

TRANSPORTATION COMMITTEE

AGENDA - FINAL-REVISED

Friday, December 16, 2022

9:30 AM

Please register in advance of the meeting at:
<https://attendee.gotowebinar.com/register/3526262852302064910>

To participate by phone,
call (631) 992-3221 with access code 521-732-278

1.0 Call to Order and Introductions

2.0 Agenda Changes and Announcements

2.01 Requests for Agenda Changes

[22-581](#)

2.02 Executive Director's Announcements

ACTION REQUESTED: Information

[22-582](#)

3.0 Approval of Minutes

3.01 Meeting Minutes - November 18, 2022

[22-583](#)

ACTION REQUESTED: Approval

Attachments: [TC\(DraftMinutes\)11-18-2022](#)

4.0 New Business

4.01 FFY 2023-2028 Transportation Improvement Program (TIP) Amendments and Administrative Modifications

[22-584](#)

PURPOSE & ACTION: TIP Amendment 23-05 was published to the eTIP web site on December 8, 2022 for committee review and public comment. A memo summarizing formal TIP amendment 23-05 and administrative amendment 23-05.1 is included in the meeting materials. Staff requests approval of TIP Amendment 23-05.

ACTION REQUESTED: Approval

Attachments: [TC\(Memo\)TIP Amend23-05](#)
[TIP Amendment 23-05](#)
[TIP Administrative Amendment 23-05.1](#)

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- 4.02 ON TO 2050/2023-2027 TIP Conformity Analysis & TIP Amendment Memo** [22-588](#)
PURPOSE & ACTION: ON TO 2050/2023-2027 TIP Conformity Analysis & TIP Amendment 23-04 was released for committee review and public comment. A memo summarizing the conformity amendment is included in the meeting materials.
ACTION REQUESTED: Information
Attachments: [230112 conformityTCreport draft Active](#)
- 4.03 2023 Roadway safety performance targets** [22-590](#)
PURPOSE & ACTION: Under federal law, State departments of transportation and MPOs are required to establish quantitative highway safety performance targets on an annual basis and use a set of performance measures to track progress toward the long-term goal of eliminating traffic related fatalities and serious injuries on all public roads. Staff will summarize the proposed 2023 highway safety targets and requests the committee approve recommending the targets to the CMAP Board and MPO Policy Committee for approval.
ACTION REQUESTED: Approval
Attachments: [TC\(Memo\)SafetyTargets 2023 final](#)
- 4.04 Recommendations for Transportation Subcommittees and Working Groups** [22-589](#)
PURPOSE & ACTION: At the November 2022 Transportation Committee meeting, CMAP staff presented research and recommendations for project selection subcommittees and working groups that report to the Transportation Committee. The Transportation Committee discussed the potential benefits and burdens of the proposed recommendations, and requested further research and discussion on the matter. CMAP staff will present on and seek approval of revised recommendations that incorporate Committee feedback and a timeline of next steps.
ACTION REQUESTED: Approval
Attachments: [12.9.22 Memo - Revised proposal for Transportation subcommittees and working groups](#)
- 4.05 Plan of Action for Regional Transit (PART) report update** [22-587](#)
PURPOSE: Update of CMAP's ongoing work to develop a transit system report, the Plan of Action for Regional Transit (PART), required by the Illinois General Assembly. The presentation will include an update on Steering Committee membership and a review of CMAP's planned engagement and outreach strategies.
ACTION REQUESTED: Information
- 4.06 2023 Committee Meeting Dates** [22-585](#)
PURPOSE & ACTION: Proposed meeting dates for 2023 have been developed. All the dates are on Fridays at 9:30 a.m. and are subject to change based upon the work of the committee. Staff requests approval of the Transportation Committee meeting calendar for 2023.
ACTION REQUESTED: Approval
Attachments: [TC\(Memo\)MeetingDates2023](#)
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5.0 Legislative Update**6.0 Other Business****7.0 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 public comment period will immediately follow the last item on the agenda.

8.0 Next Meeting

The next meeting will be February 24, 2023.

9.0 Adjournment

TRANSPORTATION COMMITTEE**MEETING MINUTES - DRAFT**

Friday, November 18, 2022

9:30 AM

Please register in advance of the meeting at:
<https://attendee.gotowebinar.com/register/3526262852302064910>

To participate by phone,
call (631) 992-3221 with access code 521-732-278

1.0 Call to Order and Introductions

Present: Academic Research Representative 2, Bike/Ped TF Representative, CDOT Representative, CMAP Representative, CNT Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, Pace Representative, SEWRPC Representative, Tollway Representative, Will Co Representative, and RTA Representative

Absent: Academic Research Representative 1, IDOT-D1 Representative, IEPA Representative, NIRPC Representative, FHWA Representative, and FTA Representative

