APPENDIX G

System Performance Report









RTP

2026
Regional Transportation Plan

Chicago Metropolitan Agency for Planning

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Please note: The 2026 RTP was adopted by the CMAP Board and MPO Policy Committee on October 14, 2026. For information on subsequent amendments to the adopted plan, visit CMAP's RTP Amendments webpage.

Introduction

In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) established a national performance measurement system for the highway and transit programs. Subsequent federal legislation has maintained and expanded these performance measurement requirements. The purpose of this report is to support data-driven decision-making by setting regional targets and documenting progress for northeastern Illinois' federally-supported transportation system.

As the metropolitan planning organization (MPO) for northeastern Illinois, the Chicago Metropolitan Agency for Planning (CMAP) is responsible for establishing or supporting regional targets for these federal performance measures and for reporting on the region's progress. CMAP published previous system performance reports in 2018[1] and 2022[2] as part of ON TO 2050 and its update. The 2018 report provided the region's first comprehensive response to new federal performance measurement requirements. The 2022 report maintained that direction while incorporating improved datasets, though many measures reflected pandemic-era travel patterns.

This 2026 System Performance Report presents clearer post-pandemic trends and highlights both progress and challenges. While the region has seen meaningful improvements in system reliability and non-single occupancy vehicle (SOV) travel, roadway safety, and asset condition remain significant areas of concern. Transit outcomes are mixed, with some measures improving and others showing continued strain.

The regional targets identified in this report support the goals and objectives of the 2026 Regional Transportation Plan (RTP). CMAP links targets to the RTP's Financial Plan for Transportation where possible. CMAP and its partner agencies collaborate closely during target setting. To establish highway asset condition targets, CMAP worked with the Illinois Department of Transportation (IDOT) and its enterprise asset management tool to develop scenarios for bridge and pavement conditions. CMAP and regional agencies used the Capital Optimization Support Tool (COST) to model different potential transit investment levels. Safety targets are set in consultation with IDOT's Bureau of Safety Programs and transit agency safety staff.

CMAP and its partners use the data in this report to identify needs and guide investments. Performance-based planning initiatives, such as the Congestion Management Process, safety action plans, and asset management plans identify policies and investments needed to support progress towards system goals and targets. The data collected as part of the target-setting process is also used to inform programming of funds in the Transportation Improvement Program (TIP).

Transportation partners across the region play a critical role in supporting progress towards the targets in this report. Programming processes, managed by several different implementing agencies, facilitate investments in projects to improve reliability, safety, and asset condition in alignment with targets. In the eTIP[3], implementers certify when projects impact performance measures, corresponding to seven performance target groups: safety, transit asset condition, pavement condition, bridge condition, travel reliability/congestion, non-SOV travel, and emissions reduction. CMAP uses these tags to better understand which projects are directly advancing each goal. A summary of programming data is included in the Transportation Improvement Program document.

Each section of this report describes the relevant measures, current conditions, progress toward targets, and connections to CMAP's planning and programming responsibilities. While the MPO Policy Committee adopts targets with the RTP every four years, certain measures — such as roadway safety — require more frequent updates, which are documented in committee meeting materials. CMAP also maintains an online dashboard that provides updates as new datasets become available.[4]

1 Chicago Metropolitan Agency for Planning, "2018 System Performance Report Appendix," 2018, https://www.cmap.illinois.gov/wp-content/uploads/dlm_uploads/FINAL-2018-System-Performance-Report-Appendix.pdf.

2 Chicago Metropolitan Agency for Planning, "2022 System Performance Report Appendix," 2022, https://cmap.illinois.gov/wp-content/uploads/ON-TO-2050-Update-System-Performance-Report-Appendix.pdf.

3 Chicago Metropolitan Agency for Planning, "Transportation Improvement Program (eTIP)," accessed March 2026, https://cmap.ecointeractive.com.

4 Chicago Metropolitan Agency for Planning, "Performance Dashboard," accessed March 2026, https://cmap.illinois.gov/data/transportation/performance-measures/.

Summary of target progress by area

Target area	Performance measures	On track	Mixed / unclear	Not on track
Roadway safety	X Number of fatalities	0	0	5
	X Rate of fatalities per 100M VMT			
	X Number of serious injuries			
	X Rate of serious injuries per 100M VMT			
	X Non-motorized fatalities & serious			
Highway asset condition	X X Interstate pavement in good & poor condition	0	0	6
	X X Non-interstate pavement in good & poor condition			
	X X NHS bridges in good & poor condition			
System performance	✓ Non-SOV work trips	6	0	3
	✓ Interstate highway reliability/LOTTR			
	✓ Non-interstate highway reliability/LOTTR			
	✓ Peak hour excessive delay per capita			
	✓Truck Travel Time Reliability Index			
	X X X NOX, VOC, PM 2.5 emissions reductions			
	✓ PM 10 emission reductions			
Transit asset management	X Buses past useful life	3	0	3
	X Rail vehicles past useful life			
	✓ Non-revenue vehicles past useful life			
	X Equipment past useful life			
	✓ Track with performance restrictions			
	✓ Facilities in marginal/poor condition			
Transit safety	X Number of fatalities	0	11	2
	X Fatality rate per revenue mile			
	~ Transit worker fatality rate (new)			
	~ Number of injuries (definition change)			
	~ Injury rate (definition change)			
	~ Transit worker injury rate (new)			
	~ Transit worker assaults (new)			
	~ Transit worker assaults rate (new)			
	~ Number of safety events (definition change)			
	~ Safety event rate (definition change)			
	~ Collisions per mile (new)			
	~ Pedestrian collisions per mile (new)			
	~ Mean distance between mechanical failures (mixed)			
Total	**39 measures across all five target areas**	**9**	**11**	**19**

✓On track ~Mixed or unclear XNot on track VMT = vehicle miles traveled; LOTTR = Level of Travel Time Reliability

Roadway safety

There are five federally required roadway safety performance measures, which were established by the Federal Highway Administration (FHWA) Safety Performance Management Final Rule, effective April 2016. The FHWA designed these performance measures to assess progress towards roadway safety goals.

Federal guidelines give MPOs two options for safety target-setting: they may support state identified targets or they may choose to identify regionally specific targets for some or all of the five federal performance measures. When MPOs opt to support state targets, they also make a commitment to align planning and programming activities to reach the identified state targets. FHWA does not impose a penalty for failing to achieve MPO set targets. CMAP has supported the targets identified by IDOT since the federal rule was established in 2018 and will continue to do so for the near future.

Lead agency	Project name
Number of fatalities	The five-year rolling average of the number of vehicle-related fatalities in the CMAP region on all public roads
Rate of fatalities per 100 million vehicle miles traveled (VMT)	The five-year rolling average of the rate of vehicle-related fatalities in the CMAP region on all public roads
Number of serious injuries	The five-year rolling average of the number of serious injuries resulting from traffic crashes in the CMAP region on all public roads
Rate of serious injuries per 100 million VMT	The five-year rolling average of the rate of serious injuries resulting from traffic crashes in the CMAP region on all public roads
Number of non-motorized fatalities and non-motorized serious injuries	The five-year rolling average of the number of non-motorist (pedestrian or cyclist) fatalities and serious injuries resulting from traffic crashes

Northeastern Illinois plays a unique and significant role in statewide roadway safety. The region accounts for more than half of statewide traffic fatalities and serious injuries, and more than 75 percent of statewide non-motorized traffic fatalities and serious injuries, making regional safety efforts critically important. Northeastern Illinois is the state's population center, with diverse development patterns and a complex multimodal transportation system, which requires new and different approaches to planning and programming that support safe mobility for a range of modes, including walking and bicycling.

Assessment of roadway safety performance is driven by measuring fatalities and serious injuries. Because those numbers can fluctuate year to year, agencies are required to report traffic safety outcomes as a five-year rolling average, which better indicates longer-term trends. CMAP and its partners are continually working to improve safety through research, analysis, programming, better design guidance, and policy changes. While these efforts aim to improve outcomes, the results often take time to appear. Therefore, it is important to showcase the progress made and the anticipated benefits, even if only in qualitative terms.

Regional traffic fatalities have followed an upward statewide trend and regularly account for more than half of all fatalities in Illinois. In 2024, the region's 5-year rolling average was 50 percent and 58 percent of the state's fatalities and serious injuries, respectively. The rate of fatalities per 100 million vehicle miles traveled in the region is slightly lower than the state, likely indicating the slower and lower risk nature of travel in the region's denser urban environment, and improved emergency response times due to more available services and care facilities. The rate of serious injuries in the region is higher than the state's numbers, which should be understood in the context of the reduced fatality rate, indicating that the region still sees a higher number of injuries that are severe instead of fatal, for the same reasons mentioned above. Finally, the region continues to experience a vast majority of the state's non-motorized fatalities and serious injuries, regularly representing 75 to 80 percent over the total over the last 5 years. Roadway safety for non-motorized modes is a critical issue and opportunity for northeastern Illinois and other urbanized regions in the state.

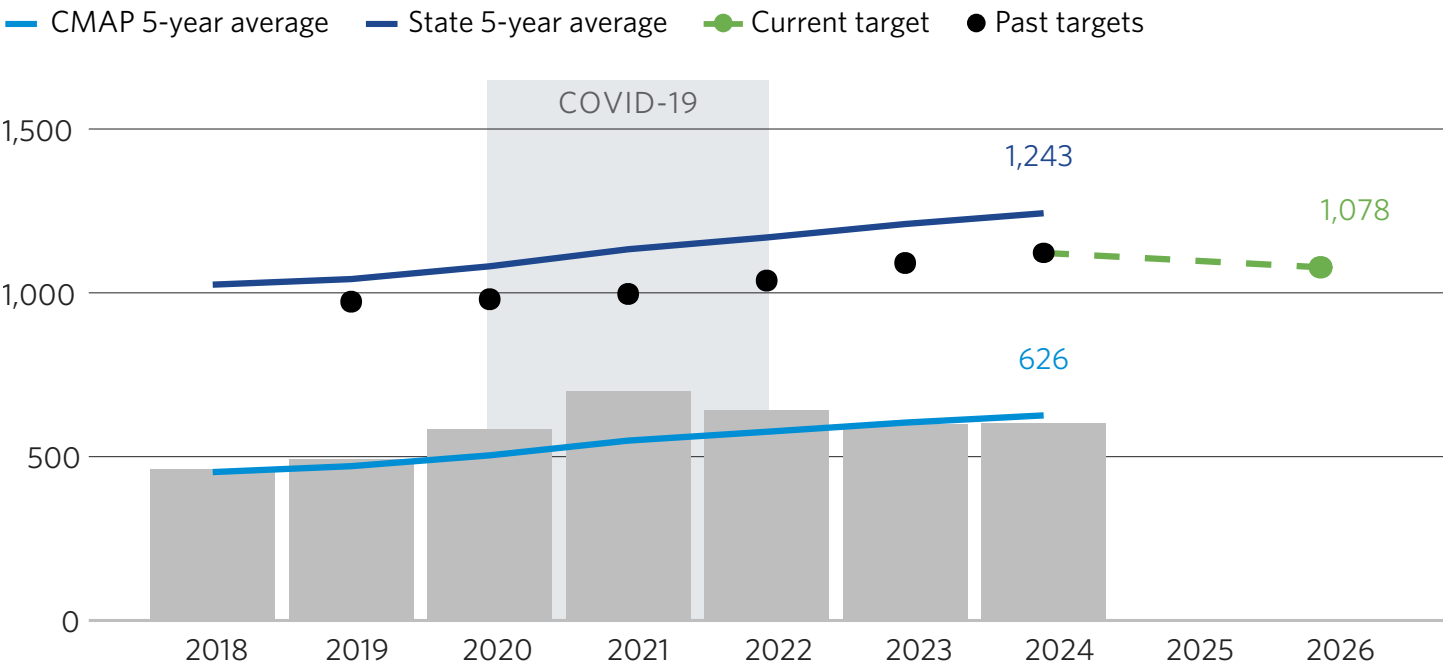
Current conditions

Traffic fatalities

Traffic fatalities in the state and region have been trending upward since 2014, based on the five-year rolling average. Exacerbating this already-alarming trend, the COVID-19 public health emergency that began in 2020 was associated with a dramatic spike in traffic fatalities, challenging traditional assumptions about the correlation between the amount of travel and the number of traffic fatalities. Even with a decline in overall travel due to stay-at-home orders and remote work, traffic fatalities increased, demonstrating that risks increased on the region's transportation network, and those risks persist. Traffic fatalities in 2024 remained higher than in pre-pandemic years.

When trends are worsening, IDOT sets a policy-based target, indicating a commitment to reversing the trend. The state set a target of 1,078 for 2026, which is a 2 percent policy-based reduction from the 5-year rolling average of the last year for which data was available at the time the target was set. The state has not met the safety performance targets for traffic fatalities since the requirement of PM01 in 2019.

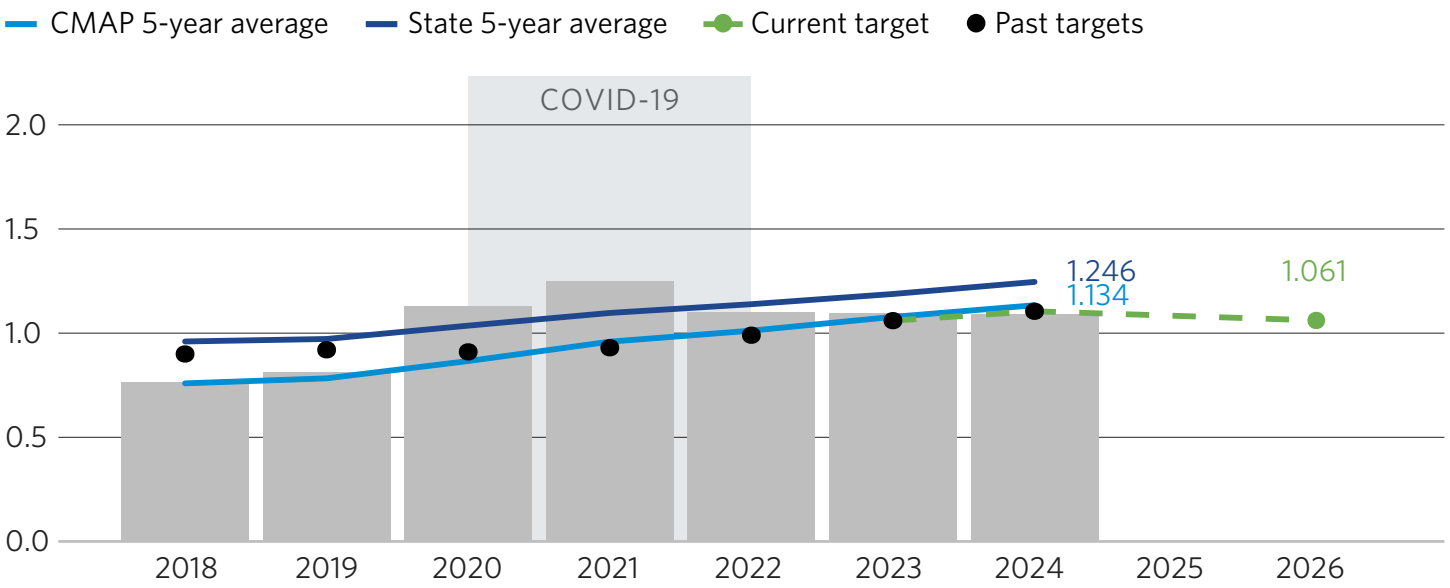
Traffic fatalities (Illinois and CMAP region)



The rate of traffic fatalities per 100 million vehicle miles of travel has increased in recent years, in correlation with total fatalities. While the region has a lower rate than the state, which may be explained by a generally reduced risk associated with travel in the region, the state and regional averages are both trending upward at very similar rates, indicating an increase in systemwide risk.

Because the 5-year rolling average is trending upward, indicating a worsening trend, IDOT uses a 2 percent policy-based reduction to set the target for rate of fatalities per 100 million miles of vehicular travel. This target demonstrates the agency's commitment to reversing the trend of increasing fatalities. The target identified for 2026 is 1.061, which is a 2 percent reduction from the previous year's target of 1.083. The state has not met past targets for the rate of fatalities, since the PM01 final rule was enacted.

Traffic fatalities per 100 million vehicle miles traveled (Illinois and CMAP region)

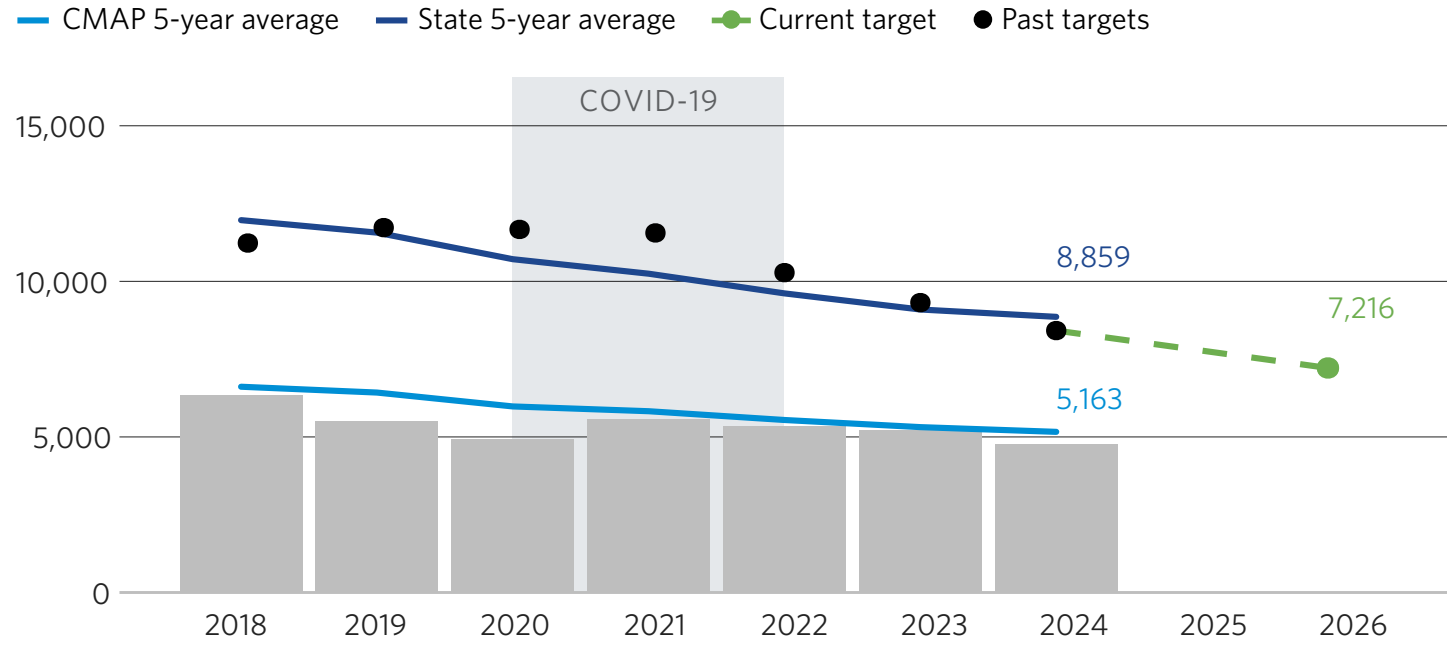


Serious injuries

Serious injuries, in contrast to traffic fatalities, continue to decline both statewide and within the region, though the rate of decline at the regional scale is slower than that of the state, with a 24 percent decline since 2018 at the regional level and a 35 percent decline at the state level during the same period. The 2024 five-year average number of serious injuries in the region was 5,163, representing 56 percent of the state. While a reduction in serious injuries is an improving condition, it must be considered in context with the increasing number of traffic fatalities, which indicates that crashes are increasing in severity.

