



Transportation Committee
Annotated Agenda
Friday, December 17, 2021

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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— November 19, 2021**
ACTION REQUESTED: Approval
- 4.0 Committee Reports**
CMAP staff will provide updates on recent CMAP Board meetings and other agency activities. 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 Amendments and Administrative Modifications**
TIP Amendment [22-02](#) was published to the [eTIP web site](#) on December 10, 2021 for committee review and public comment. A memo summarizing formal TIP amendment 22-02 and administrative amendments [22-02.1](#) and [22-02.2](#) are included in the meeting materials. Staff requests approval of TIP Amendment 22-02.
ACTION REQUESTED: Approval
- 5.2 Semi-annual ON TO 2050/TIP Conformity Analysis and TIP Amendment**
The Conformity Amendment [22-03](#) and the [ON TO 2050/TIP Conformity Analysis](#) was subject to a 30-day public comment period from November 4, 2021 – December 7, 2021. 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 22-03 to the CMAP Board and MPO Policy Committee.

ACTION REQUESTED: Approval

6.0 ON TO 2050 Update

CMAP is currently developing the federally-required update to ON TO 2050 due in October 2022. Staff will present its work on the revenue and expenditure forecast for the 2023-2050 Financial Plan to the committee.

ACTION REQUESTED: Discussion

7.0 2022 Highway Safety Targets

Under federal law, State departments of transportation 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 on all public roads. Staff will summarize the proposed 2022 highway safety targets and requests the committee approve recommending the targets to the CMAP Board and MPO Policy Committee for approval.

ACTION REQUESTED: Approval

8.0 Legislative Update

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

ACTION REQUESTED: Information

9.0 Other Business

10.0 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@cmapp.illinois.gov by September 23, 2021. 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.

11.0 Next meeting

The next Transportation Committee meeting will be February 25, 2022.

12.0 Adjournment

Committee Members

_____ Charles Abraham	_____ Robert Hann	_____ Heidi Persaud
_____ Darwin Burkhart	_____ Jessica Hector-Hsu**	_____ Tom Rickert
_____ Kevin Carrier	_____ Tom Kelso	_____ Jose Rios
_____ Lynnette Ciavarella	_____ Fran Klaas	_____ Leon Rockingham
_____ Michael Connelly	_____ Vig Krishnamurthy	_____ Joe Schofer
_____ Jon Paul Diipla	_____ Christina Kupkowski	_____ Chris Snyder*
_____ John Donovan***	_____ Erik Llewellyn	_____ P.S. Sriraj
_____ Doug Ferguson	_____ Kevin Muhs	_____ Scott Weber
_____ Tony Greep***	_____ Tara Orbon	_____ Audrey Wennink
_____ Adrian Guerrero	_____ Jessica Ortega	_____ Rocco Zucchero

*Chair

**Vice-Chair

***Non-voting



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

November 19, 2021

Via GoToWebinar

Members Present: Chris Snyder, Chair – DuPage County, Jessica Hector-Hsu, Vice Chair – RTA, Chuck Abraham – IDOT OIPI, Brian Carlson – IDOT District 1, Kevin Carrier – Lake County, Jon Paul Diipla – McHenry County, John Donovan, FHWA, Doug Ferguson – CMAP, Jeremy Glover – MPC, Chris Hiebert – SEWRPC, Tom Kelso – IDOT OP&P, Vig Krishnamurthy – CDOT, Christina Kupkowski – Will County, Heidi Lichtenberger – Kendall County, Erik Llewellyn – Pace, Leah Mooney – CTA, Tara Orbon – Cook County, Jessica Ortega – Bike/Ped TF, Jason Osborn – Metra, Tom Rickert – Kane County, Leon Rockingham – Council of Mayors, Rocco Zuccherro – Tollway

Staff Present: Erin Aleman, Victoria Barrett, Lindsay Bayley, Michael Brown, Sarah Buchhorn, Jonathan Burch, Michael Collins, Daniel Comeaux, Stephen Di Benedetto, Teri Dixon, Kama Dobbs, Ryan Ehlke, Jon Haadsma, Leroy Kos, Elliott Lewis, Tim McMahon, Martin Menninger, Jason Navota, Stephane Phifer, Russell Pietrowiak, Yousef Salama, Todd Schmidt, Elizabeth Scott, Gordon Smith, Mary Weber, Laura Wilkison

