DSATS Technical Advisory Committee
Wednesday, 2 January 2019
11:00 A.M.

DeKalb County Highway Department
1826 Barber Greene Rd.
DeKalb, IL 60115
Conference Room # 815-756-6026

Agenda

1. Introductions
2. Approval of Agenda (Action)
3. Approval of Minutes (Action)
4. Public Comment
5. Election of Officers (Action)
6. MPO Safety Performance Measure (Action)
7. DSATS 2019 Calendar
8. Staff and Project Updates
9. What's new with our State and Federal Partners
10. Additional Business
11. Adjourn

If you have any questions regarding this notice, please contact:
Brian Dickson
Transportation Planner
(815) 748-2367
brian.dickson@cityofdekalb.com

Assistive and Language services will be provided upon request.
Recording devices may be used during meeting for minute taking purposes
ATTENDANCE

- City of DeKalb (1 votes): Tim Holdeman, Zac Gill
- City of Sycamore (1 votes): Mark Bushnell
- DeKalb County (1 vote): Nathan Schwartz
- Town of Cortland (1 vote): not present
- IDOT District 3 (1 vote): Tom Magolan, Ryan Lindenmier
- NIU (1 vote): John Heckmann
- NIU SA (1 vote): not present
- VAC (1 vote): not present
- Kishwaukee College (1 vote): not present
- FHWA (non-voting): not present
- IDOT Planning & Programming (non-voting): Doug DeLille
- IDOT Local Roads: Steve Chery, Nick Spence
- DSATS staff: Brian Dickson
- Transit staff: Sabrina Kvasnicka
- Others Present:

  (BOLD indicates main voting member. Italics indicates proxy voting member.)

CALL TO ORDER

Chair Schwartz called the meeting to order and established a quorum at 11:02 a.m.

1. Introductions

Introduction of members present was made. Mr. Spence introduced himself and explained his new role with IDOT Local Roads.

2. Approval of Agenda

   **Motion #T1218-01:** Motion to approve the December 5, 2018 meeting agenda made by Mr. Bushnell; 2nd: Mr. Heckmann; approved by voice vote.

3. Approval of Minutes
Motion #T1218-02: Motion to approve the November 7, 2018 meeting minutes with requested changes made by Mr. Holdeman; 2nd: Mr. Heckmann; approved by voice vote.

4. **Public Comment**

There was no public comment.

5. **DSATS SFY19-23 TIP Amendment 3 Public Hearing**

Chair Schwartz opened the Public Hearing at 11:05 a.m. Mr. Heckmann commented that the TIP Amendment for the extension of the Great Western Trail was a great project. Chair Schwartz stated that the Public Comment period will end on December 12th. He also closed the Public Hearing at 11:06 a.m.

6. **Recommend Approval of SFY19-23 TIP Amendment 3**

Chair Schwartz stated he recommend approval of the SFY19-23 TIP Amendment 3.  

Motion #T1218-03: Mr. Heckmann made a motion to approve the SFY 19-23 TIP Amendment 3. Mr. Holdeman seconded. Approval by voice.

Discussion continued, Mr. Dickson stated that this was the second ITEP grant that Sycamore Park District received. Sycamore Park District and IDOT look to move forward with Preliminary Engineering for the project as soon as the approved DSATS Amendment 3 is added to the State Transportation Improvement Program (STIP). This will allow PE to be performed during the winter months and the construction of the project to begin in spring or early summer. Chair Schwartz explained that typically TIP Amendments are not rushed but due to the Preliminary Engineering also being funded in this project, staff is trying to expedite this TIP Amendment.

Mr. Chery said that if Sycamore Park District is to move forward of Phase II of the project, then the TIP needs to be amended.

7. **DSATS SFY19-23 TIP Revision 4**

Mr. Dickson stated that Fairview and Annie Glidden Rd. project is now Active. Mr. Gil updated members that lights are now active and pole will be arriving in February.

8. **Update on Traffic Counts Project**

Chair Schwartz explained that traffic counts are done every year. This year, staff completed the traffic counts in house. Chair Schwartz showed some photos of recommendations from MIOVISION.

Mr. Dickson provided an update on the current status of traffic counts. Peace Rd. and Rt. 23, DeKalb Ave. and Mercantile will be completed next week. Rt. 23 and Greenwood Acres, Rt. 38 and Somonauk are some of the locations that need to be redone. Chair Schwartz stated that this project should be completed at some point next week depending on the weather. Once data gets back from MIOVISION, then staff will create a report.
9. **Staff and Project Updates**

Mr. Dickson provided an update. He is working on passing responsibilities on to transit staff. He is also working on transferring data and traffic counts.

