



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 10, 2019

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 10, 2018**
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 2020 UWP. Several recommendations and the proposed timeline for the process are included in the attached memo.

ACTION REQUESTED: Information
- 6.0 Appointment of the Chair and Vice-Chair of the CMAP Transportation Committee**

The memorandum of understanding between the CMAP Board and MPO Policy Committee states that the Policy Committee will appoint the chair and vice-chair of the Transportation Committee. Staff recommends the appointment of Rocco Zuccherro (Illinois Tollway) who previously served as Vice Chair of the Policy Committee to Chair and Chris Snyder (DuPage County) as the Vice Chair of the Transportation Committee in 2019.

ACTION REQUESTED: Approval
- 7.0 2019 Highway 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. The Transportation Committee has voted to recommend these targets.

ACTION REQUESTED: Approval

8.0 ON TO 2050 Plan Amendments

8.1 Staff will review the 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: Information

8.2 O'Hare Express Service

CDOT staff will present an overview of the O'Hare Express Service proposed to be developed by the Boring Company in partnership with the City of Chicago.

ACTION REQUESTED: Information

8.3 Roadway Improvements to Support the Update to the South Lakefront Framework Plan

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

ACTION REQUESTED: Information

9.0 Expressway Vision Update

CMAA staff will update the Committee on the Vision for the Northeastern Illinois Expressway System, a planning project undertaken to develop a multi-jurisdictional approach to guide future capital investments and operational improvements on the Chicago area expressways.

ACTION REQUESTED: Information

10.0 State Legislative Update

Staff will update the Committee on relevant legislative activities.

ACTION REQUESTED: Information

11.0 Other Business

12.0 Public Comment

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

13.0 Next Meeting – March 14, 2019

14.0 Adjournment

MPO Policy Committee Members:

___ Acting Secretary-IDOT, Chair
___ Frank Beal
___ Kelley Brookins*
___ Dorval Carter
___ Tom Cuculich
___ Jim Derwinski
___ Jack Franks

___ Liz Gorman
___ Scott Gryder
___ Sandy Hart
___ Glenn Fulkerson*
___ R.A. Kwasneski
___ Christopher J. Lauzen
___ Leanne Redden

___ Rebekah Scheinfeld
___ Jeffery Schielke
___ Carolyn Schofield
___ Larry Walsh
___ Erik Varela*
___ John Yonan, Vice Chair

*non-voting



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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Joint Meeting Chicago Metropolitan Agency for Planning (CMAP) and MPO Policy Committee DRAFT Minutes October 10, 2018

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, Frank Beal-representing the City of Chicago, Matt Brolley-representing Kane and Kendall Counties, Franco Coladipietro-representing DuPage County, Michael Connelley-representing the CTA, Jim Derwinski-representing Metra, Janel Forde-representing the City of Chicago, Liz Gorman-representing Illinois State Toll Highway Authority, Scott Hennings (Chairman Jack Franks joined the meeting late)-representing McHenry County, Scott Koepfel-representing Kendall County, Richard Kwasneski-representing PACE, Al Larson-representing northwest Cook County, Chris Lauzen-representing Kane County, Andrew Madigan-representing the City of Chicago, John Noak-representing Will County, Martin Oberman-representing the City of Chicago, Leanne Redden-representing the RTA and a non-voting member of the CMAP Board, Rick Reinbold-representing south suburban Cook County, Rebekah Scheinfeld-representing CDOT, Jeffery Schielke-representing the Council of Mayors, Carolyn Schofield-representing McHenry County, Shane Schneider-representing Lake County, Chris Snyder-representing DuPage County, Lawrence Walsh-representing Will County, Matthew Walsh-representing west Cook County, Terry Weppler-representing Lake County, Diane Williams-representing Cook County, John Yonan-representing Cook County, and non-voting member Catherine (Kay) Batey-representing FHWA.

Staff Present: Joe Szabo, Melissa Porter, Angela Manning-Hardimon, Tom Garritano, Stephane Phiher, Jesse Elam, Liz Schuh, and Sherry Kane

Others Present: Peter Austin-McHenry County, Elaine Bottomley-WCGL, Kevin Carrier-Lake County, Lynette Ciavarella-Metra, Jack Cruikshank-WCGL, John Donovan-FHWA, Jackie Forbes-Kane/Kendall Council, Glenn Fulkerson-FHWA, Tony Greep-FTA, Emily Karry-Lake County,

Mike Klemens-Kane/Kendall Council, Jon-Paul Kohler-FHWA, Hugh O'Hara-WCGL, Holly Ostdick-IDOT, Nick Palmer-Will County, Ryan Peterson-Kane/Kendall Council, Thomas Rickert-Kane/Kendall Council, David Seglin-CDOT, Troy Simpson-Kane/Kendall Council, Erik Varela-Union Pacific, Jeff Zoephel-Village of Montgomery, and Rocco Zuccherro-Illinois Tollway.