Jessica Hector-Hsu (Chair) served as representative to RTA; Kevin Carrier (Vice-Chair) served as representative to Lake County; Joe Schofer served as representative to Academic Research; Bill Higgins served as representative to CDOT; Doug Ferguson served as representative to CMAP; Leon Rockingham served as representative to CoM; Heidy Persaud served as representative to CNT; Tara Orbon served as representative to Cook Co; Leah Mooney served as representative to CTA; Chris Snyder served as representative to DuPage Co; Jack Cruikshank served as representative to IDOT OIPI; Doug Delille served as representative to IDOT OP&P; Jackie Forbes served as representative to Kane Co; Heidi Lichtenberger served as representative to Kendall Co; Jon Paul Diipla served as representative to McHenry; Lynnette Ciavarella served as representative to Metra; Audrey Wennink served as representative to MPC; Eric Llewellyn served as representative to Pace; Chris Heibert served as representative to SEWRPC; Rocco Zucchero served as representative to Tollway; Christina Kupkowski served as representative to Will Co

Staff Present: Laurent Ahiablame, Bill Barnes, Victoria Barrett, Lindsay Bayley, Nora Beck, Michael Brown, Michael Collins, Daniel Comeaux, Teri Dixon, Phoebe Downey, Ryan Ehlke, Alex Ensign, Elizabeth Ginsberg, Jane Grover, Jon Haadsma, Noah Harris, Kasia Hart, Craig Heither, Tricia Hyland, Leroy Kos, Aimee Lee, Jen Maddux, Tony Manno, Amy McEwan, Tim McMahan, Martin Menninger, Martin Menninger, Jason Navota, Cole Neder, Russell Pietrowiak, Katie Piotrowska, Todd Schmidt, Elizabeth Scott, Sarah Stolpe, Leo Torres, Jennie Vana, Blanca Vela-Schneider, Mary Weber, Laura Wilkinson

Others Present: Garland Armstrong, Christina Bader, Kaci Crowley, Eric Czarnota, Eva De Laurentiis, Dan Goelz, Henry Guerriero, Scott Hennings, Kendra Johnson, John Paul Jones, Michael Klemens,

David Kralik, John Loper, Cindy MacDonald, Daniel Maziarz, Melissa Meyer, Adam Miliszewski, Edward Paesel, Ellen Partridge, Kelsey Passi, Leslie Phemister, Lauren Platt, David Powe, Chad Riddle, Steven Schilke, Brian Schumacher, Gordon Smith, Brain Stepp, Robert 'Mike' Sullivan, Joe Surdam, David Tomzik, Michael Vanderhoof, Jazmin Vega, Seema Wadia, Kyle Whitehead, Grant Wingo

2.0 Agenda Changes and Announcements

2.01 Requests for Agenda Changes

[22-556](#)

There were no changes to the agenda.

2.02 Executive Director's Announcements

[22-544](#)

ACTION REQUESTED: Information

Aimee Lee, CMAP's new Deputy of Transportation, updated the committee on the CMAP agency and Board activities. On the agenda will be the Transportation Committee subcommittees and working groups advisory group which has the goal to position the region to be competitive for funding and create a consensus plan early in the next year. There are two key initiatives discussed today. First is the Plan of Action for Regional Transit (PART) which will involve key stakeholders working to develop a regional transit report by 2024. Next is the Safe Streets for All (STAR) program which will provide technical assistance to county partners for safety action plans. CMAP is accepting nominations for its 2023 Regional Excellence Awards until December 16, 2022.

The agenda item was discussed.

3.0 Approval of Minutes

3.01 Meeting Minutes - September 16, 2022

[22-542](#)

ACTION REQUESTED: Approval

Attachments: [TC\(DraftMinutes\)09-16-2022](#)

A motion was made by CoM Representative, seconded by Metra Representative, that the draft minutes from September 16, 2022 be approved. The motion carried by the following vote:

Aye: Academic Research Representative 2, Bike/Ped TF Representative, CDOT Representative, CMAP Representative, CNT Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, Pace Representative, SEWRPC Representative, Tollway Representative, Will Co Representative, and RTA Representative

Absent: Academic Research Representative 1, IDOT-D1 Representative, IEPA Representative, NIRPC Representative, FHWA Representative, and FTA Representative

4.0 New Business

4.01 FFY 2023-2028 Transportation Improvement Program (TIP) Amendments and Administrative Modifications

[22-543](#)

PURPOSE & ACTION: TIP Amendment 23-03 was published to the eTIP web site on November 10, 2022 for committee review and public comment. A memo summarizing formal TIP amendment 23-03 and administrative amendments 23-03.1 and 23-03.2 are included in the meeting materials. Staff requests approval

of TIP Amendment 23-03.

