



**Chicago Metropolitan Agency for Planning (CMAP)
Transportation Committee Meeting Minutes**

September 18, 2020

Via GoToMeeting

Members Present: Chris Snyder, Chair – DuPage County, Jessica Hector-Hsu, Vice Chair – RTA, Chuck Abraham – IDOT OIPI, Brian Carlson – IDOT District 1, Kevin Carrier – Lake County, Lynnette Ciavarella – Metra, John Donovan – FHWA, Doug Ferguson – CMAP, Jackie Forbes – Kendall County, Scott Hennings – McHenry County, Tom Kelso – IDOT OP&P, Christina Kupkowski – Will County, Erik Llewellyn – Pace, Leah Mooney – CTA, Tara Orbon – Cook County, Jessica Ortega – Bike/Ped Task Force, Tom Rickert – Kane County, Leon Rockingham – Council of Mayors, Joseph Schofer – Academic and Research, Dave Seglin – CDOT, P.S. Sriraj – Academic and Research, Audrey Wennink – MPC, Rocco Zucchero – Illinois Tollway

Staff Present: Erin Aleman, Lindsay Bayley, Sarah Buchhorn, Anthony Cefali, Daniel Comeaux, Stephen Di Benedetto, Teri Dixon, Kama Dobbs, Jesse Elam, Jane Grover, Victoria Jacobsen, Elliot Lewis, Amy McEwan, Tim McMahan, Martin Menninger, Jason Navota, Stephane Phifer, Russell Pietrowiak, Todd Schmidt, Elizabeth Scott, Gordon Smith, Tina Smith, Emily Spangler, Mary Weber, Laura Wilkison

Others Present: Garland Armstrong, Elaine Bottomley, Leonard Cannata, Emily Daucher, Michael Fricano, Tony Greep, Molly Hart, Irene Henry, Nick Jarmusz, Mike Klemens, Daniel Knickelbein, David Kralik, Matt Pasquini, Ryan Peterson, Leslie Phemister, Troy Simpson, Joe Surdam, Emily Tapia-Lopez, David Tomzik, Ishaq Umer, Holly Waters

1.0 Call to Order and Introductions

The meeting was called to order at 9:30 a.m. by Chairman Snyder. Ms. Bayley took a roll call vote of committee members on the call.

2.0 Agenda Changes and Announcements

Chairman Snyder reminded members and other attendees of best practices for participating in a virtual format. He stated that as permitted in the Governor's Disaster Declaration from August 21, 2020, the determination has been made that an in-person meeting is not practical or prudent for this committee. To ensure as

transparent and open a meeting as possible, staff posted the meeting materials one week in advance, will provide a recording of this meeting linked on the CMAP website, and will take all votes by roll call.

3.0 Approval of Minutes – August 7, 2020

A motion to approve the minutes from the August 7 meeting, made by Mr. Rickert and seconded by Mr. Seglin. A roll call vote was conducted with all in favor except for one abstention, the motion carried (roll call results shown at the end of the minutes).

4.0 Committee Reports

The Coordinating Committee met the week prior during which staff presented on the Local Government Network, a new initiative in response to COVID-19 that ties contacts at local governments with CMAP staff. Staff also provided an update on the Equity in Transportation Fines, Fares and Fees project. A draft strategy is expected in early 2021.

5.0 FFY 2019-2024 Transportation Improvement Program (TIP)

Mr. Pietrowiak reviewed TIP Amendment 20-09, which was published to the eTIP website in September for committee review and public comment. There were 35 changes contained in formal TIP amendment 20-09 as well as 119 changes contained in administrative amendments 20-09.1 and 20-09.2. These changes resulted in a net of \$20.7 million being added to the TIP. As detailed in the memo, a majority of the changes were for cost adjustments. At this time, staff is requesting approval of TIP Amendment 20-09. A motion to approve was made by Mr. Seglin, seconded by Mr. Carrier. A roll call vote was conducted with all in favor (roll call results shown at the end of the minutes).

6.0 CMAQ Mid-Point Performance Plan

Mr. Ferguson reviewed the CMAQ Performance Plan, which meets FHWA requirements for a two-year mid-point progress assessment for achieving program performance targets. The targets were set two years ago during the adoption of ON TO 2050. Mr. Ferguson reviewed the current measures for peak hour excessive delay, non-SOV travel and total emissions reduction targets. With most targets on-track to reach the four-year targets, staff did not choose to update the targets as was an option provided by FHWA guidelines. At this time, staff is requesting approval of the mid-point performance plan to bring to the MPO policy committee for their approval in October.