1.0 Call to Order and Introductions

CMAQ Board Chair Mayor Bennett called the meeting to order at approximately 8:05 a.m., and asked Board and MPO Policy Committee members introduce themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of CMAQ Board Meeting Minutes

A motion to approve the minutes of the CMAQ Board meeting of September 12, 2018, as presented made by Rita Athas was seconded by Mayor Al Larson, and with all in favor, carried.

4.0 Approval of MPO Policy Committee Meeting Minutes

A motion to approve the minutes of the MPO Policy Committee meeting of June 14, 2018, as presented made by Mayor Jeffery Schielke was seconded by Rebekah Scheinfeld, and with all in favor, carried.

5.0 Executive Director's Report

CMAQ Executive Director Joe Szabo reported that a Local Technical Assistance (LTA) program update was included in the packet. Regarding ON TO 2050, Szabo offered background on: development (3-year process, framework, and vision); outreach (over 2 dozen strategy reports, 5 alternative future forums, engaging more than 100,000 in meetings and workshops in the 7-county area); principles (Inclusive Growth, Resilience, and Prioritized Investment); and the plan itself (870 pages, additional 1200 pages in public comment, it's interactive and web-based). Szabo acknowledged the efforts of the entire CMAQ staff (particularly Liz Schuh, the plan's author), Board Chair Jerry Bennett, IDOT Secretary Randy Blankenhorn, the Board and MPO Policy Committee members, and the many partners that contributed to the effort.

6.0 Council of Mayors Report

On behalf of the Council of Mayors Executive Committee, Mayor Jeffrey Schielke reported that the committee had met in August, considered the proposed policies for the STP Active Program Management and the STP Shared Fund, and discussed comments and letters received from CMAQ partners. The policies, Schielke continued, were adopted by the STP Project Section Committee in September. Additionally, CMAQ staff presented an overview of the implementation priorities of the ON TO 2050 Plan, and Local Technical Assistance (LTA) program staff gave a presentation on the development and key recommendations of the Des Plaines Comprehensive Plan. The Council of Mayors Executive Committee meets next, Schielke concluded, on November 13, 2018.

7.0 CMAP Committee Reports

The Programming and Planning Committees met jointly on October 3. Vice Chair of the Programming Committee Rita Athas reported that the Committees jointly recommended approval of the ON TO 2050 Comprehensive Regional Plan to the CMAP Board. The Programming Committee also recommended approval of the ON TO 2050/FFY 2019-2024 TIP Conformity Analysis and the FFY 2019-2024 Transportation Improvement Program (TIP). Local Technical Assistance (LTA) program staff gave a presentation on the development and key recommendations of the Des Plaines Comprehensive Plan and reported that applications for a Call for Projects under the LTA program supporting ON TO 2050, are due October 26.

A written summary of the working committees and the Council of Mayors Executive Committee was distributed.

8.0 Procurements and Contract Approvals

Deputy Executive Director for Finance and Administration Angela Manning-Hardimon asked that the Board approve a contract for Project Management Services of Municipal Pavement Management Plans to AECOM in an amount not to exceed \$194,856.00.

A motion by Carolyn Schofield, seconded by Mayor Al Larson to approve the contract award as presented, and with all in favor, carried.

9.0 Election of MPO Policy Committee Vice Chair

Nominating Committee Chair Mayor Jeffery Schielke reported that the nominating committee, consisting of himself (representing municipal government), Leanne Redden (representing a public transportation agency), Rebekah Scheinfeld (representing road administration), Scott Gryder (representing County government), and Frank Beal (representing the regional planning agency), unanimously recommended that John Yonan, Superintendent-Cook County Department of Transportation and Highways be appointed to the position of Vice Chair of the MPO Policy Committee for calendar year 2019. A motion by Mayor Jeffery Schielke was seconded by Rebekah Scheinfeld to approve the recommendation of the nominating committee. All in favor, the motion carried.