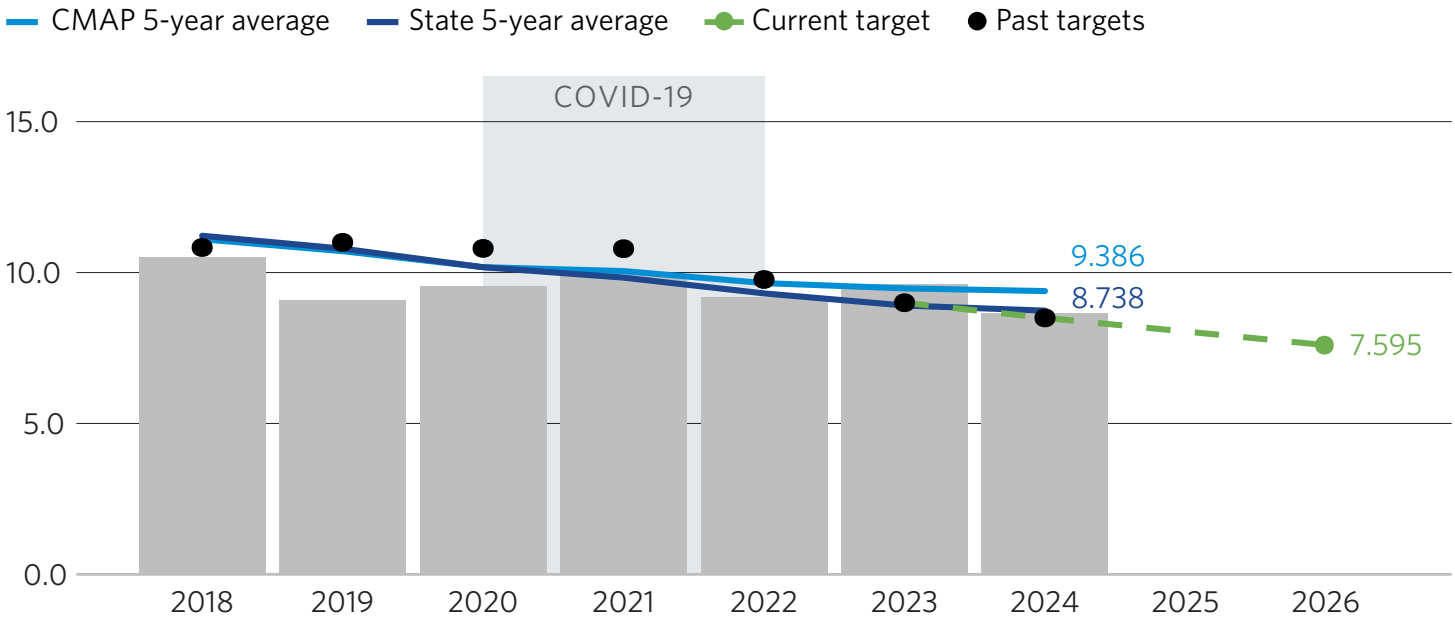
Because serious injuries are trending in the desired direction, IDOT uses a least-squares trendline method to establish the performance target, indicating both the likelihood and desire for the trend to continue. The target for the number of serious injuries in Illinois for 2026 is 7,216, which is an 8 percent reduction from the 2025 target. The state met its target for serious injuries in years 2019 through 2023 but did not meet the target in 2024, when the number of serious injuries statewide (8,524) exceeded the target by 106.

Traffic-related serious injuries per 100 million vehicle miles traveled (Illinois and CMAP region)



Similar to the number of serious injuries, the rate of serious injuries per 100 million miles of vehicular travel is trending downward at both the state and regional levels. The rate of decline at the state level exceeds that of the region. In 2024, the 5-year rolling average of the serious injury rate was higher at the regional level (9,386), than at the state level (8,738).

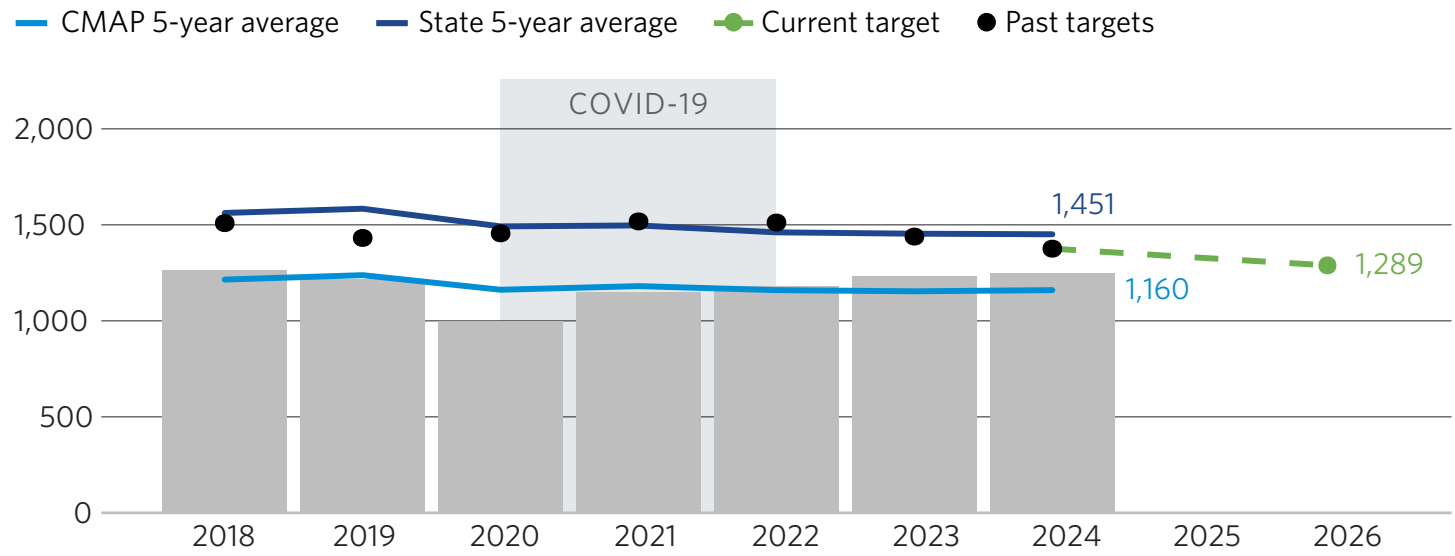
Traffic-related serious injuries (Illinois and CMAP region)



Non-motorized fatalities and serious injuries

The number of non-motorized traffic fatalities and serious injuries combines four separate indicators to understand broad safety performance for people walking and biking. Figures below represent fatalities and serious injuries for non-motorized modes when involved in a motor vehicle crash. Non-motorized modes include people walking, people bicycling, and people using other mobility devices that are not registered motor vehicles. Compared to motorized fatalities and serious injuries, the rolling average of non-motorized fatalities and serious injuries has stayed relatively constant, with small increases and decreases from 2018 to 2024. The state's rolling average in 2024 was 1,451 which is a 4 percent decrease from the 2018 rolling average of 1,508. At the regional level, the rolling average in 2024 was 4.7 percent below 2018, but it is important to note that there are discrete and concerning trends embedded within this combined metric.

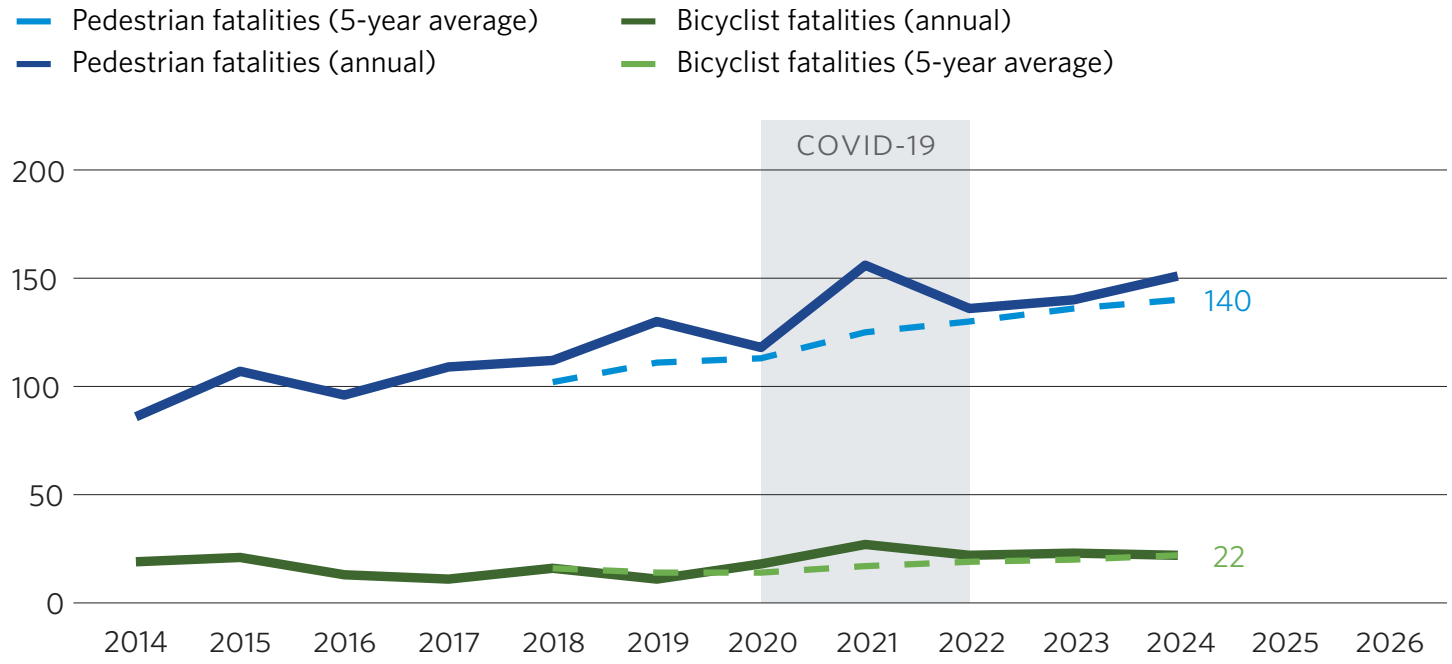
Non-motorized traffic fatalities and serious injuries (Illinois and CMAP region)



At the regional scale, fatalities among pedestrians and bicyclists have been trending upward. Pedestrian fatalities increased over 27 percent from 2018 to 2024, using the rolling average. For bicyclist fatalities, the increase was similar, close to 28 percent. These are low numbers relative to total fatalities among all modes, but the trend is clear and warrants both concern and action.

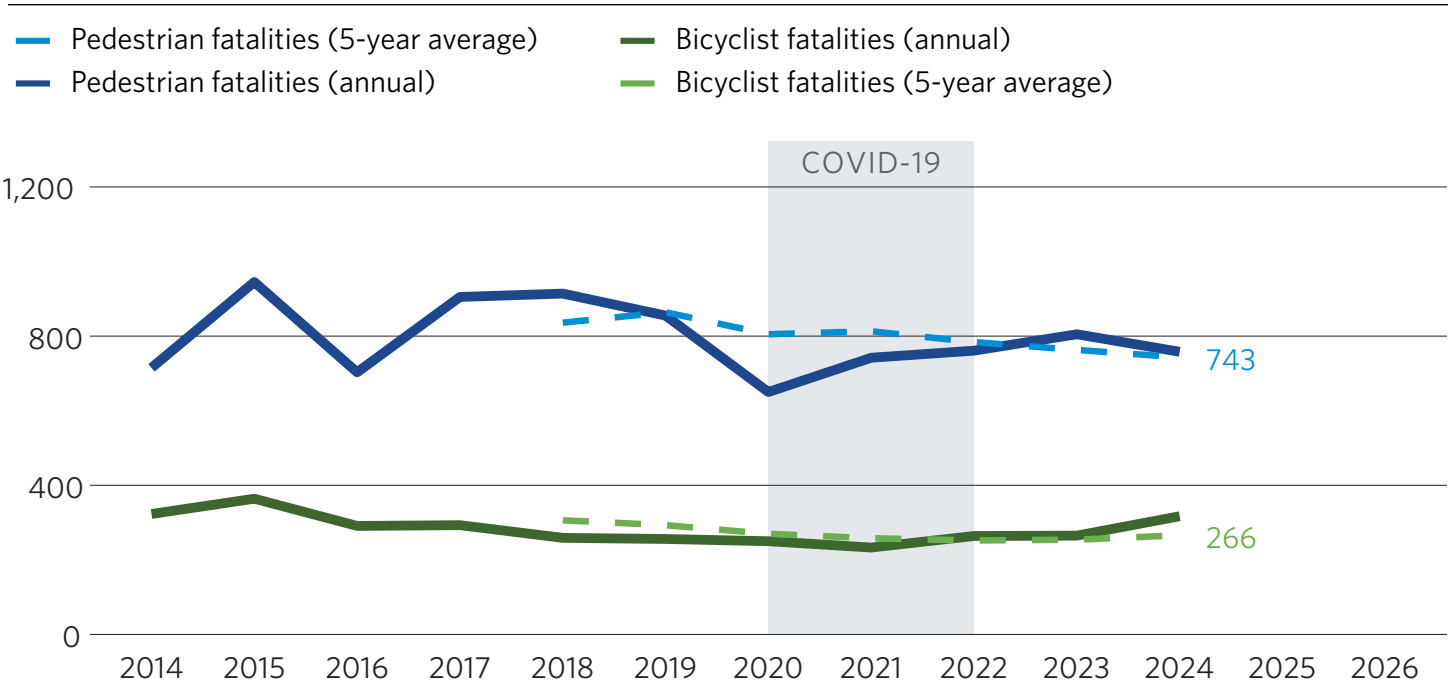
The charts below disaggregate non-motorized fatalities and non-motorized serious injuries for the CMAP region, illustrating the divergent trends within this combined federal measure.

Bicyclist and pedestrian traffic fatalities (CMAP region)



Serious injuries among non-motorized modes are trending downward, at rates of almost 13 percent for pedestrians and 15 percent for bicyclists. However, the significant increase in fatalities negates progress in reducing serious injuries.

Bicyclist and pedestrian traffic-related serious injuries (CMAP region)



Progress in achieving targets

Reducing traffic fatalities and serious injuries is a high priority for the region and state, but current trends underscore the need for continued investment in roadway safety initiatives. CMAP's recent work has built a foundation of data, research, and partnerships aimed at identifying and addressing systemic safety risks. Future safety work will include advancing policy, expanding guidance and local technical assistance, strengthening collaboration, and improving performance monitoring.

CMAP's role in the traffic safety space has grown significantly in recent years. ON TO 2050, northeastern Illinois' comprehensive plan adopted in 2018, identified a goal of improving safety for all travelers in the region. That same year, CMAP established federal performance targets for the first time. When those first safety targets were not met, the agency's Transportation Committee urged action, expressing deep concern about the rise in traffic fatalities in the region.

In response to committee feedback, the agency convened a regional traffic safety resource group in 2021 and 2022 to establish a program to address regional traffic safety needs. The program's multi-pronged approach has included technical assistance for local partners, an improved traffic safety data program, and a speed management report with recommendations to reduce the frequency and severity of speed-related crashes in the region.[5] In 2022, the agency was awarded a Safe Streets and Roads for All planning grant to develop a regional safety action plan. This led to the development of six countywide safety action plans, charting a course for safer travel across the region.[6]

Additionally, the agency established a Safe Systems program, focused on advancing policies that address the systemic risks on roadways. The Safe Systems Approach is a comprehensive framework for reducing crash risk and severity, including safe speeds, roads, road users, vehicles, and improved post-crash care. The Safe Systems program will focus on improving design guidance, advancing traffic calming efforts, model speed limit policies, and educational opportunities to foster a traffic safety culture.

The Safe Systems program will also focus on improving programming criteria and evaluation methodologies to better advance safety in a systemic way. New research on safety performance indicates that broad-reaching safety improvements — such as reduced speed limits, protected infrastructure for bicyclists, and self-explaining roadways with features that support speed limit compliance — are very effective at improving traffic safety outcomes. However, these improvements do not always perform well using traditional project evaluation methods. The work is expected to address necessary policy and programmatic changes to improve transportation safety.

Local partners have strong interest in safety action planning. In addition to the creation of six countywide safety action plans through the Safe Streets and Roads for All program, the agency has completed several local safety action plans with communities throughout northeastern Illinois. The agency will continue to incorporate safety analysis into all local planning projects to ensure comprehensive consideration of safety with mobility.

Finally, CMAP works closely with IDOT on research through the Illinois Center for Transportation and through various efforts related to improving traffic safety. CMAP contributed to the state's Vulnerable Road User Safety Assessment and Active Transportation Plan.

5 Chicago Metropolitan Agency for Planning, "Speed Management Report," 2024, https://cmap.illinois.gov/wp-content/uploads/dlm_uploads/Speed-Management-Report_CMAP_2024.pdf.

6 Chicago Metropolitan Agency for Planning, "Safe Travel for All," accessed March 2026, https://engage.cmap.illinois.gov/hub-page/safetravelforall.

Performance measure	Target (2024)	Actual (2024)	Achieved (2024)	Target (2026)
Base years for rolling average	2020-2024	2020-2024	2020-2024	2022-2026
Number of fatalities	Less than 1,122	1,243	No	Less than 1,078
Rate of fatalities per 100 million vehicle miles traveled (VMT)	Less than 1.105	1.246	No	Less than 1.061
Number of serious injuries	Less than 8,418	8,859	No	Less than 7,216
Rate of serious injuries per 100 million VMT	Less than 8.498	8.738	No	Less than 7.595
Number of non-motorized fatalities and non-motorized serious injuries	Less than 1,376	1,451	No	Less than 1,289

Highway asset condition

The condition of roadway infrastructure in the region is evaluated using federally required performance measures for bridge condition and pavement condition on both interstate and non-interstate National Highway System (NHS) facilities. These measures assess whether critical assets are being maintained in a state of good repair and help determine long term investment needs.

Performance measure	Target (2024)
Percent of pavement in good condition (interstate)	The percent of interstate NHS lane miles in the region in good condition as measured by the level of cracking, rutting and faulting
Percent of pavement in poor condition (interstate)	The percent of interstate NHS lane miles in the region in poor condition as measured by the level of cracking, rutting and faulting
Percent of pavement in good condition (non-interstate NHS)	The percent of non-interstate NHS lane miles in the region in good condition as measured by the level of cracking, rutting and faulting
Percent of pavement in poor condition (non-interstate NHS)	The percent of non-interstate NHS lane miles in the region in poor condition as measured by the level of cracking, rutting and faulting
Percent of bridges in good condition	The percent of bridge deck area of NHS in good condition as measured by a National Bridge Inventory rating greater than or equal to 7
Percent of bridges in poor condition	The percent of bridge deck area of NHS in poor condition as measured by a National Bridge Inventory rating less than or equal to 4

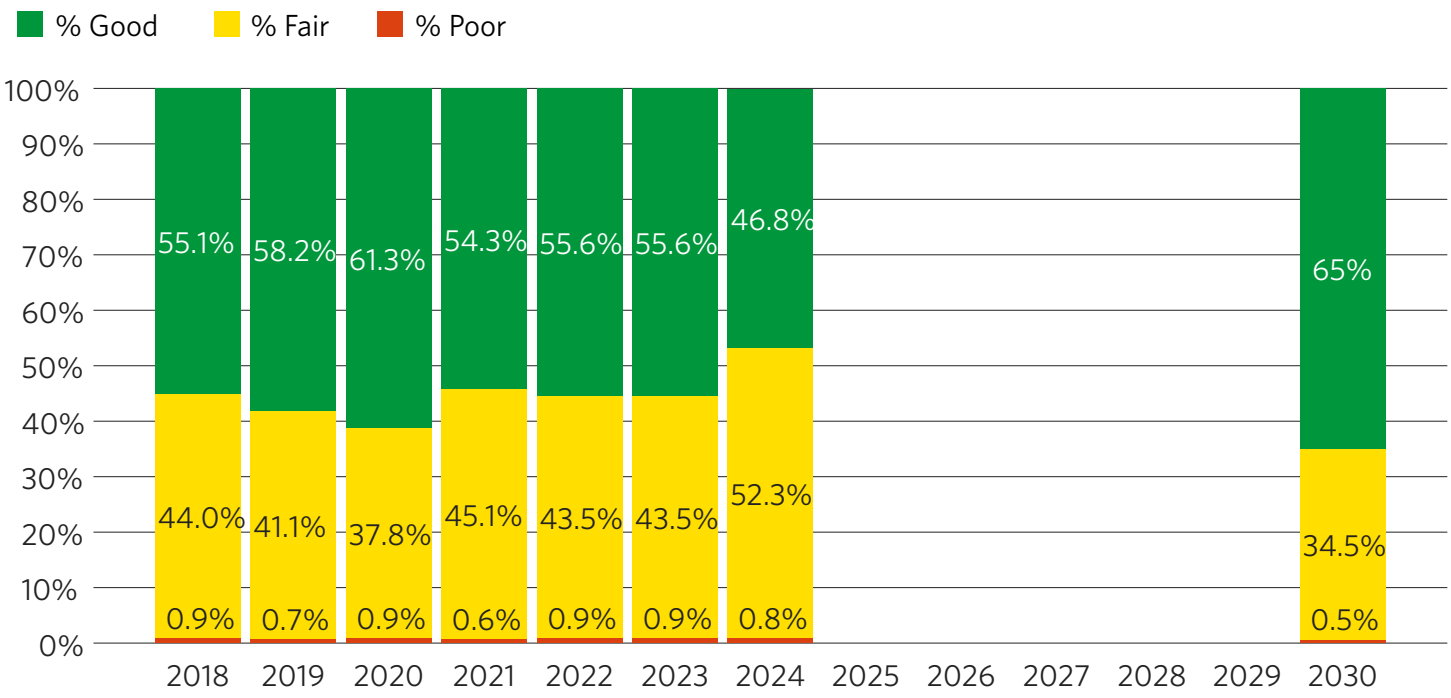
Current conditions

The condition of pavement and bridges on the National Highway System continues to reflect the region's long-standing challenge of maintaining an aging transportation system.

