



TRANSPORTATION COMMITTEE

AGENDA - FINAL

Friday, December 15, 2023

9:30 AM

**Cook County Conference Room
433 West Van Buren Street, Suite 450
Chicago, IL 60607**

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until December 14 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

You can also join from your computer, tablet or smartphone.

<https://us06web.zoom.us/j/84790497248>

CMAP provides the opportunity for public comment. Individuals are encouraged to submit comment by email to info@cmap.illinois.gov at least 24 hours before the meeting. A record of all written public comments will be maintained and made publicly available.

The total cumulative time for public comment is limited to 15 minutes, unless determined otherwise by the Chair. Public comment is limited to three minutes per person unless the Chair designates a longer or shorter time period. Public comments will be invited in this order: Comments from in person attendees submitted ahead of time; comments from in-person attendees not previously submitted; comments from virtual attendees submitted ahead of time; and comments from virtual attendees not previously submitted.

To review CMAP's public participation policy, please visit <https://www.cmap.illinois.gov/committees>.

If you require a reasonable accommodation or language interpretation services to attend or join the meeting, please contact CMAP at least five days before the meeting by email (info@cmap.illinois.gov) or phone (312-454-0400).

1.0 Call to Order and Introductions**2.0 Agenda Changes and Announcements****2.01 Requests for Agenda Changes** [23-539](#)**2.02 CMAP Updates** [23-540](#)

ACTION REQUESTED: Information

3.0 Approval of Minutes**3.01 Minutes from November 17, 2023** [23-541](#)

ACTION REQUESTED: Approval

Attachments: [TC\(DraftMinutes\)11-17-23](#)

4.0 Items for Approval**4.01 FFY 2023-2028 Transportation Improvement Program (TIP) Amendments and Administrative Modifications** [23-542](#)

PURPOSE & ACTION: TIP Amendment 24-03 was published to the eTIP web site on December 8, 2023 for committee review and public comment. A memo summarizing formal TIP amendment 24-03 and administrative amendments 24-03.1 and 24-03.2 is included in the meeting materials. Staff requests approval of TIP Amendment 24-03.

ACTION REQUESTED: Approval

Attachments: [TC\(Memo\)TIP Amend24-03](#)
[Formal TIP Amendment 24-03](#)
[Administrative TIP Amendment 24-03.1](#)
[Administrative TIP Amendment 24-03.2](#)

4.02 ON TO 2050/2024-2028 TIP Conformity Analysis & TIP Amendment Memo [23-544](#)

PURPOSE & ACTION: ON TO 2050/2024-2028 TIP Conformity Analysis and TIP Amendment 24-04 was released for public comment through December 11th, 2023. CMAP staff requests approval recommending the ON TO 2050/2024-2028 TIP Conformity Analysis and TIP amendment 24-04 to the MPO Policy Committee for their consideration. A memo summarizing the conformity amendment is included in the meeting materials.

ACTION REQUESTED: Approval

Attachments: [240111 conformityTCreport draft](#)

4.03 2024 Roadway safety performance targets[23-529](#)

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 2024 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 2024](#)

5.0 Information Items**5.01 IDOT's Highway Safety Improvement Plan**[23-543](#)

PURPOSE & ACTION: At the last meeting of Transportation Committee on November 17, 2023, a request was made by the committee for a presentation from IDOT staff on the federally required statewide roadway safety performance targets and how planning and program support those targets. IDOT staff will provide an overview on the Highway Safety Improvement Program (HSIP) in Illinois.

ACTION REQUESTED: Information

6.0 Legislative Updates**7.0 Other Business****8.0 Public Comment**

This is an opportunity for comments from members of the audience.

9.0 Next Meeting

The next meeting is scheduled for March 1, 2024

10.0 Adjournment



TRANSPORTATION COMMITTEE

MEETING MINUTES - DRAFT

Friday, November 17, 2023

9:30 AM

**Cook County Conference Room
433 West Van Buren Street, Suite 450
Chicago, IL 60607**

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until November 16, 2023 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

You can also join from your computer, tablet or smartphone.

<https://us06web.zoom.us/j/89273885473>

CMAP provides the opportunity for public comment. Individuals are encouraged to submit comment by email to info@cmap.illinois.gov at least 24 hours before the meeting. A record of all written public comments will be maintained and made publicly available.

The total cumulative time for public comment is limited to 15 minutes, unless determined otherwise by the Chair. Public comment is limited to three minutes per person unless the Chair designates a longer or shorter time period. Public comments will be invited in this order: Comments from in person attendees submitted ahead of time; comments from in-person attendees not previously submitted; comments from virtual attendees submitted ahead of time; and comments from virtual attendees not previously submitted.