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

CMAP staff Liz Schuh echoed thanks for all the work and contribution over the past 3 years and emphasized the role that CMAP staff had played in getting the plan to where it is today. Schuh reported that approval of the following are requested. Regarding the ON TO 2050/FFY 2019-2024 TIP Conformity Analysis--as was described in the Air Quality Conformity Analysis appendix--the analysis found that the air quality impacts of the regionally significant projects in ON TO 2050 and existing non-exempt or exempt tested projects included in the FFY 2014-2019 TIP that will be carried forward into the FFY 2019-2024 TIP meet all applicable requirements for conformity to the state implementation plan and applicable provisions of the Clean Air Act. Also for approval is the FFY 2019-2024 Transportation Improvement Plan (TIP) and finally, approval of the ON TO 2050 Comprehensive Regional Plan. As directed by the CMAP Board first to build on GO TO

2040, and in doing so provide more specific and implementable direction and to select new areas to be bold and help the region move forward, as is seen in the inclusive growth work and adapting to emerging technology in building local capacity. Facing warning signs in the region, there are also many assets to build upon, Schuh continued, in terms of a diverse economy, well-trained work force, strong infrastructure, and a strong quality of life. The Plan, guided by the three principles of Inclusive Growth, Resiliency, and Prioritized Investment, is divided into five topical chapters of Land Use, Transportation, the Economy, the Environment, and Governance. Seen as a first step today in approving the plan CMAP will move right into implementation efforts.

On behalf of the CMAP Board, a motion by Mayor John Noak was seconded by President Rick Reinbold to approve [by voice vote] the ON TO 2050/FFY 2019-2024 TIP Conformity Analysis, and the FFY 2019-2024 Transportation Improvement Program (TIP), and with all in favor, the motion carried.

Mayor Terry Weppler asked to be heard and stated in part, that Lake County supports ON TO 2050, but that Route 53, a priority project in GO TO 2040, was removed from ON TO 2050. Weppler cited growth in the county, and a non-binding referendum overwhelmingly supporting the 53 extension as reasons to include the project in the plan. Weppler went on to say that if the study by the Tollway indicates the need and financial viability for the Route 53 plan, he will ask the Board to update ON TO 2050 to include those road improvements in Lake County. Executive Director of the Illinois State Toll Highway Authority, Liz Gorman assured that once the study is complete and as the region's needs evolve, the Tollway stands ready to partner with other agencies to respond to those needs. Illinois Department of Transportation (and Policy Committee Chair) Secretary Randy Blankenhorn also assured that if the need and financial viability is present, it would be brought back the CMAP Board and MPO Policy Committee for action at the appropriate time.

Also on behalf of the CMAP Board, a motion by Mayor John Noak was seconded by President Rick Reinbold to approve the ON TO 2050 Comprehensive Regional Plan. The roll call vote followed. Bennett, yes; Athas, yes; Beal, yes; Brolley, yes; Coladipietro, yes; Forde, yes; Larson, yes; Madigan, yes; Noak, yes; Oberman, yes; Reinbold, yes; Schofield, yes; Walsh, yes; Weppler, yes; Williams, yes. The motion carried.

On behalf of the MPO Policy Committee, a motion by Chris Lauzen was seconded by Rich Kwasneski to approve the ON TO 2050 Comprehensive Regional Plan. The roll call vote followed. Beal, yes; CTA, yes; Metra, yes; McHenry County, yes; Tollway, yes; Kendall County*, no; Kane County, yes; Lake County, yes; RTA, yes; CDOT, yes; CMAP, yes; Council of Mayors, yes; Will County, yes; Cook County, yes; Pace, yes; DuPage County, yes; IDOT, yes.

* Scott Koeppel, on behalf of Kendall County, reported that the entire Kendall County Board strongly opposes the vehicle mileage tax, that it would be an invasion of personal privacy, they and don't believe that the state would repeal the motor fuel tax if the vehicle

mileage tax is implemented. Citizens have also expressed concerns to staff and the board about the loss of privacy and the burden a new tax would place on them.

Policy Committee Chair Secretary Blankenhorn also thanked and congratulated CMAP Board Chair Mayor Bennett, and Board members, Executive Director Joe Szabo, and all the CMAP staff for their efforts, building on GO TO 2040, and taking the necessary next steps [with ON TO 2050].

A point of order was called and on behalf of the MPO Policy Committee, a motion by Rebekah Scheinfeld, was seconded by Mayor Jeffery Schielke to adopt the ON TO 2050/FFY 2019-2024 TIP Conformity Analysis and the FFY 2019-2024 Transportation Improvement Program (TIP), and with all in favor, carried.

11.0 Other Business

There was no other business before the joint meeting of the CMAP board and the MPO Policy Committee

12.0 Public Comment

There were no comments from the public.