Mrs. Kvasnicka discussed staff has been focusing on working on the quarterly reporting to specific grants and taking over tasks from Brian.

Mr. Holdeman discussed Brian’s tenure with the City of DeKalb is coming to an end. Chair Schwartz said he has everything set up for Brian’s arrival in January.

10. **What’s new with our State and Federal Partners**

Mr. Chery said that IDOT submitted a request to have MFT be exempt from GATA. This request was denied. Mr. DeLille said reporting could be on a quarterly basis. He also discussed Programmatic risk assessment. Chair Schwartz stated that GATA is required for any state monies used for public improvements.

11. **Additional Business**

There was no additional business.

12. **Adjourn**

**ADJOURNMENT**

*Motion #T1218-04:* Motion to adjourn at 12:32 p.m. made by Mr. Bushnell; 2nd: Mr. Magolan; approved by voice vote.

Submitted By: Sabrina Kuykendall Kvasnicka
Date Approved:
DATE: 12/27/2018

TO: DSATS Policy Committee
DSATS Technical Advisory Committee

FROM: Brian Dickson, DSATS Coordinator
Nathan Schwartz, DSATS Director

SUBJECT: DSATS Safety Performance Management Goal

SUMMARY

The Federal Highway Administration (FHWA) established the Safety Performance Management (PM) Final Rule to require all states and MPOs to implement safety performance measures as part of their planning process. The Safety Performance Measure must be renewed annually. The State of Illinois has decided to keep its Safety PM set at an annual 2% reduction in the number of fatal and serious injury crashes.

All of the MPO's in Illinois must now either adopt the State's PM goal or implement their own goal by February 27, 2019, according to FHWA's Safety PM Final Rule. The majority of the smaller MPOs, similar in size to DSATS, have elected to adopt the State's PM goal. Some of the larger MPOs are adopting their own goals.

Staff is recommending DSATS continue to adopt the State’s PM goal for the next year. Over the next year DSATS staff will do more in-depth analysis to identify if DSATS should adopt their own goal in the future. Staff is requesting members approve the attached resolution to adopt the State’s PM goal of an annual 2% reduction in fatal and serious injury crashes in the region.

BACKGROUND

According to the FHWA, the Safety PM Final Rule supports the Highway Safety Improvement Program (HSIP), as it assesses fatalities and serious injuries on all public roads for the purpose of carrying out the requirements of the HSIP. The Safety PM Final Rule is one component of the Transportation Performance Management (TPM) program. The purpose of the TPM is to use transportation system information to improve investment and policy decisions and to meet national performance goals set by the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141) (MAP-21).

The Safety PM Final Rule establishes five performance measures. Each measure is to be averaged over a five-year rolling period. These performance measures include:

1. Number of Fatalities
2. Rate of Fatalities per 100 Million (M) Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries (SI)
4. Rate of Serious Injuries per 100M VMT
5. Number of Non-motorized Fatalities and Non-motorized SI

The Safety PM Final Rule also establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish and report their safety targets, and the process FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets. [https://safety.fhwa.dot.gov/hsip/spm/](https://safety.fhwa.dot.gov/hsip/spm/)

IDOT recommends each MPO decide how to proceed with selecting the safety PM goals for their MPO. However, IDOT requires each MPO obtain Policy Committee approval. IDOT does not have detailed guidance about what documentation they need to demonstrate acceptance of MPO safety PM goals at this time. IDOT suggests either a resolution or letter outlining the outcome of the safety PM goal selection process, regardless of whether the MPO selects IDOT’s safety PM goals or sets different goals. These safety PM goals will need to be identified in LRTP updates. The MPO is still awaiting IDOT guidance on how to identify safety PM goals in TIP amendments.

**FREQUENTLY ASKED QUESTIONS**

*Why must MPOs adopt safety PM goals?*

The federal MAP-21 transportation act required the U.S. Department of Transportation (USDOT) to establish performance measures, including safety improvements in the nation’s highway system. The Safety PM Final Rule was the first performance measure to be implemented by the FHWA.

The Safety PM Final Rule supports the HSIP and requires State DOTs and MPOs to set HSIP goals for five safety performance measures.

*What will MPOs be required to do when the safety PM Goal is implemented?*

All MPOs are required to either adopt their state’s PM goal for safety or develop their own safety PM goal. Once adopted, the MPOs, with support from the state DOTs, are required to annually track all fatal and serious injury crashes and identify if the annual safety PM goal has been achieved.