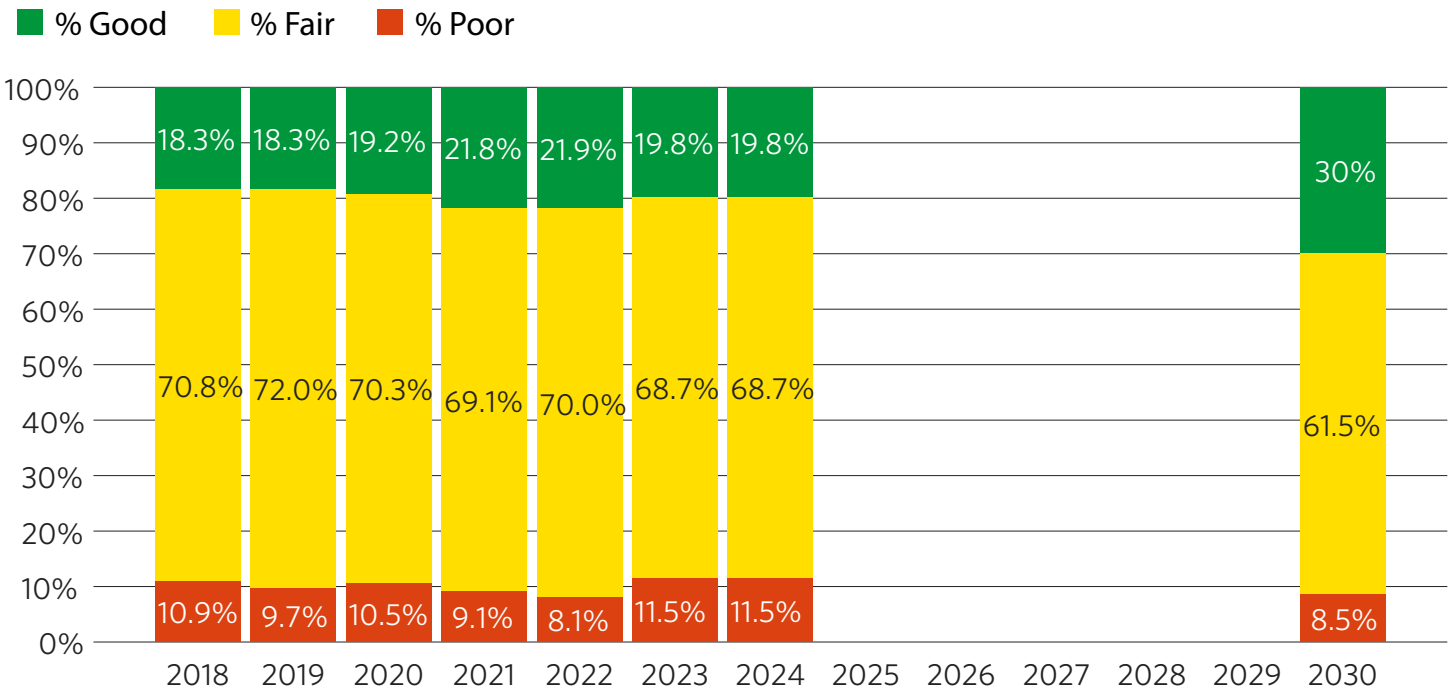
Pavement condition

Interstate pavement condition has improved modestly in recent years, supported in part by the Rebuild Illinois capital program. However, the region continues to trail statewide averages. Non-interstate NHS pavement remains more volatile, with a higher share of lane miles in poor condition and greater year to year sensitivity to funding fluctuations. These conditions reflect both the age of the system and the scale of needed full-depth reconstruction, particularly on heavily traveled arterials.

Interstate NHS pavement condition with (2030) target



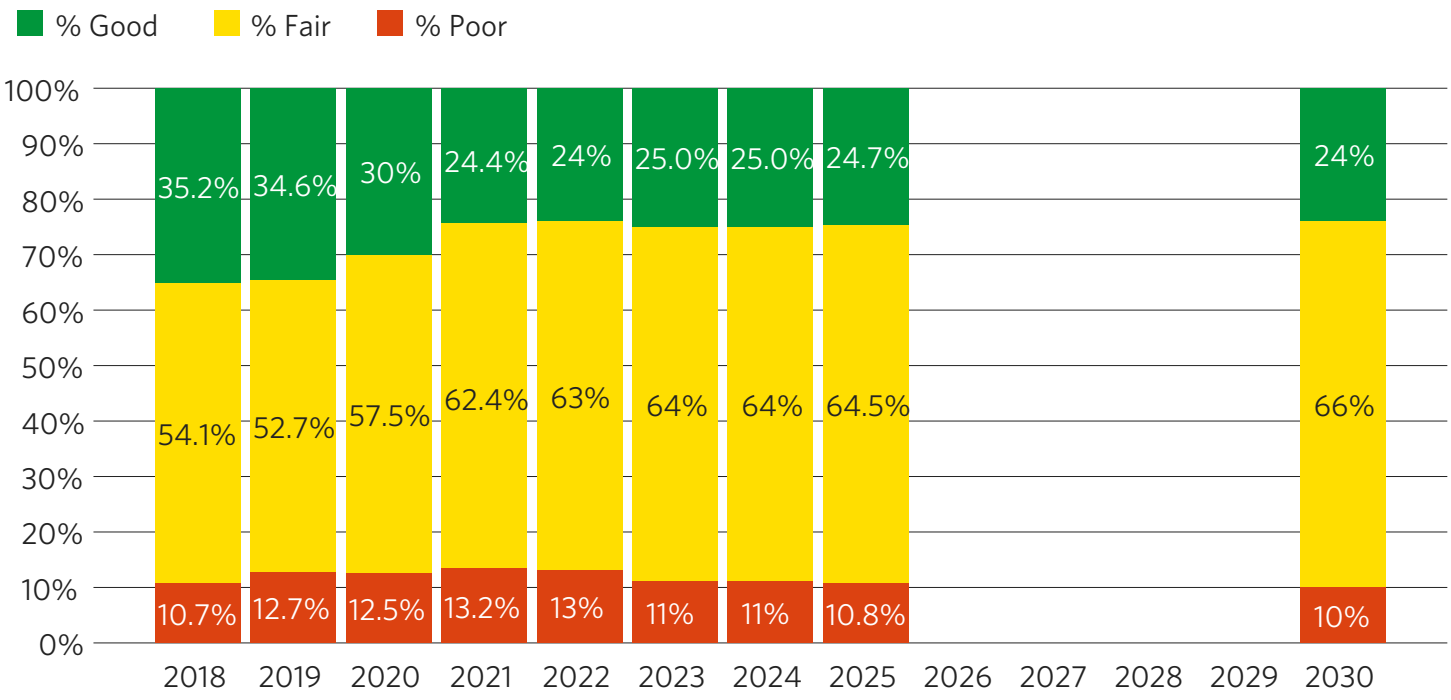
Non-interstate NHS pavement condition with (2030) target



Bridge condition

Bridge condition highlights the aging nature of the regional network. Many NHS structures were originally built between the 1940s and 1960s and are approaching the end of their useful life. While IDOT has focused on reducing the share of bridges in poor condition, resulting in slight improvements — the share in good condition continues to decline. Without sustained investment, bridge condition is projected to worsen over time.

NHS bridge condition with (2030) target



Progress in achieving targets

CMAP sets regional highway condition targets in coordination with IDOT, balancing federal requirements, fiscal constraints, asset management modeling, and regional priorities.

IDOT's asset management tool (dTIMS) is used to model future pavement and bridge conditions under various funding scenarios. Modeling consistently shows that:

- **Maintaining current conditions** requires substantial investment
- **Improving conditions** — particularly increasing the share of assets rated good — requires investment levels beyond reasonably expected revenues

As a result, regional targets focus on realistic improvements, particularly reductions in the share of poor condition assets, where modeling suggests progress is most feasible.

Bridge condition targets adopt a slightly more aggressive stance on reducing poor condition than the state target, with the region aiming to meet the federal threshold of no more than 10 percent of NHS bridge deck area in poor condition by 2030. While current conditions sit slightly above that threshold, modeling indicates that reducing poor condition levels is achievable with targeted investment. Increasing the share of bridges in good condition is more challenging due to the age, scale, and funding requirements of major reconstructions.

CMAP continues to support state targets for pavement. In general, the region's pavement condition is worse than the state average. This means that an increase in funding is required to bring the system up to the targeted condition. Like bridges, modeling scenarios indicate that reducing the share of pavement in poor condition is more feasible than increasing the share of pavement in good condition. Increasing the share of pavement in good condition and sustainably maintaining it in that condition is difficult with many underlying foundations built 75 years ago or more. While much of the Tollway has been reconstructed, increasing the share of pavement in good condition would require significantly more reconstructions on the IDOT system than are currently planned.

Performance measure	Target (2024	Actual (2024)	Achieved (2024)	Target (2026)	Target (2030)
Pavement data years*	2022-23	2022-23	2022-23	2026-27	2028-29
Percent of pavement in good condition (interstate)	At least 70.0%	46.8%	No	At least 65.0%	At least 65.0%
Percent of pavement in poor condition (interstate)	Less than 0.5%	0.8%	No	Less than 0.5%	Less than 0.5%
Percent of pavement in good condition (non-interstate NHS)	At least 25.0%	19.8%	No	At least 30%	At least 30%
Percent of pavement in poor condition (non-interstate NHS)	Less than 5.0%	11.5%	No	Less than 8.5%	Less than 8.5%
Percent of bridges in good condition	At least 37.0%	25.0%	No	At least 24.0%	At least 24.0%
Percent of bridges in poor condition	Less than 8.1%	11.0%	No	Less than 10.0%	Less than 10.0%

* Pavement reporting years represent data collected in prior two years. Bridge data is reported here in alignment with the National Bridge Inventory – representing the year it was collected.

System performance

The FHWA has established six performance measures to assess system performance, focusing on passenger movement reliability, freight movement reliability, and congestion reduction. These measures are required for regions receiving CMAQ funding, in accordance with MAP-21.

Performance measure	Definition
Percent of trips to work via non-SOV modes (Chicago IL-IN UZA[7])	The share of trips to work by non-single occupancy vehicle (non-SOV) modes which includes carpooling, public transit, walking, other means, and working from home
Highway reliability (interstate)	The percentage of person-miles traveled on the interstate NHS in the region considered reliable, as defined by a level of travel time reliability (LOTTR) less than 1.5
Highway reliability (non-interstate NHS)	The percentage of person-miles traveled on the non-interstate NHS in the region that are considered reliable, as defined by a LOTTR less than 1.5
Annual hours of peak hour excessive delay per capita (Chicago IL-IN UZA)	Peak Hour Excessive Delay (PHED) is the extra amount of time people spend in congested conditions in their urban area during peak periods using the travel time of 20 mph or 60 percent of the speed limit on the NHS in the urbanized area.

7 U.S. Department of Transportation, "Urbanized Areas (UZA) Map Viewer," accessed March 2026, https://usdot.maps.arcgis.com/apps/mapviewer/index.html?webmap=5287ba87422448c7a97e5d60cc5e4f7b.

Performance measure	Definition
Truck Travel Time Reliability (TTTR) Index	The ratio of the longer travel times (95th percentile) to a normal travel time (50th percentile) for a given segment on the interstate system, with higher values indicating more unpredictable travel for local and national freight companies.
Total emissions reduction of on-road mobile source emissions	The emissions reduced by transportation projects funded through the CMAQ program, broken down by the following non-attainment criteria pollutants: Nitrogen Oxides (NOX), Volatile Organic Compounds (VOC), particulate matter 2.5 microns (PM2.5), and particulate matter 10 microns (PM10)

Current conditions

Mode share, travel time reliability, and congestion all play critical roles in the performance of the regional transportation system. The region benefits from multimodal transportation options where people can get around in many ways — driving, taking transit, biking, walking, and more. In 2024, almost 38 percent of trips to work were taken by non-SOV modes, underscoring the diversity of transportation choices in the region.

However, the region faces significant challenges. Northeastern Illinois is one of the most congested regions in the country, reflecting the scale of the regional economy and high demand for transportation. The region's congestion challenges are multi-faceted, with regular, peak-period delays, as well as frequent non-recurring congestion, where travelers face unexpected slowdowns due to crashes, weather, and more. Effectively managing congestion and achieving increased travel time reliability will require enhanced partnerships across agencies and a regionally cohesive approach.

The system performance targets established in this section reflect a commitment to improving mobility and access to destinations for all. Mode share targets aim to increase the percentage of trips to work via non-SOV modes, which will reduce congestion and increase reliability, while making it easier for people to get around by non-driving modes. The travel time reliability targets for interstate travel, non-interstate travel, and truck travel are focused on reducing unpredictable delays, so people and goods can reach their destinations dependably and on time. The peak hour excessive delay targets are focused on reducing time spent in congestion, boosting productivity and economic competitiveness.

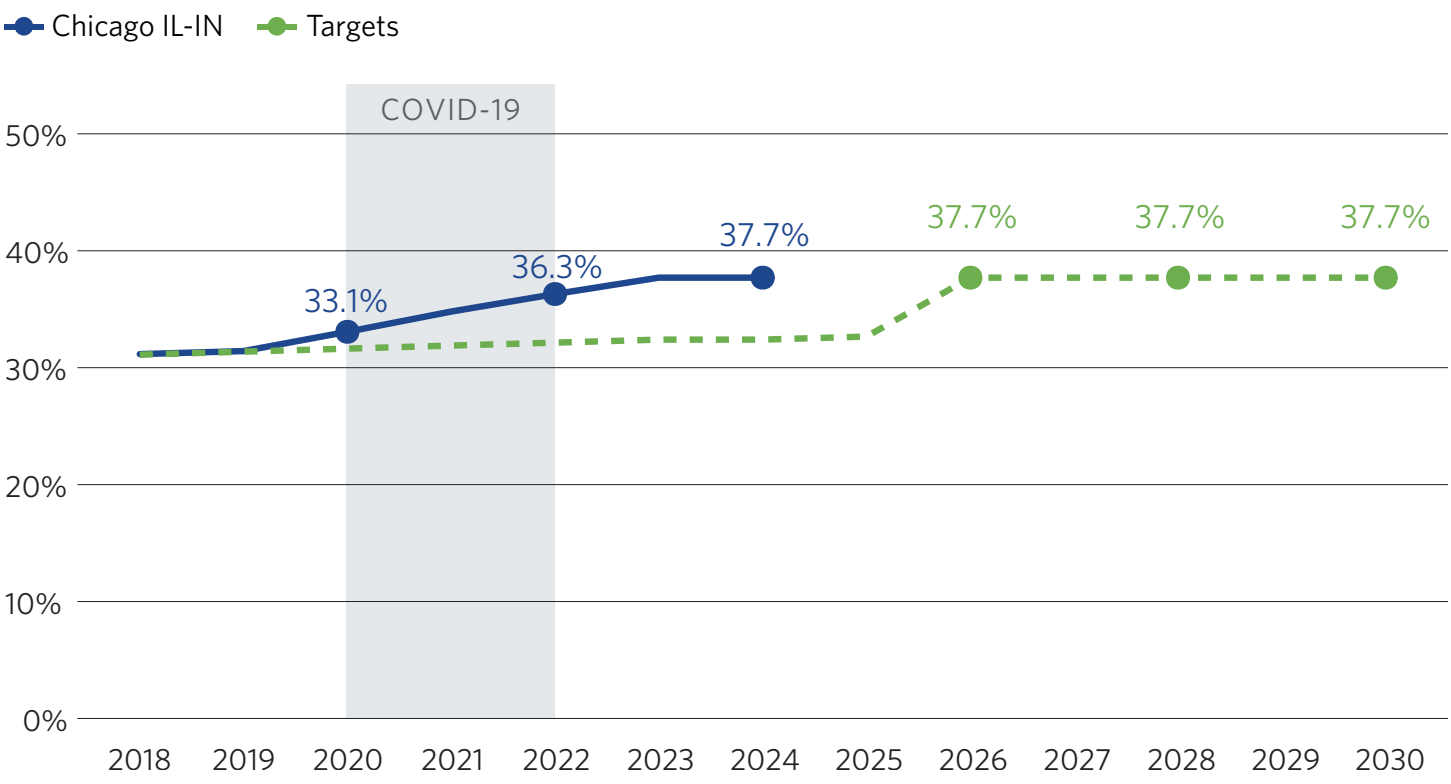
Trips to work via non-SOV modes

Higher non-SOV commute mode share supports many of the RTP's goals and objectives, including managing congestion, increasing system reliability, reducing emissions, and improving public health. The region exceeded targets set for 2023 (32.4 percent) and 2025 (32.7 percent), largely due to increases in remote work following the COVID-19 pandemic and corresponding reductions in driving alone to work.

The plan seeks to maintain the mode share gains made during the pandemic. Current trends indicate that the work from home mode share is falling, while the transit mode share is increasing. To maintain current non-SOV commuting levels, transit use will need to grow from 9 to 11 percent of commute trips, as work from home is expected to fall from near 16 to 14 percent.

Five-year estimates from U.S. Census Bureau's American Community Survey dataset (Table DP03) are used to track mode share in the urbanized area. Targets are set to maintain the gains in non-SOV mode share of the past five years. Recent data shows that work from home has slowly declined from pandemic peaks, while transit is slowly rising. Significant investment in transit and other active modes is needed to ensure that mode share targets are met.

Percent of trips to work via non-SOV modes



Travel time reliability

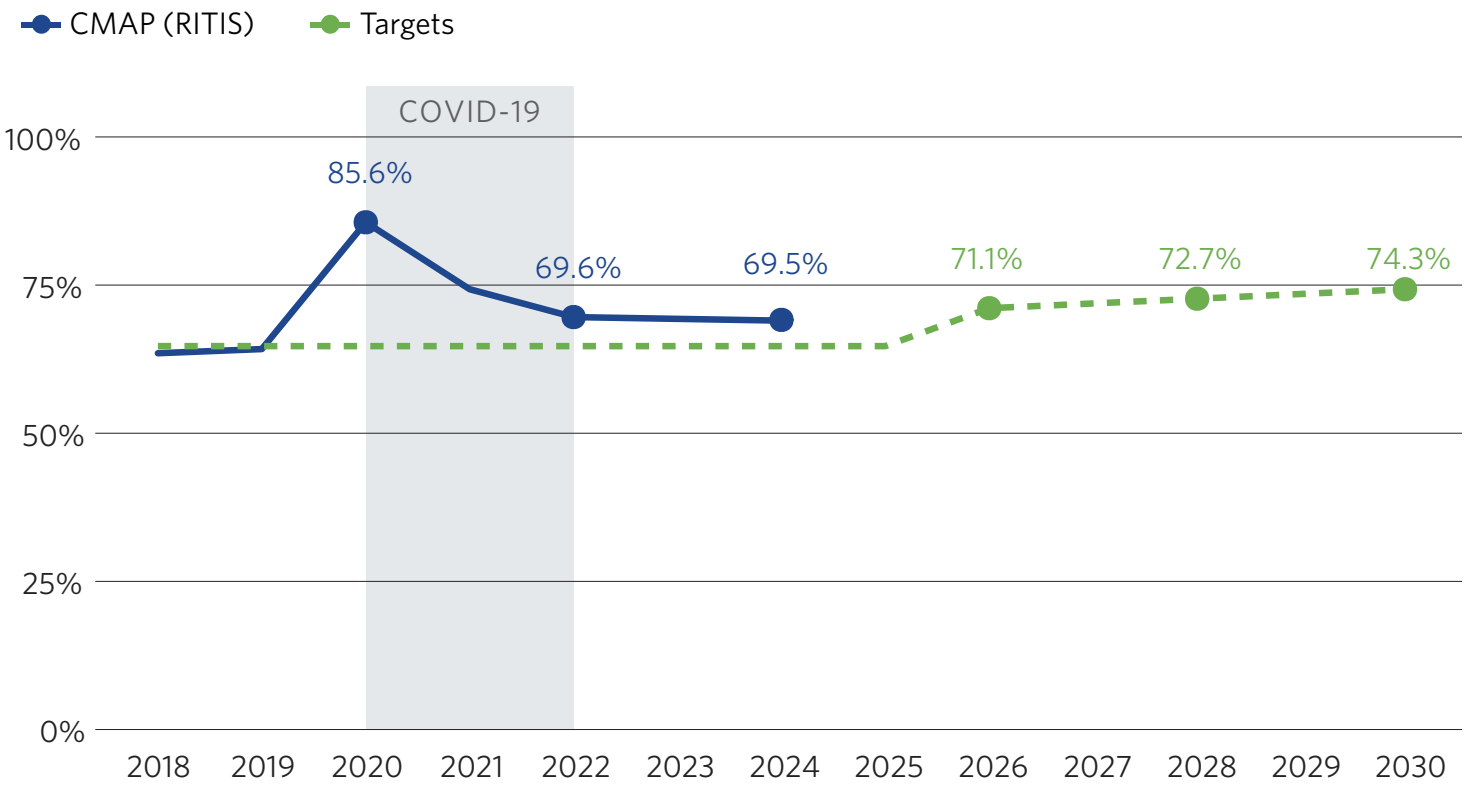
The plan proposes a target for annual interstate LOTTR of at least 74.3 percent by 2030 and a target for non-interstate LOTTR of at least 95.2 percent by 2030. LOTTR is defined as the ratio of longer travel times (80th percentile) to normal travel times (50th percentile). A ratio of less than 1.5 is considered reliable.