ACTION REQUESTED: Approval

Attachments: [TC\(Memo\)TIP Amend23-03 Formal Amendment 23-03](#)
[Administrative Amendment 23-03.1](#)
[Administrative Amendment 23-03.2](#)

Russell Pietrowiak, CMAP, provided an overview of the FFY 2023-2028 Transportation Improvement Program amendments- including 109 TIP formal changes and 108 administrative amendments. Audrey Wennink of the Metropolitan Planning Council asked specifically about widening of Lake-Cook Road. She expressed concern regarding safety given the location near a hospital and park district and the potential for pedestrians in this area. Tara Orbon, Cook County, addressed that this is the most heavily traveled road within the county system. A confluence of factors was considered and although widening is a method of last resort, it was deemed necessary to relieve congestion.

A motion was made by IDOT - OIPI Representative, seconded by Cook Co Representative, that the TIP Amendment 23-03 be approved. The motion carried by the following vote:

Aye: Academic Research Representative 2, Bike/Ped TF Representative, CDOT Representative, CMAP Representative, CNT Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, Pace Representative, SEWRPC Representative, Tollway Representative, Will Co Representative, and RTA Representative

Absent: Academic Research Representative 1, IDOT-D1 Representative, IEPA Representative, NIRPC Representative, FHWA Representative, and FTA Representative

4.02 Recommendations for Transportation Subcommittees and Working Groups

[22-537](#)

PURPOSE & ACTION: At the MPO Policy Committee meeting in June, Chairman Osman directed the Transportation Committee and CMAP staff to form an advisory group to develop recommendations related to subcommittees and working groups and IJIA implementation. The advisory group met several times and have produced the recommendations in the attached memo. Staff will present the memo to the committee and lead a discussion on the recommendations.

ACTION REQUESTED: Discussion

Attachments: [Recommendations for Transportation Subcommittees and Working Groups Memo](#)

Alex Ensign, CMAP, shared the recommendations from the advisory group on the Transportation subcommittees and working groups and IJIA implementation. The group reviewed the committee's structure for efficiency and effectiveness and proposed restructuring based on a national scan of other MPOs. Recommendations included standardizing committee bylaws, documenting membership for each committee, standardizing project selection processes for each committee and working group, and creating a regular reporting cadence for CMAP to share the activities for the various bodies. Specific recommendations were made for additional meeting time and the inclusion of working groups/task forces. Regional partners would be encouraged to provide input and feedback with regularity.

The agenda item was discussed.

4.03 Mobility Recovery and ILGA Plan of Action for Regional Transit (PART) report update

[22-560](#)

PURPOSE & ACTION: Presentation on the agency's Mobility Recovery initiative, including a preview of the project's final recommendations and a review of CMAP's ongoing work to prepare for the development of the transit system report required by the Illinois General Assembly. The presentation will include an overview of potential opportunities for members of CMAP's working committees to engage in the report development process.

ACTION REQUESTED: Discussion

Attachments: [Mobility Recovery and the ILGA report Nov 4 FINAL](#)

Laura Wilkinson, CMAP, provided an update on the mobility recovery work and reviewed the ongoing work to prepare for the transit system report. The work done in the RTA strategic plan will be leveraged for this assessment. Wilkinson included that the project timeline has recommendations submitted to legislature by January 1, 2024. The steering committee will tackle varied subjects including identifying the system we want, how we will pay for it, and how we can implement this vision. The Transportation Committee will review and provide input to research, supporting materials, draft recommendations, along with other agencies. The next step will be to finalize committee membership and external assistance.

The agenda item was discussed.

4.04 Overview of Safe and Complete Street Program

[22-558](#)

PURPOSE & ACTION: Staff will update the committee on the 5-yr program area and the Safe Streets and Roads for All grant application status.

ACTION REQUESTED: Information

Lindsay Bayley, CMAP, gave an update on the Safe Streets and Roads for All grant application and the safe and complete streets 5-year program area. Bayley emphasized that bold action is required to reverse trends, as regional traffic fatalities have gone way up. The Safe Travel for All Roadmap will implement safety action plans, normalize use of complete street standards, increase safety and connectedness of bike/ped networks.

The agenda item was discussed.

5.0 Legislative Updates

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

Laura Wilkinson, CMAP, updated the committee on the federal and state legislative activities. There are new congressional members in the region and CMAP staff will be reaching out to establish contact. DuPage county passed a referendum to build up a network of public electric vehicle charging stations.

The agenda item was discussed.

6.0 Other Business

Leah Mooney of the CTA added that a measure was introduced to the Chicago City Council with 5 ordinances for the establishment of a TIF district to fund the red line extension project.

7.0 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 public comment period will immediately follow the last item on the agenda.

David Powe of the Active Transportation Alliance expressed concern that Cook County is prioritizing the movement of capital and cars, which leads to higher risk for the most vulnerable residents. This concern involves both safety and climate. Powe noted that cars put out 80% emissions and drive climate change.

Garland Armstrong, former resident of Northeastern Illinois, commented that the emphasis on ADA is promising, and hopes to see more in-person meetings to accommodate populations with disabilities with a sign language interpreter. Systems must work for the disability communities and meetings must be more accessible.

