



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MPO Policy Committee

Annotated Agenda

Thursday, January 12, 2017

9:30 a.m.

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

- 1.0 Call to Order and Introductions** 9:30 a.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes—October 12, 2016**
ACTION REQUESTED: Approval
- 4.0 Agency Reports**
- 4.1 Executive Director's Report
 - 4.2 CMAP Board Report
 - 4.3 Council of Mayors' Report
- 5.0 Unified Work Program (UWP)**
Staff will provide an update on the process for developing the SFY 2018 UWP. Several recommendations and the proposed timeline for the process are included in the attached memo.
ACTION REQUESTED: Information
- 6.0 Updates on Federal Rulemakings Affecting MPOs**
- 6.1 The Moving Ahead for Progress in the 21st Century Act (MAP-21) instituted a system for setting state, MPO, and transit agency performance targets for a number of performance measures. The U.S. Department of Transportation has finalized the rules dealing with safety and transit asset condition, while the remaining rules covering highway system performance and bridge and pavement condition are still in draft form. Staff will provide an overview of these rules' requirements.
 - 6.2 Staff will also provide an update on the Metropolitan Planning Organization Coordination and Planning Area Reform rule and potential next steps.
ACTION REQUESTED: Discussion

7.0 State Legislative Update

Staff will update the Policy Committee on relevant legislative activities and bills monitored based on the State Legislative Framework and Agenda.

ACTION REQUESTED: Information

8.0 ON TO 2050 Alternative Futures Engagement

From April through August 2017, agency staff will work with partners to conduct a variety of activities to promote broad public participation in the rollout of five "alternative futures" for the region. As part of this effort, a number of iPad-based kiosks will be placed at high-traffic locations across the region, with a series of brief multimedia applications to highlight each of the futures. CMAP will also deploy its MetroQuest survey tool for more-detailed feedback from stakeholders.

ACTION REQUESTED: Information

9.0 Transportation Innovation Roundtable Discussion

The Policy Committee will hear two presentations. CTA will present on the \$2.1 billion Red-Purple Modernization's Phase 1 Project and their use of innovative financing methods to secure a local match for \$1 billion in federal funds. Uber will present on their vision of the future of transportation and their work on shared trips for both people and goods.

ACTION REQUESTED: Discussion

10.0 Other Business

11.0 Public Comment

12.0 Next Meeting – March 9, 2017

13.0 Adjournment

MPO Policy Committee Members:

___ Randy Blankenhorn, Chair

___ Kay Batey

___ Frank Beal

___ Greg Bedalov

___ Dorval Carter

___ Tom Cuculich

___ Jack Franks

___ Scott Gryder

___ Elliott Hartstein

___ R.A. Kwasneski

___ Christopher J. Lauzen

___ Aaron Lawlor

___ John McCarthy

___ Don Orseno

___ Leanne Redden

___ Rebekah Scheinfeld

___ Jeffery Schielke

___ Marisol Simon

___ Liisa Lawson Stark

___ Larry Walsh

___ John Yonan



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

233 South Wacker Drive
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Joint Meeting Chicago Metropolitan Agency for Planning (CMAP) Board and MPO Policy Committee Minutes

October 12, 2016

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

Board and MPO Policy Committee Members Present:

Gerald Bennett, CMAP Board Chair-representing southwest Cook County, Randy Blankenhorn, MPO Policy Committee Chair, Rita Athas-representing the City of Chicago, Matt Brolley-representing Kane and Kendall Counties, Franco Coladipietro-representing DuPage County (via teleconference), Mike Connelly-representing the CTA, Tom Cuculich-representing DuPage County, Janel Forde-representing the City of Chicago, Luann Hamilton-representing CDOT, Richard Kwasneski-representing PACE, Al Larson-representing northwest Cook County (via teleconference), Andrew Madigan-representing the City of Chicago, John McCarthy-representing Private Providers, John Noak-representing Will County (via teleconference), Don Orseno-representing Metra, Leanne Redden-representing the RTA and a non-voting member of the CMAP Board, Rick Reinbold-representing south suburban Cook County, Tom Rickert-representing Kane County, William Rodeghier-representing west Cook County, Jeffery Schielke-representing the Council of Mayors, Carolyn Schofield-representing McHenry County, Peter Silvestri-representing Cook County, Peter Skosey-representing the City of Chicago, Paula Trigg-representing Lake County, Lawrence Walsh-representing Will County, John Yonan-representing Cook County, Rocco Zuccherro-representing Illinois Toll Highway Authority, and non-voting members Brian Oszakiewski-representing the Governor's office (via teleconference) and Catherine (Kay) Batey-representing FHWA.