Others Present: Noel Basquin, Len Cannata, Eva De Laurentiis, Mike Einhorn, Jesse Elam, Michael Fraider, Charlotte Frei, Aaron Gatdula, Tyler Grau, Marc Huber, Mattie Hunter, Aladdin Husain, John Paul Jones, Howard Killian, Mike Klemens, Brittany Matyas, Daniel Maziarz, Jason Moller, Ryan Peterson, Leslie Phemister, James Pew, Ryan Peterson, Leslie Phemister, Neline Sahagun, Judy Shanley, Jamie Simone, Troy Simpson, Tom Slattery, Mike Sneed, Joe Surdam, David Tomzik, Michael Vanderhoof, Michael Wegrzyn

1.0 Call to Order and Introductions

Chair Snyder called the meeting to order at 9:30 a.m. and stated that as permitted in the Governor's Disaster Declaration from November 12, 2021, 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. Chair Snyder asked Ms. Bayley to call the roll.

2.0 Agenda Changes and Announcements

There were no agenda changes.

Chair Snyder made an announcement that the DuPage County's new Long Range Transportation Plan (www.dupageco.org/transplan/) is out for a virtual public comment period on the County website and November 17, 2021 is the last day to submit comments.

Ms. Hector-Hsu made an announcement that the RTA has released a Strategic Planning public survey (wedaylight.surveysparrow.com/s/rta-strategic-plan-survey/tt-42afd1785b) that will help inform the development of the next Regional Transit Strategic Plan.

3.0 Approval of Minutes – September 24, 2021

A motion to approve the minutes from the September 24 meeting was made by Mr. Rockingham and seconded by Mr. Zucchero. A roll call vote was conducted, and the motion carried. (Roll call results are shown at the end of the minutes.)

4.0 Committee Reports

Ms. Aleman reported on some recent CMAP activities and provided information on the mid-point of the Mobility Recovery work, the Safety Resource Group, the new accessibility program at CMAP and the investigation of a new transportation project analysis tool.

5.0 FFY 2019-2024 Transportation Improvement Program (TIP)

5.1 Amendments and Administrative Modifications

Mr. Pietrowiak presented an overview of the formal TIP amendment 22-01 and the administrative amendments 22-01.1 and 22-01.2.

A motion to approve TIP Amendment 22-01 was made by Mr. Osborn and seconded by Mr. Carrier. A roll call vote was conducted, and the motion carried. (Roll call results are shown at the end of the minutes.)

5.2 Semi-Annual ON TO 2050/TIP Conformity Analysis and TIP Amendment

Mr. Pietrowiak updated the committee on the status of TIP amendment 22-03 and the ON TO 2050/TIP conformity analysis out for public comment until December 7, 2021.

6.0 ON TO 2050 Update

Ms. Wilkison gave a brief status update on the ON TO 2050 plan update. Staff had intended to present information on the Financial Plan but due to the new federal infrastructure bill, that presentation will be delayed to the next meeting as staff works through how the bill may impact expected revenues.

7.0 2022 Meeting Dates

Transportation Committee meeting dates for 2022 were presented to the committee.

A motion to approve the 2022 meeting dates was made by Mr. Rickert and seconded by Ms. Orbon. A roll call vote was conducted, and the motion carried. (Roll call results are shown at the end of the minutes.)

8.0 Legislative Update

Mr. McMahon gave an overview of the Infrastructure Investment and Jobs Act of 2021 (IIJA) which was recently signed into law. The overview covered policy and funding changes included in IIJA and what the potential impacts might be for northeastern Illinois and the rest of the state.

9.0 Other Business

Ms. Mooney informed the committee that the Red-Purple bypass opened today as part of the CTA's Red-Purple Modernization project.

10.0 Public Comment

No public comments were received prior to the meeting or made during the meeting.

11.0 Next Meeting

The next Transportation Committee meeting is scheduled for December 17, 2021.

12.0 Adjournment

The meeting adjourned at 10:32 a.m.

