



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
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Chicago, Illinois 60606
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www.cmap.illinois.gov

Transportation Committee Annotated Agenda Friday, November 16, 2018--9:30 a.m.

**Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois**

- 1.0 Call to Order/Introductions** **9:30 a.m.**
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes— September 28, 2018**
ACTION REQUESTED: Approval
- 4.0 Coordinating Committee Reports**
The Planning and Programming Committees met jointly on October 3, 2018. An update on the meetings will be given.
ACTION REQUESTED: Information
- 5.0 FFY 2019-2024 Transportation Improvement Program (TIP) Amendments and Administrative Modifications**
TIP Amendment [19-01](#) was published to the [eTIP web site](#) on November 9, 2018 for committee review and public comment. A memo summarizing the formal TIP amendment [19-01](#) and administrative amendments [18-10.1](#), [19-00](#), and [19-01.1](#) is included in the meeting materials.
ACTION REQUESTED: Approval
- 6.0 2019 CMAP Safety Targets**
Under MAP-21 and the FAST Act, state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are given separate responsibility for establishing safety performance targets. The MPO must adopt 2019 targets by January 2019. Staff will summarize the proposed targets and request that the committee approve recommending the targets to the MPO Policy Committee.
ACTION REQUESTED: Approval

7.0 ON TO 2050 Regionally Significant Projects: Proposed amendment process

Staff will review the proposed process for requests to amend ON TO 2050 Regionally Significant Projects (RSPs). The process sets forth the analysis methods, submittal requirements, and timelines for consideration of requests to add, remove, or significantly modify the RSPs.

ACTION REQUESTED: Discussion

8.0 Service Board Presentations

Staff from CTA, Metra, and Pace will present an overview of their 2019 - 2023 capital program development processes.

ACTION REQUESTED: Discussion

9.0 Roadway Improvements to Support the Update to the South Lakefront Framework Plan (TIP ID 01-17-0025)

CDOT staff will present an overview of the project development process and planned improvements included in the South Lakefront Framework Plan.

ACTION REQUESTED: Information

10.0 2019 Transportation Committee Meetings

Staff requests approval of the attached 2019 Transportation Committee meeting dates.

ACTION REQUESTED: Approval

11.0 Transportation Revenue Initiatives

Staff will provide an update on recent transportation revenue ballot initiatives across the country and how the results relate to ON TO 2050 recommendations.

ACTION REQUESTED: Information

12.0 Status of the Local Technical Assistance (LTA) Program

The LTA program status report is available [here](#).

ACTION REQUESTED: Information

13.0 Other Business

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

15.0 Next meeting

The next Transportation Committee meeting will be January 18, 2019.

16.0 Adjournment

Committee Members

_____ Gabrielle Biciunas	_____ Luann Hamilton	_____ Randy Neufeld
_____ Darwin Burkhart	_____ Robert Hann	_____ Anthony Quigley
_____ Kevin Carrier	_____ Jessica Hector-Hsu	_____ Tom Rickert
_____ Lynnette Ciavarella	_____ Scott Hennings	_____ Leon Rockingham
_____ Michael Connelly	_____ Tom Kelso	_____ Joe Schofer
_____ John Donovan***	_____ Jennifer (Sis) Killen*	_____ Lorraine Snorden
_____ Doug Ferguson	_____ Fran Klaas	_____ Chris Snyder
_____ Tony Greep***	_____ Christina Kupkowski	_____ P.S. Sriraj
_____ Jacky Grimshaw	_____ Beth McCluskey	_____ Audrey Wennink
_____ Adrian Guerrero	_____ Kevin Muhs	_____ Rocco Zucchero**

*Chair

**Vice-Chair

***Non-voting



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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Chicago Metropolitan Agency for Planning (CMAP) Transportation Committee