Staff Present:

Joe Szabo, Melissa Porter, Angela Manning-Hardimon, Bob Dean, Tom Garritano, Tom Kotarac, Elizabeth Schuh, Ross Patronskey, and Sherry Kane

Others Present:

Lisa Laws-IDOT, Garland & Heather Armstrong-Access Living, Kevin Brubaker-ELPC, Len Cannata-WCMC, Lynnette Ciavarella-Metra,

Laurie Cohen-Civic Federation, Roger Driskell-IDOT, Jackie Forbes-Kane Kendall Council, Mike Fricano-WCMC, Joe Guthridge-HERE, Janell Jensen-McHenry County Council, Jennifer (Sis) Killen-Cook County Department of Transportation, Patrick Knapp-Kane/Kendall Council, Dennis Latto-SSMMA, Jill Leary-RTA, Steven Mannella-Metra, Kelsey Mulhausen-Southwest Conference, Ed Paesel-SSMMA, Brian Pigeon-NWMC, Jim Reilly-MPC, Chris Schmidt-IDOT, David Seglin-CDOT, Madeline Shepherd-MPC, Steve Simmons-Sierra Club, Jordan Smith-HERE, Vicky Smith-Southwest Council, Maria Choca-Urban-Cook County Department of Transportation, Mike Walczak-NWMC, Tammy Wierciak-WCMC, and Laura Wilkison-Metro Strategies,

1.0 Call to Order and Introductions

CMAP Board Chair, Mayor Gerald Bennett, called the meeting to order at 9:34 a.m., and asked that Board and MPO Policy Committee members introduce themselves.

2.0 Agenda Changes and Announcements

The CMAP Board welcomed new member President Matthew Brolley-President, Village of Montgomery, who represents Kane and Kendall Counties. The Board also recognized Lisa Laws for her service to the Board. Mayor Jeffrey Schielke read a statement prepared by Mayor Tom Weisner-City of Aurora as he ended his service to the CMAP Board.

3.0 Approval of CMAP Board Meeting Minutes

A motion to approve the minutes of the September 14, 2016, meeting of the CMAP Board as presented was made by Commissioner Pete Silvestri and seconded by Carolyn Schofield. All in favor, the motion carried.

4.0 Approval of MPO Policy Committee Meeting Minutes

A motion to approve the minutes of the June 9, 2016, meeting of the MPO Policy Committee as presented was made by John Yonan and seconded by Tom Cuculich. All in favor, the motion carried.

5.0 Executive Director's Report

CMAP Executive Director Joe Szabo reported that CMAP has returned to a normal payment cycle and very nearly caught up on vendor payments. The collection of dues has helped significantly and Szabo thanked those had paid. The Local Technical Assistance (LTA) program update had been included in the Joint Meeting materials, Szabo continued, and reported on CMAP's last (Have We Reached Peak Driving) forum held at Northwestern University on September 22, 2016 and next (Aging in Place) to be held at UIC on October 27, 2016. Reporting on a recent visit to D.C., Szabo suggested there is little to no support regarding the recent rulemaking related to MPO Consolidation, and CMAP hosted a local legislative briefing recently that was used as an opportunity to gain input for ON TO 2050.

6.0 Committee Reports

Local Coordinating Committee Chair Rita Athas reported that the Committee had met earlier in the morning, had considered a change to the Coordinating Committee structure,

a Local Technical Assistance (LTA) program example related to Home Glen's Plan Commissioner Training (which provided a good example of a successful training program and may become a model for the future) was given, advancing the implementation of completed LTA projects was discussed (with staff describing current practices and committee giving direction for the future), and the next LTA Call for Projects is tentatively scheduled for May 2017 with project selected occurring in October. Of importance with this call will be how the projects fit into ON TO 2050.

On behalf of the Regional Coordinating Committee, Ed Paesel reported that the committee had also met earlier in the morning, had considered matters that would be explained later at this meeting, and as part of ON TO 2050, a presentation was made related to a total socioeconomic forecast for the region and a sub-allocation forecast at the local level.