The region exceeded previous targets set for 2025 for both interstate and non-interstate LOTTR of at least 64.7 percent and 84.7 percent respectively. Reliability is a cornerstone of an effective transportation system. Improving reliability by reducing delays from crashes, construction, weather, and special events will make it easier for people to get around on time.

Reliable travel time spiked during the COVID-19 pandemic, especially on the interstate system, achieving an annual interstate LOTTR as high as 86 percent in 2020. Interstate reliability has since reduced back towards but remains above pre-pandemic trends, while non-interstate reliability remains at the high rates achieved during the pandemic. The recommended updated targets seek to maintain the reliability gains of the last five years.

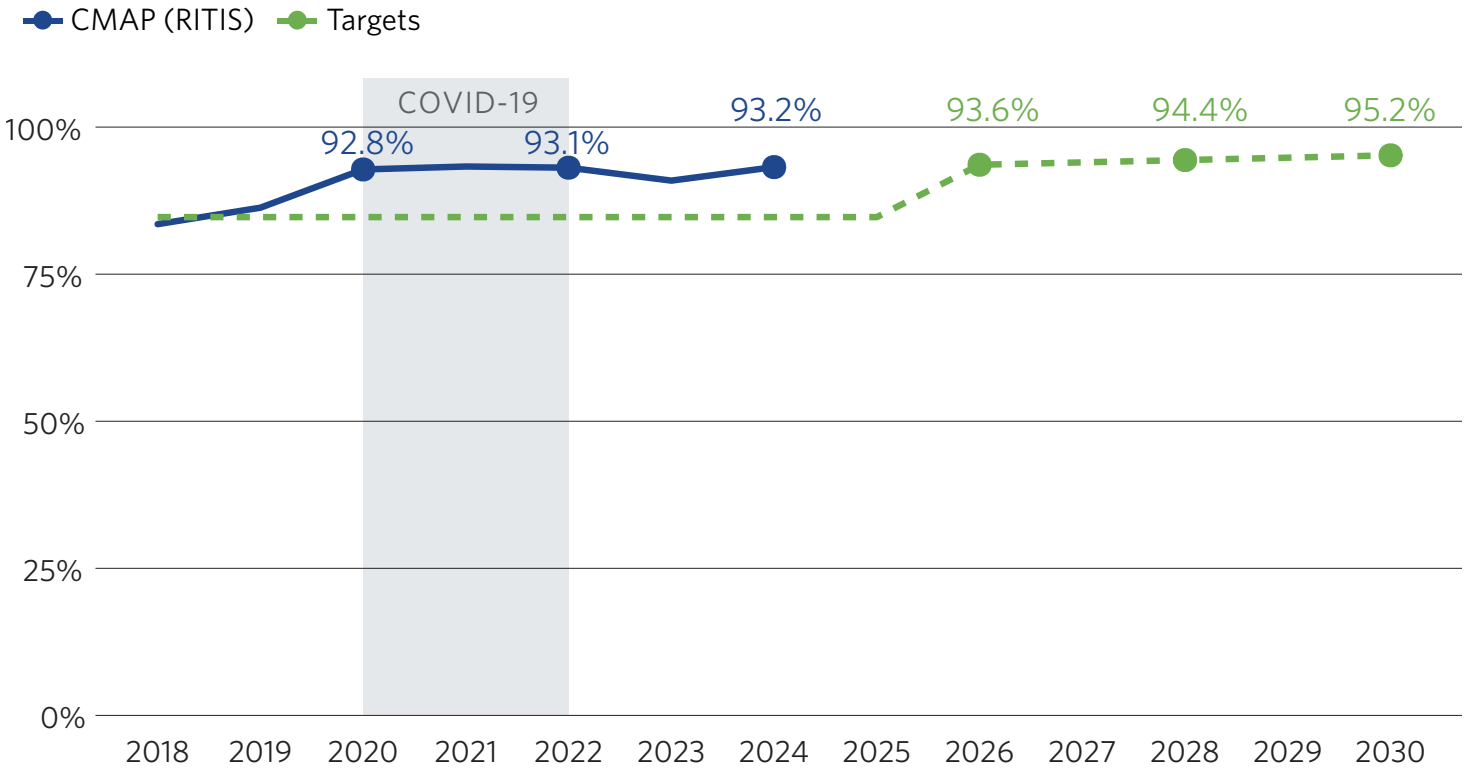
Investments in demand management and mode shift, alongside Intelligent Transportation System deployments and other operational improvements, such as signal coordination, traffic management centers, and traffic incident management are all key to improving system reliability.

Interstate travel reliability



Note: Data is from the Regional Integrated Transportation Information System (RITIS)"

Non-interstate travel reliability

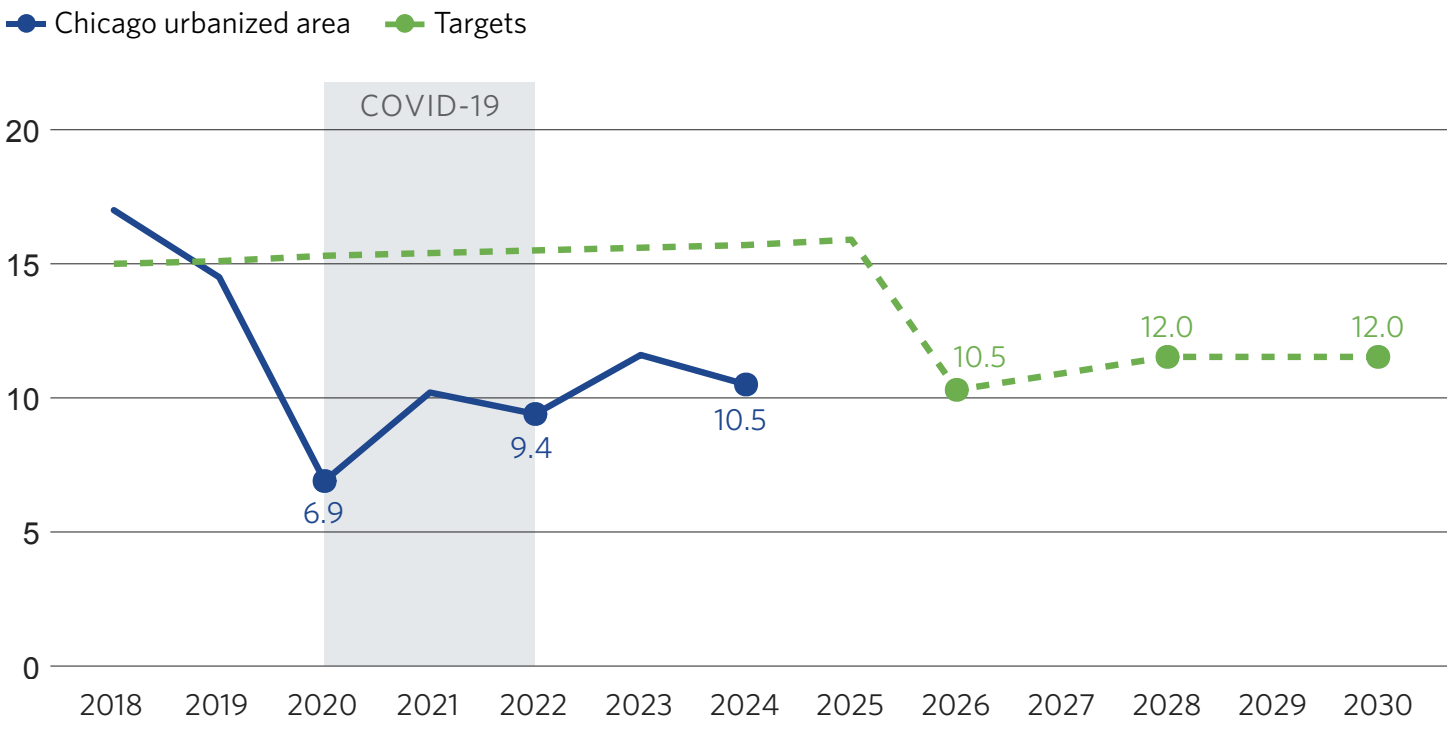


Peak hour excessive delay

The plan proposes a target for annual peak hour excessive delay of 9.6 hours (per capita) by 2030, for the Chicago IL-IN UZA, which includes portions of NW Indiana. Peak hour excessive delay per capita is a measure of traffic congestion, measuring the extra amount of time people spend in congested conditions during peak period (6 – 10 a.m., 4 - 8 p.m.). Reducing hours of excessive delay per capita is important for improving mobility and access to destinations, bolstering the regional economy.

PHED is calculated using data from the FHWA's National Performance Management Research Data Set, using travel times by road segment on the NHS in 15-minute intervals. Like with reliability, the region exceeded previous targets set for 2025 (15.9 hours per capita). At the start of the pandemic, the PHED per capita was as low as 6.9. It has since climbed back towards but remains below the previous target, at 10.5. A new target of 12.0 seeks to maintain the congestion reduction benefits achieved in the last five years, especially due to increased rates of remote and flexible work schedules, reducing peak period trips.

Peak hour excessive delay per capita (6:00 a.m. - 10:00 a.m. & 4:00 p.m. - 8:00 p.m.)

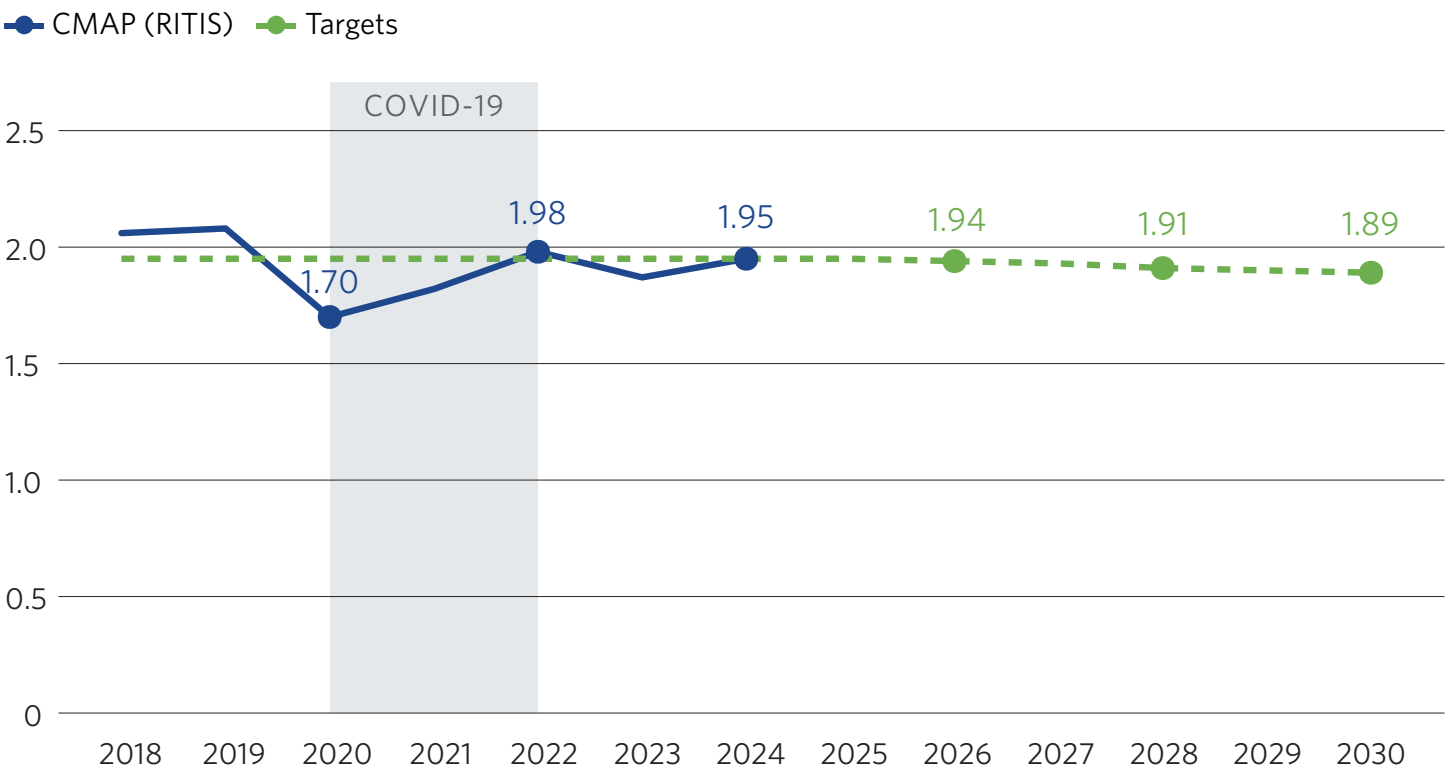


Truck travel time reliability

The plan proposes a target for truck travel time reliability (TTTR) of 1.89 by 2030. Because northeastern Illinois is the freight hub for North America, regional truck travel time reliability is critical for efficient goods movement and global economic competitiveness.[8] The TTTR compares the worst freight travel times to normal travel times, to quantify the frequency of unreliable travel (e.g., higher values indicate more unreliable truck travel).

The TTTR improved slightly in 2020 but has steadily climbed back towards pre-pandemic levels. A target of 1.89 for 2030 reflects a desire to maintain the modest gains in truck travel time reliability achieved over the last 5 years.

Truck travel reliability



Progress in achieving targets

CMAP and partner agencies have worked together on improving travel options, improving travel time reliability, and managing congestion. In 2024, CMAP commenced a process to update key components of the Congestion Management Process (CMP), which is a federally required element of regional transportation planning in urbanized areas with populations over 200,000.

In alignment with statutory requirements that emphasize cooperation and coordination, CMAP organized a resource group with representatives from a diverse range of stakeholder groups involved in the management and operations of the multimodal transportation system.

The process resulted in the development of two key deliverables — a Congestion Management Strategy Guidebook and a Comprehensive Corridor Study Template. The guidebook outlines a broad set of congestion management strategies with an emphasis on improving reliability, and offers a tiered framework for strategy selection, emphasizing investments in demand management, mode shift, and operations for capacity expansion, in support of the system performance targets established here.

8 Illinois Department of Transportation, "Illinois State Freight Plan," September 2024, https://idot.illinois.gov/programs-and-projects/rail-and-freight/illinois-state-freight-plan.html.

Looking ahead, CMAP and its partners will use the CMP resources to pursue comprehensive multimodal corridor plans on the region's most congested and unreliable corridors. Corridor plans will lead to the identification of strategies that seek to increase non-SOV commute mode share, improve travel time reliability, and effectively manage congestion, drawing on all the tools in the region's collective toolbox.

Performance measure	Target (2024)	Actual (2024)	Achieved (2024)	Target (2030)
Percent of trips to work via non-SOV modes	At least 32.4%	37.7%	Yes	At least 39.5%
Highway reliability (interstate)	At least 64.7%	69.5%	Yes	At least 74.3%
Highway reliability (non-interstate NHS)	At least 84.7%	93.1%	Yes	At least 95.2%
Annual hours of peak hour excessive delay per capita	Less than 15.9 hours per capita	10.5 hours per capita	Yes	Less than 12.0 hours per capita
Truck Travel Time Reliability Index	Less than 1.95	1.91	Yes	Less than 1.89

Performance measure	Target (2022 – 25)	Actual (2022 – 25)	Achieved (2022 – 25)	Target (2026 – 29)
NOX emissions reduction of on-road mobile source emissions	2,204.206	1281.977	No	826.122
VOC emissions reduction of on-road mobile source emissions	418.702	218.182	No	124.647
PM2.5 emissions reduction of on-road mobile source emissions	84.664	12.99	No	19.586
PM10 emissions reduction of on-road mobile source emissions	0	0	Yes	0

Transit asset management

CMAP establishes regional transit asset management targets in coordination with the RTA and the region's transit service boards, consistent with federal requirements under the Transit Asset Management (TAM) Final Rule.

CMAP's process for setting transit asset management targets is informed by recent performance trends across asset categories, including revenue vehicles, non-revenue vehicles and equipment, guideway infrastructure, and transit facilities (see table below).[9] For each asset category, targets reflect the goal of either returning to recent periods of better performance where conditions have deteriorated or maintaining recent gains where progress has been achieved. This approach balances the need for measurable improvement with the operational realities of maintaining complex, aging transit systems.

Proposed targets are then evaluated for financial achievability using outputs from the RTA's Capital Optimizations Support Tool (COST) model. The COST model assesses the long-term implications of different investment scenarios, allowing agencies to evaluate whether proposed targets can be met under fiscally constrained conditions. CMAP's regional targets reflect those scenarios that demonstrate both improved asset condition outcomes and consistency with anticipated funding levels.

9 CMAP sets targets for Chicago Transit Authority (NTD ID: 50066), Northeast Illinois Regional Commuter Railroad Corporation/Metra (50018), Pace - Suburban Bus Division (50113), Kendall Area Transit (50352), and Chicago Water Taxi/Wendella (50521).

Asset category	Performance measure	Definition
Transit rolling stock	Percent revenue vehicles that have met or exceeded their useful life	The percent of active revenue public transit vehicles that have met or exceeded their useful life, or the age when it is typically most cost effective to replace the vehicles
Transit non-revenue service vehicles and equipment	Percent of non-revenue vehicles and equipment that have met or exceeded their useful life	The percent of non-revenue vehicles (rubber tire vehicles such as trucks, cranes, and trailers) and equipment (steel wheel vehicles such as ballast cars, rail grinders, and tie pluggers) that have exceeded their useful life, or the age where maintenance cost and vehicle performance issues are likely to increase
Transit infrastructure	Percent of directional rail route miles with track performance restrictions	The percent of transit rail track with performance restrictions, or slow zones, where trains are required to operate at slower than normal speeds
Transit facilities	Percent of transit facilities with an asset class condition rating below 3 on the Federal Transit Administration's Transit Economic Requirements Model (TERM) scale (1=Poor to 5= Excellent)	The percent of transit facilities — including maintenance buildings, administrative buildings, passenger stations, and parking facilities — that are in marginal or poor condition

Current conditions

Transit asset conditions in northeastern Illinois reflect both the scale and age of the region's transit system and the sustained effects of historical underinvestment. While recent capital programs have improved conditions in some asset categories, a substantial portion of the system remains at or beyond its expected useful life. This results in slow trains, less reliable buses, higher operating costs, and degraded rider experience. Each transit agency publishes their asset management plans online:

- CTA TAM Plan: https://www.transitchicago.com/performance
- Metra TAM Plan: https://metra.com/transit-asset-management-plan
- Pace TAM Plan: https://www.pacebus.com/pace-transparency
- IDOT Group TAM Plan (Transit): https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/reports/opp/transit/idot_wiu_ipta_group-tam-plan_tier-ii-agencies_2022_final.pdf
- IDOT Asset Management Plan (Roadway): https://idot.illinois.gov/programs-and-projects/highway/transportation-asset-management0.html

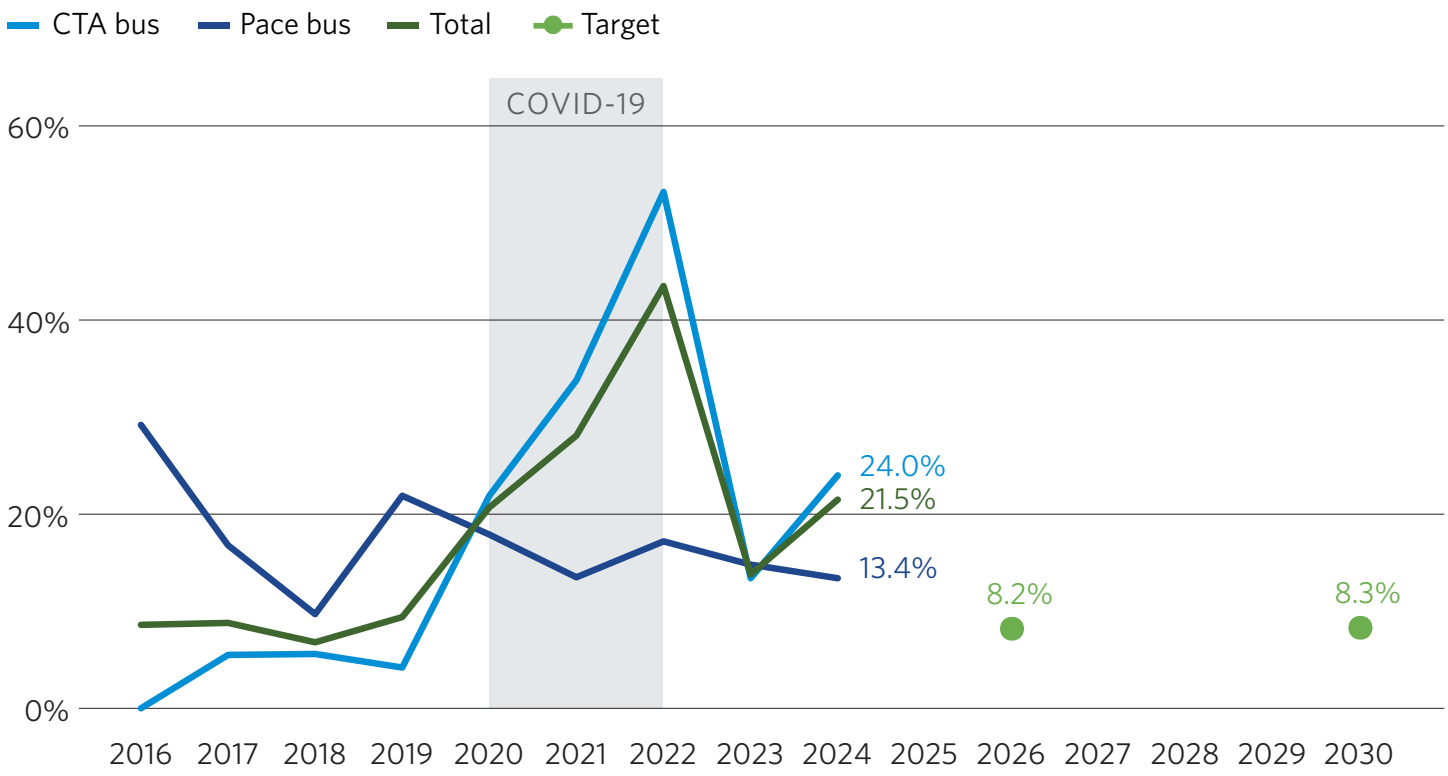
In addition, the RTA developed several documents, including the 2025 Capital Asset Condition Summary Report, that estimates a capital investment backlog of $30 billion.[10] Recent state legislation will provide much needed operating funding, while providing more limited increases in capital funding. Additional capital funding sources will be needed to substantially impact system conditions.