Draft Minutes

September 28, 2018

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

- Committee Members Present:** Rocco Zucchero – Illinois Tollway, Vice Chairman, Kevin Carrier – Lake County, Michael Connelly – CTA, John Donovan – FHWA, Doug Ferguson – CMAP, Jackie Forbes – Kane County, Luann Hamilton – CDOT, Jessica Hector-Hsu – RTA, Scott Hennings – McHenry County, Tom Kelso – IDOT OP&P, David Kralik – Metra, Christina Kupkowski – Will County, Kevin Muhs – SEWRPC, Ryan Peterson – Kendall County, Chris Snyder – DuPage County, Mike Sullivan – IDOT D1, Dave Tomzik – Pace, Trey Wadsworth – NIRPC, Audrey Wennink – MPC, Eugene Williams – Council of Mayors
- Absent:** Darwin Burkhart – IEPA, Tony Greep –FTA, Jacky Grimshaw – CNT, Adrian Guerrero – Class 1 Railroads, Jennifer (Sis) Killen – Cook County, Randy Neufeld – Bicycle & Pedestrian Task Force, Joe Schofer – Academic & Research, P.S. Sriraj – Academic & Research
- Others Present:** Garland Armstrong, Heather Armstrong, Cole Jackson, Emily Karry, Mike Klemens, Josh Klingenstein, Kelsey Mulhausen, Leslie Phemister, Cody Sheriff, Troy Simpson
- Staff Present:** Teri Dixon, Kama Dobbs, Austen Edwards, Erin Kenney, Leroy Kos, Stephanie Levine, Martin Menninger, Stephane Phifer, Melissa Porter, Jeff Schnobrich, Joe Szabo, Aseal Tineh, Barbara Zubek

1.0 Call to Order/Introduction

Vice Chairman Zucchero called the meeting to order at 9:35 a.m.

2.0 Agenda Changes and Announcements

Vice Chairman Zucchero announced that the Update to Target Years for Performance Measures memo will be discussed during agenda item four.

3.0 Approval of Minutes – September 7, 2018

A motion to approve the minutes of the September 7, 2018 meeting, as presented, made by Mayor Williams and seconded by Mr. Connelly, carried.

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

Ms. Schuh thanked the committee for their participation in the development of the plan over the last few years. She gave a brief overview of the plan and reviewed the memo regarding the update to the target years for performance measures. She also gave an overview of the FFY 2019-2024 ON TO 2050/TIP Conformity Analysis and FFY 2019-2024 Transportation Improvement Program (TIP).

Ms. Wennink commented that she reviewed the list of projects included in the conformity amendment and realized that the Roadway Improvements to Support the Update to the South Lakefront Framework Plan (TIP ID 01-17-0025) is included for approval. She stated she wanted to get a full understanding of the non-auto modes included in the project because it is a significant roadway expansion. Ms. Dobbs stated the conformity amendment includes adding phase 2 engineering for the project into the active years of the TIP, which requires a conformity amendment, but is not an ON TO 2050 regionally significant project. Ms. Hamilton stated there was an extensive community engagement process for the changes around the Obama Presidential Center and there were many opportunities to discuss the project. The project includes many multi modal components that are specifically described in the TIP, including improvements for CTA, fulfilling the Streets for Cycling Plan goals by providing better east-west connections, underpasses for pedestrians and cyclists, and various pedestrian improvements, along with a new underpass at 67th and South Shore Drive that fulfills a long term concern of the South Shore neighborhood. She stated capacity was added to replace capacity taken away in other areas through the community engagement process. She added that the project team would be happy to present all of the aspects of the project to the committee at the November meeting.

A motion to approve the ON TO 2050 Comprehensive Regional Plan, FFY 2019-2024 ON TO 2050/TIP Conformity Analysis, and FFY 2019-2024 TIP, made by Mr. Connelly seconded by Mayor Williams, carried.

5.0 Preliminary Meeting Dates for 2019

Ms. Dobbs announced the preliminary meeting dates for 2019 and requested that committee members notify staff if there are any conflicts by November 1, 2018. Approval of the 2019 meeting dates will be requested at the committee's November meeting.

6.0 Other Business

Mr. Kelso announced that IDOT will start accepting applications for the Economic Development Program (EDP) on October 1, 2018. He added that Safe Routes to School applications are open until November 19, 2018. Vice Chairman Zucchero commended

IDOT for receiving an award for their I-55 and Lake Shore Drive reconstruction project. Mr. Kelso stated IDOT donated the \$10,000 prize money to the Special Olympics.

7.0 Public Comment

Mr. Armstrong commented that he has a friend in Barrington that is concerned about railroad grade crossings because people are going around stopped freight trains. He wanted to know if anyone has contacted officials in Barrington. Mr. Kralik stated that the Village of Barrington is very engaged with the issue and have been actively trying to secure funding for a grade separation. Mr. Armstrong commented that the O'Hare Kiss n' Fly is coming along well and wants to make sure he is kept up to the date on the project completion. He asked about signage in different languages because there are people in the disability community that do not speak English. Ms. Armstrong commented that she is concerned about safety at railroad crossings because she sees people trying to run for their trains.