Roll Call Votes

		Meeting Minutes 9.24.2021		TIP Amendment 22-01		2022 Meeting Dates	
		Y	N	Y	N	Y	N
Member	Agency						
Chris Snyder	DuPage County	X		X		X	
Jessica Hector-Hsu	RTA	X		X		X	
Chuck Abraham	IDOT OIPI	X		X		X	
Brian Carlson	IDOT District 1	X		X		X	
Kevin Carrier	Lake County	X		X		X	
Jon Paul Diipla	McHenry County	X		X		X	
Doug Ferguson	CMAP	X		X		X	
Jeremy Glover	MPC	X		X		X	
Chris Hiebert	SEWRPC	X		X		X	
Tom Kelso	IDOT OP&P	X		X		X	
Vig Krishnamurthy	CDOT			X		X	
Christina Kupkowski	Will County	X		X		X	
Heidi Lichtenberger	Kendall County						
Erik Llewellyn	Pace	X		X		X	
Leah Mooney	CTA	X		X		X	
Tara Orbon	Cook County	X		X		X	
Jessica Ortega	Bike/Ped TF	X		X		X	
Jason Osborn	Metra	X		X		X	
Tom Rickert	Kane Count	X		X		X	
Leon Rockingham	CoM	X		X		X	
Rocco Zuccherro	Tollway	X		X		X	

Respectfully submitted,

Doug Ferguson



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MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: December 10, 2021

Re: Transportation Improvement Program (TIP) Amendments

Since the November 19th committee meeting, project programmers submitted 79 formal amendments for Transportation Committee consideration. Additionally, 155 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 22-02.

Formal Amendment 22-02

A total of 79 formal amendments were submitted for Transportation Committee approval on amendment [22-02](#). Cost changes for 29 existing projects added over \$260 million in total cost to the TIP. New federal obligations on 22 projects with prior obligations a year or more in the past added nearly \$2 million in federal participation. Fourteen (14) new projects were added, however six (6) of these were created from splitting the CMAQ-funded RTA Access to Transit project into individual projects. Excluding these projects, the remaining eight (8) new projects added \$123 million in total cost to the TIP. Cost adjustments made with new project phases being added within or removed from the current TIP years (FFY 2022 – 2026) resulted in about \$2 million being added to the TIP. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of nearly \$386 million in total cost and the reduction of federal participation in projects by just under \$1 million, as summarized below.

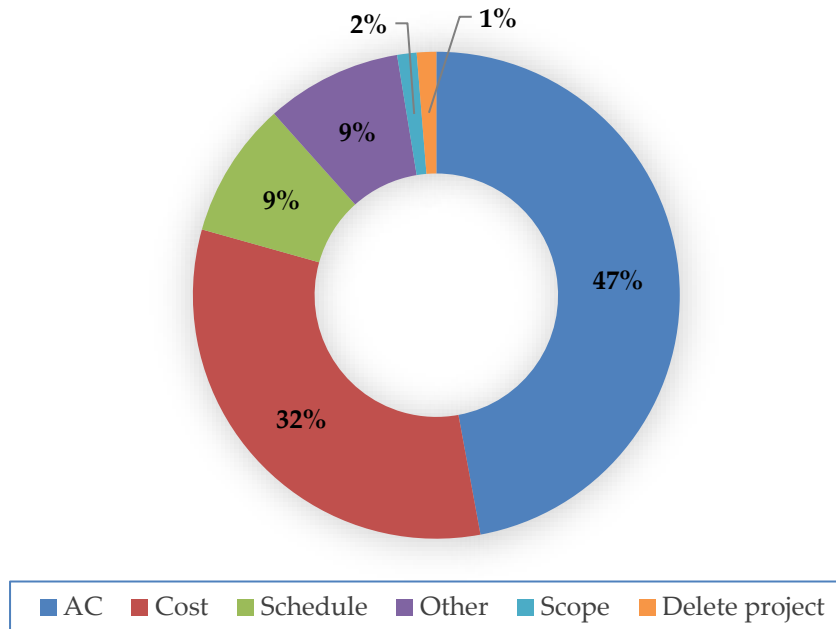
Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Cost	29	\$260.1	\$9,793.3	\$10,053.4	-\$7.5	\$3,954.2	\$3,946.8
Post-award/obligation cost adjustments	22	\$1.3	\$42.9	\$44.2	\$1.8	\$33.2	\$35.0
New Project	14	\$127.2	\$0.0	\$127.2	\$6.4	\$0.0	\$6.4
Phase(s) added to or removed from TIP	12	\$2.1	\$3,520.3	\$3,522.4	\$1.7	\$2,829.3	\$2,830.9
Delete project	2	-\$4.2	\$4.2	\$0.0	-\$3.4	\$3.4	\$0.0
Grand Total	79	\$386.4	\$13,360.8	\$13,747.2	-\$1.0	\$6,820.1	\$6,819.1