To review CMAP's public participation policy, please visit <https://www.cmap.illinois.gov/committees>.

If you require a reasonable accommodation or language interpretation services to attend or join the meeting, please contact CMAP at least five days before the meeting by email (info@cmap.illinois.gov) or phone (312-454-0400).

1.0 Call to Order and Introductions

Chair Kevin Carrier called the meeting to order at 9:32 a.m. and reminded the audience that the meeting was being recorded.

Present: CDOT Representative, CMAP Representative, CNT Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OP&P Representative, IEPA Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, SEWRPC Representative, Tollway Representative, Will Co Representative, and RTA Representative

Absent: Academic Research Representative 1, Academic Research Representative 2, Bike/Ped TF Representative, CoM Representative, IDOT - OIPI Representative, and Kane Co Representative

Non-Voting: FTA Representative

Absent (NV): FHWA Representative

Chair Carrier reported that IDOT D1 Representative John Baczek requested and qualified to participate remotely as permitted by the OMA. Chair Carrier called for a motion to approve.

A motion was made by CTA Representative Mike Connelly, seconded by IEPA Representative Jack Cruikshank, to approve the remote participation of IDOT D1 Representative John Baczek. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative, CNT Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT - OP&P Representative, IEPA Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, SEWRPC Representative, Tollway Representative, FHWA Representative, Will Co Representative, and RTA Representative

Absent: Academic Research Representative 1, Academic Research Representative 2, Bike/Ped TF Representative, CoM Representative, IDOT - OIPI Representative, and Kane Co Representative

Non-Voting: IDOT-D1 Representative, and FTA Representative

Jeff Sriver served as representative to CDOT; Aimee Lee served as representative to CMAP; Bob Dean served as representative to CNT; Tara Orbon (Vice Chair) served as representative to Cook Co; Michael Connelly served as representative to CTA; Sidney Kenyon served as representative to DuPage Co; John Baczek served as representative to IDOT D1; Megan Swanson served as representative to IDOT OP&P; Jack Cruikshank served as representative to IEPA; Heidi Lichtenberger served as representative to Kendall Co; Kevin Carrier (Chair) served as representative to Lake County; Scott Hennings served as representative to McHenry Co; David Kralik served as representative to Metra; Audrey Wennink served as representative to MPC; Scott Weber served as representative to NIRPC; Eric Llewellyn served as representative to Pace; Chris Hiebert served as representative for SEWRPC; Karyn Robles served as representative to Tollway; Christina Kupkowski served as representative to Will Co; Mark Kane served as FTA representative; Kyle Whitehead served as representative to RTA.

Staff Present: Laurant Ahiablame, Erin Aleman, Jesse Altman, Alex Bahls, Lindsay Bayley, Bill Barnes, Victoria Barrett, John Carpenter, Dustin Calliari, Karly Cazzato, Daniel Comeaux, Teri Dixon, Kama

Dobbs, Phoebe Downey, Austen Edwards, Kate Evasic, Doug Ferguson, Elizabeth Ginsberg, Ryan Gougis, Jane Grover, Jon Haadsma, Kasia Hart, Evan Hay, Craig Heither, Leroy Kos, Natalie Kuriata, Amy McEwan, Jen Maddux, Martin Menninger, Jason Navota, Sam Pavlekovsky, Stephane Phifer, Russell Pietrowiak, Julie Reschke, Elizabeth Scott, Clarke Shupe-Diggs, Joan Smedinghoff, Mike Sobczak, Sarah Stolpe, Blanca Vela-Schneider, Ryan Thompto, Laura Wilkison

Others Present: Mike Klemens, Eric Czarnota, Leslie Rauer, Brittany Matyas, Heather Mullins, Jill Ziegler, Matt Pasquini, David Tomzik, Suban Aden, Megan Swanson, Joe Surdam, Michael Vanderhoof, John Yonan, Zubai Haider, Brian Larson, Mark Karc, Erik Clemly, Dawn Dina, Hannah Marriott, Garland Armstrong, John Paul Jones, Steven Brown, Steve Schilke, Todd Schmidt, Liz Dunn, Elaine Bottomley, Jada Porter, Jason Moller, Matt Marth, Jennifer Henry

2.0 Agenda Changes and Announcements

IEPA Representative Jack Cruikshank provided an update on grants for electric chargers.

2.01 Requests for Agenda Changes

[23-523](#)

There were no requests for agenda changes.

2.02 CMAP Updates

[23-524](#)

ACTION REQUESTED: Information

Aimee Lee, Deputy of Transportation, Research, Analysis and Programming, provided updates regarding the PART report approved in October by the Board and MPO Policy Committee. The report outlines financial and governance options that address the transit system's fiscal cliff and improve service. The plan will be reviewed for consideration by the governor and state legislature. CMAP is planning a press event on December 7, 2023 in celebration of this milestone.