8.0 Next meeting

The next Transportation Committee meeting is scheduled for November 16, 2018.

9.0 Adjournment

On a motion by Ms. Hamilton, seconded by Mr. Hennings, the meeting adjourned at 9:57 a.m.



Chicago Metropolitan Agency for Planning

Agenda Item No. 5.0

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MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: November 9, 2018

Re: Transportation Improvement Program (TIP) Amendments

Since the September 7th committee meeting, there has been significant activity in eTIP to close out federal fiscal year (FFY) 2018 and transition to FFY 2019. Prior to the transition, one final administrative amendment ([18-10.1](#)) was completed. Following the close of FFY 2018, all TIP programmers reviewed every active project contained in the eTIP database and either took no action on inactive projects, deleted abandoned projects, designated projects as completed, or carried projects forward from the 18-00 TIP, as amended throughout the year, to the 19-00 TIP, making any necessary administrative updates. Finally, following staff review of the projects carried forward to the [19-00](#) TIP, programmers submitted 79 Formal Amendments ([19-01](#)) for Transportation Committee consideration and 145 additional Administrative Amendments were submitted, reviewed, and accepted by staff ([19-01.1](#)). Summary information for each of these actions 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](#).

Administrative Amendment 18-10.1

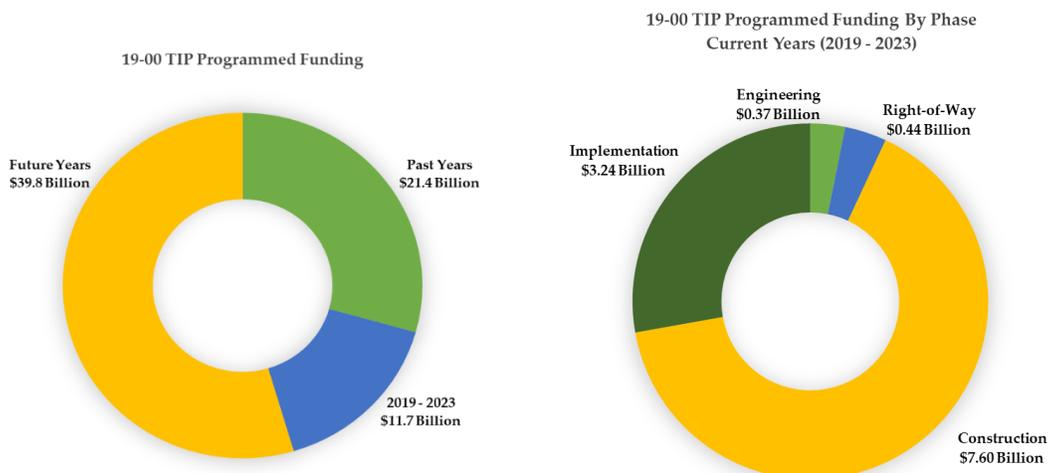
A total of 248 Administrative Amendments were submitted, reviewed, and accepted by staff on amendment [18-10.1](#) to close out and update fully obligated projects and to complete other administrative changes, such as Advance Construction (AC) changes, that were necessary before the end of the federal fiscal year (FFY). The vast majority of these changes involved designating projects as completed so that they would not be carried forward into the 19-00 TIP. The net change to total cost from all the changes was removal of \$98.6 million in total cost from the TIP, as summarized below.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after
Complete project	193	-\$4,191,476	\$467,968,413	\$463,776,937
Delete project	6	-\$31,345,000	\$31,345,000	\$0
Phase(s) converted from AC status	18	\$4,051,940	\$310,019,577	\$314,071,517
Phase(s) placed in AC status	11	\$1,408,590	\$23,951,920	\$25,360,510
Cost change	11	-\$68,521,836	\$606,422,494	\$537,900,658
Schedule change	7	\$0	\$66,483,650	\$66,483,650
Minor scope change	1	\$0	\$1,719,000	\$1,719,000
Other	1	\$0	\$20,937,844	\$20,937,844
Grand Total	248	-\$98,597,782	\$1,528,847,898	\$1,430,250,116

Carryover to 19-00

At the start of each new federal fiscal year (FFY), it is necessary to carry over all active projects within the eTIP database. This action removes the prior FFY (2018) and adds a new fifth year (2023) to the “active years” of the TIP. The 19-00 TIP includes 1,658 projects with a total cost for all phases, in all past, present, and future years, of \$72.9 billion. 1,200 projects were carried forward into the 19-00 TIP with no changes. These include projects that had all funds programmed in FFYs 2019 – 2022 or phases in past years that are in Advance Construction status. ON TO 2050 Regionally Significant Projects, deferred CMAQ-funded projects, and other projects with all funding programmed in years after FFY 2023 that implementers are actively working to advance were also carried forward. 137 projects with all funding obligated, but not yet fully expended, in FFY 2018 or earlier years were carried over and designated as completed. Schedule, cost, and scope changes that were administrative in nature were also made to over 300 projects during the carry over.