10 Regional Transportation Authority, "2025 Preliminary Asset Condition Report," May 2025, https://www.rtachicago.org/uploads/files/general/2025-Preliminary-Asset-Condition-Report_Final.pdf.

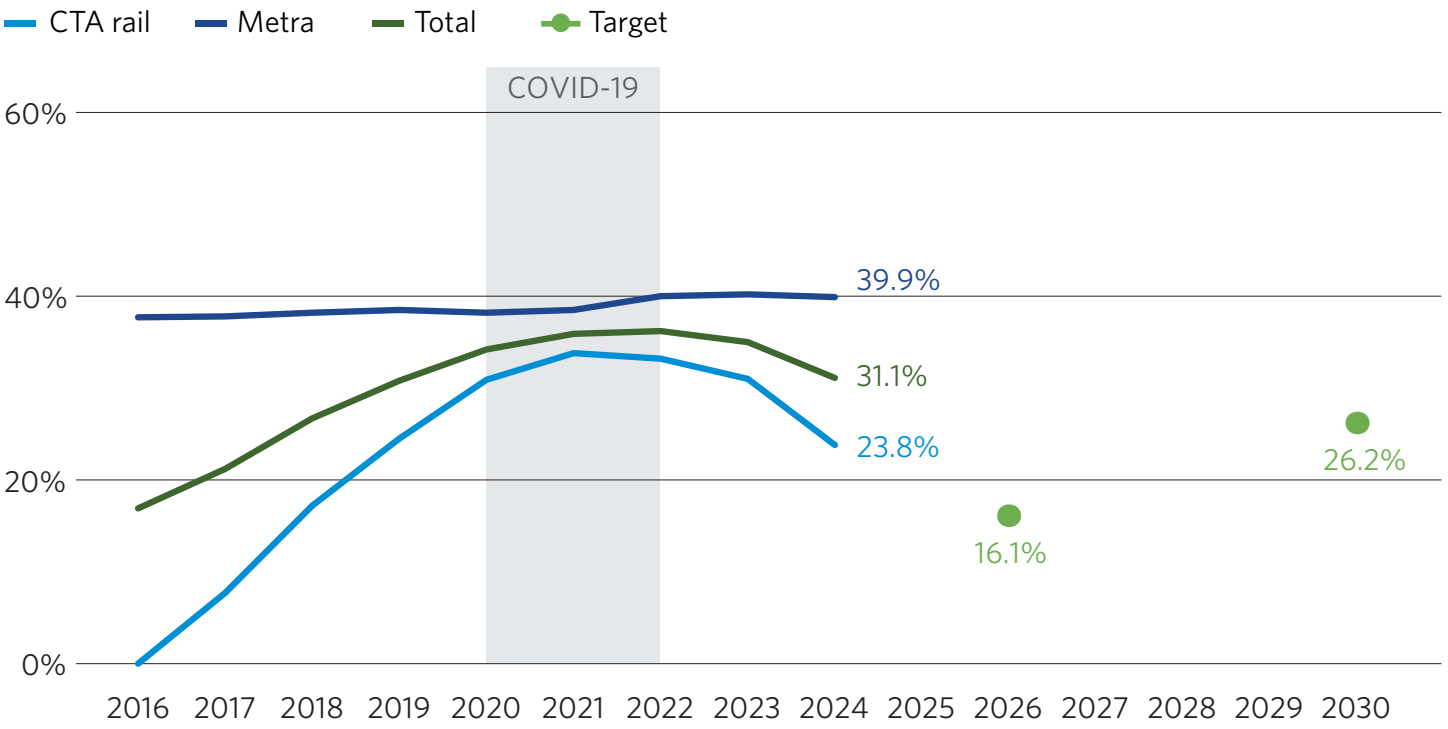
Transit revenue vehicles

Past targets for revenue vehicles have not been met, due to limited funding and supply chain challenges across modes. Existing vehicle orders should reduce the age of the fleet once manufacturers are able to deliver. Regional targets aim to restore vehicle conditions to levels last seen before 2020, recognizing that future transitions to cleaner propulsion technologies may change replacement cycles.

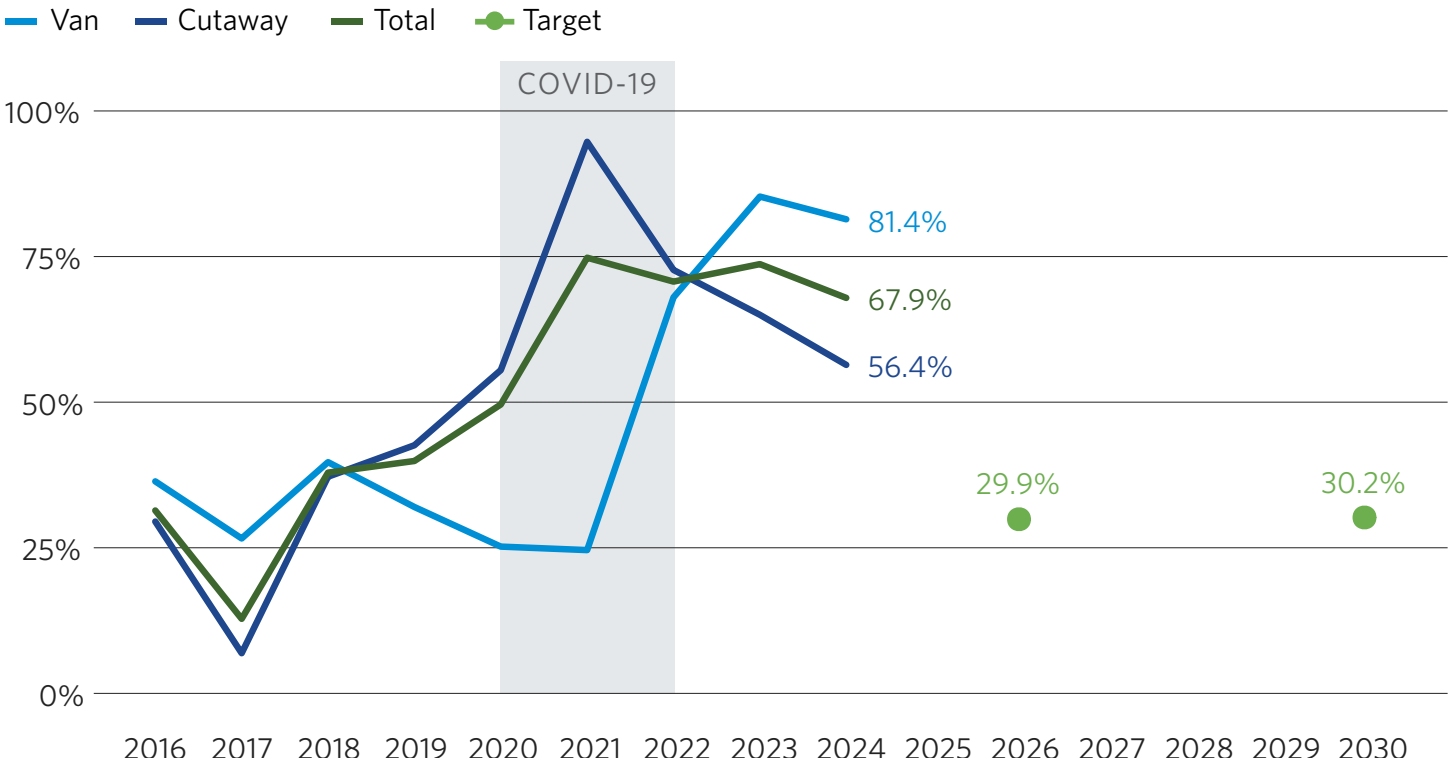
Percent of buses exceeding their useful life



Percent of rail vehicles exceeding their useful life

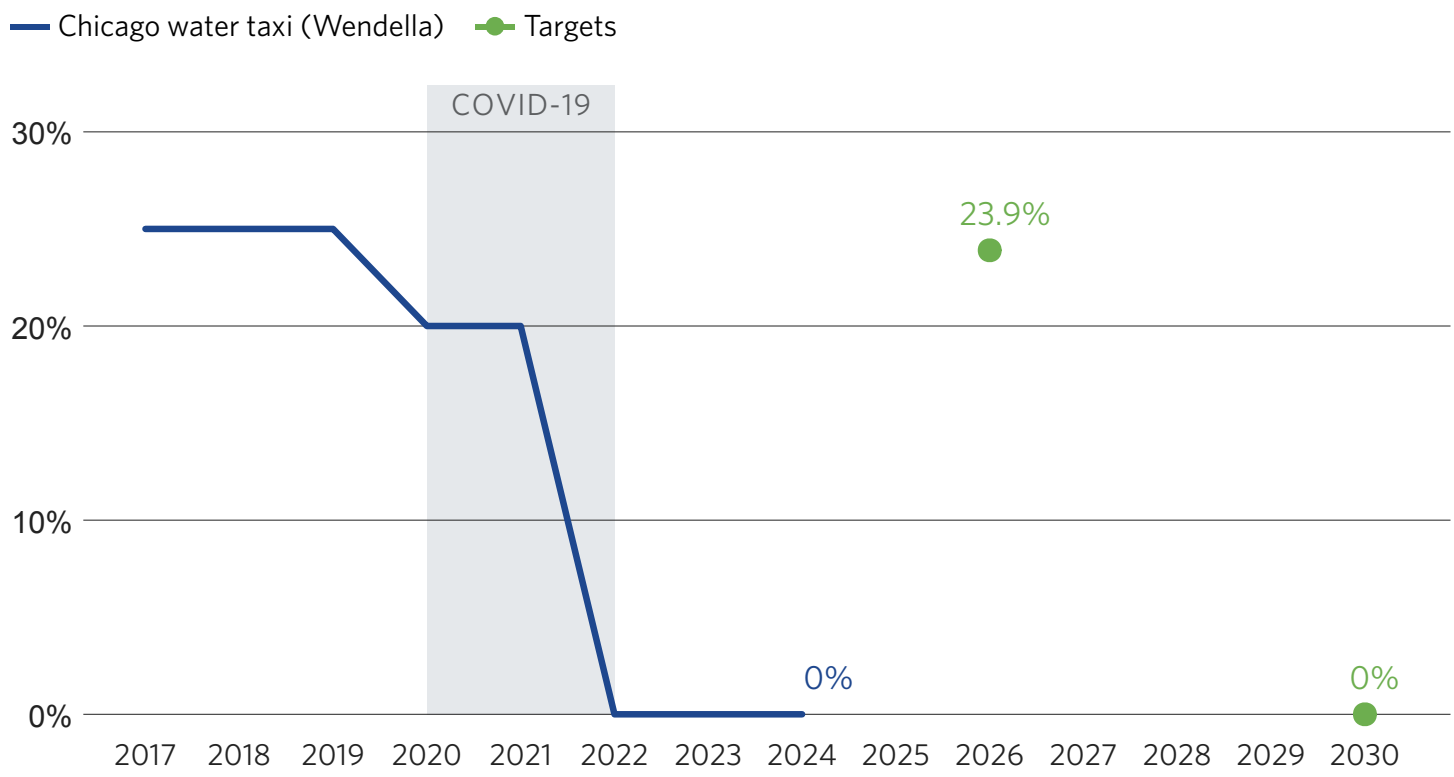


Percent of other passenger vehicles exceeding their useful life



In addition to Pace, Kendall Area Transit is included in "other passenger vehicles" in this report, but not in past reports.

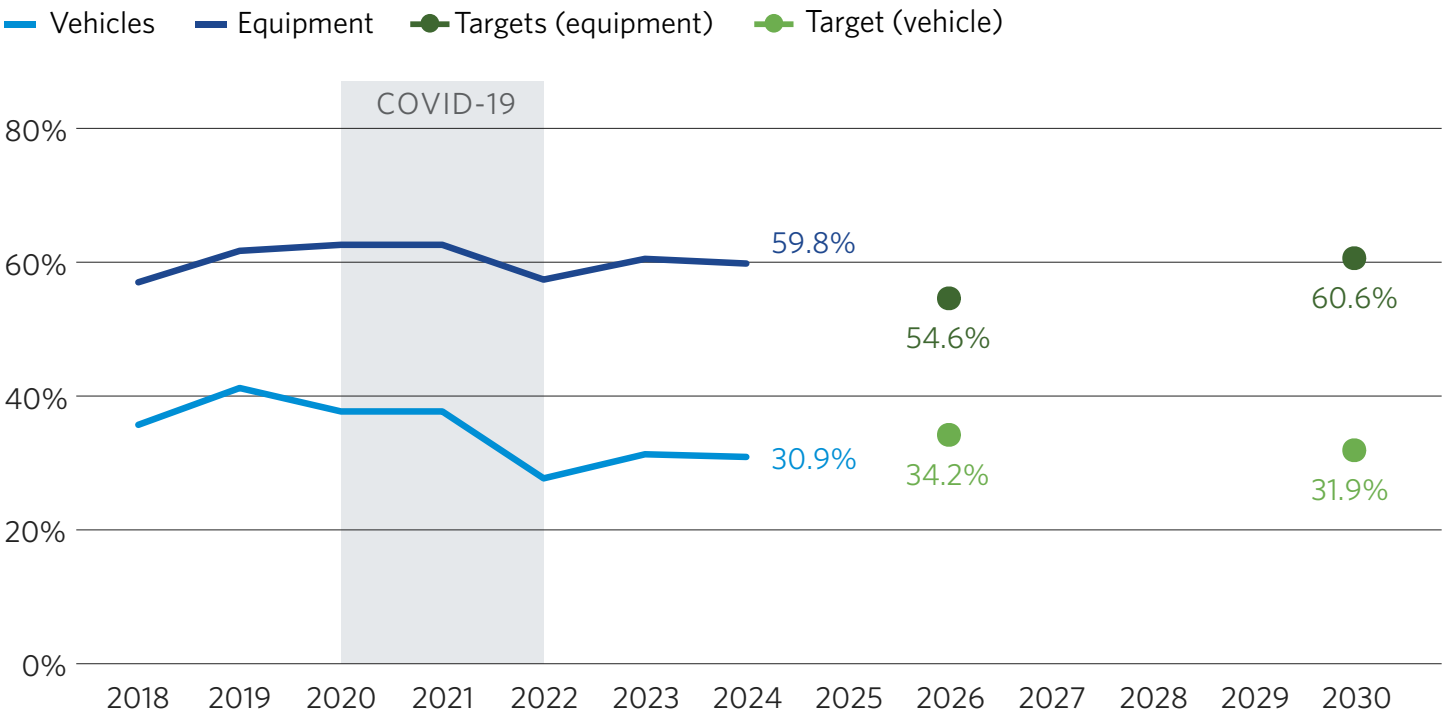
Percent of ferryboats exceeding their useful life



Transit non-revenue vehicles

Non-revenue vehicles are capital assets used for support, maintenance, and administrative activities rather than carrying fare-paying passengers. These vehicles and equipment continue to exhibit persistently high shares exceeding useful life benchmarks, reflecting deferred replacement and the lower visibility of these assets in capital programming despite their importance to system reliability. Steel wheeled rail vehicles such as rail grinders and ballast regulators are classified as equipment and often stay in service for decades with proper maintenance. However, deferred replacement can impact agencies' ability to safely and efficiently complete work. Rubber tire vehicles are grouped together under the vehicles category below. This includes a variety of types of vehicles such as tow trucks, maintenance vehicles, and sedans.

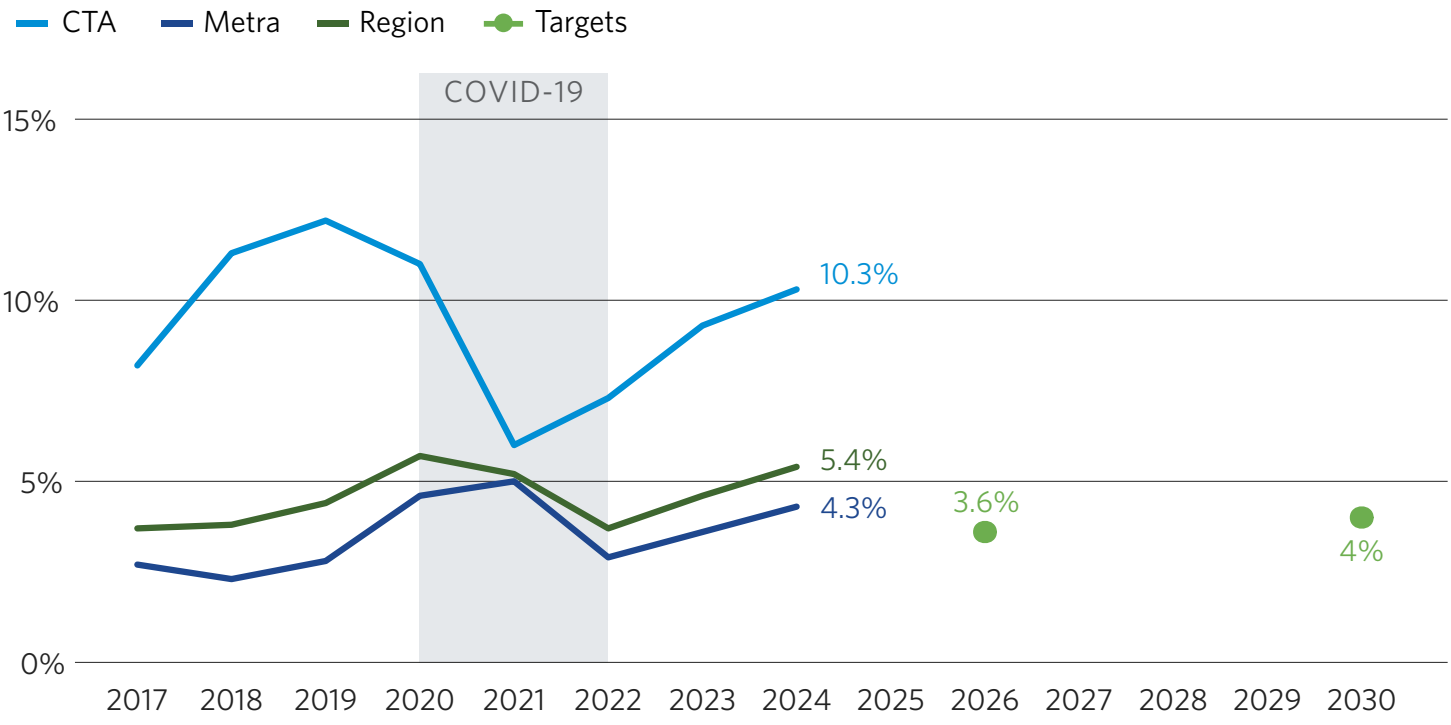
Percent of non-revenue vehicles and equipment exceeding their useful life



Transit infrastructure

Federal rules measure transit infrastructure condition based on rail performance restrictions or slow zones. This indicator does not fully capture the state of infrastructure, such as the backlog of aging bridges or signals that delay trains. Track and guideway infrastructure condition vary by system and corridor. While targeted investments have reduced performance restrictions in some locations, such as the CTA's Red and Purple Modernization project, systemwide trends continue to show upward pressure in the share of route-miles with restrictions, indicating ongoing state-of-good-repair challenges. Several significant efforts are in planning stages or underway to improve track condition. These projects take years to engineer and acquire funding.