Also provided, were updates regarding: The Clean Energy to Communities (C2C) Initiative, U.S. Department of Housing and Urban Development Pathways to Removing Obstacles to Housing (PRO Housing) grant program application for Cook, DuPage, Kane, Lake, McHenry, and Will counties, ADA Trainings, legislative updates and Local contributions.

CMAP Updates were provided.

3.0 Approval of Minutes

3.01 Minutes from September 22, 2023

[23-525](#)

ACTION REQUESTED: Approval

Attachments: [TC\(DraftMinutes\)09-22-23](#)

A motion was made by DuPage Co. Representative Sidney Kenyon, seconded by Tollway Representative Karyn Robles, that the September 22, 2023 committee meeting minutes be approved. The motion carried by the following vote:

- Aye:** CDOT Representative, CMAP Representative, CNT Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OP&P Representative, IEPA Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, SEWRPC Representative, Tollway Representative, Will Co Representative, and RTA Representative
- Absent:** Academic Research Representative 1, Academic Research Representative 2, Bike/Ped TF Representative, CoM Representative, IDOT - OIPI Representative, and Kane Co Representative
- Non-Voting:** FTA Representative
- Absent (NV):** FHWA Representative

4.0 Items for Approval

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

[23-526](#)

PURPOSE & ACTION: TIP Amendment 24-02 was published to the eTIP web site on November 9, 2023 for committee review and public comment. A memo summarizing formal TIP amendment 24-02 and administrative amendments 24-02.1 and 24-02.2 is included in the meeting materials. Staff requests approval of TIP Amendment 24-02.

ACTION REQUESTED: Approval

Attachments: [TC\(Memo\)TIP Amend24-02](#)
[Formal TIP Amendment 24-02](#)
[Administrative TIP Amendment 24-02.1](#)
[Administrative TIP Amendment 24-02.2](#)

Russell Pietrowiak, Senior Analyst, presented on the FFY 2023-2028 Transportation Improvement Program (TIP) Amendments and Administrative Modifications. A memo was posted on November 9, 2023 and is open for public comment until December 11, 2023.

A motion was made by Cook Co. Representative Tara Orbon, seconded by CTA Representative Michael Connelly, that the FFY 2023-2028 Transportation Improvement Program (TIP) amendment 24-02 be approved. The motion carried by the following vote:

- Aye:** CDOT Representative, CMAP Representative, CNT Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OP&P Representative, IEPA Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, SEWRPC Representative, Tollway Representative, Will Co Representative, and RTA Representative
- Absent:** Academic Research Representative 1, Academic Research Representative 2, Bike/Ped TF Representative, CoM Representative, IDOT - OIPI Representative, and Kane Co Representative
- Non-Voting:** FTA Representative
- Absent (NV):** FHWA Representative

4.02 2024 Roadway safety performance targets[23-529](#)

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 2024 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 2024](#)

Victoria Barrett, Senior Planner, provided an update on the 2024 Roadway safety performance targets. There were questions for CMAP staff and IDOT OP&P representatives. Discussion ensued among committee members to postpone the vote on 2024 Roadway safety performance targets until the next committee meeting in December.

It was requested that IDOT present at the December meeting and address questions and concerns. Specifically, to explain how the targets were set and how that relates to programming. Mike Vanderhoof sought clarification on what information was being requested for presentation at the next meeting.

A motion was made by IEPA Representative Jack Cruikshank, seconded by MPC Representative Audrey Wennink, to postpone the vote on 2024 Roadway safety performance targets. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative, CNT Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OP&P Representative, IEPA Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, SEWRPC Representative, Tollway Representative, Will Co Representative, and RTA Representative

Absent: Academic Research Representative 1, Academic Research Representative 2, Bike/Ped TF Representative, CoM Representative, IDOT - OIPI Representative, and Kane Co Representative

Non-Voting: FTA Representative

Absent (NV): FHWA Representative

4.03 2024 Committee Meeting Dates[23-528](#)

PURPOSE & ACTION: Proposed meeting dates for 2024 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 2024.

ACTION REQUESTED: Approval

Attachments: [TC\(Memo\)MeetingDates2024](#)

Doug Ferguson, Senior Analyst, presented on the 2024 Committee meeting dates for approval.