*What happens if the MPO does not implement a safety PM goal?*

Federal law requires all MPOs to implement PM goals within 180 days of a state establishing and reporting its HSIP goals. If a MPO does not adopt a PM goal, the USDOT could potentially withhold all federal transportation grant funding for all roadways in the MPO region.

*What are the consequences if a MPO does not meet its safety PM goal?*

There are currently no fiscal repercussions if the PM goals are not attained by MPOs. However, DSATS staff and member organizations shall be expected to identify potential actions to be implemented to achieve the PM goals through the Long Range Transportation Plan and Transportation Improvement Program (TIP).
How do MPOs establish safety PM goals?

MPOs may adopt and support their state's safety PM goals, develop their own goals, or use a combination of both.

If an MPO adopts their state safety PM goal, the MPO would:

- Work with the state and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area;
- Coordinate with the state and include the safety performance measures and the state's PM goals for those measures;
- Integrate the safety PM goals, objectives, performance measures, and targets into the metropolitan transportation planning process, such as applicable portions of the HSIP; and
- Include a description in the TIP of the anticipated effect of the TIP toward achieving PM goals, linking investment priorities in the TIP to those safety targets.

If an MPO establishes its own safety PM goals, the MPO would:

- Establish safety PM goals for all public roads in the metropolitan planning area in coordination with the state;
- Estimate VMT for all public roads within the metropolitan planning area for rate targets;
- Coordinate with the state and include the safety performance measures and the MPO's PM goals for those measures;
- Integrate the safety goals, objectives, performance measures, and targets into the metropolitan transportation planning process, such as applicable portions of the HSIP, including the SHSP; and
- Include a description in the TIP of the anticipated effect of the TIP toward achieving PM goals, linking investment priorities in the TIP to those safety targets.

When must MPOs establish these safety PM goals?

MPOs must establish their safety PM goals 180 days after their state establishes its goals. The State of Illinois has established its PM goals, and DSATS must now establish its PM goals by February 27, 2019.

Where do MPOs report safety PM goals?

MPO safety PM goals are reported to the State DOT.

How are MPOs assessed regarding significant progress toward meeting the safety PM goals?

State safety PM goals are assessed annually. Currently MPO safety PM goals are not assessed, but the State could implement assessment procedures in the future.

What are IDOT’s safety PM goals?

IDOT has implemented a 2% reduction per year from the base year 2015 as a safety PM goal for all five performance measures.
ANALYSIS

To evaluate IDOT’s safety PM goal for each performance measure for the DeKalb planning area, DSATS staff used crash data compiled by IDOT. The information provided in the following table and charts was compiled by IDOT for each MPO in Illinois. While county-wide data has been compiled through 2016, data for the specific MPO regions has not yet been updated beyond 2014. Table 1 identifies:

1. Number of Fatalities (F) per year,
2. 5-Year F rolling average,
3. The F rate per 100M Annual VMT,
4. 5-Year F-VMT rolling average,
5. Number of SI per year,
6. 5-Year SI rolling average,
7. The SI rate per 100M VMT,
8. 5-Year SI-VMT rolling average,
9. Number of Non-Motorized (NM) F + SI,
10. 5-Year NM rolling average,
11. Annual VMT for the DSATS region, and

