 (CRCP)	>20 (asphalt) >15 (JCP) >10 (CRCP)

1 - Only applicable to asphalt pavements

2 - Only applicable to jointed concrete pavement

In order for a JCP or asphalt pavement to be in good condition, all three pavement distress metrics must be in good condition and for CRCP both pavement distress metrics must be in good condition. If two or more pavement distress metrics are in poor condition, the pavement is in poor condition. For all other pavement distress metric combinations, the pavement is in fair condition. Pavements that are in good condition suggests no major investment is needed and pavements in poor condition suggests major reconstruction is needed. Pavement condition provides a partial understanding of the condition of the roadway, the current metrics only measure surface distress and not the condition of the base of the roadway.

As with all other performance measures, MPOs have 180 days after the implementer, in the case of PM2 case the State DOT, sets its target to decide if the MPO is going to support the State DOT statewide target or set its own target. The MPO can support any or all the state’s pavement condition performance targets, develop its own pavement targets for any or all individual measures. The MPO is also required to integrate the pavement condition targets 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 PM2 targets. CMAP has begun monitoring progress through its annual obligations reports.

### **IDOT PM2 pavement performance targets**

IDOT adjusted all four statewide 4-year pavement performance targets in its Mid Performance Period Progress report to FHWA that was submitted on October 1, 2020. The able 2 shows the statewide baseline pavement condition along with the original and revised 4-year targets.

**Table 2. IDOT revised statewide pavement performance targets through 2021**

Performance Measure	4-year target (2018-2021)	Revised 4-year target (2018-2021)
Percentage of Pavements of the Interstate System in Good Condition	65.0%	61.0%
Percentage of Pavements of the Interstate System in Poor Condition	4.9%	2.0%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	27.0%	21.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	6.0%	9.0%

These targets are related to another TPM rule making which requires State DOTs to develop a transportation asset management plan (TAMP) and develop a corresponding statewide pavement management system (PMS) for the entire NHS. IDOT is currently developing its PMS and plans to have it completed for the next PM2 performance period. The PMS will help IDOT to better manage its NHS pavements and allow IDOT to model the impact different funding scenarios have on pavement performance. This will allow IDOT to more strategically plan and program projects to achieve future pavement performance targets.

### **CMAP PM2 pavement performance targets**

The CMAP MPO originally set its pavement condition targets as part of ON TO 2050 and used an alternative method for setting targets. Per FHWA guidance, IRI was the only pavement distress used to set the regions first 4-year Interstate and 4-year non-Interstate NHS pavement condition targets. CMAP is taking this opportunity to update its 4-year targets based on the full pavement distress metrics being available and to align with IDOT’s updated statewide pavement performance targets. Because of the ON TO 2050 timeline, CMAP set its pavement targets before IDOT, therefore regional targets did not align with IDOT’s statewide pavement performance targets. The CMAP region base line pavement condition, current 4-year pavement targets, and proposed targets are in Table 3 below.

**Table 3: Proposed CMAP region pavement performance targets through 2021**

Performance Measure	Base line <sup>1</sup> (2017)	ON TO 2050 4-Year Target <sup>1</sup> (2018-2021)	Proposed 4-year target (2018-2021)
Percentage of Pavements of the Interstate System in Good Condition	57.1%	58.9%	61.0%

Performance Measure	Base line <sup>1</sup> (2017)	ON TO 2050 4-Year Target <sup>1</sup> (2018-2021)	Proposed 4-year target (2018-2021)
Percentage of Pavements of the Interstate System in Poor Condition	1.8%	0.0%	2.0%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	15.5%	17.7%	21.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	31.0%	28.5%	9.0%

1 – Adopted in 2018, full distress data not available, based on IRI.

Approximately 18.6 percent of non-Interstate NHS lane miles in the CMAP region are under local jurisdiction. New data have revealed noticeable difference in the non-Interstate NHS pavement targets. The additional pavement distress metrics enable the region to set better informed pavement targets. As noted above, only one distress metric, IRI, was available to set the pavement targets in ON TO 2050.

### Discussion

IDOT's new TAMP identified investment strategies and policies that align with CMAP's municipal pavement management project and the ON TO 2050 principle to prioritize investments. The IDOT TAMP plan calls for IDOT moving away from a "worst first" approach to a more strategic investment strategy that programs projects throughout the roadway pavement life cycle: initial construction, proactive maintenance & preservation, rehabilitation, and replacement. Counties are putting similar practices into place.

IDOT's adopted targets and the proposed regional targets reflect a shift to the practice of developing and implementing transportation asset management practices. These practices are more fiscally sustainable and extends the life cycle of the pavement. Over time, by prioritizing maintenance that extends the life of roadways the region will defer the need for more costly reconstructions farther into the future.