A motion was made by McHenry Co. Representative Scott Hennings, seconded by DuPage Co. Representative Sidney Kenyon, that the 2024 Committee meeting dates be approved. The motion

carried by the following vote:

Aye: CDOT Representative, CMAP Representative, CNT Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OP&P Representative, IEPA Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, SEWRPC Representative, Tollway Representative, Will Co Representative, and RTA Representative

Absent: Academic Research Representative 1, Academic Research Representative 2, Bike/Ped TF Representative, CoM Representative, IDOT - OIPI Representative, and Kane Co Representative

Non-Voting: FTA Representative

Absent (NV): FHWA Representative

5.0 Information Items

5.01 IDOT's Long Range Transportation Plan: Move Illinois

[23-527](#)

PURPOSE & ACTION: The Long-Range Transportation Plan (LRTP) is a comprehensive and strategic plan that outlines transportation goals, objectives, and planned investments over an extended time frame, usually spanning 20 to 30 years. It is designed to address the various needs of Illinois' extensive transportation network, which encompasses highways and bridges, airports, public transit, rail freight, rail passenger systems, and more. The LRTP serves as a guiding document for policymakers, transportation agencies, and stakeholders to aid in decision-making, funding allocation, and project prioritization. IDOT is in the process of updating the LRTP and will provide a status on the plan.

ACTION REQUESTED: Information

Mike Vanderhoof of IDOT OP&P presented information and addressed committee member's questions regarding IDOT's Long Range Transportation Plan: Move Illinois.

Updates on IDOT's Long Range Transportation Plan were presented.

6.0 Legislative Updates

John Carpenter, Director of Legislative Affairs, reported that prior to the legislature wrapping up the veto session, both the house and senate approved an amendment to house bill 2878, public- private partnership.

Legislative updates were provided.

7.0 Other Business

There was no other business.

8.0 Public Comment

John Paul Jones of Grow Greater Englewood appreciated the discussion on safety and hopes that it will lead to change in the Englewood neighborhood. He looks forward to the presentation from IDOT and the exchange of ideas on safety.

Liz Dunn of Lakeview also commented on the safety goals and how they could be more ambitious. She encouraged the committee to work with CDOT to address speed reduction and how CMAP's modeling cultivates discussion.

Garland Armstrong of Des Moines voiced concerns about fire safety on public transportation and engaged with CTA Representative Michael Connelly about emergency preparedness.

9.0 Next Meeting

The next meeting is scheduled for December 15, 2023.

10.0 Adjournment

Chair Kevin Carrier called for a motion to adjourn the meeting.

A motion to adjourn was made by IEPA Representative Jack Cruikshank, seconded by IDOT OP&P Representative Megan Swanson. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative, CNT Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OP&P Representative, IEPA Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, SEWRPC Representative, Tollway Representative, Will Co Representative, and RTA Representative

Absent: Academic Research Representative 1, Academic Research Representative 2, Bike/Ped TF Representative, CoM Representative, IDOT - OIPI Representative, and Kane Co Representative

Non-Voting: FTA Representative

Absent (NV): FHWA Representative

The meeting was adjourned at 11:13 a.m.

Minutes prepared by Evan Hay



MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: December 8, 2023

Subject: Transportation Improvement Program (TIP) Amendments

Purpose: TIP Amendment 24-03 was published to the eTIP web site on December 8, 2023 for committee review and public comment. This memo summarizes formal TIP amendment 24-03 and administrative amendments 24-03.1 and 24-03.2.

Action Requested: Approval of Formal TIP Amendment 24-03

Since the committee's last meeting, project programmers submitted 52 formal amendments for Transportation Committee consideration. Additionally, 128 administrative amendments were submitted, reviewed, and accepted administratively 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 24-03.

Formal Amendment 24-03

A total of 52 formal amendments were submitted for Transportation Committee approval on amendment [24-03](#). The majority of the changes (40) were due to cost changes exceeding the thresholds for administrative approval. These changes added \$236.1 million in total cost, with an additional \$125.5 million in federal participation. Cost changes made with project phases moving into or out of the active years (FFY 2024 to 2028) of the TIP on seven (7) projects added an additional \$27.4 million in total cost with a modest \$1.5 million in additional federal participation. Two (2) new projects added \$3.7 million in total cost, and \$5.1 million in total cost was removed with the deletion of three (3) projects. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of \$262.1 million in total cost, and \$125.8 million in federal participation, as summarized below.