An announcement was also made that Ed Paesel, Executive Director of South Suburban Mayors and Managers Association would retire soon and the Board and Policy Committee offered sincere appreciation for his service to CMAP and the region.

7.0 Council of Mayors Report

Mayor Jeffery Schielke reported that the Council of Mayors is scheduled to meet next on October 25, and regional planning marks will be considered at that meeting. Recently, Schielke continued, through a coordinated effort, the councils [of Mayors and Governments] as well as individual mayors had voice opinions regarding the U.S. DOT's MPO Coordination to local representatives and the chairman, on behalf of the Councils of Mayors, crafted a letter outlining the concerns of the Council was added to the comments submitted to the federal docket.

8.0 Election of MPO Policy Committee Vice Chair

Nominating Committee Chair Tom Cuculich reported that the nominating committee, consisting of himself (representing county government), Dorval Carter (representing a public transportation agency), Frank Beal (representing regional planning), Greg Bedalov (representing road administration), and Rebekah Scheinfeld (representing municipal government), recommended that Leanne Redden, ED-Regional Transportation Authority (RTA) serve as Vice Chair (replacing Lake County Board Chair Aaron Lawlor, who had served for three years) of the MPO Policy Committee for calendar year 2017. A motion by Tom Cuculich was seconded by Don Orseno to approve the recommendation of the nominating committee. All in favor, the motion carried.

Policy Committee Chairman Secretary Randy Blankenhorn named Tom Kotarac, Deputy Executive Director of Policy and Programming as Secretary to the MPO Policy Committee.

9.0 Approval of GO TO 2040/TIP Conformity Analysis and TIP Amendments

CMAP staff Ross Patronsky explained the concept of conformity and "non-exempt" projects, review of which is conducted twice annually, highlighted project changes and reported that the analysis (results of which indicate the region meets air quality requirements), released for public comment (none were received). The project changes were typical, Patronsky continued, and both CMAP's Transportation and Regional

Coordinating committees had considered and recommended approval of the analysis and amendments as presented.

On behalf of the CMAP Board, a motion by Commissioner Pete Silvestri was seconded by President Rick Reinbold to make a finding of Conformity and adopt the TIP Amendments as presented. All in favor, the motion carried. For the MPO Policy Committee, a similar motion made by Richard Kwasneski was seconded by Paula Trigg and with all in favor, the motion carried.

10.0 Coordinating Committee Structure

Deputy Executive Director for Planning Bob Dean reported that staff recommends a change to the coordinating committee structure, with a Planning Coordinating Committee overseeing the development of ON TO 2050 and a Programming Coordinating Committee that would oversee programming related to transportation, Local Technical Assistance (LTA) project selection and other relevant matters. The recommended structure, Dean continued, was similar to that used during the development of GO TO 2040.

For the CMAP Board, a motion by Peter Skosey was seconded by President William Rodeghier to approve the programs as presented. All in favor the motion carried. Likewise, for the MPO Policy Committee, a motion by Don Orseno was seconded by County Executive Lawrence Walsh and with all in favor, the motion carried.

11.0 Approval of the Emerging Priorities for ON TO 2050 Report

CMAP staff, Elizabeth Schuh, briefly reminded the Board and Policy Committee that the purpose of the Emerging Priorities for ON TO 2050 report was to summarize feedback heard through our summer of public engagement on regional opportunities and challenges and begin to identify some of the key themes to be addressed in ON TO 2050. The report, released for public comment on June 29, had been reviewed by all CMAP working committees and by the CMAP Board at its September meeting. Public feedback collected over the summer consisted primarily of mostly supportive comments. Comments on regionally significant projects were also received, but the planning process is not yet evaluating those projects for inclusion in the plan, Schuh concluded. It is hoped that the plan will dedicate a focus to “last mile, first mile” in the collar counties.

On behalf of the CMAP Board, a motion by Commissioner Peter Silvestri was seconded by Peter Skosey to adopt the Emerging Priorities for ON TO 2050 Report as was presented. Similarly, a motion by Luann Hamilton was seconded by Paula Trigg to adopt the report as had been presented. All in favor, the motion carried.