8.0 Next Meeting

The next meeting will be December 16, 2022.

9.0 Adjournment

A motion was made by DuPage Co Representative, seconded by Lake Co Representative, that the meeting be adjourn. The motion carried by a voice vote.

The meeting was adjourned at 11:29am.

Minutes prepared by Sarah Stolpe

MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: December 9, 2022

Subject: Transportation Improvement Program (TIP) Amendments

Purpose: TIP Amendment 23-05 was published to the eTIP web site on December 8, 2022 for committee review and public comment. This memo summarizes formal TIP amendment 23-05 and administrative amendment 23-05.1.

Action Requested: Approval of Formal TIP Amendment 23-05

Since the committee's last meeting, project programmers submitted 43 formal amendments for Transportation Committee consideration. Additionally, 97 administrative amendments were submitted, reviewed, and accepted by staff. Summary information is presented below. A list of projects and report of the full change details for each amendment are available on the Amendments tab of the [eTIP public web page](#). Staff requests committee approval of Formal Amendment 23-05.

Formal Amendment 23-05

A total of 43 formal amendments were submitted for Transportation Committee approval on amendment [23-05](#). The majority of the changes (32) were cost changes, which added \$118.5 million in total cost to the TIP and increased federal participation in projects by \$64 million. Three (3) new projects, with a total cost of \$5.8 million, were added to the TIP and two (2) projects, with a total cost of \$17.9 million, were removed from the TIPu. Schedule changes resulted in six (6) projects having phases moved into or out of the current years (2023 – 2027) of the TIP, with no change to 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 over \$106.3 million in total cost, as summarized below.

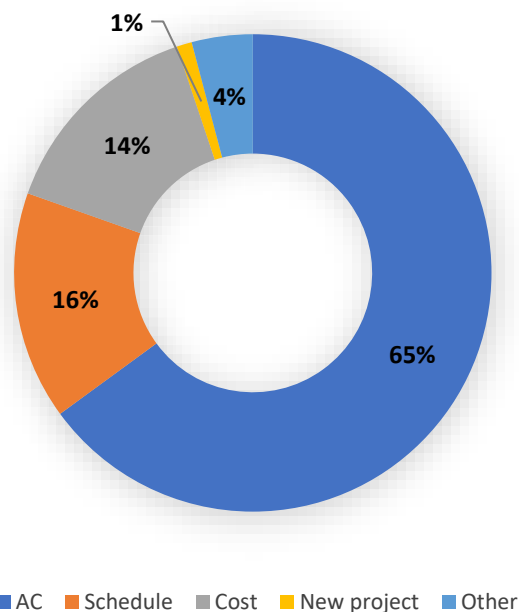
Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Cost change	32	\$118.5	\$6,322.7	\$6,441.2	\$64.0	\$2,754.4	\$2,818.5
Phase(s) added to or removed from TIP	6	\$0.0	\$26.7	\$26.7	\$2.1	\$16.3	\$18.4
New Project	3	\$5.8	\$0.0	\$5.8	\$1.4	\$0.0	\$1.4
Delete project	2	-\$17.9	\$17.9	\$0.0	-\$1.6	\$1.6	\$0.0
Grand Total	43	\$106.3	\$6,367.3	\$6,473.6	\$65.9	\$2,772.4	\$2,838.3

All costs in \$ millions

Administrative Amendment 23-05

A total of 97 Administrative Amendments were submitted, reviewed, and accepted by staff on amendment [23-05.1](#). 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.

22-05 Administrative Amendment - Type of Changes



The majority of the administrative changes (63) were made to either place funding into Advance Construction (AC) status or convert funding from AC status (ACC). Cost adjustments made with these changes added \$700,000 in total cost to the TIP. Cost adjustments made with fifteen (15) projects with schedule changes added just under \$100,000 to the TIP. An additional \$6.7 million was added due to fourteen (14) cost changes, and \$500,000 was added with the addition of one (1) new project. Other non-financial changes, such as updating project contact information and target letting dates within the same federal fiscal year, were submitted for

four (4) projects. In total, \$8 million in total cost was added to the TIP administratively. The type of change, number of projects affected, total project cost, and federal project cost information is shown in the table below. Total cost includes all fund sources and all project phases in prior, current, and future years of the TIP. Federal cost includes only federal fund sources for all project phases in prior, current, and future years of the TIP.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Phase(s) converted from AC	34	-\$0.852	\$1,155.0	\$1,154.1	-\$2.2	\$806.8	\$804.5
Phase(s) placed in AC	29	\$1.542	\$223.2	\$224.7	\$0.0	\$106.6	\$106.6
Schedule change	15	\$0.094	\$110.5	\$110.6	\$0.0	\$45.6	\$45.6
Cost change	14	\$6.7	\$265.4	\$272.0	\$0.3	\$62.8	\$63.1
New project	1	\$0.500	\$0.0	\$0.5	\$0.0	\$0.0	\$0.0
Other	4	\$0.0	\$237.5	\$237.5	\$0.0	\$180.2	\$180.2
Grand Total	97	\$8.0	\$1,991.4	\$1,999.4	-\$1.9	\$1,201.9	\$1,200.0