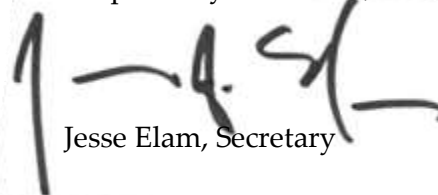
13.0 Next Meeting

The CMAP Board meets next on November 14, 2018; the MPO Policy Committee is scheduled to meet next on January 10, 2019.

14.0 Adjournment

At approximately 8:38 a.m., a motion to adjourn by Mayor Terry Weppler, seconded by Carolyn Schofield, and with all in favor, carried.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Jesse Elam", is written over a light blue rectangular background.

Jesse Elam, Secretary

10-22-2018
/stk



Chicago Metropolitan Agency for Planning

Agenda Item No. 5.0

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MEMORANDUM

To: MPO Policy Committee

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

Date: January 3, 2019

Re: FY 2020 UWP Call for Projects

Unified Work Program (UWP) federal funding is available for transportation planning projects within a metropolitan area. For the CMAP area, it is anticipated that federal funding of approximately \$18.1 million, and that, with matching funds of approximately \$4.5 million, will provide total project cost available for UWP projects of \$22.7 million. FY 2020 funding reflects an increase of approximately 1%, or \$238,103, of federal and local match dollars as compared to FY 2019.

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 Coordinating Committee, CMAP Board and the MPO Policy Committee for approval.

The UWP Committee recommends and seeks concurrence from the Transportation Committee, Coordinating Committee, CMAP Board and the MPO Policy Committee, the following UWP priorities with the regional priorities described in the ON TO 2050 Plan:

- **Planning Work toward Implementation of ON TO 2050 Regionally Significant Projects, Including Supportive Land Use.** The continuation of work to further ON TO 2050's list of fiscally constrained regionally significant projects is another planning area. Potential work includes planning for the inclusion of transit or bike/ped components as part of major highway projects, advancing projects through discretionary funding programs, and planning for supportive land use around transportation, among other efforts.
- **Local Technical Assistance and the Formation of Collaborative Planning Efforts.** A major emphasis area of ON TO 2050 is providing targeted technical assistance to local governments, particularly to interpret and implement the regional plan's recommendations at the local level. This may include planning for compact, walkable communities, including transportation investments to support infill development, as well as providing for alternative modes of transportation. Planning for joint efforts to provide local transportation services is also included here.
- **Modernization of the Public Transit System.** ON TO 2050's transit recommendations focus on making the transit system more competitive. Actions include developing policies for emerging technology to support and complement the transit system, studies to support improving the speed, frequency, and reliability of the transit system, revising highway design guidance to facilitate transit access, studies to support further fare and service coordination, and improving the effectiveness and accessibility of demand response services, particularly for persons with disabilities.
- **Leveraging the Transportation System to Promote Inclusive Growth.** ON TO 2050 is broadly concerned with ensuring economic opportunity is available to all residents of the region. The transportation system plays a role in this, as for example, research shows that minority residents have significantly longer commutes than others and transportation fees can weigh most on lower-income persons. Proposals should address any of the numerous facets of equity and transportation identified in ON TO 2050, such as developing culturally-relevant outreach methods, establishing performance measures that track progress towards reflecting community demographics, and demonstrating the impact of public engagement on project outcomes. They may also include planning to support transportation system access for those with disabilities, studying strategies to reduce burden of transportation fees, fares, and taxes on lower-income populations, and exploring new ways to provide targeted, flexible and/or on-demand transportation options in low-income or low-density areas, or for people with disabilities.
- **Harnessing Technology to Improve Travel and Anticipating Future Impacts.** Existing technologies can improve the performance of the transportation network, while in the long term, emerging technologies like connected and autonomous vehicles and private mobility services may have both positive and negative

impacts on the region, such as increasing competition for curb space or causing excess vehicle miles traveled. Planning projects under this priority would address studying and implementing further coordination of traffic operations using technology, establishing pricing and regulatory frameworks for connected and autonomous vehicles and developing pilot projects, and adapting the public way to emerging technology and new mobility, among other efforts.

The process for review and approval of the FY 2020 UWP programs is as follows:

- Both Core and Competitive proposals are due on January 30, 2019.
- All proposals will be forwarded to the UWP Committee on February 6 with presentations of the proposals at the Committee meeting on February 13.
- The Competitive proposals will be scored by the UWP Committee as in years past, based upon the alignment with the regional priorities listed above. The scoring of the competitive proposals will be due on February 27. CMAP staff will calculate the Committee's rankings of the Competitive proposals.
- Based on the available funds for the FY 2020 UWP program, CMAP staff will develop a proposed program recommendation to the UWP Committee which considers (1) how the Core proposals meet the federal requirements; (2) alignment with the proposed priorities of ON TO 2050; (3) the requested level of funding; (4) and if applicable, previous years' expenditure level of Core project and (5) the rankings of the Competitive proposals.
- The Committee will meet on March 13 to adopt the proposed FY 2020 program.
- The FY 2020 program will be presented at the April 26 Transportation Committee for adoption.

