



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

February 26, 2021
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, Michael Connelly – CTA, Jon Paul Diipla – McHenry County, John Donovan – FHWA, Doug Ferguson – CMAP, Tony Greep – FTA, Jackie Forbes – Kendall County, Chris Heibert – SEWPRC, Tom Kelso – IDOT OP&P, Christina Kupkowski – Will County, Aimee Lee – Tollway, Erik Llewellyn – Pace, Tom Rickert – Kane County, Jessica Ortega – Bike/Ped TF, Leon Rockingham – Council of Mayors, Joseph Schofer – Academic and Research, David Seglin – CDOT, Audrey Wennink – MPC

Staff Present: Erin Aleman, Lindsay Bayley, Anthony Cefali, Stephen Di Benedetto, Teri Dixon, Kama Dobbs, Lindsay Hollander, Victoria Jacobsen, Leroy Kos, Timi Koyejo, Kathleen Lane, Stephanie Levine, Elliot Lewis, Amy McEwan, Tim McMahan, Martin Menninger, Daniel Olson, Jared Patton, Stephane Phifer, Russell Pietrowiak, Dawn Raftery, Todd Schmidt, Gordon Smith, Matthew Stern, Mary Weber, Simone Weil, Laura Wilkison, Anna Williams

Others Present: Garland Armstrong, Heather Armstrong, Elaine Bottomley, Mitch Bright, Leonard Cannata, Emily Daucher, Michael Fricano, Aaron Gatdula, Tyler Grau, Kendra Johnson, Noah Jones, Mike Klemens, Daniel Knickelbein, Melinda Metzger, Melissa Meyer, Heather Mullins, Shari Pappas, Matthew Pasquini, Ryan Peterson, Leslie Phemister, Jessica Rio, Neline Sahagun, Jeffery Schielke, Zenaid Santos, Jamie Simone, Troy Simpson, Vicky Smith, Lindsay Umek, Nancy-Ellen Zusman, David Tomzik

1.0 Call to Order and Introductions

The meeting was called to order at 9:32 a.m. by Chairman Snyder. Ms. Bayley took a roll call of committee members present on the live stream.

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 January 8, 2021, 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. Chairman Snyder welcomed John Paul Diipla, the new McHenry County member on the Committee, as well as Jose Rios, the new District 1 Regional Engineer who will represent IDOT on the Committee.

3.0 Approval of Minutes – December 11, 2020

Chairman Snyder requested a minor, editorial change to the minutes. A motion to approve the minutes, as amended, from the December 11 meeting was made by Mr. Rickert and seconded by Mayor Rockingham. A roll call vote was conducted, and the motion carried (roll call results shown at the end of the minutes).

4.0 Committee Reports

Ms. Aleman provided an update on CMAP activities from the last month. At the request of the seven County Board Chairs and the City of Chicago, staff has formed an economic recovery task force, which includes experts from across the region. Over the next year, this task force will collaborate and work towards mutual priorities to help the region prepare for a stronger economy post-COVID-19.

Yesterday, the Regional Mobility Recovery plan kicked off. CMAP is coordinating with RTA and a number of regional stakeholders to continue thinking about COVID-19's impact on the transportation system. Ms. Aleman also noted that CMAP's state and federal legislative agenda have been approved by the CMAP Board. She congratulated the IL Tollway for expanding their IPASS Assist Program to households with lower incomes.

5.0 FFY 2019-2024 Transportation Improvement Program (TIP)

5.1 Amendments and Administrative Modifications

Ms. Dobbs stated that TIP Amendment 21-03 was published to the eTIP web site on February 19, 2021 for committee review and public comment. A memo summarizing formal TIP amendment 21-02 and administrative amendments 21-03.1 and 21-03.2 is included in the meeting materials. This memo summarizes change requests for 76 projects, which includes cost changes to 47 projects and the addition of 18 new projects to the TIP. The formal amendment resulted in a net change to the total cost of projects of over \$154 million with a reduction in federal participation in projects of over \$269 million. The memo also summarizes 229 administrative change requests that were submitted by programs and accepted by staff.

Staff requested approval of formal TIP Amendment 21-03. A motion to approve was made by Mr. Seglin and second by Mr. Connelly. A roll call vote was conducted, and the motion carried (roll call results shown at the end of the minutes).

6.0 FFY 2022 UWP Budget

Mr. Olson provided an overview of the FFY 2022 UWP budget. In accordance with an accelerated schedule approved by the UWP Committee to meet IDOT's submission

timeline of April 1, 2021, CMAP issued a Call for Projects for the fiscal year 2022 on November 2. Due to the accelerated UWP schedule, the pandemic's impact on local budgets, and the request by federal and state partners to spend funds more efficiently the UWP Committee voted to pause the Competitive program and only conduct a Core program this year. The Competitive program will be evaluated over the remainder of the current fiscal year to develop a program that incorporates stronger performance measures and more efficient expenditures of resources. A new UWP Competitive program will be introduced with the FY23 Budget process.

Mr. Olson provided a brief overview of the FY2022 budget. The budget reflects efforts to ensure that CMAP remains operational and provides for the core transportation planning dollars for the City of Chicago, the Council of Mayors, McHenry County and the transit agencies. On January 13, 2021, the UWP Committee approved funding levels for the core proposals as listed in the memo.

Mr. Seglin thanked CMAP staff for pushing the accelerated schedule and the decision to moved ahead with just the Core program. Ms. Hector-Hsu thanked CMAP staff for their hard work. However, RTA was disappointed to see the Competitive program removed this year. While RTA understands the practical reasons for this decision, the Competitive program is a great example of performance-based programming. Ms. Hector-Hsu stated they are pleased to see that the committee and staff will be evaluating the program and hopefully reinstating it in the future.