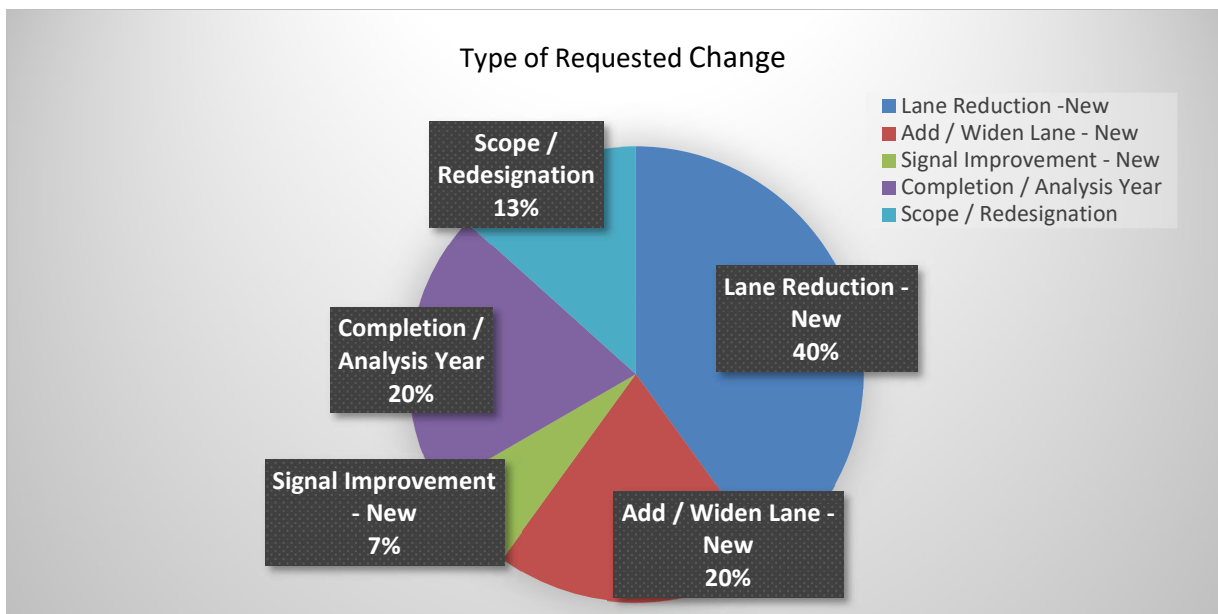
All costs in \$ millions



MEMORANDUM

To: CMAP Transportation Committee
From: CMAP Staff
Date: January 12, 2023
Re: ON TO 2050/2023-2027 TIP Conformity Analysis & TIP Amendment 23-04 release for public comment

In accordance with the required plan update conformity analysis policy, CMAP staff asked programmers to submit changes, additions, or deletions to non-exempt projects included in the FFY 2023-28 TIP that are anticipated to be carried forward into the FFY 2023-27 TIP and ON TO 2050 for inclusion in the regional air quality analysis. Of the changes requested, fourteen projects require air quality conformity analysis. Below is a summary by type of requested change.



If the 2023-27 TIP is approved, four new non-exempt projects and six lane reduction projects will be included in the conformed TIP. One additional project being redesignated, is not

included. The federal government requires regional planning agencies to demonstrate fiscal constraint by determining that sufficient resources will be available to construct projects recommended in the plan. Careful selection of these projects must meet the federal standard of fiscal constraint, while also helping to achieve regional goals. These types of projects are included in the conformity analysis because funding for phases beyond preliminary engineering has been identified in the TIP or within the planning horizon of ON TO 2050. Non-exempt projects with only preliminary engineering funding and exempt tested projects are excluded from conformity analysis.

The new non-exempt projects are:

- TIP ID [09-22-0008](#): Ridge Road reconstruction from north of Black Road to north of Holt Road.
- TIP ID [09-22-0042](#): Liberty Street reconstruction, widening and lane addition between Sartor Lane and County Line Road.
- TIP ID [09-22-0057](#): IL Route 38 & Anderson Road, road widening and intersection improvement.
- TIP ID [09-22-0071](#): US 34 signal timing and progression for a series of intersections between IL 31 and IL 25.

The new road modernization, lane reduction projects are the following:

- TIP ID [02-22-0017](#): Gross Point Rd from Church St to Main St.
- TIP ID [03-22-0034](#): Windsor Dr from Hintz Rd to Jane Ave.
- TIP ID [08-22-0034](#): Main Street Improvements from Franklin Street to south of Ogden Avenue.
- TIP ID [08-22-0038](#): Ardmore Avenue Reconstruction between IL 64, North Avenue to St. Charles Road.
- TIP ID [09-22-0027](#): Dundee Avenue Reconstruction, Villa Street Corridor Improvements.
- TIP ID [10-22-0004](#): Argonne Reconstruction from IL131 to IL 137.