All costs in \$ millions

Administrative Amendments 22-02.1 and 22-02.2

A total of 155 Administrative Amendments were submitted, reviewed, and accepted by staff on amendments [22-02.1](#) and [22-02.2](#). Administrative amendments include new projects that are not federally funded or have all federal funds in future years, conversion of project phases to or from Advance Construction (AC), cost changes that are below CMAP's amendment thresholds, changes to project schedules within the years of the TIP, changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires committee approval.

22-02.1 & 22-02.2 Administrative Amendments - Type of Change



The majority of administrative changes occurred when project phases were placed into (46 projects) or converted from (27 projects) Advance Construction status. Cost adjustments made

with these changes resulted in the removal of \$8.5 million in total cost from the TIP. Fifty (50) projects experienced cost changes below the thresholds for formal amendments or years beyond the current TIP years. These changes resulted in \$612 million in total cost and \$396 million in federal participation being added to the TIP. Two projects were deleted from the TIP, removing nearly \$206 million in total cost and \$185 million in federal participation. Minor cost adjustments made with fourteen (14) schedule changes removed less than \$1 million in total cost from the TIP. Sixteen (16) other changes, such as updating project scope or project identifiers, were made with no financial impact to the TIP. No new projects were added to the TIP administratively this cycle. In total, nearly \$400 million total was added to the TIP administratively, and federal participation increased by over \$203 million. 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 status	46	-\$4.9	\$544.9	\$540.0	-\$4.9	\$407.9	\$403.0
Phase(s) converted from AC status	27	-\$3.6	\$423.5	\$419.9	-\$4.2	\$318.9	\$314.6
Cost	50	\$612.6	\$9,057.0	\$9,669.6	\$396.4	\$3,906.8	\$4,303.2
Schedule	14	-\$0.2	\$136.4	\$136.2	\$0.8	\$30.4	\$31.3
Scope	2	\$0.0	\$1.9	\$1.9	\$0.0	\$1.4	\$1.4
Delete project	2	-\$205.7	\$205.7	\$0.0	-\$185.0	\$185.0	\$0.0
Other	14	\$0.0	\$674.5	\$674.5	\$0.0	\$368.6	\$368.6
Grand Total	155	\$398.2	\$11,043.9	\$11,442.1	\$203.2	\$5,218.9	\$5,422.2