Of the \$72.9 billion in total funding in the 19-00 TIP, \$21.4 billion (30%) was already obligated in past years, \$39.8 billion (55%) is programmed in future years, and only \$11.7 billion (16%) is programmed in FFYs 2019 – 2023. Focusing just on the current years, about 7% of the funding programmed is for engineering and right-of-way phases. Construction, at \$7.6 billion, and implementation, at \$3.2 billion, make up the overwhelming majority of current years’ funding. The full **19-00** report is available on the amendments tab of the [eTIP public web page](#).



Formal Amendment 19-01

A total of 79 **Formal Amendments** were submitted for Transportation Committee approval. With the start of the new federal fiscal year, many schedule adjustments were made, with phases being added to or removed from the active TIP years on 33 projects, removing a total of \$26.7 million in total cost from the TIP. Twenty-two (22) new projects added \$103 million in total cost to the TIP, while six (6) deleted projects removed \$48 million. Cost changes on sixteen (16) projects resulted in the addition of just under \$98 million to the TIP. Two scope changes were also made that did not impact the total cost. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of just under \$126 million to the TIP, as summarized below.

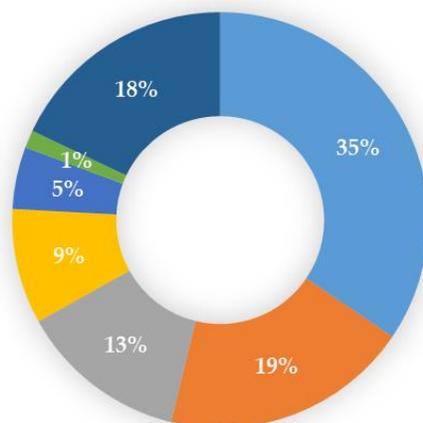
Type of change	# of projects	Change in total cost	Total Cost Before	Total Cost After
Phase(s) added to or removed from TIP	33	-\$26,719,275	\$4,189,583,663	\$4,162,864,388
New project	22	\$103,056,769	\$0	\$103,056,769
Cost change	16	\$97,894,502	\$2,922,773,957	\$3,020,668,459
Delete project	6	-\$48,237,000	\$48,237,000	\$0
Scope change	2	\$0	\$23,070,000	\$23,070,000
Grand Total	79	\$125,994,996	\$7,183,664,620	\$7,309,659,616

Administrative Amendment 19-01.1

A total of 145 Administrative Amendments were submitted, reviewed, and accepted by staff on amendment **19-01.1**. Administrative amendments include new projects that are not federally funded or have all federal funds in future years, conversion of project phases to or from Advance Construction (AC), cost changes that are below CMAP's amendment thresholds, changes to project schedules within the years of the TIP, changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires committee approval.

19-01.1 Administrative Amendment - Type of Changes

■ Schedule ■ Cost ■ AC ■ New ■ Scope ■ Delete ■ Other



With the start of the new federal fiscal year, the majority of administrative changes were to adjust project schedules on 50 projects, removing \$7.1 million from the TIP. Minor cost changes on 28 projects added \$9.1 million. Advance construction (AC) changes were minimal compared to other times throughout the year, with only sixteen (16) project phases converted from AC to a federal fund source and only three (3) project phases placed in AC; cost adjustments from these actions removed a net \$487 thousand from the TIP. Thirteen (13) new projects with all funding in future years or using non-federal funds added \$9 million to the TIP. Two (2) deleted projects removed just over \$1 million. There were also seven (7) minor scope changes and 26 other changes, such as updating project identification numbers and indicating projects' potential to influence performance targets, which added \$1.3 million. The type of change, number of projects affected, and total project cost information is shown below. Total cost includes all fund sources and all project phases in prior, current, and future years.