Other changes to existing projects are described below.

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

The completion year indicates when a project is anticipated to be in service to users. The conformity analysis is conducted for selected analysis years between now and 2050. The analysis years are currently 2025, 2030, 2035, 2040 and 2050. If a change in completion year results in moving a project across an analysis year, the project must be revised in the conformity analysis.

The following non-exempt projects crossed an analysis year:

- TIP ID [06-00-0042](#): 143rd Street reconstruction from Wolf Road to US 45 LaGrange Rd
- TIP ID [08-00-0057](#): 248th Ave from 95th St to 103rd St
- TIP ID [09-21-0005](#): Randall Rd at Big Timber Rd

The scope of a project is determined by the [work types](#) associated with the project.

- Non-exempt work types are expected to affect air quality and must be included in the conformity analysis. Examples of non-exempt work types are adding lanes to a road, interchange expansion, signal timing and the major expansion of bus route service.
- Exempt tested work types do not require an air quality conformity analysis, but the region has chosen to include the impacts of these types of projects in the travel demand model. Exempt tested projects include new commuter parking lots, rolling stock replacement, and road reconstruction with lane widening to standard widths (e.g., 10 feet to 12 feet).
- Exempt work types do not require an air quality conformity analysis. Examples of exempt work types are intersection improvements and rail station modernization.

With the introduction of the grade separation (GS) work type the sponsor has initiated a change in scope.

- TIP ID [06-20-0028](#): Walker Road (CH W13) Extension Road Project from the northern limit at the Illinois Central Railroad continuing to the southern limit at Main Street (FAU 3587).

This change in scope initiates a work type re-designation of the proposed township road project:

- TIP ID [12-14-0020](#): Baker Road over Jackson Creek bridge replacement of a one lane structure.

Newly submitted changes are found in the [23-04 Conformity Amendments](#) report.

The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed, time of day, and facility type were entered into U.S. Environmental Protection Agency's new MOVES3 model. Using the MOVES3 model on-road emission estimates for each precursor or direct pollutant in each analysis year were produced. For ozone precursors volatile organic compounds (VOC) and nitrogen oxides (NOx), the resulting mobile source emissions estimates fell below the applicable motor vehicle emissions budgets for ozone as shown in the table below.

VOC and NOx Emissions in Tons per Summer Day for Ozone Conformity

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2025	42.51	60.13	122.84	150.27
2030	36.87	60.13	94.94	150.27
2035	32.99	65.00	85.36	110.00
2040	29.86	65.00	84.62	110.00
2050	28.12	65.00	90.56	110.00

Conformity is demonstrated by comparison of analysis year emissions to the SIP budgets

Notes:

Off-model benefits are not included in the total emissions estimates

Results updated as of November 2022

Direct PM_{2.5} and NOx Emissions in Tons per Year for PM_{2.5} (Informational Only)

Year	Fine Particulate Matter		Nitrogen Oxides	
	Northeastern Illinois	Historical SIP Budget	Northeastern Illinois	Historical SIP Budget
2025	1,440.38	5,100.00	40,484.08	127,951.00
2030	1,155.93	2,377.00	31,976.97	44,224.00
2035	998.51	2,377.00	28,465.97	44,224.00
2040	991.37	2,377.00	28,143.51	44,224.00
2050	1,034.74	2,377.00	29,797.33	44,224.00

Greenhouse Gas Mobile Source Emissions (Informational Only)

CO ₂ Equivalent in Tons per Year	
Year	Northeastern Illinois
2025	34,465,059.56
2030	33,031,112.59
2035	32,085,955.01
2040	32,213,817.01
2050	33,481,373.04

ACTION REQUESTED: Recommend finding of conformity and approval of TIP amendment 23-04 by the MPO Policy Committee.

MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: December 16, 2022

Subject: 2023 Roadway safety performance targets

Purpose: Under federal law, State departments of transportation and MPOs are required to establish quantitative highway safety performance targets on an annual basis and use a set of performance measures to track progress toward the long-term goal of eliminating traffic related fatalities and serious injuries on all public roads. Staff will summarize the proposed 2023 highway safety targets and requests the committee approve recommending the targets to the CMAP Board and MPO Policy Committee for approval.