In June, following UWP program adoption by the Coordinating Committee in May, and MPO Policy Committee and the CMAP Board adoption in June, CMAP will draft contracts for the approved programs according to the following schedule (these dates should be considered with developing proposals):

- Programs supporting staff and operating costs (normally core proposals) will be available during the State FY 2020 starting July 1, 2019. All funds will need to be expended by June 30, 2020.
- Programs supporting consulting contracts and the competitive programs will be available for a period of three years—July 1, 2019 to June 30, 2022.

The schedule for the approval of the FY 2020 UWP process is as follows:

Call for Proposals

Call for Proposals	January 2, 2019
All Proposals Due (Core and Competitive)	January 30, 2019

Proposal presentations

UWP Meeting - Presentation of Proposals	February 13, 2019
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UWP Committee members rank proposals	Due to CMAP February 27, 2019
CMAP prepares committee ranked proposals with funding allocation	March 6, 2019
UWP Meeting - Adopt FY 2020 Program	March 13, 2019

Committee Approval

Transportation Committee considers approval of FY 2020 UWP to MPO Policy Committee	April 2019
Coordinating Committee considers approval of FY 2020 UWP to CMAP Board	April 2019
CMAP Board considers approval of proposed FY 2020 UWP	June 2019
MPO Policy Committee considers approval of proposed FY 2020 UWP	June 2019
UWP Document Released	June 2019

ACTION REQUESTED: Information

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MEMORANDUM

To: MPO Policy Committee
From: CMAP Staff
Date: January 3, 2019
Re: 2019 Regional Highway Safety Performance Targets

State departments of transportation (DOTs) and metropolitan planning organizations (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 meeting long-term targets for traffic safety.¹

Each August, State DOTs must establish their highway 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 CMAP Board will need to affirm the safety targets at the January 2019 meeting.

This memorandum discusses why CMAP staff recommends that the Board and MPO support IDOT's 2019 safety targets and requests approval by the CMAP Board. 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.

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

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.

Background on Highway Safety Performance Management Rule

The Highway Safety PM requires state DOTs and MPOs to establish safety targets 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. Injuries and fatalities from traffic crashes vary considerably from year to year due to numerous factors, to account for this the Safety PM requires the targets to be set as five-year rolling averages which smooths the data for large changes. The 2019 target is the desired value of the 2015-2019 rolling average for each of the measures.

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 should 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 Highway 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 two percent annual reduction in the five-year average. IDOT selected the method that returns the greatest decrease in the five-year average for each measure. Because of a back log for processing crash data, IDOT had to estimate the 2013-2017 five-year average for serious injuries and non-motorized serious injuries. For 2019, all targets were set using the policy-based two percent annual reduction in the five-year average.

Table 1. 2019 IDOT Statewide Safety Performance Targets

IDOT Safety Performance Target	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018²	2015-2019²
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

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.

IDOT Safety Performance Target	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018²	2015-2019²
Serious Injury Rate per 100 million 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-Two percent reduction in five-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 five-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	2014-2018²	2015-2019²
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 million 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-Two percent reduction in five-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. The CMAP Transportation Committee approved staff's recommendation to support the IDOT's 2019 safety targets and the Regional Transportation Operations Committee reviewed this position favorably. 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 Congestion Mitigation and Air Quality and Surface Transportation Program-Local 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 CMAP Board and MPO Policy Committee, 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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MEMORANDUM

To: MPO Policy Committee

From: CMAP Staff

Date: January 3, 2019

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>

CMAAP and the project sponsor will identify official point-of-contact managers for the CMAAP 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 CMAAP point-of-contact manager is also accountable for maintaining complete records of all correspondence related to the request.

A CMAAP 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

CMAAP'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 CMAAP in support of the agency's evaluation of the proposal. In its evaluation, CMAAP will consider this information, but may also analyze additional independent resources. Necessary data and information transmittals include, but are not limited to, the following:

- CMAAP 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. CMAAP must also concur on the methodology for any alternative forecast.
- If the project sponsor has conducted its own **travel demand modeling**, CMAAP 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**, CMAAP 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**, CMAAP 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: Information

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