Type of change	# of projects	Change in total cost	Total cost before	Total Cost After
Schedule change	50	-\$7,139,800	\$804,707,818	\$797,568,018
Cost change below amendment thresholds	28	\$9,130,930	\$6,700,938,966	\$6,710,069,896
Phase(s) converted from AC	16	-\$1,082,638	\$141,487,416	\$140,404,778
Phase(s) placed in AC	3	\$596,000	\$1,425,163,000	\$1,425,759,000
New Project	13	\$9,041,300	\$0	\$9,041,300
Minor scope change	7	\$1,334,600	\$26,367,078	\$27,701,678
Delete project	2	-\$1,040,000	\$1,040,000	\$0
Other	26	\$0	\$8,159,744,060	\$8,159,744,060
Grand Total	145	\$10,840,392	\$17,259,448,338	\$17,270,288,730

ACTION REQUESTED: Approval

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MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: November 9, 2018

Re: 2019 regional safety performance targets

State departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are required to establish quantitative safety performance targets on an annual basis and use a set of performance measures to track progress toward meeting long-term targets for traffic safety.¹

Each August, State DOTs must establish their safety targets in conjunction with submission of the Highway Safety Improvement Program report to Federal Highway Administration (FHWA). MPOs have 180 days, until the subsequent February, to set their targets. IDOT set its annual safety performance measure (Safety PM) in August 2018 and the MPO Policy Committee and CMAP Board must act by February 2019 to set the region's targets. In order to meet this requirement, the Transportation committee will need to vote on the targets at the November 2018 meeting.

This memorandum discusses why CMAP staff recommends that the Board and MPO support IDOT's 2019 safety targets and requests approval by the Transportation committee. By agreeing to support IDOT's safety targets, the MPO is not agreeing to any specific share of the decrease in fatalities and serious injuries. Instead it is agreeing to integrate the targets as goals in the metropolitan planning process and to plan and program projects that help meet the State's targets. The selection of the target does not directly affect the allocation of funding at either the state or MPO level. However, the targets selected for different measures should ultimately reflect funding allocation priorities among other factors.

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

The remainder of this memo provides background on the safety PM rule, reviews IDOTs 2019 statewide safety targets, the staff recommendation to support of the state's 2019 safety targets, and next steps.

Background on Safety Performance Management Rule

The Safety PM requires state DOTs and MPOs to establish safety targets as five-year rolling averages on all public roads for: (1) the number of fatalities, (2) the rate of fatalities per 100 million vehicle miles traveled (VMT), (3) the number of serious injuries, (4) the rate of serious injuries per 100 million VMT, and (5) the number of non-motorized fatalities and non-motorized serious injuries. Thus, the form of the 2019 target is the desired value of the 2015-2019 average for each of the measures. Injuries and fatalities from traffic crashes vary considerably from year to year due to numerous factors, and the five-year average is meant to smooth large changes.

The actual target should be set to what the state believes it can achieve;² the rule does not specify or provide guidance for how ambitious the targets are to be. Each year the FHWA evaluates whether states have met, or made significant progress toward meeting, their targets. FHWA will consider states to be in compliance if they have met or improved from the baseline at least four of the five required performance targets.

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

IDOT 2019 safety performance targets

IDOT evaluated two methods to set the state's targets, a least squares trend line which approximates the actual trends, and a policy-based 2 percent annual reduction in the 5-year average. IDOT selected the method that returns the greatest decrease in the rolling five year average for each measure. Because of a back log for processing crash data, IDOT had to estimate the 2013-2017 five-year rolling average for serious injuries and non-motorized serious injuries and fatalities. For 2019, all targets use the policy-based 2 percent annual reduction in the 5-year rolling average.

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

Table 1. 2019 IDOT Statewide Safety Performance Targets

IDOT Safety Performance Target	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018 ²	2015-2019 ²
Total Fatalities -Illinois	941.0	943.0	957.0	989.4	1,017.8	997.4	977.5
Fatality Rate VMT -Illinois	0.90	0.90	0.91	0.94	0.96	0.94	0.92
Total Serious Injuries - Illinois ¹	12,454.8	12,203.2	12,245.8	12,168.6	12,210.9	11,966.7	11,727.4
Serious Injury Rate per 100 mil. VMT -Illinois ¹	11.9	11.7	11.7	11.5	11.5	11.3	11.0
Non-Motorized Serious Injuries and Fatalities - Illinois ¹	1,496.2	1,468.4	1,515.8	1,499.4	1,490.7	1,460.9	1,431.7

1 - 2013-2017 average estimated

2 - 2% reduction in 5-year average

Because of its outsized share of the state’s population and multimodal transportation system, the CMAP region greatly influences the safety performance trends at the statewide level. The region accounts for a little over 40 percent and 50 percent of the state’s 5-year average for fatalities and serious injuries, respectively. When it comes to non-motorized fatalities and serious injuries, the CMAP region accounts for roughly 75 percent of the state’s total. This is due to the high number of pedestrians and pedal-cyclists compared to the rest of the state.