Table 1. DSATS Fatalities and Serious Injuries Data Table 2005-2020

<table>
<thead>
<tr>
<th>Year</th>
<th>Fatalities (F)</th>
<th>5-Yr Fatality Rate</th>
<th>5-Yr Fatality Avg</th>
<th>5-Yr SI Rate</th>
<th>5-Yr SI Avg</th>
<th>Non-Motorized (NM) F &amp; SI</th>
<th>5-Yr NM F &amp; SI</th>
<th>Annual VMT</th>
<th>F &amp; SI</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>5</td>
<td>5.5</td>
<td>0.97</td>
<td>1.032</td>
<td>43</td>
<td>45.2</td>
<td>7.92</td>
<td>8.430</td>
<td>6</td>
</tr>
<tr>
<td>2019</td>
<td>5</td>
<td>5.6</td>
<td>1.00</td>
<td>1.064</td>
<td>44</td>
<td>46.1</td>
<td>8.17</td>
<td>8.692</td>
<td>6</td>
</tr>
<tr>
<td>2018</td>
<td>6</td>
<td>5.8</td>
<td>1.03</td>
<td>1.097</td>
<td>45</td>
<td>47.1</td>
<td>8.42</td>
<td>8.961</td>
<td>6</td>
</tr>
<tr>
<td>2017</td>
<td>6</td>
<td>5.7</td>
<td>1.06</td>
<td>1.087</td>
<td>46</td>
<td>49.2</td>
<td>8.68</td>
<td>9.475</td>
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<td>2016</td>
<td>6</td>
<td>5.5</td>
<td>1.10</td>
<td>1.073</td>
<td>47</td>
<td>50.4</td>
<td>8.95</td>
<td>9.801</td>
<td>7</td>
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<td>2015</td>
<td>6</td>
<td>5.2</td>
<td>1.13</td>
<td>1.014</td>
<td>48</td>
<td>52.2</td>
<td>9.23</td>
<td>10.255</td>
<td>7</td>
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<tr>
<td>2014</td>
<td>6</td>
<td>5.0</td>
<td>1.17</td>
<td>0.990</td>
<td>49</td>
<td>55.2</td>
<td>9.52</td>
<td>10.960</td>
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<td>2013</td>
<td>5</td>
<td>4.6</td>
<td>0.98</td>
<td>0.921</td>
<td>56</td>
<td>60.0</td>
<td>10.99</td>
<td>12.043</td>
<td>3</td>
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<td>2012</td>
<td>5</td>
<td>5.0</td>
<td>0.99</td>
<td>1.014</td>
<td>52</td>
<td>64.6</td>
<td>10.31</td>
<td>13.112</td>
<td>5</td>
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<td>2011</td>
<td>4</td>
<td>5.4</td>
<td>1.02</td>
<td>1.108</td>
<td>56</td>
<td>73.2</td>
<td>11.22</td>
<td>15.018</td>
<td>7</td>
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<td>2010</td>
<td>5</td>
<td>5.6</td>
<td>1.01</td>
<td>1.159</td>
<td>63</td>
<td>87.2</td>
<td>12.76</td>
<td>18.093</td>
<td>7</td>
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<td>2009</td>
<td>4</td>
<td>5.4</td>
<td>0.82</td>
<td>1.127</td>
<td>73</td>
<td>93.4</td>
<td>14.94</td>
<td>19.551</td>
<td>6</td>
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<tr>
<td>2008</td>
<td>7</td>
<td>1.45</td>
<td>93.4</td>
<td>1.127</td>
<td>79</td>
<td>16.33</td>
<td>5</td>
<td>483,709,612</td>
<td>86</td>
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<tr>
<td>2007</td>
<td>7</td>
<td>1.46</td>
<td>95</td>
<td>1.985</td>
<td>95</td>
<td>19.85</td>
<td>9</td>
<td>478,707,751</td>
<td>102</td>
</tr>
<tr>
<td>2006</td>
<td>5</td>
<td>1.06</td>
<td>126</td>
<td>26.60</td>
<td>126</td>
<td>26.60</td>
<td>5</td>
<td>473,757,612</td>
<td>131</td>
</tr>
<tr>
<td>2005</td>
<td>4</td>
<td>0.85</td>
<td>94</td>
<td>20.05</td>
<td>94</td>
<td>20.05</td>
<td>10</td>
<td>468,858,661</td>
<td>98</td>
</tr>
</tbody>
</table>

Source: IDOT

*Note: Figures in black are actual numbers, figures in red are estimates
Table 2. 2019 Illinois Statewide Safety Targets

<table>
<thead>
<tr>
<th>NHTSA/FHWA Common Core Measures</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Fatalities</td>
<td>997.4</td>
<td>977.5</td>
</tr>
<tr>
<td>Fatality Rate</td>
<td>0.94</td>
<td>0.92</td>
</tr>
<tr>
<td>Total Serious Injuries</td>
<td>11966.7</td>
<td>11727.4</td>
</tr>
<tr>
<td>Total Serious Injury Rate</td>
<td>11.27</td>
<td>11.04</td>
</tr>
<tr>
<td>Non-motorized Fatalities and Serious Injuries</td>
<td>1460.9</td>
<td>1431.7</td>
</tr>
</tbody>
</table>

Figure 1. Fatalities and Serious Injuries in DSATS Region
According to Figure 2, implementing the state 2% reduction rate shall result in the need for DSATS member organizations to achieve a reduction of 1 fatal crash over a five year period.

Figure 3. 5-Year Fatality per 100M Vehicle Miles Traveled Rate in DSATS Region
According to Figure 4, implementing the state 2% reduction rate shall result in the need for DSATS member organizations to achieve a reduction of 1 serious injury crash every year.

Figure 5. 5-Year Serious Injury per 100M Vehicle Miles Traveled Rate in DSATS Region
According to Figure 6, implementing the state 2% reduction rate shall require the DSATS member organizations to achieve a reduction of 1 non-motorized fatality/serious injury crashes over a five year period.