Mr. Seglin inquired how staff will account for 2020 in the future. He suggested it is possible that the region will meet the targets as a result of COVID-19. Mr. Ferguson stated that in two years, staff will need to establish new two- and four-year targets. During this time, staff will determine the best option for handling 2020 data. Mr. Rickert mentioned that a recent CMAP presentation indicated that truck levels are perhaps 10% over pre-COVID levels and inquired the impact this will have. Mr. Ferguson stated that until new data is in the RITIS system it is difficult to make a determination about how levels are trending. This increase may have an effect on how current targets are met and how future targets are set.

A motion to approve was made by Ms. Hector-Hsu and seconded by Mr. Rickert. A roll call vote was conducted with all in favor (roll call results shown at the end of the minutes).

7.0 Traffic Safety Action Agenda

Mr. Elam provided an update on the creation of the traffic safety resource group. He reviewed the short- and long-term approaches as detailed in the safety action agenda. The group will consist of 15-20 members who will meet over the next year or so to discuss implementation of the state's current Strategic Highway Safety Plan, equity implications of traffic safety, and narrow down safety emphasis areas such as speed management and pedestrian safety. Expectations are that the group will help raise the profile of traffic safety issues at the municipal level, with potential to grow into a regional traffic safety coalition. New staff has been hired to help with the implementation of this group.

Ms. Ortega suggested that individuals and/or organizations that are in contact with users that bike/walk by necessity be included in the resource group. Chairman Elam clarified that the role of academic institutions would be to provide a policy and/or research background as a resource to the group. Mr. Schofer noted that Evanston has a large, year-round bicycle community. Additionally, there are strong advocacy activities and researchers who are engaged in looking at non-motorized travel who may be good resources to the group.

Mr. Seglin stated that CDOT has resources in addition to engineers such as those parties involved in Vision Zero. He suggested the group look at the Complete Streets Act to see if it's been effective. Mr. Seglin also stated that if this grows into a permanent safety committee, it should evaluate the state of the different funding programs and how they assess safety. Ms. Mooney agreed that engagement with Vision Zero is important, as is looking at the effectiveness of the state's implementation of the Complete Streets Plan. She suggested that, when thinking about safe access to transit, it may be useful to consider transit users as pedestrians or cycling as a form of transit.

Ms. Ciavarella suggested the group consider grade crossing incidents when discussing traffic safety, as these impact on-time performance measures across the region. Ms. Wennink stated that she is happy to see this coming to fruition and that CMAP is hiring full time staff to dedicate to this group. She agreed with Mr. Seglin's comment to look at the Complete Streets policies at the state level. Additionally, this may be an opportunity to engage the state's current Strategic Highway Safety Plan.

Ms. Orbon referenced CMAP's 2017 Traffic Safety Strategy paper, which indicated that roughly 94% of traffic accidents are caused by human behavior. She suggested the group should take a multifaceted approach to quantifying and improving traffic safety, and that a traffic safety toolkit would be a useful resource. Mr. Seglin suggested that education may be as important as safety engineering. Mr. Elam agreed that the behavioral aspect of traffic safety is also important. Mr. Seglin asked about the timeline for forming the group. Mr. Elam said there will be outreach to the committee regarding member suggestions.

8.0 Metropolitan Planning Council Update

Ms. Wennink provided an overview of the MPC's structure, purpose and recent transportation initiatives. She discussed the role of the MPC as an advocacy organization and its place in the transportation landscape. Ms. Wennink reviewed a few of the MPC's recent projects, highlighting their efforts in securing a share of the revenue dedicated to transit in the Rebuild Illinois plan. She also discussed MPC's work regarding equity and sustainability.

Mr. Snyder inquired whether remote work due to COVID-19 will impact the findings of their studies related to transportation as a barrier to opportunities. Ms. Wennink stated that if people can do their jobs remotely then the transportation barrier is eliminated; however, there are many essential workers who are still commuting. Additionally, there have been logistical impacts from the Amazon warehouses/fulfillment centers in the region. She stressed that if businesses want to be part of the solution to economic stability in the region then they need to support transportation equity. Ms. Hector-Hsu inquired how community groups and businesses see transit as part of their return to business. Ms. Wennink stated that the MPC is conducting a private focus group with the Chamber of Commerce, Civic Committee and seven large employers in Chicago on that topic. The MPC wants the COVID-19 recovery to be sustainable and are hoping to understand what barriers are being perceived and how they can be overcome.