All costs in \$ millions

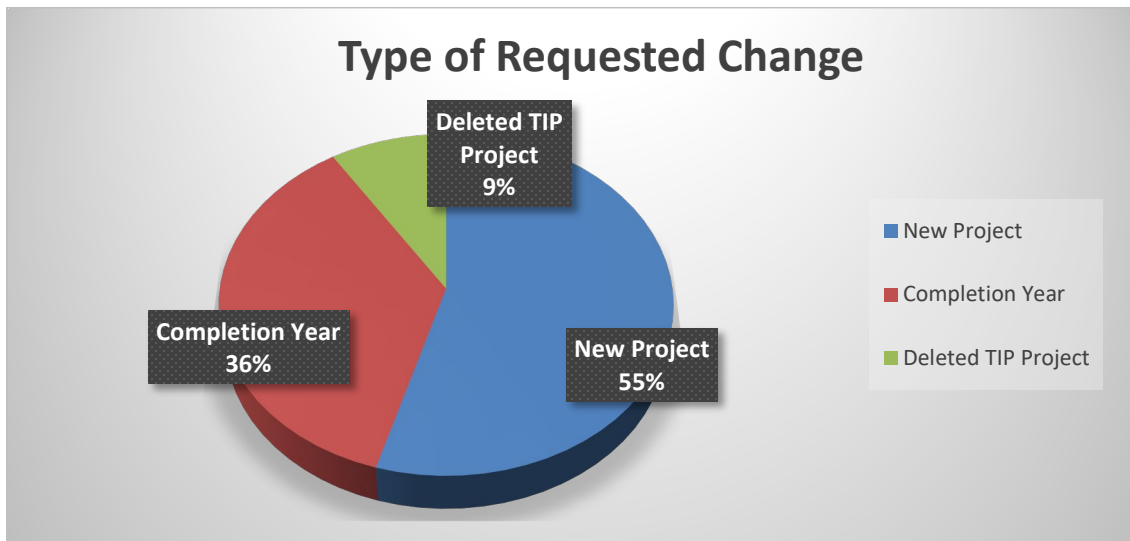
ACTION REQUESTED: Approval of formal TIP Amendment 22-02



MEMORANDUM

To: CMAP Transportation Committee
From: CMAP Staff
Date: December 10, 2021
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 2022-26 Transportation Improvement Program (TIP) and ON TO 2050. Of the changes requested, eleven 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 as the ten non-exempt projects will be included in the TIP. These types of projects are included in the conformity analysis because funding for phases beyond preliminary engineering has been identified in the TIP. Non-exempt projects with only preliminary engineering funding and exempt tested projects are excluded from conformity analysis.

The new projects include:

- Rail-Highway Grade Separations
 - [TIP ID 04-16-0008](#), Elmwood Park Grand Avenue Grade Separation
 - [TIP ID 10-22-0001](#), Old McHenry Road-Quentin Road
 - [TIP ID 12-22-0001](#), Gougar Road Grade Separation
- Road Alignment
 - [TIP ID 10-21-0017](#), Cedar Lake Rd Realignment
- Road Extension
 - [TIP ID 06-20-0028](#), Walker Road (CH W13) Extension Project
 - [TIP ID 12-20-0026](#), Eastern Avenue Reconstruction & New Construction

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

Other 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 analysis years are currently 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.

Four non-exempt projects crossed an analysis year and is included in the conformity analysis. From the near term to those experiencing long term delays:

- [TIP ID 06-04-0008](#), IL 7 Wolf Rd from 143rd St to 167th St.;
- [TIP ID 01-19-0031](#), Jane Addams Tollway (I-90) Eastbound Exit to Lee Street;
- [TIP ID 07-14-0003](#), Vollmer Road from Kedzie Avenue to Western Avenue - RSP 145
- [TIP ID 01-06-0051](#), CREATE - Central Av at BRC RR (GS-02) - RSP 151

At this time, no projects are requesting a scope change. 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.

The following project is no longer being pursued by the sponsor. As a result, the project is being deleted and will be removed from the travel demand model:

- [TIP ID 10-11-0061](#), IL 120 Belvidere Road at CH V76 Gilmer Road.

The public website of the [eTIP database](#) is available through the hyperlink for current project information. Newly submitted changes are found in the [22-03 Conformity Amendments](#) report. The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed, time of day, and facility type were entered into the US Environmental Protection Agency’s MOVES 2014a model. The model generated on-road emission estimates for each precursor or direct pollutant in each analysis year were produced using the new vehicle population file.

For ozone precursors volatile organic compounds (VOC) and nitrogen oxides (NOx), the resulting emissions inventories estimates fell below the applicable budgets for the ozone maintenance State Implementation Plan (SIP) and the 2008 and 2015 Ozone NAAQS as 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
2025	52.99	60.13	86.26	150.27
2030	43.27	60.13	62.00	150.27
2040	33.94	60.13	52.65	150.27
2050	34.08	60.13	54.82	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 29, 2021

Direct PM_{2.5} and NOx 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
2025	1,310.91	2,377.00	33,049.24	44,224.00
2030	972.45	2,377.00	24,165.47	44,224.00
2040	878.02	2,377.00	21,101.15	44,224.00
2050	928.41	2,377.00	21,942.50	44,224.00