Action Requested: Approval

Under [federal law](#), state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are required to establish annual roadway safety targets as five-year rolling averages, in this case 2019-2023, on all public roads for the following metrics:

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

MPOs have the choice to support the state's roadway safety targets or develop their own roadway safety targets for any or all individual measures. Since this requirement took effect in 2018, CMAP has elected to adopt the State's targets. The targets for the number and rate of traffic fatalities have not been achieved to date, due to an upward trend in traffic fatalities that began in 2014 and spiked in 2020 and 2021. This is a deeply concerning issue that is occurring nationally as well as locally. CMAP will be reexamining our safety target setting over the next year to ensure that we continue to account for recent trends, our developing program of work, and ON TO 2050 principles.

CMAP continues to take actionable steps to improve regional roadway safety, as reflected in the presentation to this committee on November 18, 2022. Among those activities are a new and

expanded Safe and Complete Streets Program, which will continue the agency’s planning and policy work on traffic safety; a regionally coordinated US DOT Safe Streets for All application to do safety action planning for six of the seven counties in our region, a [strategic partnership](#) with IDOT and CDOT to advance safety that includes coordinated planning, policy development as well as a [media campaign](#). As CMAP and its regional partners continue to develop actionable plans and strategies to address safety on our roadways, CMAP staff will consider best practices when setting meaningful and achievable future roadway safety targets.

Because this work remains ongoing and the Safe and Complete Streets program is in its initial phase, CMAP staff will again recommend that the CMAP Board and MPO support IDOT’s 2023 roadway safety targets, which reflect a two percent reduction in the five-year average for the fatality and non-motorized related measures and an Ordinary Least Squares (OLS) or trendline method for the serious injury related measures. *Staff requests that the Transportation Committee recommend support of IDOT’s highway safety targets to the CMAP Board and MPO Policy Committee.*

A [memo](#) outlining the requirements and background on the Safety PM rule was provided to the Transportation Committee at the December 11, 2020 meeting. The current memo reviews roadway safety targets trends, IDOTs 2023 statewide highway safety targets, and next steps.

Roadway safety targets trends and target performance

Each year the FHWA evaluates whether states have met, or made significant progress toward meeting, their safety targets. FHWA considers a state to be complying if they have met their targets or improved from the baseline (i.e., made significant progress) in at least four of the five required performance targets. The baseline is defined as the 5-year average ending with the year prior to the establishment of the safety targets. For example, the baseline for the 2020 targets was the 2014-2018 5-year average. The current annual performance trend and the three annual assessments by FHWA is shown in table 1 below.

Table 1. IDOT Safety Performance Target Assessment Summary, 2018 – 2020

Performance Measure	Desired trend	Current trend	2018 target	2019 target	2020 target
Number of Fatalities			No	No	No
Rate of Fatalities			No	No	No
Number of Serious Injuries			Made significant progress	Yes	Yes
Rate of Serious Injuries			Made significant progress	Yes	Yes
Number of Non-Motorized Fatalities and Serious Injuries			No	No	Made significant progress

In 2020, the state achieved its target for the number and rate of serious injuries and made significant progress for the non-motorized targets. However, the state neither met nor made significant progress towards the two fatal performance targets. Because the state did not meet or make significant progress on at least four of the five targets, IDOT will be required to use all Highway Safety Improvement Program (HSIP) funds for only safety projects and must also develop a HSIP Implementation Plan.

IDOT 2023 safety performance targets

As in past years, for 2023, IDOT’s fatality and non-motorized roadway safety targets are set using a policy-based two percent annual reduction in the five-year rolling average. The serious injuries related targets are set using an OLS (trendline) method. For setting the targets, IDOT uses the method that results in the greatest decrease in the 5-year average. The target selection method chosen is a direct indication of the trend to the 5-year average: a policy-based two percent reduction when the 5-year average is trending up (getting worse) and the OLS method when the average shows a downward trend. IDOT’s statewide safety targets along with statewide and CMAP region’s rolling five-year average are in table 2.

Following national trends, both the state and region have experienced an increase in the five-year average for fatalities and rate of fatalities per 100 million VMT. At the same time the state and region are experiencing a decreasing trend in the five-year average for the serious injuries related measures. The non-motorized fatalities/injuries measure saw an increase compared to 2020 at the regional level and a decrease at the state level.

Table 2. IDOT Statewide and CMAP Region’s Safety Performance Measures and 2023 Safety Targets

Performance Measure	5-year average					2023 target
	2013-2017	2014-2018	2015-2019	2016-2020	2017-2021	2019-2023
Number of Fatalities - Statewide	1,016.2	1,025.0	1,042.0	1,081.2	1,133.0	1,088.1
Number of Fatalities - CMAP	443.8	453.2	471	503.6	549.4	-
Rate of Fatalities - Statewide	0.957	0.960	0.972	1.036	1.097	1.054¹
Rate of Fatalities - CMAP	0.746	0.759	0.783	0.866	0.959	-
Number of Serious Injuries - Statewide	12,182.6	11,966.6	11,566.2	10,712.0	10,246.4	9,316.7²
Number of Serious Injuries - CMAP	6,720.8	6,613.2	6,426.2	5,980.4	5,980.4	-
Rate of Serious Injuries - Statewide	11.429	11.222	10.795	10.178	9.832	9.0²
Rate of Serious Injuries - CMAP	11.325	11.104	10.708	10.179	10.049	-
Number of Non-Motorized Fatalities and Serious Injuries - Statewide	1,494.4	1,526.0	1,548.8	1,513.0	1,498.2	1,438.9¹
Number of Non-Motorized Fatalities and Serious Injuries - CMAP	1,182.0	1,215.0	1,238.4	1,162.4	1,181.2	-

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

² – Ordinary Least Square or trendline reduction in five-year average.