9.0 Agency Budgets Updates under COVID-19

Using a lightning round format, committee agencies provided updates on their agency's budget status under the current COVID-19 pandemic conditions.

Chairman Snyder stated that DuPage County has seen a 30% decline in revenue in both of their funding sources: the state motor fuel tax and a 4-cent local gas tax. Currently, capital projects are moving forward, and construction has not stopped. Chairman Snyder reported that the decline in the local gas tax has been challenging, as that funds the operating budget. Looking ahead, a 20% reduction in revenue is projected for 2021.

Mr. Kelso relayed a message from Mr. Carlson via the chat function. There have been no changes to the Highway Safety Improvement Program. Fiscal year 2021 annual appropriations have also not changed, although there may be program adjustments in the future due to the decline in the MFT receipts caused by the pandemic. There will be more determinations as the fiscal year 2022-2027 MPY and fiscal year 2022 Annual Programs are developed. At this time, however, there are no changes to IDOT's operating budget.

Mr. Zucchero provided an update on the Illinois Tollway system. All tolling is being conducted electronically. Prior to COVID-19, tollway projected transactions were above the forecast and now sit at 80%. Currently, the tollway is at 90% of projected revenue. Passenger cars have stabilized at 80% of projected levels and commercial vehicles have rebounded to forecasted levels. The tollway's capital program is moving ahead as planned. Additionally, to align with CMAP's Fines, Fees and Fares initiative, the tollway has greatly reduced fee violations.

Ms. Ciavarella reported that Metra is down 90% in ridership; however, ridership has slowly grown week over week since June. By year end, Metra hopes ridership will improve to 80% down. Future progress will depend heavily on how and when employers bring employees back to downtown. School and childcare will influence this decision. Currently, Metra is running 50-60% of its service, with adjustments being made as needed. They have also created dashboards for riders to see levels of crowding on trains as well as launched a new campaign, My Metra, to ensure customers that Metra is prepared for riders to return. Rail improvements are moving ahead as planned and a PMO has been hired to help expedite and move capital projects through the program. While sales taxes are down 20%, this is better than the projected decline. However, passenger revenue is substantially down. The CARES Act will provide Metra with \$479 million through July of 2021, of which about \$125 million has been allocated. To help balance their budget, Metra has been moving employees from operating assignments to capital assignments. At this point, Metra has not had to furlough or lay off any employees. They are hoping for additional federal funding.

Ms. Ortega provided an update on the forest preserves. There have been no major reductions in property tax revenues, however, program and permit revenues have declined. To compensate, work plan changes include hiring fewer seasonal employees and focusing more on core activities such as natural resource management. Despite the reduction in programs there has been a significant uptick in preserves use, which has required greater focus on trail maintenance, trash collection and cleaning.

Ms. Hector-Hsu provided an update on RTA. Currently, they are working on the regional budget. Since both public funding and fare revenue are down, 2020 is projected to be 25% below usual levels. The CARES Act will cover funding for the rest of the year and part of 2021 for all agencies. However, RTA is projecting a \$450 million total reduction in funding for all agencies in 2021. They have been working on scenario planning and holding workshops regarding transit recovery. Capital work has continued as planned, with the first four years of funding already programmed. While RTA is moving forward with the investment framework, they are proposing allocating the 5th year of capital funds to regional funds until the future of transit is clearer.

Ms. Mooney provided an update for CTA. Their rail crowding application, which shows the prior two weeks of data, is live. They are also piloting hand sanitizer distributions at higher ridership stations. CTA is working to maintain service and consistency. Although they have seen a reduction in ridership, they are still serving approximately 475,000 trips each weekday. To date, CTA has allocated about 28% of their CARES Act funding, which will carry them through part of next year. However, they are looking for additional federal funding.

Ms. Orbon provided an update for CCDTH and reported that CCDTH is advancing planned capital projects as well as expanding their resurfacing and rehabilitation program to address the significant backlog of pavement condition projects. CCDTH remains committed to the Invest in Cook program and will continue looking for strategic partnerships to advance the economic health of the region.

Mr. Sriraj provided an update for the Transportation Center at UIC and stated that there has been a 10% reduction in state funds, which equates to one less graduate student they're able to hire. The impact of COVID-19 will be felt more in the coming year as grant money is exhausted.