Greenhouse Gas Mobile Source Emissions (Informational Only)

Year	CO ₂ Equivalent in Tons per Year		
	Northeastern Illinois	% change from Previous Conformity Modeling	% change from the start of ONTO 2050 (10-10-2018)
2025	28,537,257.51	1.30%	3.07%
2030	26,419,067.45	1.34%	3.46%
2040	25,766,626.58	1.56%	3.75%
2050	27,083,273.04	1.33%	3.18%

Staff requests the Transportation Committee recommend approval of a finding of conformity and TIP amendment 22-03 to the CMAP Board and MPO Policy Committee

ACTION REQUESTED: Approval



MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: December 10, 2021

Re: 2022 Highway safety performance targets

Metropolitan planning organizations (MPOs) contribute to the federal transportation performance management process to track national goals at the state and regional level for highway safety, highway asset condition, system performance, congestion mitigation and air quality (CMAQ), transit asset condition, and transit safety. Under federal law, 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 (PMs) to track progress toward the long-term goal of eliminating traffic related fatalities and serious injuries on all public roads.¹ MPOs have the choice to support any or all the state's highway safety targets, develop their own highway safety targets for any or all individual measures.

CMAP has initiated several projects and conversations to develop actionable steps to improve regional roadway safety. As the region continues to develop strategies to address safety on the roadways, CMAP staff will again recommend that the CMAP Board and MPO support IDOT's 2022 highway safety targets, which reflect a two percent reduction in the five-year average for all performance measures. Staff requests that the Transportation Committee recommend approval of IDOT's highway safety targets to the CMAP Board and MPO Policy Committee.

Last year staff provided a [memo](#) to the Transportation Committee that included background on the Safety PM rule. This memo reviews IDOT's 2022 statewide highway safety targets, CMAP's safety efforts that support the state's highway safety targets, and next steps.

IDOT 2022 safety performance targets

State DOTs and MPOs are required to establish annual highway safety targets as five-year rolling averages, in this case 2018-2022, on all public roads for the following metrics:

- (1) number of fatalities,

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.

- (2) rate of fatalities per 100 million vehicle miles traveled (VMT),
- (3) number of serious injuries,
- (4) rate of serious injuries per 100 million VMT, and
- (5) number of non-motorized fatalities and non-motorized serious injuries.

The five-year average smooths large changes from year to year that can occur with fatalities and serious injuries from traffic crashes as they can vary considerably due to numerous factors.

As in past years, for 2022, all IDOT's safety targets are set using a policy-based two percent annual reduction in the five-year rolling average. IDOT's statewide safety targets along with statewide and CMAP region's rolling five-year average are in table 1.

Following national trends, both the state and region have experienced an increasing trend in the five-year average for fatalities and rate of fatalities per 100 million VMT and at the same time a decreasing trend for the number of serious injuries and rate of serious injuries per 100 million VMT. The non-motorized measure saw a decrease in the 2020 five-year average compared to previous years. According to FHWA's most recent assessment, IDOT did not meet or make significant progress toward meeting the 2015-2019 fatality related and non-motorized targets. However, significant progress was made on the serious injuries targets.

Table 1. IDOT Statewide and CMAP Region's Safety Performance Measures and 2022 Safety Targets

Performance Measure	5-year average					2022 target
	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020	2018-2022 ¹
Number of Fatalities - Statewide	989.4	1,016.20	1,025.00	1,042.00	1,081.00	1,038.20
Number of Fatalities - CMAP	426.2	443.8	453.2	471	503.6	-
Rate of Fatalities - Statewide	0.938	0.956	0.96	0.972	1.04	0.99
Rate of Fatalities - CMAP	0.722	0.746	0.759	0.783	0.866	-
Number of Serious Injuries - Statewide	12,184.40	12,182.40	11,971.60	11,448.60	10,704.00	10,280.10
Number of Serious Injuries - CMAP	6,662.80	6,720.80	6,613.20	6,426.20	5,980.40	-
Rate of Serious Injuries - Statewide	11.553	11.476	11.224	10.682	10.17	9.77
Rate of Serious Injuries - CMAP	11.306	11.325	11.104	10.708	10.179	-
Number of Non-Motorized Fatalities and Serious Injuries - Statewide	1,498.80	1,505.80	1,526.00	1,548.80	1,490.60	1,431.60
Number of Non-Motorized Fatalities and Serious Injuries - CMAP	1,149.00	1,182.00	1,215.00	1,238.40	1,162.40	-

¹ - Two percent annual reduction in five-year average.