Next steps

Following discussion and approval by the Transportation Committee, the recommended 2023 roadway safety targets will be brought to the CMAP Board and MPO Policy Committee in January for approval. By agreeing to support IDOT's roadway 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 into its planning process and program projects that help meet the State's targets.

ACTION REQUESTED: Approval

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MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: December 9, 2022

Subject: Proposal for committee and working group process improvements

Purpose: Provide revised staff proposal reflecting Committee feedback and timeline of next steps

Action Requested: Discussion and approval

Background

At the November 2022 Transportation Committee meeting, CMAP staff presented research and recommendations for project selection subcommittees and working groups that report to the Transportation Committee. The research included a review of the history of the subcommittees, a national scan of MPO funding and project selection processes, and potential scenarios for adjusting subcommittees to meet today's needs. The Transportation Committee discussed the potential benefits and burdens of the proposed recommendations, and requested further research and discussion on the matter before approving any recommendations to be submitted to the MPO Policy Committee. CMAP staff received written questions and feedback following the meeting as well. That feedback has been incorporated into a revised staff proposal that will be outlined below.

This proposal achieves several goals defined by the MPO Policy Committee earlier this year:

- to review the roles and responsibilities of the agency's subcommittees, task forces, and working groups that inform the MPO Policy Committee's decision-making or have been delegated to act on behalf of the MPO Policy Committee;
- to provide that these groups are appropriately structured to both carry on with current work and to inform or manage new responsibilities in the metropolitan planning section of the Infrastructure Investment and Jobs Act (IIJA);
- and to address the post-pandemic desire for hybrid meetings, balanced with the desire for public engagement and the requirements of the Open Meetings Act.

Next Steps

CMAP staff propose a two-phased approach to achieve these goals. Phase one of this approach includes tasks that can be initiated and completed within 3 – 6 months, beginning in January 2023. Phase two of this approach includes longer-term tasks and process changes that would be carried out in 2023 and go into effect in January 2024. The timeline of this proposal reflects feedback from the Transportation Committee members who recommended that the process be lengthened to incorporate more opportunity for research and discussion by the Committee and to reflect the fact that the Transportation Committee and subcommittees operate by calendar year and not by fiscal year.

Phase 1: IJA coordination, by-law review, and communication improvements

- CMAP will continue convening implementers to coordinate on a regional approach to IJA grant applications as a standing working group. This working group will meet on a regular basis with a defined mission and clear deliverables. Activities of the working group will be consistently communicated to the Transportation Committee by CMAP staff. (effective immediately)
- The Transportation Committee will add a standing agenda item to meetings on a monthly or bi-monthly basis (as needed) for CMAP staff to provide updates on activities and deliverables of other standing working groups. (Q1 2023 deliverable)
- CMAP staff will review current and missing by-laws of all of CMAP's committees and subcommittees and draft or update by-laws as needed in coordination with relevant committees. (Q1 2023 deliverable)
- CMAP staff will review and improve UWP Committee proposal templates with clear guidelines and selection criteria. (Q2 2023 deliverable)

Phase 2: Peer engagement with MPOs around best practices, including project selection processes for planning studies, public participation, and committee membership

- CMAP staff will contact several peer MPOs to share their project selection process, public participation, committee and funding suballocations in greater detail and facilitate a discussion with the Transportation Committee. Members of the Committee will have an opportunity to ask questions and debate the benefits and burdens of process changes with subject matter experts from peer MPOs. CMAP will organize several peer exchanges from February – May 2023 to inform any recommendations for process improvements.
- Following these peer exchanges, CMAP will convene the advisory group for 2 – 3 meetings to discuss detailed proposals for process improvements.
- In July 2023, the Transportation Committee will discuss and vote on improvements to be recommended to the MPO Policy Committee for approval.
- These changes will go into effect in January 2024.



MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: December 9, 2022

Subject: 2023 Committee Meeting Dates

Purpose: Proposed meeting dates for 2023 have been developed. All dates are on Fridays at 9:30 a.m. and are subject to change based upon the work of the committee. Staff requests approval of the Transportation Committee meeting calendar for 2023.

Action Requested: Approval

Proposed 2023 Transportation Committee Calendar
February 24, 2023
April 28, 2023
June 2, 2023
July 28, 2023
September 22, 2023
November 17, 2023
December 15, 2023