By supporting IDOT's pavement targets, the MPO 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 targets selected for different measures should ultimately reflect funding allocation priorities among other factors. The pavement targets, like the other TPM targets, allow the region to track performance over time and adjust programming resources as needed to meet the performance targets set for the region.

CMAP is starting to look at regional data more holistically and how other data can be used to inform performance targets. CMAP is federally required to set targets and track performance of the transportation system, but we have local initiatives that have come out of this federal process because sometimes the federal process doesn't account for the local road needs that we see in our region.



### **Recommendation for 2021 NHS pavement condition performance targets**

Staff recommends that the CMAP Board and MPO Policy Committee support IDOT's 2021 Interstate and non-Interstate NHS pavement condition targets. These targets were discussed and approved by the CMAP Transportation Committee on February 26, 2021.

### **Next steps**

Following discussion and approval by the CMAP Board and MPO Policy Committee, staff will inform IDOT that the CMAP MPO supports IDOT's statewide 2021 pavement condition targets.

**ACTION REQUESTED:** Approval

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## MEMORANDUM

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

**From:** CMAP Staff

**Date:** March 4, 2021

**Re:** Background on Equity in Transportation Fees, Fines, and Fares project

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### Why fees, fines, and fares?

Metropolitan Chicago's transportation system, particularly the public transit system, has experienced decades of underfunding. To ensure the system is maintained, while providing necessary enhancements and expansions, ON TO 2050, the region's long range comprehensive plan, recommends fully funding the region's transportation system. ON TO 2050 also recommends that new user fees be implemented carefully to avoid undue burdens on residents with low income. The decisions that policymakers and transportation agencies make in funding the system greatly impact residents' ability to access the system.

A person's socioeconomic status, race, or ability should not result in disparate mobility options. Yet many of the region's residents who are lower income and people of color live in communities where transit connections from home to work are limited. When people have access to a multimodal transportation system that connects them to their destinations, it increases opportunities and improves quality of life. ON TO 2050 seeks to promote inclusive growth by improving mobility options that spur economic opportunity for low income communities, people of color, and people with disabilities. The transportation system is a literal route to opportunity for the region's residents, connecting them to jobs, education, and services.

Within northeastern Illinois, CMAP estimates that 22 percent of households have an income less than 60 percent of the region's median level.<sup>1</sup> These households are disproportionately comprised of Black and Latinx residents. Residents with disabilities also disproportionately have low incomes and are less likely to drive alone for commuting to work than residents without disabilities, presenting unique transportation challenges.

ON TO 2050 recommends that revenues be collected from those who benefit from the transportation system via direct user fees. While this helps improve horizontal equity – treating system users similarly with regards to the costs they pay and benefits they receive – it may not

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<sup>1</sup> Chicago Metropolitan Agency for Planning analysis American Community Survey, 2019. For a family of four people 60 percent of the region's median income is \$61,936.

support vertical equity. Vertical equity concerns the distribution of financial burdens based on a person's ability to pay. Horizontal and vertical equity goals can conflict. For example, horizontal equity requires that a driver with low income pay the same toll as every other driver who benefits from using a toll road, but vertical equity requires that they pay less than a driver with higher income. While most transportation user fees have been structured with horizontal equity in mind, it is important to make sure that vertical equity and issues of affordability are considered so they do not inappropriately impede mobility.

## **Scope, content, and report development**

This report sought to:

- Assess the impacts of fees, fines, and fares on residents in the region with low income
- Evaluate strategies to reduce the financial burden
- Understand the tradeoffs between affordability strategies and other goals and objectives, including horizontal equity and revenue generation
- Recommend policy changes to reduce the inequitable financial impact experienced by residents with low income

To undertake this work, CMAP began a process to qualitatively and quantitatively assess the impacts of several transportation fees, fines, and fares, namely:

- Fees and fines associated with motor vehicle usage:
  - Motor vehicle registration fees
  - Motor fuel tax
  - Road usage charges (ON TO 2050 recommendation)
  - Tolling
  - Transportation network company fees
  - Priced parking
  - Traffic and parking violation fines
- Fares on fixed route public transit

This report was developed with significant contributions of expertise from transportation agencies, researchers, and advocates. In addition to interviewing many experts on these topics, CMAP convened a group of partners and stakeholders from across the region to help provide feedback on the project. This group met several times between November 2019 and December 2020. During the meetings, the members discussed and provided feedback on the project's objectives and scope, analysis and assessment of the equity of each fee, fines, and fare, evaluation of strategies to improve vertical equity, recommendations, and priorities for implementation.

## **Next Steps**

At their March meetings the CMAP Board and MPO Policy committee will review the findings and recommended mitigation strategies to address inequities in fees, fines, and fares. Staff will discuss next steps for report release and implementation activities.

ACTION REQUESTED: Discussion

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