12.0 Unified Work Program (UWP) Update

Deputy Executive Director for Finance and Administration Angela Manning-Hardimon reported that with the passing and approval of the State’s stop gap budget, IDOT allocated a full-year of state local match. With the match, Manning-Hardimon continued, CMAP could reallocate approximately \$1.4 million to the Unified Work Program (UWP) competitive applications that had been submitted in January and that the projects funded with the award of \$1.4 million to the UWP competitive program. The revised budget of

\$21.5 million includes \$17.1 in federal funding, \$3.2 million in state local match, and \$1.2 in local match. For FY 2017 CMAP is now recommending that the following [additional] projects be awarded: CTA/Pace-\$640,000; CMAP/RTA-\$400,000; Lake County-\$200,000; and, CDOT-\$197,000. The changes had been presented and approval recommended by both the UWP Committee, and CMAP's Transportation Committee to the CMAP Board, Hardimon concluded. On behalf of the counties, Paula Trigg asked that the record reflect the programming is considered part of the Core projects, since it is an amendment to the 2030 transportation and not a competitive proposal as is indicated by staff. A motion by Mike Connelly was seconded by Tom Rickert to adopt the revised FY 2017 budget as had been presented. All in favor, the motion carried.

13.0 MPO Consolidation Rule Update

Deputy Executive Director Tom Kotarac gave an overview of the MPO Consolidation Rule by the U.S. DOT that would affect the MPOs that exist in a census urbanized area. Kotarac referred to a map showing the MPOs in the region, and reported that the Notice of Proposed Rulemaking (NPRM) is essentially changing the definition of the Metropolitan Planning Area and forcing CMAP to merge with the Northwest Indiana Regional Planning Commission (NIRPC) and likely over time with the Southeastern Wisconsin Regional Planning Commission (SEWRPC). Kotarac thanked members of the Board and MPO Policy Committee for their efforts in generating comments to the NPRM docket and the Illinois Congressional Delegation. There were over 50 comments from the region, including a letter signed by the County Board Chairs & City of Chicago, Board Members, individual municipalities, and the CoGs. Kotarac also thanked Will County for their visit to Washington, D.C. and their efforts in generating a letter from the Congressional Delegation to the U.S. DOT. Kotarac went on to say that the NPRM comment period was reopened by DOT and new comments are now due October 24. U.S. DOT is hosting a series of workshops, MPOwerment, with MPOs to discuss planning work across the country, Kotarac added, the first of which is scheduled in Texas later in the month. What will be clear in CMAP's additional comments with the Indiana and Wisconsin MPOs is that there should be a roundtable discussion here—maybe not just Chicago, but also in Wisconsin and Indiana.

14.0 Constitutional Lockbox

Deputy Executive Director for Policy and Programming Tom Kotarac discussed the findings that had been obtained from additional staff analysis of the constitutional lockbox amendment and conversations with stakeholders, including the proponents of the amendment and the municipal finance community. Kotarac briefly described the mechanics of the amendment, including what revenues will be impacted by the amendment and the questions the analysis raises about activities like planning, ancillary infrastructure related to transportation projects, public-private partnerships, and other items. Soliciting specific feedback from the Board and MPO Policy Committee concerning implementation of the amendment, Kotarac also explained the amendment allows for the General Assembly and IDOT to clarify certain eligibilities for transportation revenue and that CMAP should be ready with specific issues to address if the General Assembly or others act quickly with legislation or guidance on the amendment. Kotarac went on to say that the memo spells out the issues we should concentrate our efforts:

eligibility for broad comprehensive planning activities, broad eligibility for projects related to transportation projects (e.g. stormwater mitigation and commercial development), eligibility for administrative functions related to all transportation modes, and matching all federal transportation dollars, not just highway dollars.

The Board and Policy Committee thanked CMAP for its work and members as well as local stakeholders were encouraged to be unified in their approach to implementing any amendment and to continue to work with CMAP in developing trailer legislation, advocacy, etc., if the amendment passes. A suggestion was also made that CMAP reach out to the other MPOs in the state, local elected officials and others to refine and prioritize the issues CMAP needs to address.

15.0 Transportation Innovation Roundtable Discussion

Continuing the Innovation Roundtable Discussion series, Policy Committee Chairman Secretary Randy Blankenhorn introduced Cook County Department of Transportation & Highways Superintendent John Yonan. Connecting Cook County, as it is known, Yonan presented the county's long-range, comprehensive transportation plan. Yonan covered background and history, spoke of county roads in relation to the full network, described the following policy priorities—transit, freight, equal access, maintenance/modernization, and investment—and gave examples of implementing the priorities.