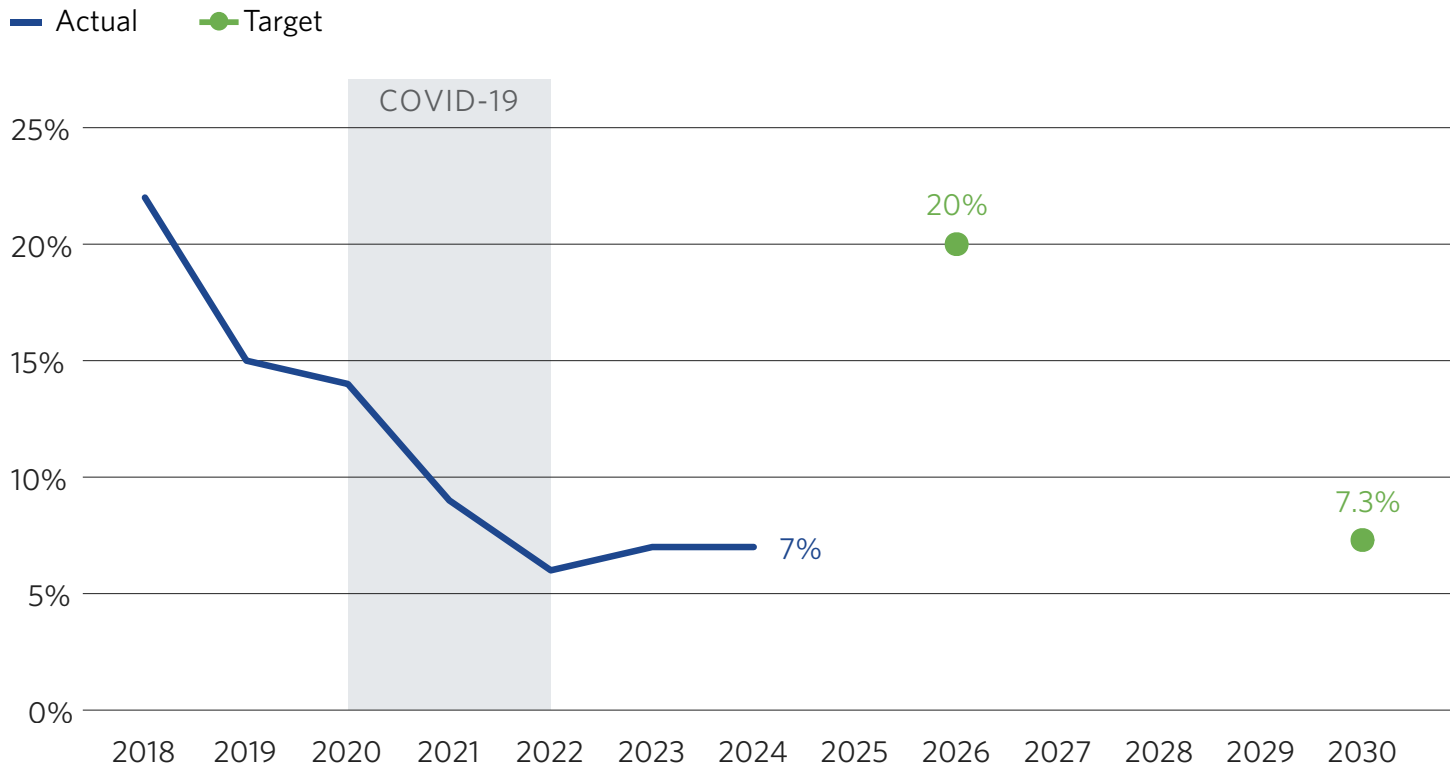
Percent of track with performance restrictions



Transit facilities

Transit facilities show recent improvement, with a declining share of stations, maintenance facilities, and support buildings rated in marginal or poor condition. This trend reflects targeted reinvestment in facilities, including station rehabilitation, accessibility upgrades, and major capital renewal projects. While a significant backlog remains, recent progress indicates that sustained investment can measurably improve facility conditions.

Percent of transit facilities rated in marginal or fair condition



Progress in achieving targets

Progress toward regional transit asset management targets reflects differing trends. In asset categories where condition has recently improved — most notably facilities — targets are designed to maintain recent gains rather than assume continued rapid improvement. In categories where conditions have worsened or remain volatile, targets aim to return to previously achieved performance levels under fiscally constrained conditions.

Evaluation using the RTA's COST model indicates that achieving the adopted targets will require maintaining investment levels consistent with or greater than recent capital programs, such as Rebuild Illinois, lasting from fiscal year 2019 through fiscal year 2031. Scenarios with lower investment result in deterioration across multiple asset categories, while higher investment scenarios are required to achieve broader improvements beyond those reflected in the current targets.

Looking ahead, the transition of capital planning to the Northern Illinois Transit Authority (NITA) and the commitment of the state to decarbonize transportation present opportunities to build on the data and programming processes that have been developed. Decarbonizing transportation may require new infrastructure such as additional bus garages and funding model changes that reflect the higher capital costs (but lower operating costs) of new vehicles.

Performance measure	Target (2022)	Actual (2022)	Achieved (2022)	Target (2030)
Percent of buses past useful life	Less than 8.4%	CTA – 53.2% Pace – 17.2% Total – 43.5%	No	Less than 8.3%
Percent of rail vehicles past useful life	Less than 16.4%	CTA – 33.2% Metra – 40.0% Total – 36.2%	No	Less than 26.2%
Percent of other passenger vehicles past useful life	Less than 30.5%	Van – 68.0% Cutaway – 72.7% Total – 70.7%	No	Less than 30.2%
Percent of ferryboats past useful life	Less than 24.4%	0%	Yes	0%
Percent of non-revenue vehicles and equipment exceeding their useful life	Less than vehicles –35.0% Equipment – 55.8%	Vehicles – 27.7% Equipment – 57.4%	Vehicles –Yes Equipment –No	Less than Vehicles – 31.9% Equipment –60.6%
Percent of track with performance restrictions	Less than 3.7%	CTA – 7.3% Metra – 2.9% Total – 3.7%	Yes	Less than 4.0%
Percent of transit facilities rated in marginal or fair condition	Less than 20.4%	6.5%	Yes	Less than 7.3%

Note that non-fixed route includes data for Kendall Area Transit, that was not included in past reports.

Transit safety

The National Public Transportation Safety Plan (NPTSP) guides the management of safety risks and hazards within the nation's public transportation systems. The plan centers on the FTA's Safety Management System approach to improving the industry's safety performance. It also establishes performance measures to improve the safety of public transportation systems that receive federal financial assistance.

Transit agencies, MPOs, and states are required to set targets for these measures. The Federal Transit Administration (FTA) has not established penalties for not meeting safety performance targets. Metra is not subject to PTASP requirements because it is regulated for safety by the Federal Railroad Administration (FRA) rather than the Federal Transit Administration (FTA).

The FTA has established 14 performance measures to assess progress towards transit safety goals, 7 of which are new with the 2024 NPTSP and adopted by CMAP for the first time here.[11]

Performance measure	Definition
Number of fatalities by mode	The total number of fatalities reported to the National Transit Database (NTD), excluding trespassing, security events (other crimes), and suicide-related fatalities
Rate of fatalities per revenue mile by mode	The rate per million vehicle revenue miles of fatalities reported to the NTD, excluding trespassing, security events (other crimes), and suicide-related fatalities
Rate of transit worker fatalities per revenue mile by mode (new)	The rate per million vehicle revenue miles of transit worker fatalities reported to the NTD, including the categories Transit Employee/Contractor, Transit Vehicle Operator, and Other Transit Staff
Number of serious injuries by mode	The total number of injuries reported to the NTD, excluding injuries resulting from assaults and other crimes (security events)
Rate of serious injuries per revenue mile by mode	The rate per million vehicle revenue miles of injuries reported to the NTD, excluding injuries resulting from assaults and other crimes (security events) by mode
Rate of transit worker serious injuries per revenue mile by mode (new)	The rate per million vehicle revenue miles of transit worker serious injuries reported to the NTD, including the categories Transit Employee/Contractor, Transit Vehicle Operator and Other Transit Staff
Number of assaults on transit workers by mode (new)	The total number of assaults on transit workers reported to the NTD, including the categories Transit Employee/Contractor, Transit Vehicle Operator, and Other Transit Staff
Rate of assaults on transit workers per revenue mile by mode (new)	The rate per million vehicle revenue miles of assaults on transit workers reported to the NTD, including the categories Transit Employee/Contractor, Transit Vehicle Operator, and Other Transit Staff
Number of reportable safety events by mode	The total number of reportable events by mode as fall into five categories: collisions, derailments, fires, security, and not otherwise classified
Rate of safety events per revenue mile by mode	The rate of reportable events per million vehicle revenue miles by mode, as fall into five categories: collisions, derailments, fires, security, and not otherwise classified
Rate of collisions per revenue mile by mode (new)	The rate per million vehicle revenue miles of all collisions reported to the NTD

11 Federal Transit Administration, "National Public Transportation Safety Plan," April 2024, https://www.transit.dot.gov/sites/fta.dot.gov/files/2024-04/National-Safety-Plan-04-05-2024.pdf.

Performance measure	Definition
Rate of pedestrian collisions per revenue mile by mode (new)	The rate per million vehicle revenue miles of all collisions with a person reported to the NTD
Rate of vehicular collisions per revenue mile by mode (new)	The rate per million vehicle revenue miles of all collisions with a motor vehicle reported to the NTD
Mean distance between mechanical failure by mode	The mean distance between major mechanical system failures, meaning the failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or starting the next scheduled revenue trip because vehicle movement is limited or due to safety concerns

CMAP sets targets by mode for: [12]

- Heavy rail (CTA)
- Bus (CTA and Pace)
- Non-fixed route: paratransit (Pace) and vanpool (Pace)

Ferryboats and commuter rail are exempt from FTA safety target setting.

Current conditions

Transit safety outcomes in northeastern Illinois have seen notable shifts during and after the COVID-19 pandemic as the operating environment has evolved and staff turnover has increased.

Transit safety targets are informed by historical trends derived from the NTD Safety & Security Major Event Time Series and Monthly Modal Time Series. Targets are generally based on three-year historical averages to smooth year-to-year volatility and to account for the relatively low frequency — but high consequence — nature of safety events. In some cases, agencies use longer historical windows or mode-specific definitions consistent with their adopted Public Transportation Agency Safety Plans.

New data and tools are being used to improve transit safety. Many buses can detect and warn pedestrians in the bus's path. Sensors monitor driver behavior, such as hard braking, and highlight opportunities for training. Employee turnover during the pandemic resulted in a higher share of new staff, impacting the rate of incidents. Transit agencies are adapting their training programs to better reflect the changing needs of staff and evolving technology.

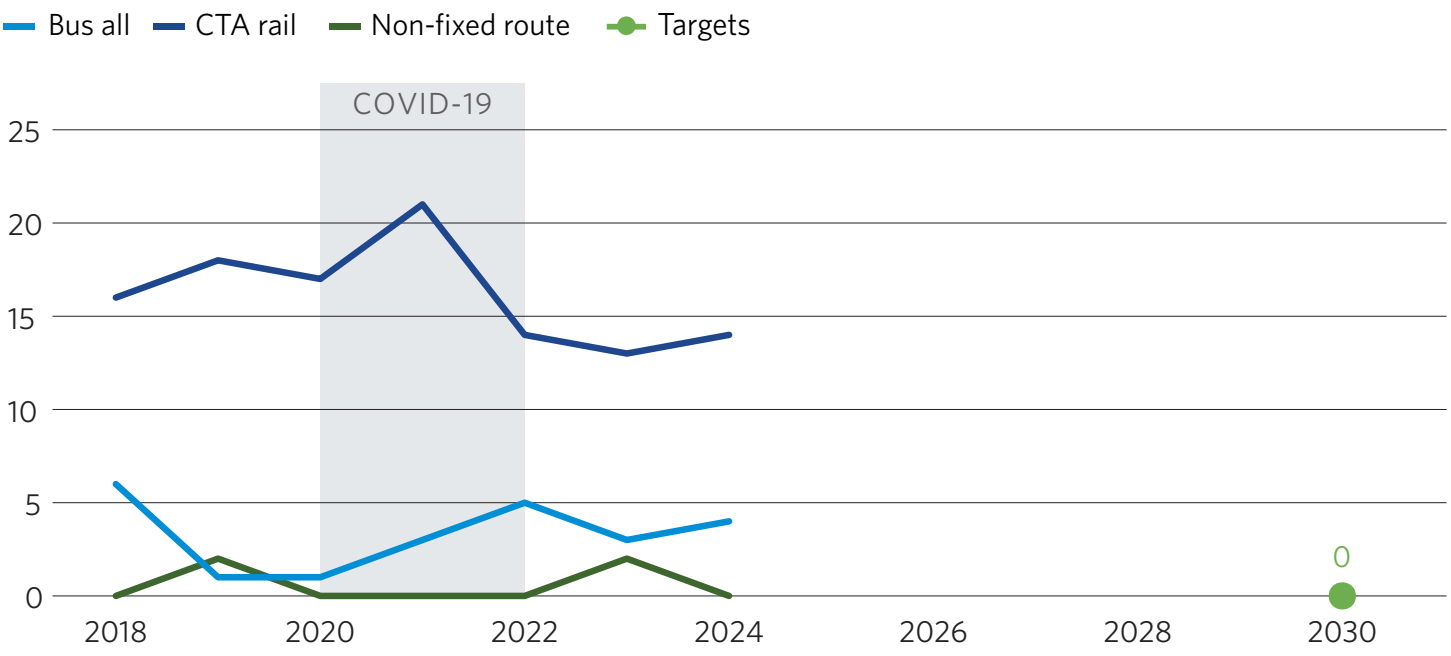
Transit fatalities

Transit fatalities remain infrequent across the system. CTA rail continues to experience a higher fatality rate than bus and non fixed route modes, reflecting the inherent risks of grade separated, high volume rail operations. Transit fatalities include all fatalities as defined by the NTD, including those related to security events, in accordance with the latest FTA guidance.

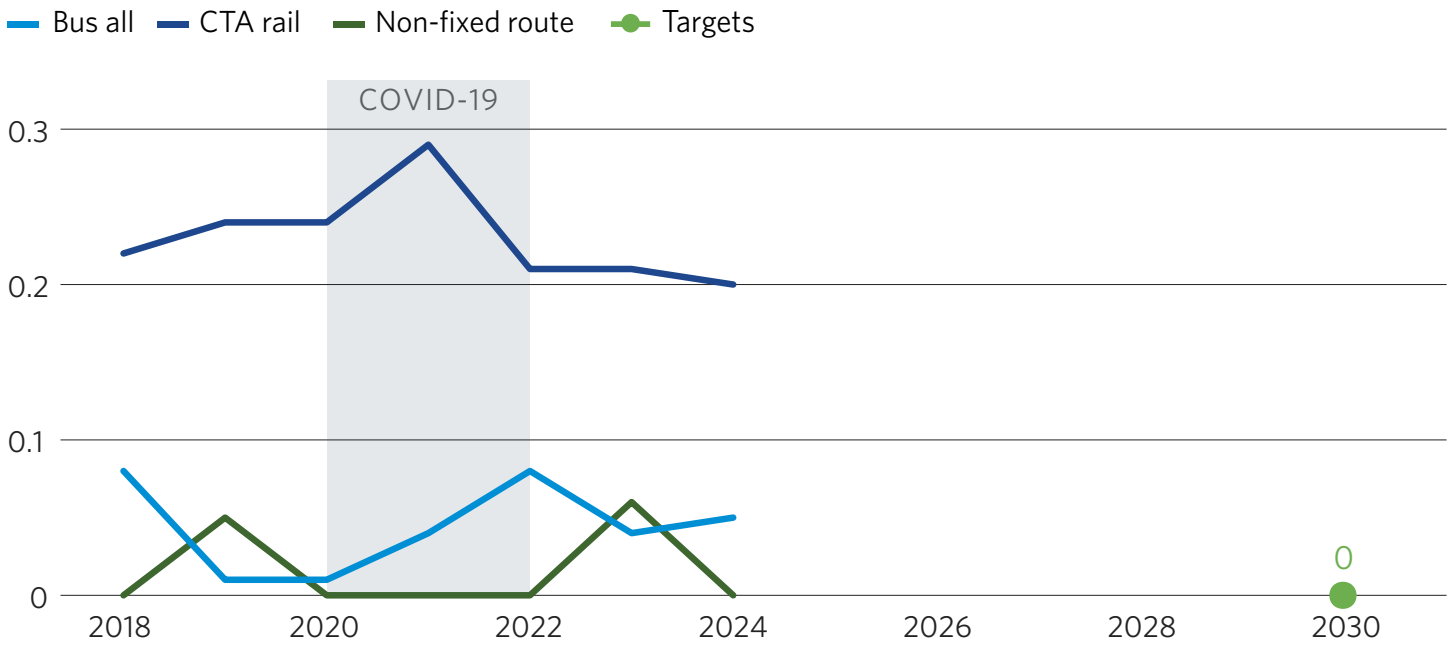
The fatality rate among transit workers is low, reflecting the rarity of such events. This rate includes all transit worker fatalities as defined by the NTD, including the categories Transit Employee/Contractor, Transit Vehicle Operator, and Other Transit Staff.

12 CMAP sets targets for Chicago Transit Authority (NTD ID: 50066), Pace - Suburban Bus Division (50113), and ADA Paratransit Services (50182).

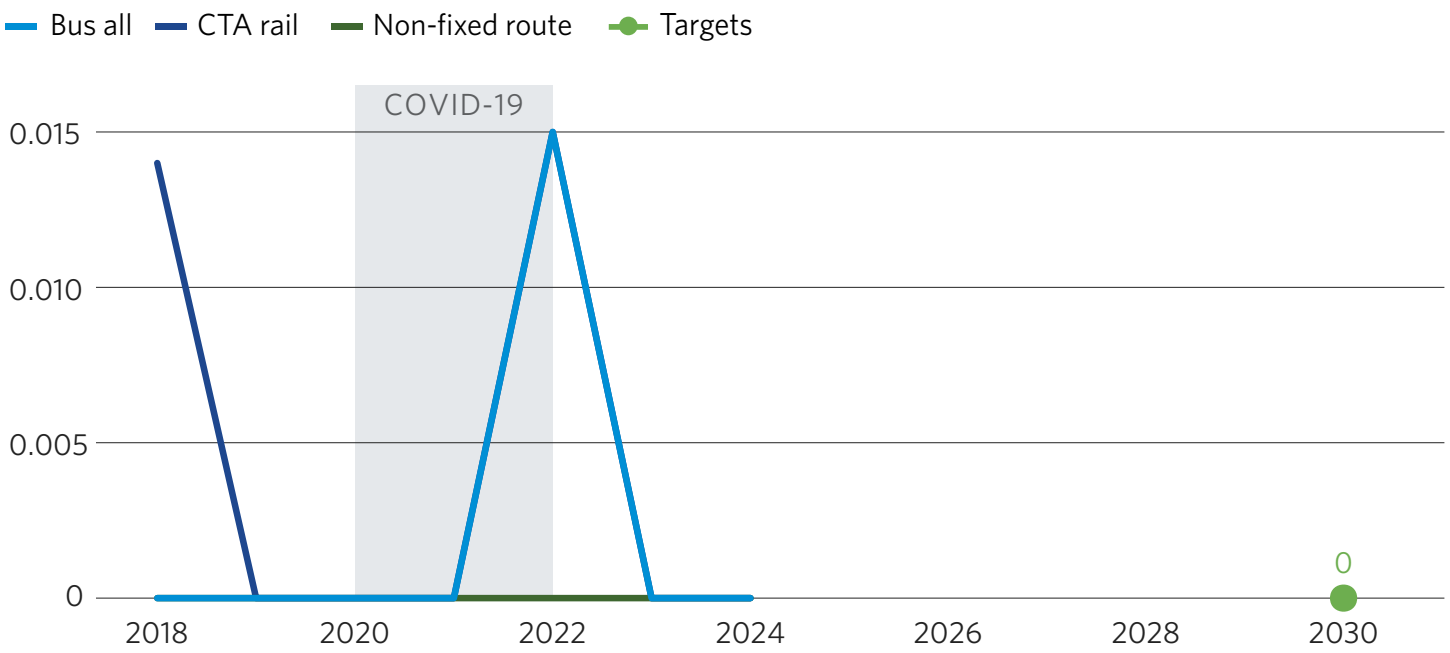
Transit fatalities



Transit fatalities per million vehicle revenue miles



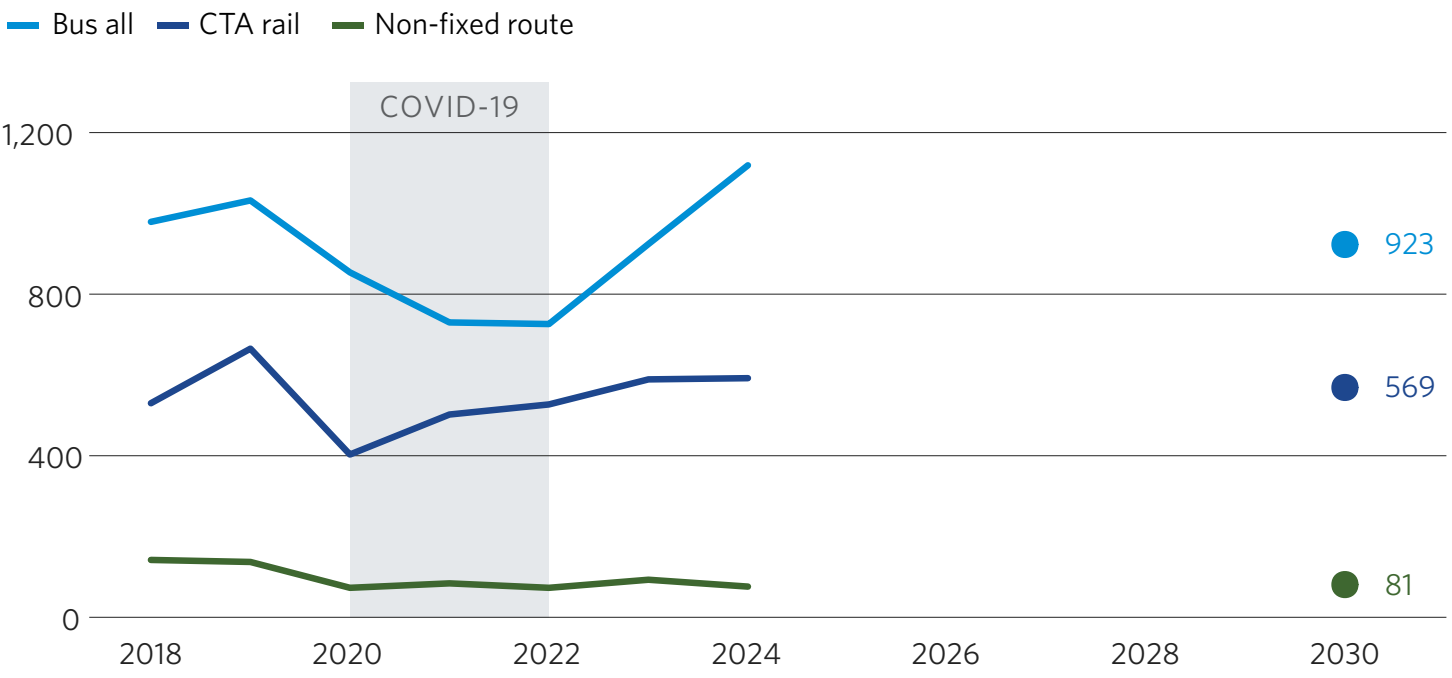
Transit worker fatalities per million vehicle revenue miles