Table 2. 2019 CMAP Share of IDOTs Safety Performance Targets

	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018 ²	2015-2019 ²
Total Fatalities -CMAP	399.8	401.4	405.8	425.8	443.4	434.5	425.8
Fatality Rate VMT - CMAP	0.68	0.69	0.69	0.72	0.75	0.73	0.72
Total Serious Injuries - CMAP ¹	6,582.4	6,502.2	6,642.8	6,662.8	N/A	6,529.5	6,399.0
Serious Injury Rate per 100 mil. VMT -CMAP ¹	11.2	11.1	11.4	11.3	N/A	11.1	10.9
Non-Motorized Serious Injuries and Fatalities - CMAP ¹	1,139.4	1,115.0	1,158.8	1,149.0	N/A	1,126.0	1,103.5

1 - 2013-2017 average not estimated

2 - 2% reduction in 5-year average

Recommendation for 2019 safety performance targets

Staff recommends that the MPO support IDOT’s policy-driven 2019 safety targets. IDOT’s aggressive safety targets reflect the need for, and a commitment to, reducing fatal and serious injury crashes. The region has made significant progress in reducing fatalities and serious injuries through engineering, education, and technology, but the region still faces significant safety challenges in light of recent increases in non-motorized serious injuries and fatalities, and overall traffic fatalities. By supporting IDOT’s targets, the region will have a unified goal that

supports making all roads in the region safer for all users. Given that the targets are set annually, CMAP can readily revisit target selection methodology each year.

Next steps

To facilitate progress on regional and state safety targets, CMAP has taken steps to incorporate highway safety into its programming decisions and work plan. The CMAQ and STP-L Shared Fund programs include a project location based safety score based on IDOT's safety road index (SRI). In addition, CMAP completed a [traffic safety white paper](#) that provided a number of recommendations on how CMAP can incorporate highway traffic safety into its work.

Following discussion and approval by the Transportation committee, staff will finalize its recommendation for the 2019 regional safety targets. The recommended 2019 safety targets will be brought to the CMAP Board and MPO Policy Committee in January for discussion and approval. Once the safety targets are approved, staff will prepare a memo informing IDOT that the CMAP MPO agrees to support the 2019 statewide safety targets. CMAP is also required to indicate how the TIP makes progress toward achieving the safety performance targets, the technical approach of how to accomplish this requirement is currently under development.

ACTION REQUESTED: Approval

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Chicago Metropolitan Agency for Planning

Agenda Item No. 7.0

233 South Wacker Drive
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MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: November 9, 2018

Re: ON TO 2050 Regionally Significant Projects: Proposed amendment process

The ON TO 2050 Comprehensive Regional Plan includes a set of fiscally constrained Regionally Significant Projects (RSPs). These projects support the plan's three principles of inclusive growth, prioritized investment, and resilience, particularly emphasizing the need to use the region's limited resources to invest in existing infrastructure to modernize and improve condition to achieve a state of good repair.

All project sponsors are strongly encouraged to submit projects during the development of the regional plan, rather than at other times. However, availability of new revenues, and/or sufficient advancement through the project development process may require interim evaluation of select projects. This memo lays out an amendment process for proposed additions to the ON TO 2050 fiscally constrained project list. Note that, if development of the successor or update to ON TO 2050 is underway and project evaluation has begun, staff will defer amendment requests to that process.

Project definitions

After extensive conversation with committees and its governing board, CMAP expanded the breadth of projects to be evaluated in ON TO 2050. The definition includes the large projects evaluated in GO TO 2040 and adds reconstruction projects as well as smaller scale road and transit projects that have the potential for regional impacts. Specifically, a project requiring evaluation:

1. Costs at least \$100 million and (a) changes capacity on the National Highway System (NHS) or is a new expressway or principal arterial, or (b) changes capacity on transit services with some separate rights-of-way or shared right-of-way where transit has priority over other traffic; or
2. Costs at least \$250 million, regardless of the facility type or work type.