A second presentation, Making Sense of a Connected World in Motion, was given by Joe Guthridge and Jordan Stark of HERE, the Open Location Platform company. Guthridge and Stark provided perspectives on how the public sector can solve real world mobility challenges by harnessing data from the Internet of Things (IOT) ecosystem, described the company's innovative location-based technologies and their work with automakers and public sector agencies focused on real-time traffic management, transportation network analytics and laying the foundation for smart cities and automated driving.

16.0 Other Business

There was no other business before the CMAP Board or the MPO Policy Committee.

17.0 Public Comment

Garland Armstrong offered thanks for the completion of construction at the south door at Union Station, questioned completion of O'Hare's kiss-and-fly, Rosemont ADA improvements target dates, and announced that he and Heather Armstrong had been asked to join the membership of CMAP's Housing Committee.

Heather Armstrong asked if better transportation options would come as a result of the [proposed] MPO consolidation with Indiana and/or Wisconsin, to which Executive Director Joe Szabo responded "probably not".

18.0 Next Meeting

The CMAP Board meets next on November 9, 2016; the MPO Policy Committee is scheduled to meet next on January 12, 2017.

19.0 Adjournment

At 11:17 a.m., a motion to adjourn by Luann Hamilton was seconded by Don Orseno. All in favor, the motion carried.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Tom Kotarac", is written over a light-colored rectangular background.

Tom Kotarac, Secretary

10-25-2016
/stk



Chicago Metropolitan Agency for Planning

Agenda Item No. 5.0

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MEMORANDUM

To: CMAP Board and MPO Policy Committee

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

Date: January 5, 2017

Re: FY 2018 UWP Process

Unified Work Program (UWP) federal funding is available for transportation planning projects within a metropolitan area. IDOT has not received the allocation for the FY 2018 transportation planning projects, though it is projected that the funds will remain similar to the FY 2017 funding level. For the CMAP area, it is therefore anticipated that the federal funding will remain near \$17.1 million and that, with matching funds, the total project cost available for UWP projects will be over \$21 million.

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

The UWP Committee, with concurrence of the Transportation Committee, Regional Coordinating Committee, CMAP Board and the MPO Policy Committee, has aligned the following UWP priorities with the regional priorities described in the GO TO 2040 Plan and the 2014 update.

- *Modernization of the Public Transit System.* GO TO 2040 recommends an enhanced focus on prioritizing planning work for the modernization of the existing transit system. Actions include work on coordinating services and fares, including pursuit of a universal fare payment system, work on traveler information systems, and technological improvements including transit signal priority and ART. Project proposals, especially from the transit agencies, should feature these elements as a primary component.
- *Financial Planning Including Innovative Financing Strategies.* GO TO 2040 also stresses an array of recommendations related to transportation finance, including improved financial planning. Actions include strengthening transit financial oversight, planning for efficiencies that reduce transit operating costs, the identification of funding sources for CREATE, and continued planning/policy work on other important issues of fiscal policy to improve the transportation system.
- *Improving Decision-Making Models and Evaluation Criteria for Project Selection.* GO TO 2040 also emphasizes improving decision-making processes for transportation projects, as well as the overarching importance of prioritization for making investments given constrained funding. This includes constructing improved models for answering the most pressing questions about major projects and designing appropriate and regionally-vetted evaluation criteria for judging projects.
- *Planning Work Toward Implementation of GO TO 2040 Major Capital Projects, Including Supportive Land Use.* The continuation of near-term work to further GO TO 2040's short list of fiscally constrained major capital projects is also a high priority. Potential work includes planning for the inclusion of transit components as part of major highway projects, advancing recommended transit projects through the New Starts program or other discretionary funding programs, and planning for supportive land use around transportation, including active technical assistance to local governments.
- *Local Technical Assistance and the Formation of Collaborative Planning Efforts.* A major emphasis area of GO TO 2040 is providing targeted technical assistance to local governments, information sharing, and formal planning efforts that focus on transportation and other interconnected issues of livability.