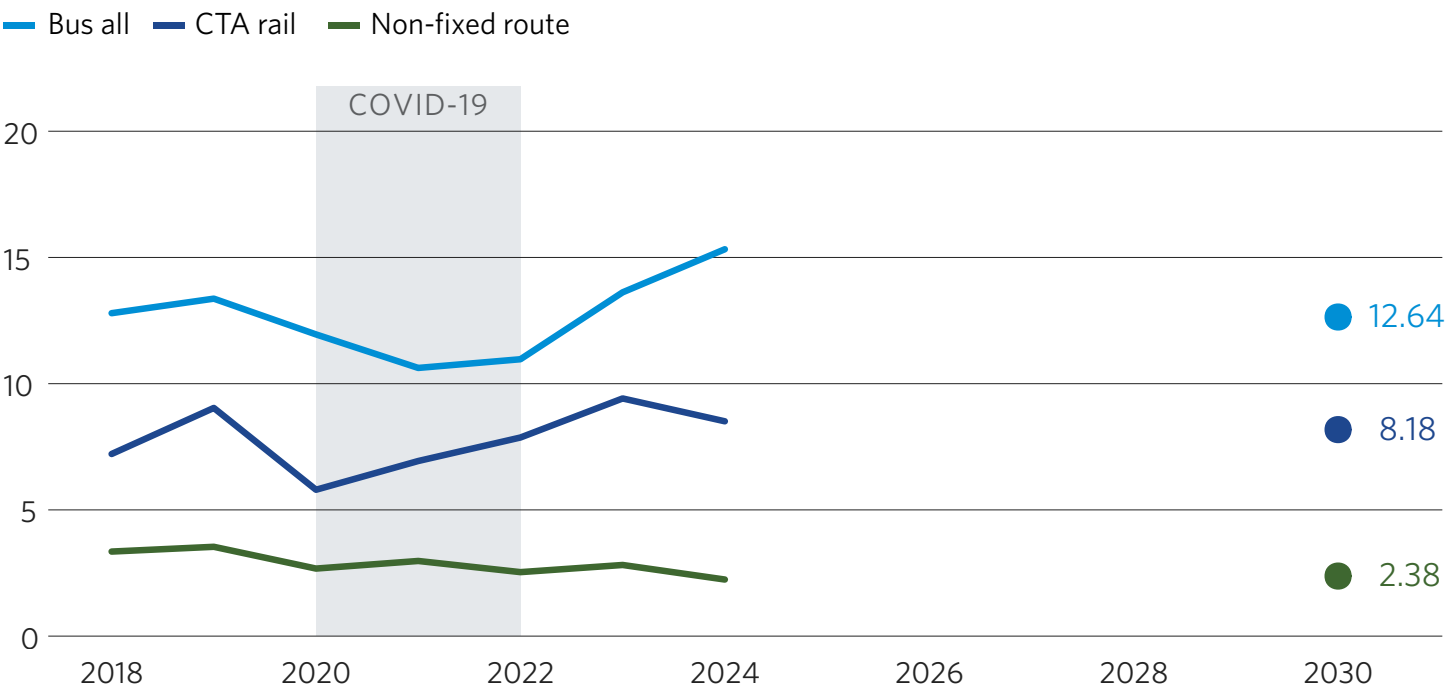
Transit injuries

Transit injuries and injury rates are highest on fixed-route bus, both in absolute numbers and per million vehicle revenue miles. Bus injuries totaled 726 in 2022, compared to 527 for CTA rail and 73 for non-fixed route Pace. Note that the 2024 National Public Transportation Safety Plan updated the definition of reportable injuries to include all injuries as defined by the NTD — a change from prior practice, which excluded security-related injuries. The charts below reflect this updated definition, which means injury counts are not directly comparable to figures reported in prior cycles. Several initiatives are underway to address rising transit worker injury rates, including updated operator training and expanded use of onboard safety technology.

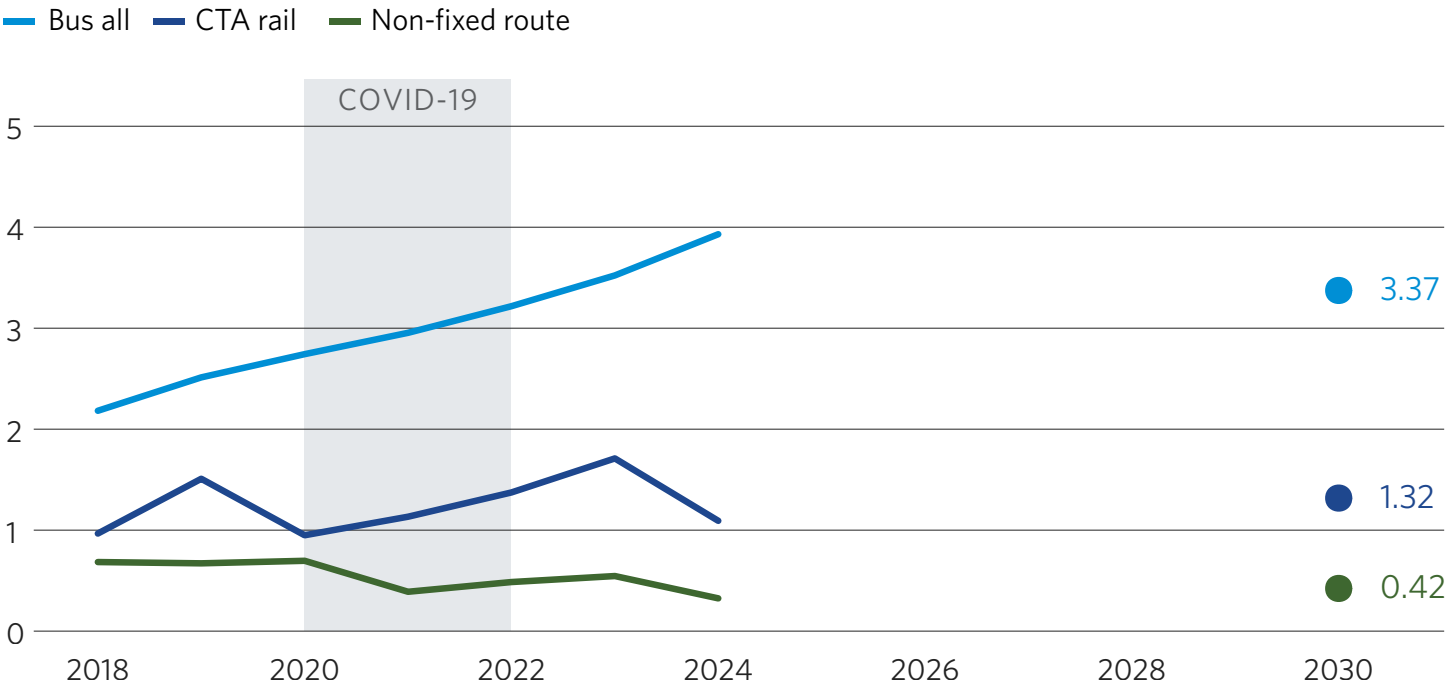
Transit injuries



Transit injuries per million vehicle revenue miles



Transit worker injuries per million vehicle revenue miles

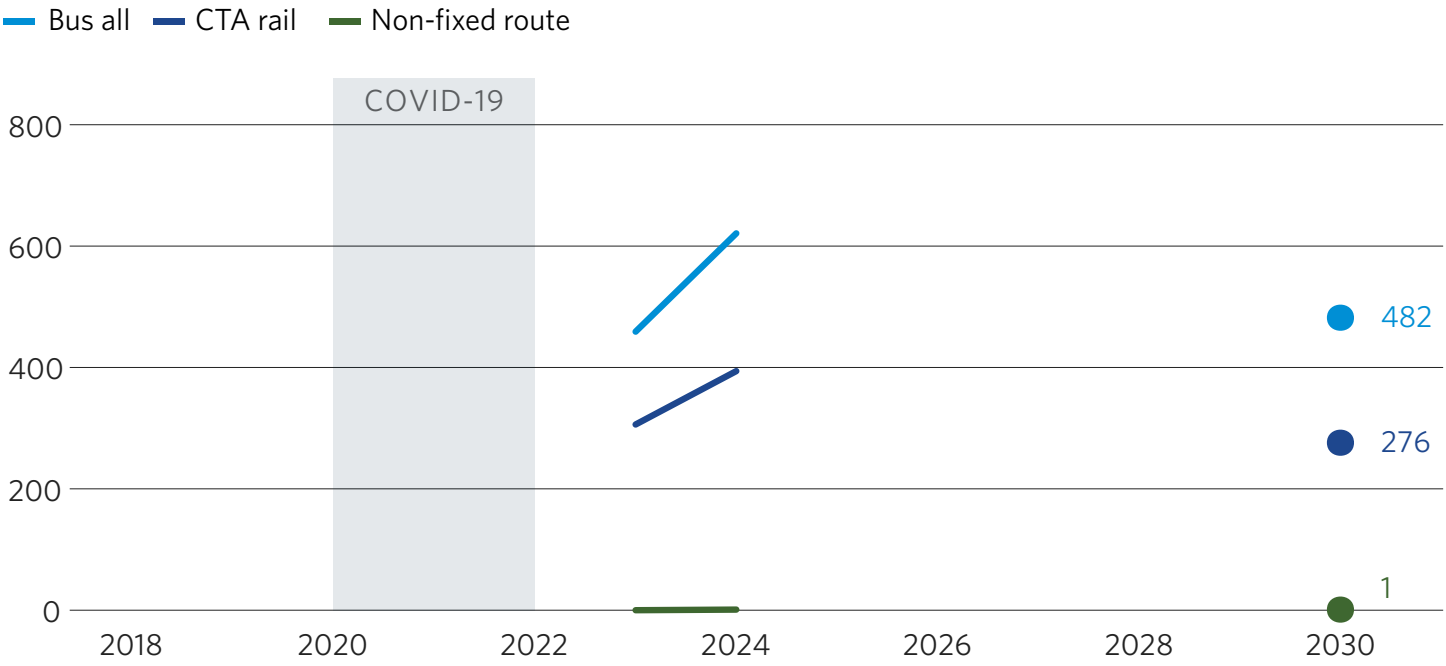


Transit worker assaults

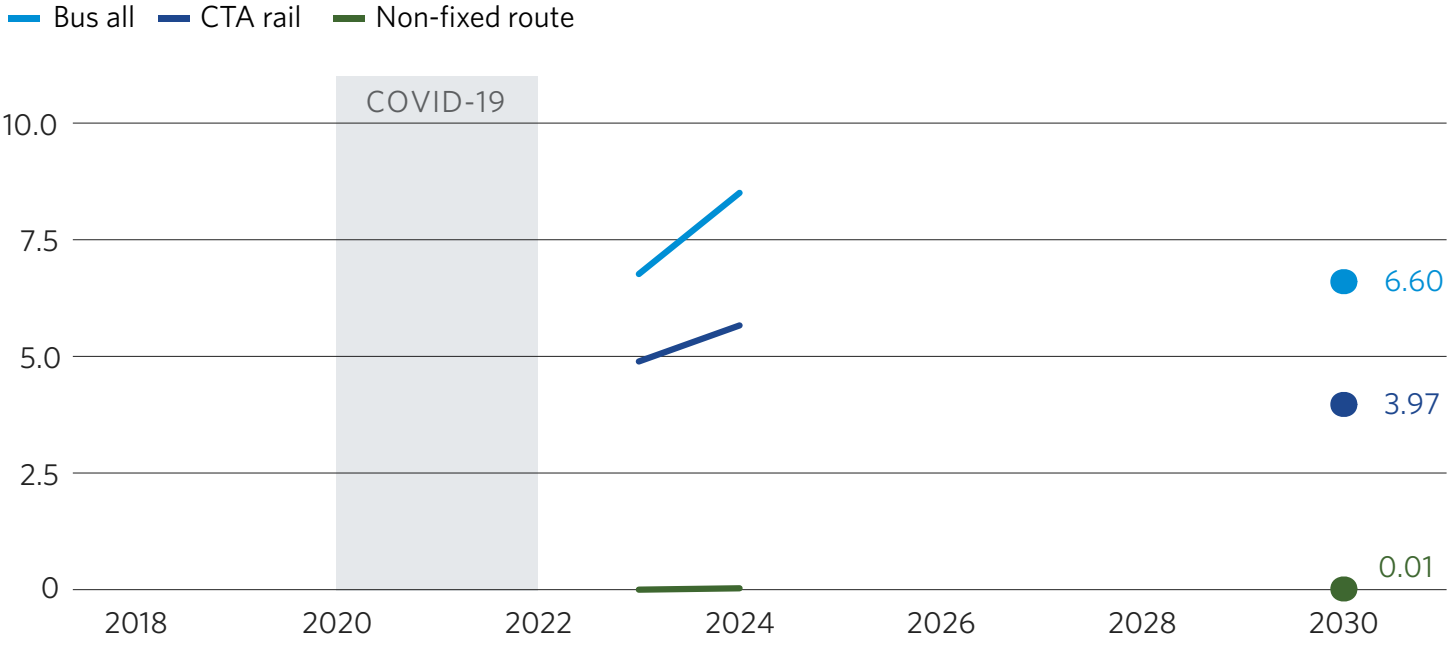
Assaults on transit workers have emerged as a significant safety challenge. Both the number and rate of assaults increased across bus and rail modes during and after the pandemic. Transit agencies are responding with enhanced training, operator assist technology, onboard cameras, and increased law enforcement coordination.

Historically, these incidents were not captured in the NTD if they did not result in a fatality, injury, or other major event threshold; formal tracking began in 2023. The total number of assaults on transit workers, and the rate per one million vehicle revenue miles, has increased across both rail and bus modes. Transit worker assaults now include all assaults on transit workers as defined by the NTD, whether or not the event resulted in injuries, and whether the assault was physical or non-physical, in accordance with the latest FTA guidance.

Transit worker assaults



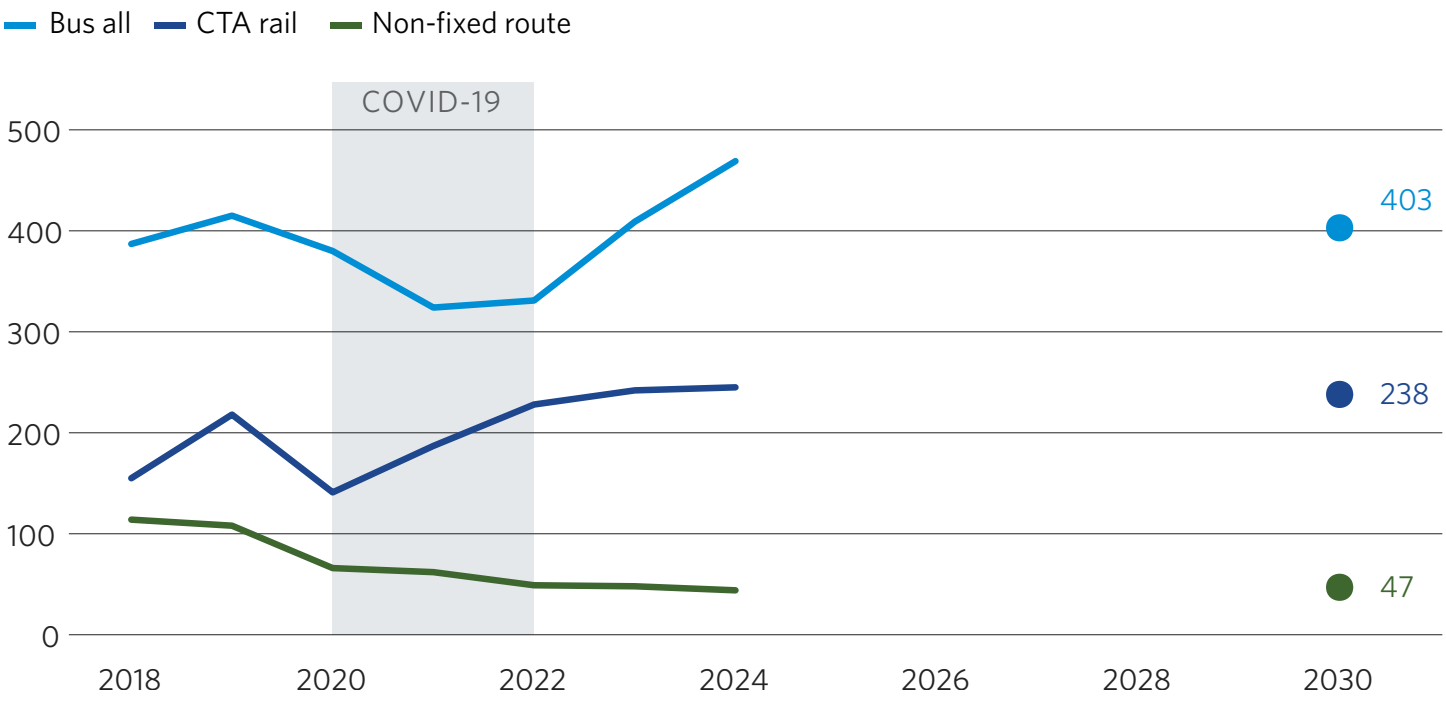
Transit worker assaults per million vehicle revenue miles



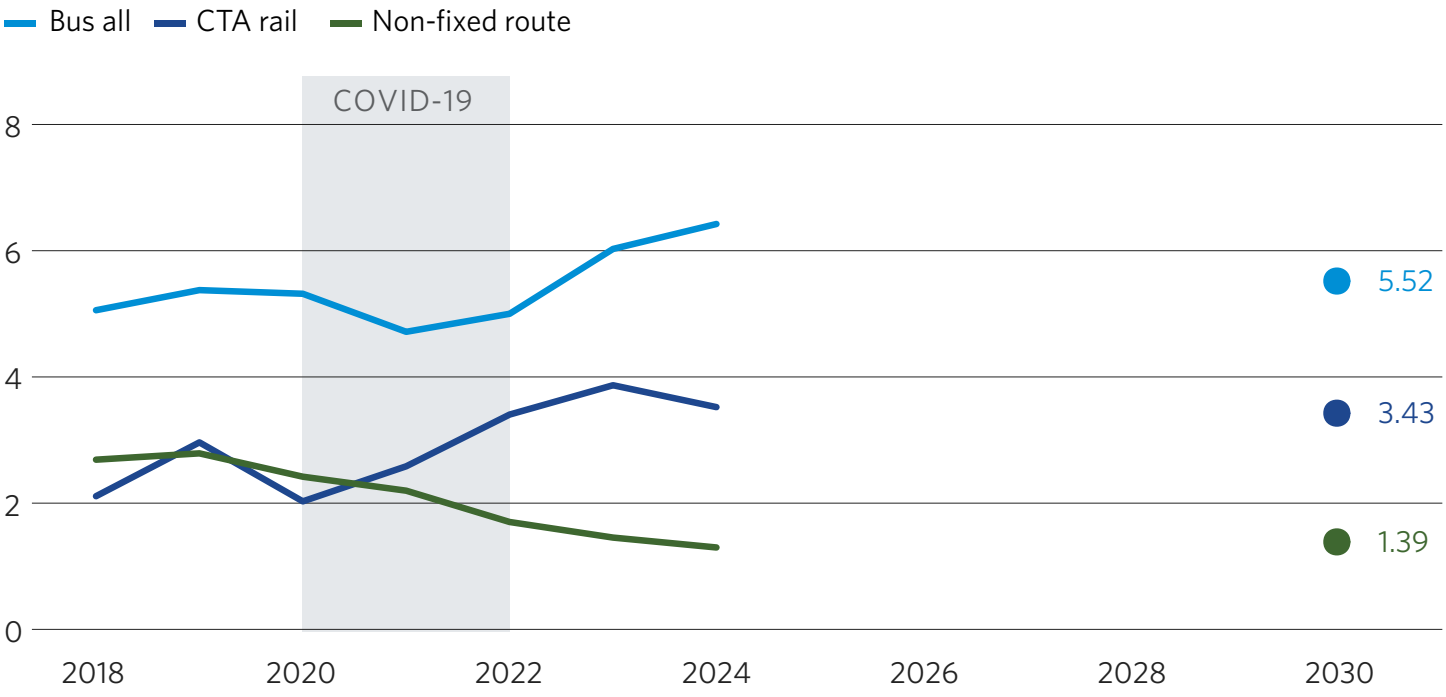
Transit major events

The total number of major events, and the rate per one million vehicle revenue miles, has been increasing for bus and rail in the aftermath of the COVID-19 pandemic, reflecting the changing operations environment and staff turnover. This measure has been updated to reflect the latest FTA guidance around major events, which include all safety and security major events as defined by the NTD.