Projects that meet these thresholds will require a plan amendment to be included within the fiscally constrained set of Regionally Significant Projects. Transportation Improvement Program

changes that bring a project over these thresholds will also require an amendment process (excepting projects that change less than 20 percent in cost, up to a maximum of a \$10 million change). Candidate projects are compared to the cost thresholds based on current dollars (any conversion to year-of-expenditure, or YOE, cost is carried out by CMAP when necessary to meet federal rules). The entire project cost, not just the cost of the added capacity, is used to determine whether the project is regionally significant.

Note that project sponsors may develop a project proposal comprising a program of similar projects if individual projects would not meet the proposed thresholds. Projects that change capacity are those with non-exempt Transportation Improvement Program (TIP) work types, in other words those that are already required under federal rules to demonstrate air quality conformity.

Process summary and staffing

These guidelines describe the process for a project sponsor to follow in providing data and information to CMAP to support its independent evaluation of a proposed RSP amendment to ON TO 2050. The amendment process will begin when a project sponsor notifies CMAP's Executive Director via letter of a requested amendment, or when CMAP staff notify a project sponsor that a requested TIP change crosses the threshold to a Regionally Significant Project.

CMAP will conduct a **qualitative evaluation** of the proposal's consistency with the principles and recommendations of ON TO 2050 as well as a **quantitative evaluation** of the proposal comparing the various forecasting assumptions and resulting project performance with regard to ON TO 2050 priorities. Project sponsors will be required to provide their own assessments for both components of the evaluation.

The purpose of the **qualitative evaluation** is to determine the proposal's consistency with the priorities of ON TO 2050. The evaluation format will address each of the three principles of ON TO 2050 and the applicable goals of its five chapters. In this part of its evaluation, CMAP will consider the impacts of the proposal on each of the above topic areas as they might support or undermine the implementation of ON TO 2050. In its evaluation, CMAP will not consider arguments for the project beyond those that support the principles and goals of the adopted Plan.

The purpose of the **quantitative evaluation** is to assess the proposal's effect on the Plan's recommendations, through evaluation that addresses its impact on current needs, 2050 travel, and plan priorities. Where applicable, the quantitative evaluation may also review a project's financial plan to ensure fiscal constraint. The quantitative analysis will also supplement conclusions drawn in the qualitative analysis. Quantitative evaluation will vary by project type, matching the approach established in the ON TO 2050 plan. In particular, arterial projects will be evaluated on their impacts on the current system as well as planning priorities, but not on potential 2050 travel impacts.¹ This will provide a streamlined, shorter process for arterial amendments.

¹ For more information, see the ON TO 2050 Regionally Significant Project Benefits Report at <https://www.cmap.illinois.gov/documents/10180/911391/FINAL+Regionally+Significant+Projects+Benefit+Report+Appendix.pdf/612e47c8-5038-c3f7-035e-22959ffb0c51>

CMAP and the project sponsor will identify official point-of-contact managers for the CMAP evaluation process. These managers are accountable for arranging the initial technical consultation meeting, developing a detailed timeline of interim deadlines, and keeping the successive information and data transmittals on schedule. The CMAP point-of-contact manager is also accountable for maintaining complete records of all correspondence related to the request.

A CMAP technical team will be assembled based on the subject-matter expertise required to evaluate the project. In most cases, this will include a data modeler, urban planner, environmental specialist and policy analyst.

Required data and information

CMAP's evaluation will begin with the sponsor's assessment of how the proposed project promotes the success and implementation of ON TO 2050. The sponsor should provide relevant project data and information to CMAP in support of the agency's evaluation of the proposal. In its evaluation, CMAP will consider this information, but may also analyze additional independent resources. Necessary data and information transmittals include, but are not limited to, the following:

- CMAP encourages the project sponsor to use the ON TO 2050 forecasts. If the project sponsor has prepared **alternative socioeconomic or land use forecasts**, the sponsor should provide at least one analysis using the official regional forecast. CMAP must also concur on the methodology for any alternative forecast.
- If the project sponsor has conducted its own **travel demand modeling**, CMAP requests conventionally coded model networks, trip-tables, GTFS files and other relevant input datasets, demand coefficients and resulting traffic assignments for all relevant planning-level scenarios as well as any methodological documentation needed to interpret these resources.
- If the project sponsor has conducted its own **environmental evaluation**, CMAP requests relevant GIS feature layers, appropriate data tables, and methodological documentation relevant to ON TO 2050 indicators or plan themes.
- If the project sponsor has conducted its own **financial evaluation**, CMAP requests summary assumptions regarding project construction and operating costs as well as any subsidies, fares, tolling, pricing, or other revenue considerations for all relevant planning-level scenarios. To the extent possible, the sponsor should provide information about the potential structure, public and private cost, term, and other relevant information if the project is proposed as a public private partnership. Documentation of the financial evaluation methods used along with any relevant data tables and forecasting assumptions should be included.