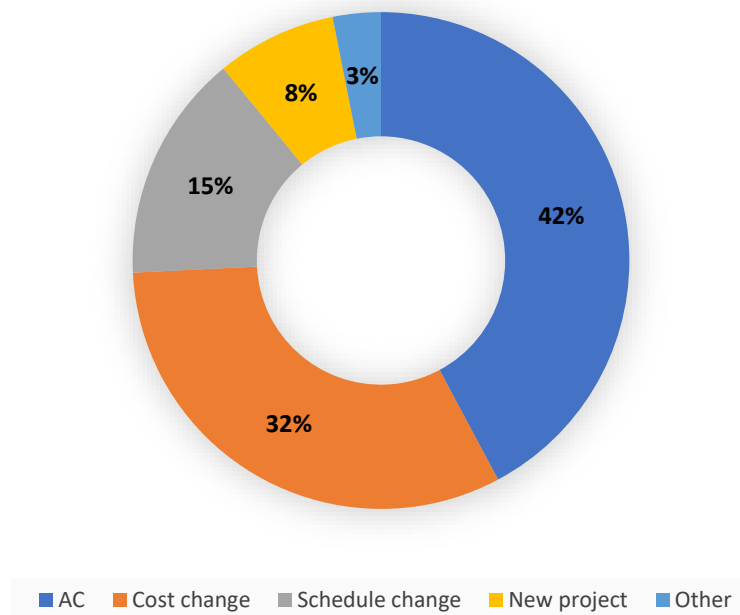
Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Cost changes	40	\$236.1	\$2,247.1	\$2,483.2	\$125.5	\$1,261.2	\$1,386.7
Project phases moved in or out of the TIP years	7	\$27.4	\$218.1	\$245.4	\$1.5	\$157.6	\$159.0
Deleted projects	3	-\$5.1	\$5.1	\$0.0	-\$4.1	\$4.1	\$0.0
New projects	2	\$3.7	\$0.0	\$3.7	\$3.0	\$0.0	\$3.0
Grand Total	52	\$262.1	\$2,470.3	\$2,732.4	\$125.8	\$1,422.9	\$1,548.7

All costs in \$ millions

Administrative Amendments 24-03.1 and 24-03.2

A total of 128 Administrative Amendments were submitted, reviewed, and accepted by staff on amendments [24-03.1](#) and [24-03.2](#). Administrative amendments include new projects that are not federally funded or have all federal funds in future years, conversion of project phases to or from Advance Construction (AC), cost changes that are below CMAP's amendment thresholds, changes to project schedules within the years of the TIP, changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires committee approval.

24-03.1 & 24-03.2 Administrative Amendments - Type of Changes



The majority of the administrative changes were to convert project phases from Advance Construction (AC) status (38 projects) or to place project phases in Advance Construction (AC) status (16 projects). Financial adjustments made with the changes resulted in \$3.3 million in total cost being removed from the TIP and federal participation in projects being reduced by \$3 million. Cost changes were made administratively on 41 projects, adding \$84.6 million in total

cost. Ten (10) new projects added \$12.7 million in total cost, with \$8.9 million in federal participation planned for years beyond the active years (FFY 2024 to 2028) of the TIP. Twenty-three (23) projects submitted schedule or other changes such as the addition of project IDs and updating project status information without any financial changes. The overall result of the administrative changes was the addition of \$94 million in total cost and \$5.6 million in additional federal participation in projects. 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. The type of change, number of projects affected, total project cost, and federal project cost information is shown in the table 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
Phase(s) converted from AC status	38	-\$3.6	\$118.2	\$114.7	-\$3.0	\$92.5	\$89.5
Phase(s) placed in AC status	16	\$0.3	\$450.6	\$450.8	\$0.0	\$345.8	\$345.8
Cost changes	41	\$84.6	\$1,873.3	\$1,957.9	-\$0.3	\$1,412.7	\$1,412.4
New projects	10	\$12.7	\$0.0	\$12.7	\$8.9	\$0.0	\$8.9
Schedule changes	19	\$0.0	\$122.7	\$122.7	\$0.0	\$76.5	\$76.5
Other	4	\$0.0	\$63.9	\$63.9	\$0.0	\$25.4	\$25.4
Grand Total	128	\$94.0	\$2,628.8	\$2,722.7	\$5.6	\$1,952.9	\$1,958.6