Mr. Llewellyn provided an update for Pace. He stated that there is a lot of uncertainty regarding PACE's budget for the remainder of the year and into 2021. Ridership has improved since the height of the pandemic but is still down 50% compared to the same time last year. PACE has had to temporarily suspend or reduce service on approximately 100 routes. Most of the routes impacted are along peak oriented commuter services. PACE is projecting a significant budget shortfall in both 2020 and 2021. The CARES Act funding will address some, but not all, of the funding needs. However, capital projects funded through the Rebuild Illinois ACT are progressing. In October, PACE will release their 2021 budget for review and public comment. In response to a question from Chairman Snyder, Mr. Llewellyn stated that PACE has re-deployed equipment from suspended routes to routes with higher levels of ridership to promote social distancing.

Mr. Rickert provided an update for Kane County. He stated that while Kane County hasn't had significant concerns relative to budget adjustments, they have seen a large decrease in impact fees, which are directly related to development activity. Currently, impact fees are at a third of projected levels.

10.0 CTA Redline Extension Video

Ms. Mooney shared an update on the ON TO 2050 regionally significant Red Line Extension project. CTA is pursuing moving the 130th station closer to Altgeld Gardens. This would increase the length of the extension from 5.3 miles to 5.6 miles. Discussion is being held with stakeholders, the forest preserves and the local community. Ms. Mooney then reviewed CTA's Transit-Supportive Development Plan, which is being developed in partnership with the Department of Planning and Development. Public outreach and virtual open houses will start in December. In conclusion, Ms. Mooney showed a snippet of the most recent Red Line Extension informational video.

11.0 Legislative Update

Ms. Wilkison shared an update on the next transportation bill. Federal transportation reauthorization as well as normal government funding will expire at the end of the month. However, staff is anticipating that both pieces of legislation will have a continuing resolution that will result in a one-year extension. Ms. Wilkison then noted that staff has been working with their municipal and federal partners regarding additional census outreach. Staff is monitoring the Census Bureau's decision to shorten the response period and has sent a letter to the Illinois Congressional Delegation requesting an extension. She also shared that staff held a briefing last week with the delegations to discuss economic and mobility recovery in the area and how funding sources are being utilized.

12.0 Other Business

Ms. Wilkison informed the committee that CMAP has put out an RFP to look at mobility recovery post COVID-19. Mr. Seglin informed the committee that CDOT and a number of City Departments are moving offices to 2 N LaSalle St. CDOT also has a New Deputy Commissioner, Vig Krishnamurthy.

13.0 Public Comment

There was no public comment.

14.0 Next Meeting

The next Transportation Committee meeting will be December 11, 2020 at 9:30am.

15.0 Adjournment

With no other business before the committee, Chairmen Snyder adjourned the meeting at 11:18am

Roll Call Votes

		Meeting Minutes 8.7.2020			TIP Amendment 20-09		CMAQ Mid-Point Performance Plan	
		Y	N	A	Y	N	Y	N
Member	Agency							
Chris Snyder	DuPage Co	Y			Y		Y	
Chuck Abraham	IDOT DIPI	Y			Y		Y	
Brian Carlson	IDOT District 1	Y			Y		Y	
Kevin Carrier	Lake Co	Y			Y		Y	
Lynnette Ciavarella	Metra	Y			Y		Y	
Doug Ferguson	CMAP	Y			Y		Y	
Jackie Forbes	Kendall Co	Y			Y		Y	
Jessica Hector-Hsu	RTA	Y			Y		Y	
Scott Hennings	McHenry	Y			Y		Y	
Tom Kelso	IDOT OP&P	Y			Y		Y	
Christina Kupkowski	Will Co	Y			Y		Y	
Erik Llewellyn	Pace	Y			Y		Y	
Leah Mooney	CTA			A	Y		Y	
Tara Orbon	Cook Co	Y			Y		Y	
Jessica Ortega	Bike/Ped TF	Y			Y		Y	
Tom Rickert	Kane Co	Y			Y		Y	
Leon Rockingham	Council of Mayors						Y	
Joe Schofer	Academic	Y			Y		Y	
David Seglin	CDOT	Y			Y		Y	
P.S. Sriraj	A&E							
Audrey Wennink	MPC	Y			Y		Y	
Rocco Zuccherro	Tollway	Y			Y		Y	

Respectfully submitted,

Mary Weber