Timeline

The evaluation timeline depends upon the project type. Evaluation will mirror the methods used in the ON TO 2050 development process, although the availability of more recent data across a variety of measures may limit direct comparisons to the 2050 project set. If the

evaluation timeline significantly overlaps with the initiation of project evaluation for development of the region’s long range comprehensive plan, staff will request that the sponsor defer to that process.

For **expressway and transit projects**, CMAP requires that proposed regionally significant project amendments to ON TO 2050 be submitted for consideration six months (26 weeks) in advance of the desired action by the CMAP Board and MPO Policy Committee. This timeline permits sufficient time for the sponsor to demonstrate the proposal’s value to ON TO 2050, for CMAP to conduct its own evaluation, and for required public notice and comment to occur. Staff will work with the project sponsor to set a schedule that aligns with other processes, such as regular air quality conformity updates, where possible to improve efficiency of the process.

Evaluation of arterial projects will be simpler, and directed to a single, annual process. CMAP requires that any proposed **arterial project amendments** to the regionally significant project list be submitted for consideration by October 1st, with evaluation completed and recommendations considered in the subsequent meetings of the Transportation Committee, the CMAP Board, and ultimately the March MPO meeting. Public noticing will take place with TIP and Conformity amendment notifications. As in the ON TO 2050 process, arterials will be evaluated on their impact on today’s transportation system as well as planning priorities.

The table below provides approximate milestones for proposal evaluation, with milestones noting a preferred maximum amount of time for each stage. Projects may proceed more quickly if all required information is submitted ahead of these milestones. Specific deadlines for data and information transmittals and evaluation deliverables will be agreed upon at the initial technical consultation meeting.

Approximate regionally significant project amendment timetable

	Milestone	Transit or Expressways	Arterials
Data and information gathering	Technical consultation meeting: <ul style="list-style-type: none"> - Establish protocols and schedule - Outline data and information needs - Discuss project fit with the ON TO 2050 plan 	Week One	
	Sponsor assessment and data sharing: <ul style="list-style-type: none"> - Sponsor submits project assessment for fit with ON TO 2050 principles and goals - All agreed upon information and data is provided to CMAP in the required format 	Week Six	Week Four
	Content verification: CMAP informs sponsor of any additional data or information needs	Week Eight	Week Six
Evaluation	Sponsor provides all remaining information and/or notifies CMAP if information is unavailable	Week Ten	Week Eight
	CMAP completes project evaluation and summary memo on the proposed amendment	Week Fifteen	Week Eleven

Public Comment and Amendment	Public comment: <ul style="list-style-type: none"> - Staff releases evaluation for 30 day public comment - Staff discusses evaluation with CMAP Committees 	Week Sixteen	Week Twelve
	Board and MPO review and determination: <ul style="list-style-type: none"> - Staff provides recommendation memo and summary of comment - Transportation Committee, CMAP Board, and MPO vote on the amendment 	Week Twenty Two	Week Eighteen <i>(Annual March meeting of the MPO)</i>

Note: The final timetable will be adapted to the needs of each project.

ACTION REQUESTED: Discussion

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Chicago Metropolitan
Agency for Planning

Agenda Item No. 10.0

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MEMORANDUM

To: Transportation Committee
From: CMAP Staff
Date: November 9, 2018
Re: Proposed Meeting Dates for 2019

The proposed 2019 Transportation Committee meeting dates with consideration of the proposed MPO Policy Committee meeting dates and IDOT letting schedule are in bold below.

TIP Revisions Due	Transportation Committee	MPO Policy Committee	Federal Auth. Req. due @ IDOT	IDOT Lettings
01/09/19	01/18/19	January 2019	03/15/19	04/26/19
02/13/19	02/22/19	March 2019	05/03/19	06/14/19
04/17/19	04/26/19	June 2019	06/21/19	08/02/19
05/29/19	06/07/19		08/09/19	09/20/19
07/24/19	08/02/19		09/27/19	11/08/19
09/11/19	09/20/19	October 2019	11/29/19	01/17/20
11/06/19	11/15/19		1/24/20	03/06/20

No conflicts were identified by members following the September 28 meeting. Staff requests approval of the meeting dates.

ACTION REQUESTED: Approval

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