**IMPLEMENTATION OF SAFETY PM GOALS BY OTHER ILLINOIS MPOS**

At the direction of TAC, staff requested information from other MPOs in Illinois to identify whether they are implementing the State’s 2% reduction safety PM goal or implementing their own safety PM goals.

**Table 3. Implementation of the State Safety PM by MPO.**

<table>
<thead>
<tr>
<th>MPO</th>
<th>Urban Area</th>
<th>Adopting State Goal?</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>SATS</td>
<td>Springfield</td>
<td>No</td>
<td>SATS developed their safety performance targets as part of their 2014 LRTP and have been reporting progress against those targets since.</td>
</tr>
<tr>
<td>East</td>
<td>Gateway</td>
<td>Yes, with qualifications</td>
<td>EW-Gateway is adopting the 2% target, however, Missouri’s target is 9%, so while they are adopting the 2% target, they are technically adopting their own goal.</td>
</tr>
<tr>
<td>West</td>
<td>St. Louis</td>
<td></td>
<td>The CUUATS Policy Committee voted in December to adopt the safety targets established in their 2040 LRTP, which sets a goal of 20% reduction, rather than a 2% reduction.</td>
</tr>
<tr>
<td>CUUATS</td>
<td>Champaign/Urbana</td>
<td>No</td>
<td>DUATS adopted the state rate of 2% reduction in 2018 and is expected to do the same in 2019.</td>
</tr>
<tr>
<td>DUATS</td>
<td>Decatur</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>
Overall, the larger MPOs in Illinois have chosen to implement their own safety PM goals. The smaller MPOs, similar in size to DSATS, have chosen to adopt the State’s safety PM goal.

**RECOMMENDATION**

Staff is recommending DSATS adopt the states goal of reducing fatal and serious injury crashes by 2% again for 2019. The implementation of a 2% reduction in fatal and serious injury crashes approximates eliminating one to two major crashes per year in the DSATS planning area. IDOT and the USDOT are still working on directions on how the MPO’s should report their safety goals. The next year or two will provide federal, state, and MPO officials with much more information on how to achieve these PM goals. By continuing to implement the state PM goal, DSATS and IDOT can work together on improving the goals in the future. Once IDOT provides DSATS with updated information for this region, this memo will be updated with the new information.

Staff requests the DSATS TAC and Policy Committee approve the Resolution to adopt the State’s safety PM goal.
RESOLUTION 2019-01-01

RESOLUTION SUPPORTING IDOT SAFETY PERFORMANCE MEASURE TARGETS

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America’s Surface Transportation Act (FAST Act) established federal requirements for performance management and performance-based planning and programming to ensure the most efficient investment of federal transportation funds; and

WHEREAS, MAP-21 and FAST Act require state transportation agencies to set performance measure targets for certain federally established categories and to implement data collection and reporting procedures with respect to such targets; and

WHEREAS, MAP-21 and FAST Act require Metropolitan Planning Organizations to support the performance measure targets established by their respective state transportation agencies or set their own customized targets; and

WHEREAS, the Illinois Department of Transportation has set their respective target for transportation Safety; and

WHEREAS, the DeKalb Sycamore Area Transportation Study has reviewed the respective state target and has elected to support it.

NOW, THEREFORE, BE IT RESOLVED BY THE POLICY COMMITTEE OF THE DEKALB SYCAMORE AREA TRANSPORTATION STUDY:

Section 1: That the Policy Committee of the DeKalb Sycamore Area Transportation Study hereby supports the Safety performance measure targets set by the Illinois Department of Transportation and elects to adopt the state performance measure for Safety.

PASSED BY THE POLICY COMMITTEE of the DeKalb Sycamore Area Transportation Study, at a regular meeting thereof held on the ____ day of ______, 2019.

ATTEST:

Nathan Schwartz, DSATS Director ________________________________

, Chair
The DeKalb Sycamore Area Transportation Study (DSATS) is the Metropolitan Planning Organization (MPO) tasked with administering federal and state funding for highway and public transit projects for the City of DeKalb, City of Sycamore, Town of Cortland, and portions of DeKalb County. DSATS is overseen by the Technical Advisory Committee (TAC), the Transit Subcommittee, and Policy Committee (PC). TAC and Transit are the main advisory bodies, and the PC takes final action on all MPO business.

DSATS has three subcommittees. The Active Transportation Subcommittee reviews non-motorized transportation. The Project Selection Committee reviews federally funded projects. The Bylaws Subcommittee revises DSATS bylaws and agreements.

If you plan to attend any of these meetings, please check the website at www.DSATS.org to ensure the meeting has not been canceled or moved.