The FY 2018 UWP process will be as follows:

- The Call for Projects will be made in January and will include both the Core and the Competitive proposals.
- The Core and the Competitive proposals will be presented to the UWP Committee. The UWP Committee will score the Competitive proposals as in years past, based upon the alignment with the regional priorities listed above.
- CMAP staff will conduct an in-depth proposal review and develop a proposed program for the UWP Committee's consideration. The proposed program will incorporate the Committee's rankings of the Competitive proposals.
- The UWP Committee will consider CMAP's analysis; the Committee's ranking of Competitive proposals, and approve the FY 18 UWP program in March.

The schedule for the development and approval of the FY 2018 UWP process is as follows:

Development of Program Priorities and Selection Process

UWP Meeting	October 12, 2016
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Call for Proposals

Call for Proposals	January 3, 2017
All Proposals Due (Core and Competitive)	January 30, 2017

Proposal presentations

UWP Meeting - Presentation of Proposals	February 15, 2017
UWP Committee members rank proposals	Due to CMAP February 27, 2017
CMAP prepares committee ranked proposals with funding allocation	March 3, 2017
UWP Meeting - Adopt FY 2018 Program	March 8, 2017

Committee Approval

Transportation Committee considers approval of FY 2018 UWP to MPO Policy Committee	April 2017
Programming Committee considers approval of FY 2018 UWP to CMAP Board	June 2017
CMAP Board considers approval of proposed FY 2018 UWP	June 2017
MPO Policy Committee considers approval of proposed FY 2018 UWP	June 2017
UWP Document Released	June 2017

ACTION REQUESTED: Information

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MEMORANDUM

To: MPO Policy Committee

From: CMAP Staff

Date: January 5, 2017

Re: Update on MAP-21 Federal Performance Measurement Rules

One of the most significant policy changes in the Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill, passed in 2012, was to institute a national performance measurement system for the highway and transit programs. This memo provides a brief overview of [final and draft regulations](#) implementing this system and how they affect planning and programming in the region. Transit agencies and state departments of transportation also have additional requirements for developing asset management plans, but they are not discussed in this memo.

Overview

In general, the performance measurement program is organized so that the federal government, through the U.S. Department of Transportation (USDOT), establishes national performance measures. Then state departments of transportation (state DOTs) and metropolitan planning organizations (MPOs) set targets for each highway measure, while transit agencies and MPOs set targets for transit asset condition. For instance, for highway safety, if a state had 800 fatalities in the last year of its reporting period, then it might set a target of 760 for the year following, or a five-percent reduction. The appropriate value for the target is generally a non-federal decision.¹

For all of the highway measures, MPOs can choose either to set quantitative targets for their metropolitan planning areas or commit to help implement the state's target by planning for and programming appropriate projects. In either case, coordination is required between the state

¹ With the exceptions under the draft pavement and bridge condition rule that minimum condition levels be met: bridges on the National Highway System (NHS) are to be no more than 10 percent structurally deficient by deck area and no more than 5 percent of the pavement centerline mileage on the Interstate system is to be in poor condition.

and MPO. For some, but not all, of the measures, this would be documented in a metropolitan planning agreement. For the transit measures, MPOs must set quantitative targets. MPOs must indicate how their transportation improvement programs (TIP) are expected to help meet the targets, a stipulation that goes into effect two years after each rule's effective date.

The timelines for reporting differ by measure and by agency type, but have either 1-, 2-, or 4-year performance periods. For the highway measures, at the conclusion of each performance period, the USDOT assesses whether "significant progress" has been made toward achieving the highway targets, which is defined differently depending on the measure. Relatively mild penalties are assessed on state DOTs that do not make significant progress, in the form of requirements to program more federal funds toward meeting the targets. No penalties are assessed on MPOs.