All costs in \$ millions



MEMORANDUM

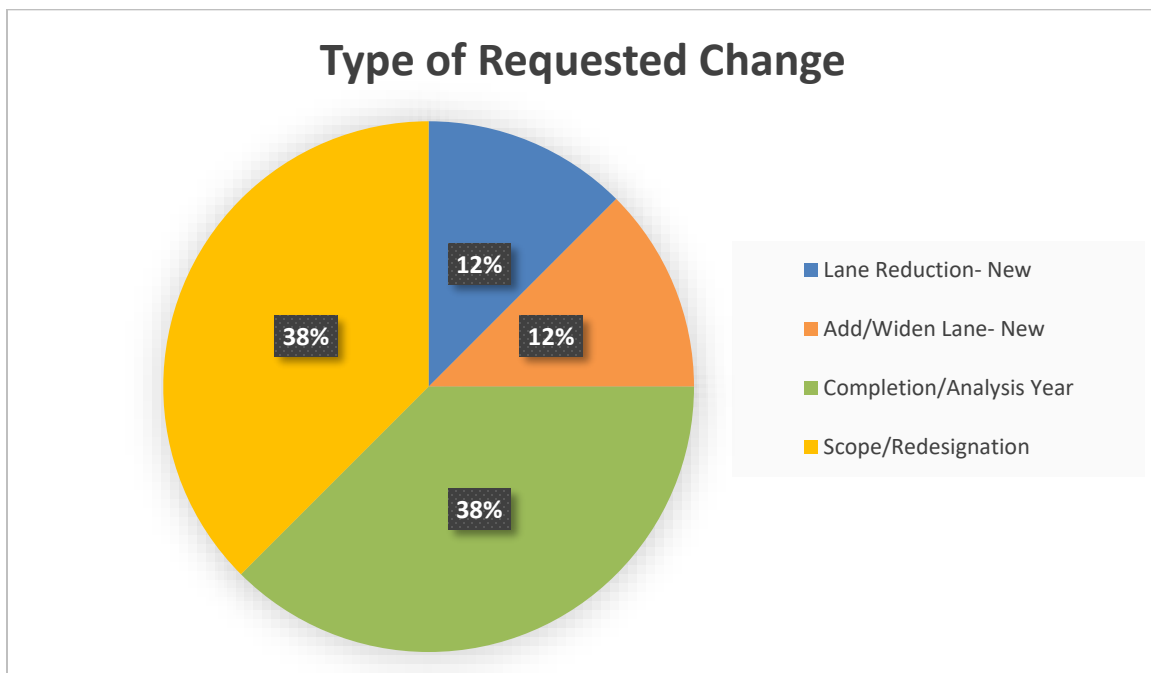
To: CMAP Transportation Committee

From: CMAP Staff

Date: December 15th, 2023

Re: ON TO 2050/2024-2028 TIP Conformity Analysis & TIP Amendment 24-04 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 2024-28 TIP that are anticipated to be carried forward into the FFY 2024-28 TIP and ON TO 2050 for inclusion in the regional air quality analysis. Of the changes requested, eight projects require air quality conformity analysis. Below is a summary by type of requested change.



If the 2024-28 TIP is approved, two new non-exempt projects and six previously conformed projects will be included in the conformed TIP. 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 newly non-exempt projects to be conformed are:

- TIP ID [02-14-0003](#): bike/ped facilities, lane reduction, and signal modernization on Church St from Linder Ave to McCormick Blvd
- TIP ID [09-20-0039](#): road reconstruction and improvements with a bridge replacement at US 20/Shales from Poplar Creek to IL 59

The previously conformed projects included in the amendment are:

- TIP ID [01-03-0017](#): new bridge construction at Taylor St over the Chicago River
- TIP ID [03-96-0021](#): road extension and access improvement from Gary Rd to the O'Hare West Bypass
- TIP ID [06-04-0008](#): deletion of add lanes project at IL 7 Wolf Rd from 143rd St to 167th St
- TIP ID [08-06-0028](#): road widening of N Aurora Rd, Pennsbury Ln to Frontenac Rd (at the CN RR)
- TIP ID [09-18-0015](#): road expansion of Randall Rd from N County Line Rd to Orchard Rd
- TIP ID [10-22-0001](#): bike/ped improvements, ADA upgrades, and new traffic light installation with interconnect and signal timing improvements at Old McHenry crossing from Abbey Glenn to Fairfield Rd

Changes to existing projects are described below.

Updated open to traffic year and project schedule, new accessibility work types, adding lanes and road expansion/extension, deletion of a project and removal from RSP list, major changes to project limits.

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 [01-03-0017](#): new bridge construction at Taylor St over the Chicago River
- TIP ID [03-96-0021](#): road extension and access improvement from Gary Rd to the O'Hare West Bypass
- TIP ID [08-06-0028](#): road widening of N Aurora Rd, Pennsbury Ln to Frontenac Rd (at the CN RR)

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, remove lanes from road, interchange expansion, 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, road (diet) reconfiguration of lanes to improve safety, 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.

Projects with a change in scope, scale, or plan.

The new, former exempt project addition is accommodating new bike facilities, by implementing a change in scope by removing a lane.

- TIP ID [02-14-0003](#): Church St from Linder Ave to McCormick Blvd. with the lane removal segment between Gross Point Rd. to Kenton Ave. aims to improve connectivity of the local regional bike network with the addition of a dedicated bike lane toward a proposed bicycle project in the neighboring community.