CMAP Highway Safety Efforts

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 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.

Metropolitan Chicago has unique safety needs. The CMAP region greatly influences the safety performance trends at the statewide level because of its share of the state's population and multimodal transportation system. The region accounts for 47 percent and 56 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 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.

To facilitate progress on highway safety targets, many of the recommendations identified in the 2017 traffic safety white paper are currently being implemented. CMAP has incorporated highway safety into its annual work plan and programming decisions. Traffic safety has become an annual work plan item and CMAP is assisting communities in traffic safety planning through CMAP's Local Technical Assistance (LTA) and Shared Fund programs. In addition, traffic safety continues to be included as a component of project evaluation for CMAP's planning and programming efforts.

The safety action agenda annual work plan item is a multi-year effort to develop a regional strategy for improving traffic safety. This project lays out policy research that CMAP and potentially other agencies need to undertake to help improve traffic safety at the state, regional, and local level. CMAP staff formed a resource group consisting of regional partners working on various aspects of safety to help guide and develop a regional strategy for improving traffic safety. For the current fiscal year, the resource group identified speed management and bicycle and pedestrian safety as the focus areas for the safety action agenda. CMAP staff continue to engage with the group to compile best practices and develop actionable recommendations and strategies to reduce traffic fatalities and serious injuries on all roadways, regardless of jurisdiction.

In addition, CMAP applied for and awarded a State Planning and Research (SPR) grant to take a deeper dive into speeding related crashes and identify problem locations. The SPR grant includes funding to purchase data and hire a consultant to analyze regional vehicle speed data to identify corridors where vehicle speed issues coincide with high rates of crashes. CMAP plans to potentially work with the agency that has jurisdiction over the identified corridor and help implement safety countermeasures and policies to make the corridor safer for all roadway users through speed management. In addition to purchasing and analyzing the speed data, the SPR grant will allow CMAP to purchase equipment that can track vehicle speed through a corridor. This equipment, along with crash data, will be used to capture the impact of the countermeasure and/or policies implemented along the corridor.

Local solutions will be critical to addressing challenges in different types of communities. CMAP's LTA program has expanded its focus on traffic safety by including traffic safety specific project types in its program and has incorporated traffic safety in projects where possible. The initial traffic safety related project awarded through the LTA program, a local road safety plan for the Village of Flossmoor will be completed this winter and is being developed through stakeholder engagement, collaboration, and data analysis to tailor it to the local safety issues on all roads in the village. Furthermore, the CMAP LTA program just awarded three communities (Bellwood, Calumet City, and Riverdale) with site-specific safety plans for four intersections and one corridor. For the intersection locations, CMAP will work with the community and a consultant to develop an intersection design study and safety action plan. A consultant, with input from CMAP and the community, using a complete streets approach will complete the corridor safety study.

CMAP continues to include traffic safety in program and project evaluations. The CMAQ and STP-L Shared Fund programs incorporate safety into project evaluations and many of the eleven Council of Mayors STP project evaluations included safety as a measure. Traffic safety is included in the evaluation of regional significant projects in the ON TO 2050 regional plan and plan update.

While these efforts will continue and ideally expand, making a significant impact on deaths and serious injuries requires more work. Further work across the region, for example, will be necessary to address other dimensions such as racial inequities or disparities for other sensitive populations. CMAP will continue to work with its partners to explore new avenues to address traffic safety through its planning and programming activities.

Next steps

Following consideration by the Transportation Committee, CMAP staff requests approval of the recommended 2022 highway safety targets. Next, the targets will be presented to the CMAP Board and MPO Policy Committee in January for approval. 2022 highway safety targets will be brought to the CMAP Board and MPO Policy Committee in January for approval.

ACTION REQUESTED: Approval

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