Highway safety (final rule released March 2016)

- **Measures:** (1) Number of fatalities, (2) number of serious injuries, (3) rate of fatalities per 100 million VMT, (4) rate of serious injuries per 100 million VMT, and (5) the number of non-motorized serious injuries, all based on a 5-year rolling average
- **Reporting:** Annual targets. DOTs set targets in August 2017, MPOs in February 2018. MPOs report targets to the state DOT.
- **Geography:** MPO targets are for "public roadways within the metropolitan planning boundary," state DOT targets are for public roadways throughout the state, but the state DOT can voluntarily establish additional targets for "any number and combination of urbanized area boundaries"
- **Significant progress:** Agency has met or made significant progress toward meeting its targets when at least four of the five performance targets are met or the measure has improved from its baseline

Transit asset condition (final rule released July 2016)

- **Measures:** (1) Rolling stock -- percent of vehicles by category that have met or exceeded their useful lives; (2) Non-revenue service vehicles such as maintenance equipment --percent of vehicles by category that have met or exceeded their useful lives; (3) Infrastructure -- percentage of track segments, signals, and systems with performance restrictions, such as slow zones; (4) Facilities -- percent of facilities within an asset class rated "marginal" or "poor" on FTA's Transit Economic Requirements Model.
- **Reporting:** Annual targets. Transit agencies set first targets in January 2017, MPOs in June 2017.
- **Significant progress:** Not assessed. No penalty or reward for target attainment. Target allows for declining conditions.

Pavement and bridge condition (proposed rule released January 2015)

- **Measures:** Condition of pavement on the Interstate system, condition of pavement on the non-Interstate NHS, and the condition of bridges on the NHS
- **Reporting:** State DOT targets are for a performance period of 4 years, with a 2-year midpoint target as well; MPOs are only required to set 4-year targets

- **Geography:** MPO targets are for NHS segments within metropolitan planning area; state DOT targets are for NHS segments throughout the state, but the state DOT can voluntarily establish additional targets for “any number and combination of urbanized area boundaries”
- **Significant progress:** Agency has either met its target, or the measure has improved from its baseline.

System performance measures (draft rule released April 2016)

- **Measures:** Performance of the interstate system (peak hour travel time and travel time reliability), performance of the non-interstate NHS (peak hour travel time and travel time reliability), freight movement on the Interstate system (truck travel time reliability and truck congestion), traffic congestion (annual delay per capita), and on-road mobile source emissions (2- and 4-year cumulative emissions reduction)
- **Reporting:** State DOT targets are for a performance period of 4 years, with a 2-year midpoint target as well. MPOs establish both 4-year and 2-year targets for peak hour travel time, traffic congestion, and on-road emissions. MPOs establish targets 180 days after state DOTs. MPOs must also document baseline condition in a system performance report for the long-range plan.
- **Geography:** State DOTs and MPOs are to set a single urbanized area target for peak hour travel time on the Interstate and non-Interstate NHS. When an urbanized area contains part of an air quality nonattainment or maintenance area, then state DOTs and MPOs shall establish a single traffic congestion target for that urbanized area. MPOs set 4-year targets for travel time reliability and freight movement that do not have to be identical to state’s. MPOs do this by either setting own quantitative target or agreeing to plan/program projects to meet state's target.
- **Significant progress:** Agency has either met its target, or the measure has improved from its baseline.

Discussion

GO TO 2040 strongly supported moving toward a performance basis for the federal transportation program. CMAP has longstanding experience in measuring the performance of the highway system in northeastern Illinois, including innovative practices such as congestion and crash scans. GO TO 2040 itself had medium- and long-range targets for several transportation-related measures as well as a number of measures and targets in other topic areas. From this standpoint, the new rules just formalize performance measurement activities CMAP has already been undertaking.

Thus, the policy direction is appropriate, although not in all the details. Among other things, the new federal performance management requirements have a weak connection to existing MPO and state DOT planning and programming functions, particularly because they have different and unsynchronized timelines. Ideally, planning, programming, and performance measurement would be part of a single process and carried out together. Thus, a critical part of ON TO 2050

will be to situate the short-term targets within a longer-term planning framework. Furthermore, the new reporting requirements are complex and, because they are on top of existing planning and programming requirements, will add significant additional work and resources.

In the upcoming year, CMAP's governing boards will need to establish targets for transit asset condition (due June 30) and highway safety (due February 27, 2018), in the latter case either by setting quantitative targets or agreeing to plan and program toward meeting the Illinois Department of Transportation's (IDOT) targets. Staff have begun coordinating with the transit agencies and IDOT and will provide analysis to help guide these decisions. In particular, staff is preparing a strategy paper on highway safety as part of ON TO 2050 development which will address the question of which targets may be most appropriate. As the remaining rules are still in draft form, it is not clear when they will be finalized or what their requirements will be when they are.

ACTION REQUESTED: Information

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