Transit major events



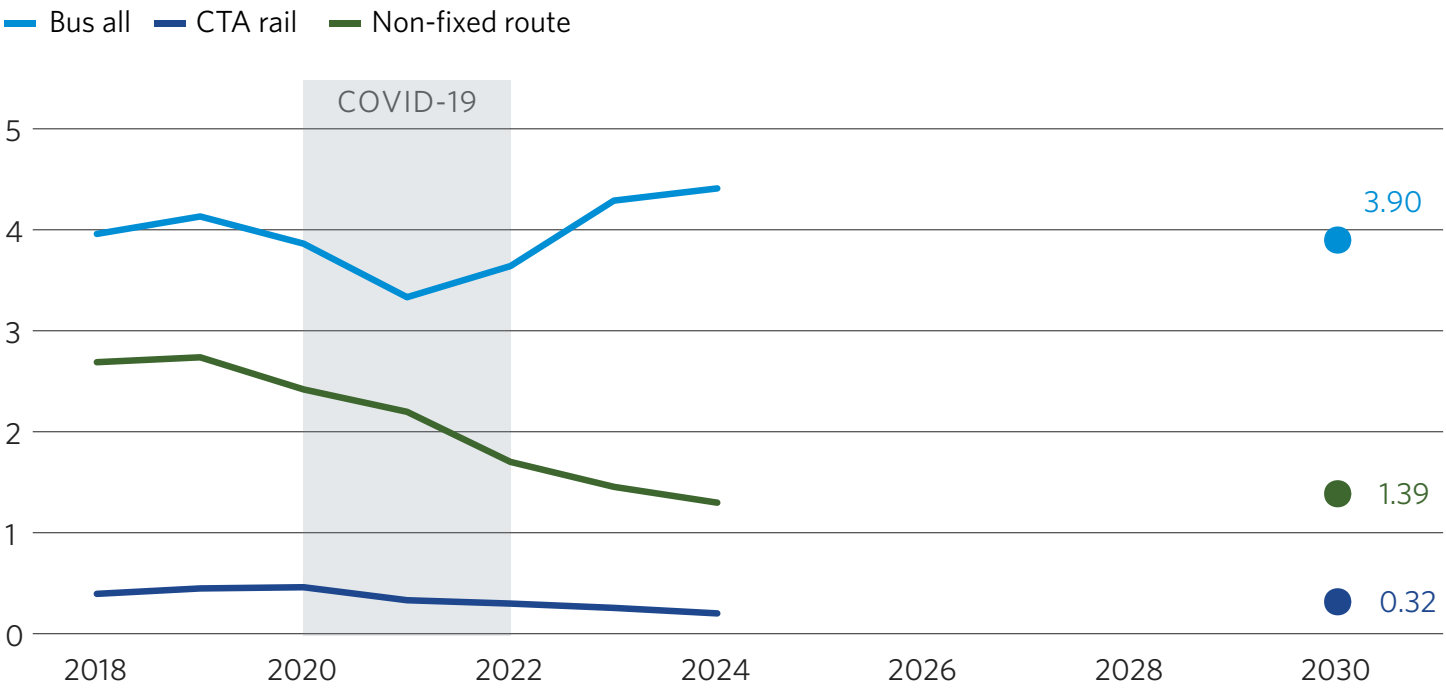
Transit major events per million vehicle revenue miles



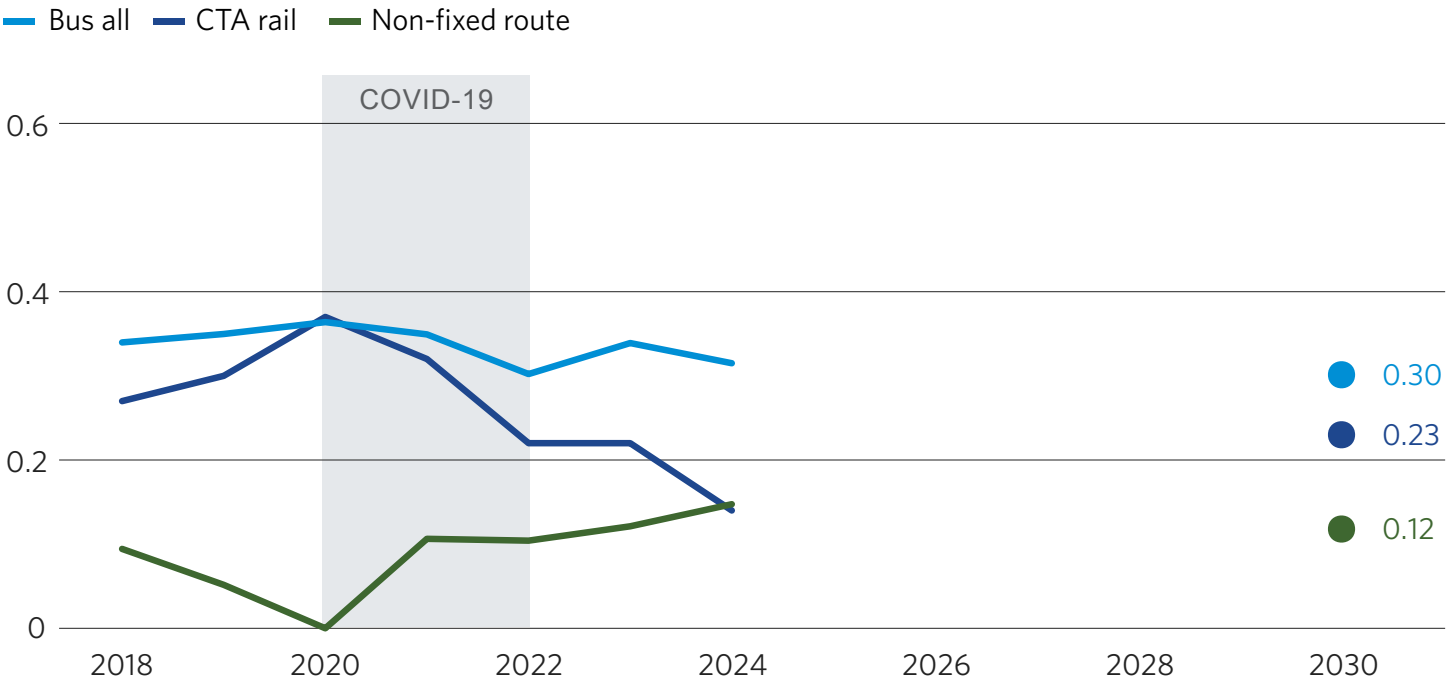
Transit collisions

Transit collisions is a new measure introduced in the 2024 NPTSP. Bus transit collision rates have trended in opposite directions since the pandemic, with fixed-route bus rates increasing and non-fixed-route rates decreasing. This trend is mostly driven by vehicular collisions, which occur at much higher rates than pedestrian collisions across all modes.

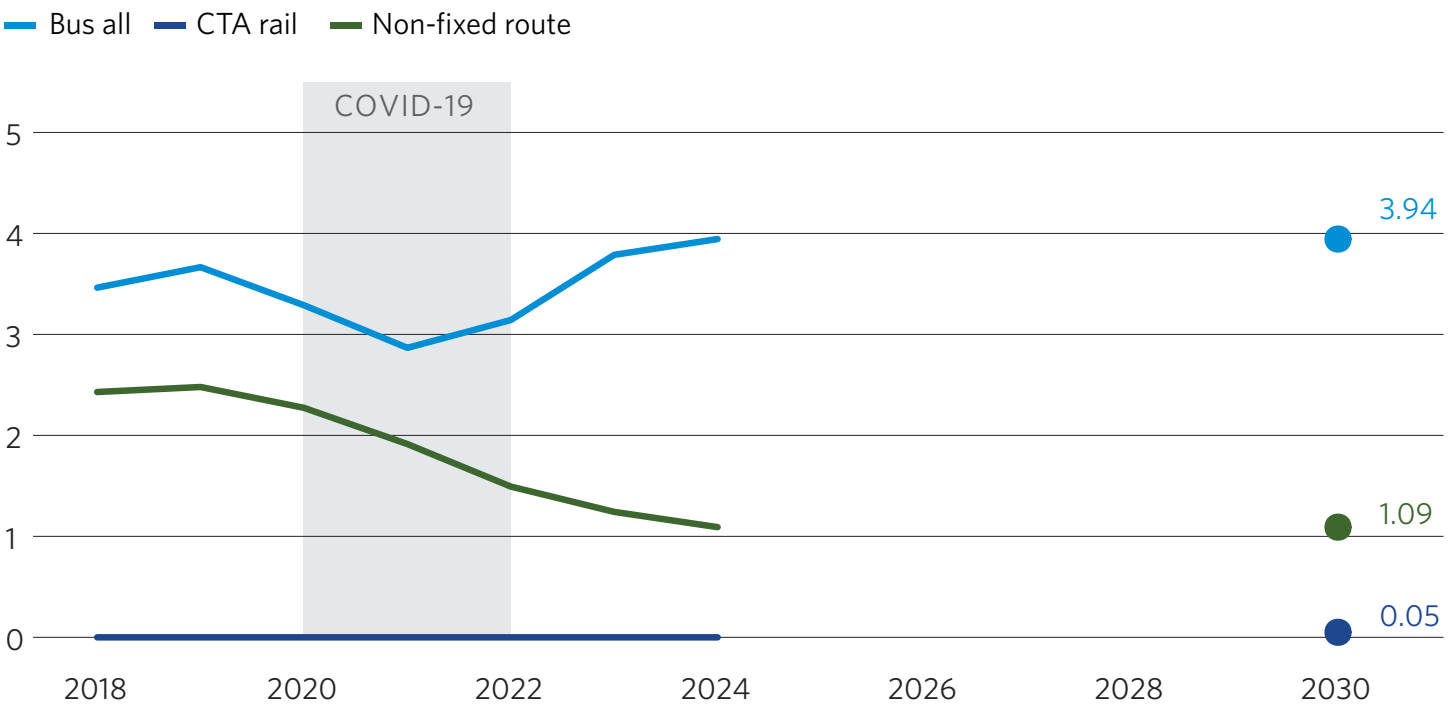
Transit collisions per million vehicle revenue miles



Transit pedestrian collisions per million vehicle revenue miles



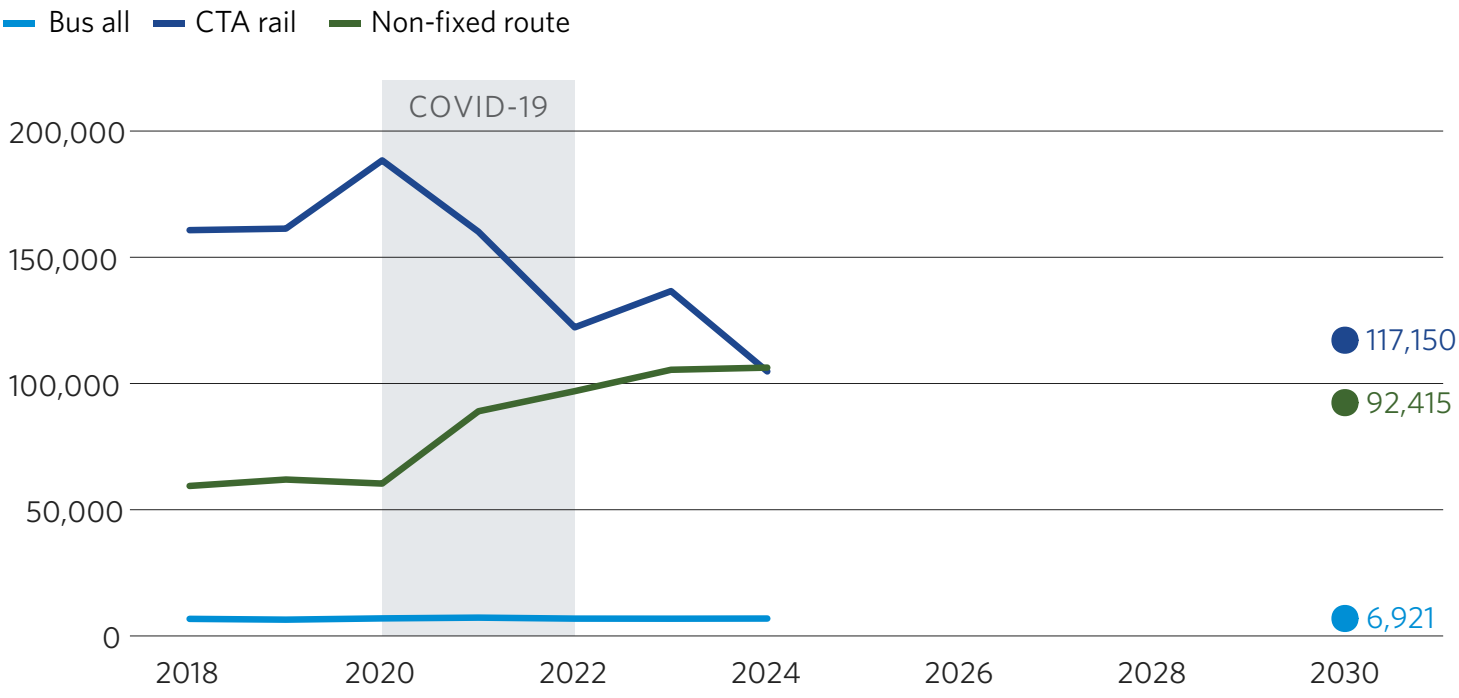
Transit vehicle collisions per million vehicle revenue miles



Transit system reliability

System reliability is measured as the mean distance between major mechanical failures, reported in miles. Higher numbers mean that vehicles are more reliable. CTA rail system reliability continues to decline, although at a less sharp rate than in the mid-2010s. Since 2018, reliability has increased for non-fixed-route buses and remained steady among fixed-route buses. Supply chain issues have delayed the acquisition of new vehicles, which are expected to improve reliability.

Mean distance between mechanical failure (miles)



Progress in achieving targets

Improvements observed in transit fatality outcomes following the pandemic contrast with continued challenges related to transit worker safety. In several measures, recent performance continues to trend worse than pre-pandemic levels, indicating the need for continued attention and targeted interventions.

CMAP's targets reflect a commitment to making transit, which is already one of the safest modes, even safer. The RTA has convened several events focused on safety including a Public Transit Safety and Security Summit in 2024. Recent governance changes, including the creation of the Office of Transit Safety and Experience and the NITA Law Enforcement Task Force, are expected to support progress toward transit safety targets by improving coordination and response capabilities.

Performance measure	Target (2022)	Actual (2022)	Achieved (2022)	Target (2030)
Number of fatalities by mode	Zero fatalities – all transit modes	Bus all – 5 CTA rail – 14 Non-fixed route Pace – 0	No	Zero fatalities – all transit modes
Rate of fatalities per revenue mile by mode	Zero fatalities – all transit modes	Bus all – 0.08 CTA rail – 0.21 Non-fixed route Pace – 00	No	Zero fatalities – all transit modes
Rate of transit worker fatalities per revenue mile by mode	N/A	N/A	New measure	Zero fatalities – all transit modes
Number of injuries by mode	*Less than* Bus all – 625 CTA rail – 213 Non-fixed route Pace – 104	Bus all – 726 CTA rail – 527 Non-fixed route Pace – 73	Definition changed in 2024 to all reportable injuries	*Less than* Bus – 923 Rail – 569 Non-fixed route – 81
Rate of injuries per revenue mile by mode	*Less than* Bus all – 8.20 CTA rail – 3.00 Non-fixed route Pace – 2.80	Bus all – 10.97 CTA rail – 7.87 Non-fixed route Pace – 1.30	Definition changed in 2024 to all reportable injuries	*Less than* Bus – 12.64 Rail – 8.18 Non-fixed route – 2.38
Rate of transit worker injuries per revenue mile by mode	N/A	N/A	New measure	*Less than* Bus – 3.37 Rail – 1.32 Non-fixed route – 0.42
Number of assaults on transit workers by mode	N/A	N/A	New measure	*Less than* Bus – 482 Rail – 276 Non-fixed route – 1
Rate of assaults on transit workers per revenue mile by mode	N/A	N/A	New measure	*Less than* Bus – 6.60 Rail – 3.97 Non-fixed route – 0.01

Performance measure	Target (2022)	Actual (2022)	Achieved (2022)	Target (2030)
Number of reportable safety events by mode	*Less than* Bus all – 422 CTA rail – 222 Non-fixed route – 100	Bus all – 331 CTA rail – 228 Non-fixed route Pace – 49	Definition changed in 2024 to all major events including security events including security	*Less than* Bus – 403 Rail – 238 Non-fixed route – 47
Rate of safety events per revenue mile by mode	*Less than* Bus all – 5.50 CTA rail – 3.00 Non-fixed route – 2.70	Bus all – 5.00 CTA rail – 3.40 Non-fixed route – 1.70	Definition changed in 2024 to all major events including security	*Less than* Bus – 5.52 Rail – 3.43 Non-fixed route – 1.39
Rate of collisions per revenue mile by mode	N/A	N/A	New measure	*Less than* Bus – 3.90 Rail – 0.32 Non-fixed route – 1.39
Rate of pedestrian collisions per revenue mile by mode	N/A	N/A	New measure	*Less than* Bus – 0.30 Rail – 0.23 Non-fixed route – 0.12
Rate of vehicular collisions per revenue mile by mode	N/A	N/A	New measure	*Less than* Bus – 3.94 Rail – 0.05 Non-fixed route – 1.09
Mean distance between mechanical failure by mode	*At least* Bus all – 7,775 CTA rail – 150,000 Non-fixed route – 53,365	Bus all – 6,894 CTA rail – 104,776 Non-fixed route – 106,291	Bus – No Rail – No Non-fixed route – Yes	*At least* Bus – 6,921 Rail – 117,150 Non-fixed route – 92,415

Conclusion

Target setting is both a technical exercise and a policy choice. The performance targets in this report reflect the financial assumptions of the 2026 Regional Transportation Plan, which show that maintaining and improving the region's transportation system will require sustained and, in many areas, significantly expanded investment. The region continues to make measurable progress in several system performance areas — particularly travel time reliability, non-SOV mode share, and congestion reduction — yet key challenges remain.

Roadway safety and highway asset conditions demonstrate the greatest need for continued attention. Despite focused safety initiatives, traffic fatalities and serious injuries remain high, and the region's pavement and bridge conditions continue to lag statewide averages. Transit conditions show mixed outcomes. Some categories have improved with recent capital investment, while others, especially aging vehicles and guideway infrastructure, continue to reflect long-term underinvestment.

These persistent challenges underscore the importance of performance-based planning. CMAP and its partners will use the data and findings summarized in this report to guide investment decisions across the system. Performance measures inform project prioritization in the Transportation Improvement Program, support safety action planning, shape multimodal corridor studies, and guide asset management strategies at the regional and agency levels.
To support transparency and accessibility, CMAP maintains an online performance dashboard that will continue to be updated as new datasets become available. This helps decision makers, stakeholders, and the public monitor progress toward long term regional goals.

As the region implements the 2026 RTP, the insights from this report will help align investments with outcomes, ensuring that limited resources deliver the greatest benefit and support a safer, more reliable, and more equitable transportation system for northeastern Illinois.

FY27-0015

2026 Regional Transportation Plan

The Chicago Metropolitan Agency for Planning (CMAP) is northeastern Illinois' comprehensive planning organization. The agency and its partners developed ON TO 2050, a long-range plan to help the region's 7 counties and 284 communities implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. Visit CMAP's website for more information.

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