A project repositioning from the programmer with the removal of the add lanes work type. This former conformed project needs to be redesignated, as exempt tested. The project will remain in the TIP, included within the model once the funding is figured out.

- TIP ID [06-04-0008](#): IL 7 Wolf Rd from 143rd St to 167th St included adding lanes, but the project is being canceled in the TIP and non-exempt work types have been removed.

The implementer initiated a grander scale to the scope of these corridor improvements.

- TIP ID [09-20-0039](#): US 20/Shales from Poplar Creek to IL 59 an expanded interchange and reconstruction, supporting a new bridge and highway extension in implementing major changes and broadening of project limits in support of US 20 expansion to the west.
- TIP ID [10-22-0001](#): Old McHenry Crossing from Abbey Glenn Drive to Bonnie Lane a major corridor improvement project affecting four major arterials. Project scoping indicates a grade separation with an additional thru lane, intersection improvements, upgrades in traffic signals, and new bike paths.

Change in plans.

- TIP ID [09-18-0015](#): Randall Rd from N County Line Rd to Orchard Rd, this former RSP is no longer being pursued as initially presented and is being deleted from the TIP.

Newly submitted changes are found in the [24-04 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. The MOVES3 model is a significant upgrade from the previous model, MOVES 2014a that CMAP had been using. MPO's are required to start using the MOVES3 model by November of 2022 but CMAP chose to use the new model for the ON TO 2050 plan update which is part of this conformity analysis. The MOVES3 model has updated data for vehicle populations, travel activity, and emission rates as well as updated fuel supply information at the county level. MOVES3 also adjusted modeling to better account for vehicle starts, long-haul truck hoteling, and off-network idling and incorporated the impacts of the Heavy-Duty Greenhouse Gas Phase 2 rule and the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule. In various test of the MOVES3 model by U.S. EPA and practitioners, both ozone precursors, volatile organic compounds (VOC) and nitrogen oxides (NOx) produced changes in the mobile source emission results compared to the previous model even when the input data was relatively unchanged. Specifically, VOC emissions went down, and NOx emissions increased in urbanized areas. While all emissions decreased in rural areas. CMAP's modeling produced similar results with a decrease in VOC and an increase in NOx compared to the emissions estimated using MOVES 2014a. As part of the migration to MOVES3 all the data inputs into the model were reviewed and updated. The changes in data inputs and modeling procedures make it nearly impossible to attribute a percentage change in the emissions estimates to the MOVES3 model. CMAP did conduct some internal testing of MOVES3 prior to using it for conformity and has a high degree of confidence that a substantial amount of the changes seen in the emissions estimates shown in the table below can be attributed to a change in emissions models and not changes attributed to transportation projects in the TIP or travel behavior modeled in the travel demand model.

Using the MOVES3 model on-road emission estimates for each precursor or direct pollutant in each analysis year were produced. The MVEB for the NEIL nonattainment area for 2035 and beyond was revised in a federal register notice on May 20, 2022 (87 FR 30828) to correspond to the 2008 ozone maintenance SIP that was approved in that noticed by U.S. EPA. The result is that the MVEB changes to 65 tons/day of VOCs and 110 tons/day of NOx in 2035. Prior year MVEB remain unchanged. In addition to a revised MVEB the analysis year of 2035 is now being modeled as that corresponds to the last year of the 2008 ozone maintenance plan and demonstrates conformity for the 2008 ozone maintenance SIP. 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 NO_x Emissions in Tons per Summer Day for Ozone Conformity

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2025	41.89	60.13	112.04	150.27
2030	36.31	60.13	85.63	150.27
2035	32.56	65.00	75.86	110.00
2040	29.49	65.00	75.02	110.00
2050	27.55	65.00	80.17	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 2023

Direct PM_{2.5} and NO_x 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	1,372.71	5,100.00	38,187.65	127,951.00
2030	1,088.06	2,377.00	29,082.15	44,224.00
2035	945.13	2,377.00	25,591.97	44,224.00
2040	940.36	2,377.00	25,218.07	44,224.00
2050	978.19	2,377.00	26,610.41	44,224.00

Greenhouse Gas Mobile Source Emissions (Informational Only)

CO ₂ Equivalent in Tons per Year	
Year	Northeastern Illinois
2025	33,674,602.03
2030	31,539,569.41
2035	30,598,332.46
2040	30,725,751.45
2050	31,878,970.25

ACTION REQUESTED: Recommend finding of conformity and approval of TIP amendment 24-04 by the MPO Policy Committee.



MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: November 17, 2023

Subject: 2024 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 2024 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 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 option of supporting the state's roadway safety targets or identifying their own regional roadway safety targets for any or all individual measures. In either case, MPOs must identify targets no later than 180 days past the setting of State safety targets, or by February 27, 2024 for the 2024 roadway safety targets.

CMAP staff presented to this committee in [September of 2023](#) on the agency's approach to target setting. Since 2018, CMAP has supported the State's safety targets, which is common practice among MPOs in the U.S. The primary reason for this is that most MPOs have not been in a position to reasonably quantify the impacts of regional safety work.

CMAP intends to set regional safety targets for the first time at the conclusion of the regional safety action planning effort, which is funded by a [Safe Streets and Roads for All](#) (SS4A) grant from the USDOT. This work is expected to conclude by early 2026 and will include county-level safety targets and

comprehensive work plans associated with achieving the targets. CMAP's goal is to align the county safety targets to create regional targets no later than for the year 2027. This work will be incorporated into the agency's next long-range transportation plan, which is schedule for completion in late 2026.











CMAP is committed to [reducing regional traffic fatalities to zero by 2050](#) and the agency's safety work continues with urgency. In addition to the SS4A work mentioned above, CMAP's [Safe Travel for All Roadmap](#) (STAR) program includes many important projects for 2024, including four safe and complete streets projects, and five bicycle and pedestrian plans, each with an emphasis on safety. Additionally, the STAR program includes a regional safety data effort to improve traffic safety knowledge and data products for the agency and our partners. Staff are also collaborating closely across the STAR and ADA programs, to ensure that both leverage every opportunity to improve travel safety for all road users, with a focus on those most vulnerable to traffic safety risks.

For 2024, CMAP staff recommend that the CMAP Board and MPO Policy Committee support IDOT's 2024 roadway safety targets. ***Staff requests that the Transportation Committee recommend support of IDOT's highway safety targets (see Table 2 below) to the CMAP Board and MPO Policy Committee.***

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. The current annual performance trend and the four annual assessments by FHWA is shown in table 1 below.

Table 1. IDOT Safety Performance Target Assessment Summary, 2018 – 2021

Performance Measure	Desired Trend	Current Trend	2018 Target	2019 Target	2020 Target	2021 Target
Fatalities			No	No	No	No
Fatality Rate			No	No	No	No
Serious Injuries			Made significant progress	Yes	Yes	Yes
Serious Injury Rate			Made significant progress	Yes	Yes	Yes
Non-motorized Fatalities and Serious Injuries			No	No	Made significant progress	Yes

In 2021, the state achieved its targets for the number and rate of serious injuries as well as that for non-motorized fatalities and serious injuries. The state neither met nor made significant progress towards the two fatality performance targets: number of fatalities and rate of fatalities. 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.

The number of traffic fatalities in Illinois continues to be a grave concern. Consistent with national trends, statewide traffic fatalities began to trend upward in 2014, followed by a spike during the COVID-19 pandemic. While 2022 fatalities were lower than the previous year, the number remains above pre-pandemic levels, indicating an urgent need to address traffic safety urgently and comprehensively.

IDOT 2024 safety performance targets

IDOT uses two different methods of setting targets, depending on the recent trend of the performance measure. For 2024, IDOT's targets for both fatalities and rate of fatalities are determined using a policy-based two percent annual reduction in the five-year rolling average. This reflects the agency's commitment to reversing the upward trend. The targets for serious injuries, rate of serious injuries and non-motorized fatalities and serious injuries are set using an ordinary-least-squares (OLS) trendline method because these measures are trending downward, as desired. For each measure, IDOT uses the method that results in the greatest decrease in the 5-year average. IDOT's statewide safety targets and the rolling five-year averages are shown in table 2.

Table 2. IDOT 2024 Statewide Safety Performance Targets

Performance Measure	Base Years (5 Year Average)					Target
	2018	2019	2020	2021	2022	2024
Fatalities	1,025.0	1,042.0	1,081.0	1,132.2	1,168.2	1,121.9
Fatality Rate	0.960	0.972	1.036	1.108	1.151	1.105
Serious Injuries	11,967.2	11,566.8	10,713.4	10,251.6	9,618.4	8,418.0
Serious Injury Rate	11.222	10.795	10.177	9.923	9.401	8.498
Non-motorized Fatalities and Serious Injuries	1,561.8	1,584.0	1,492.0	1,496.8	1,459.4	1,375.7

Next steps

Following discussion and approval by the Transportation Committee, the recommended 2024 roadway safety targets will be brought to the CMAP Board and MPO Policy Committee in early 2024 for approval. By agreeing to support IDOT's roadway safety targets, CMAP 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

###