A motion to approve was made by Mr. Seglin and second by Mr. Rickert. A roll call vote was conducted, and the motion carried (roll call results shown at the end of the minutes).

7.0 2021 Pavement Condition Targets

Mr. Schmidt provided an overview of the 2021 Pavement Condition Targets. Under MAP-21 and the Fast Act, State departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are given separate responsibilities for establishing targets for pavement condition. State DOTs set 2- and 4-year targets and MPOs set only 4-year targets. As part of their midperformance review report to the Federal Highway Administration, IDOT has adjusted their 4-year state-wide targets. Mr. Schmidt reviewed the pavement performance measures, providing an example pavement condition calculation. He compared CMAP's 4-year targets to IDOT's adjusted 4-year targets, noting that CMAP's targets were set in 2018 when full distress data was not available. Today, staff is proposing adopting CMAP's new targets, which have been updated using the complete data set to better align with IDOT's adjusted targets. Mr. Schmidt requested that the committee approve a recommendation of the targets to the CMAP Board and MPO Policy Committee.

Mr. Seglin inquired whether CMAP targets are for the region and if there is regional baseline data that can be compared against IDOT's targets. Mr. Schmidt responded that yes, CMAP's 2-year condition targets were established using regional data. Ms. Wennink inquired about the pavement management system CMAP is helping develop and whether this information will inform target setting in the future. Ms. Schmidt stated that IDOT is

preparing a pavement management system that will include the entire National Highway System (NHS). This information was not ready for the latest target setting, but hopefully will be completed by the next target setting. Additionally, CMAP's Data Management Program is preparing pavement management systems and plans for local municipalities. To date, they have completed about 35 plans. The local plans do not directly inform the regional targets, but they do help with the NHS connectors that fall under local jurisdiction.

On a question from Chairman Snyder, Mr. Schmidt confirmed that CMAP is collecting pavement data on the federal aid highway system in the region on a 5-year cycle to inform the performance-based programming being done at the council level.

Mr. Rickert inquired how the targets will influence programming and projects in the region. Mr. Schmidt stated these targets do not impact funding at a regional level. However, the STP Program has become more of a performance-based program and staff collects pavement condition data for projects with federal eligible routes. Staff is continuing to work on how to incorporate this data in the next Call for Projects.

Mr. Seglin inquired whether this a federal requirement and what the benefits are of changing a 4-year target more than three years into the period being measured. Mr. Schmidt responded that yes, this is federal requirement and a good checkpoint to track progress. Mr. Seglin also asked why staff is suggesting adopting IDOT's targets for the region when the region's targets are different. Mr. Schmidt said that since CMAP's targets aligned well with IDOT's, staff wants to support IDOT's targets and to support IDOT's move away from a worst-first approach for pavement. With the ONTO 2050 update there will be new pavement performance targets for 2022-2025.

Ms. Aleman included that IDOT infused the Transportation Management Plan with additional data not required by FHWA in order to take into account variations of the systems and level of service. She highlighted that this data as well as regional data has played a vital role in setting targets to better address these issues.

A motion to approve was made by Mr. Connelly and second by Mayor Rockingham. A roll call vote was conducted, and the motion carried (roll call results shown at the end of the minutes).

8.0 2022 Transit Safety Targets

Mr. Menninger discussed the newest federal performance measures for safety, reviewing the five main areas of target setting. The FTA developed a national transit safety plan that set performance measures agencies must use to report on and measure. As a result of this plan, 28 targets will be proposed for adoption today.

Ms. Metzger presented on Pace's Safety Plan. Pace's plan was guided by the Public Transportation Agency Safety Plan (PTASP) and reviewed by the PTASP's Technical Assistance Center before recommendation to the Pace Board. The PTASP required many of Paces' current practices be formalized as part of the Safety Plan. To develop safety

goals, Pace utilized data from the National Transit Database (NTD) from the previous five years. Utilizing a five-year rolling average formula, Pace set initial and future targets. Ms. Metzger stated that this plan and its structure encourages communication and coordination throughout all departments of Pace to continue to improve, implement and maintain processes to ensure the safety of its customers, employees and the public.

Ms. Rio presented on CTA's safety performance monitoring. CTA has a dedicated group of analysts who monitor measures and help departments set meaningful metrics and evaluate performance against objectives. CTA is focused on data-driven accountability and holds daily meetings to discuss key performance measures. Ms. Rio reviewed other safety processes CTA has in place to support their safety management system. CTA has also implemented a continuous safety improvement process that is subject to both internal and regulatory review. As this process evolves, CTA will adopt additional Key Performance Indicators (KPIs) and targets.

Mr. Menninger reviewed the targets set by CTA and Pace, discussing how these targets were combined and scaled to establish regional transit safety targets. Today, staff is requesting the committee approve the target recommendations for consideration by the CMAP Board and MPO Policy Committee.

Chairman Snyder inquired what constitutes a fatality or serious injury accident on the transit system. Ms. Metzger stated that Pace follows the NTD requirements. Thresholds for injuries include anyone transported away from the scene for medical attention and damage threshold is any property damage above \$25,000. For rail, Ms. Rio stated that the injury threshold is the same as Pace, but the damage threshold is not a dollar amount and is based on both an engineering and service criteria. Mr. Seglin asked if accidental death, murder or suicide that occur at a station are included in safety metrics. Ms. Rio said no, these would be included in security metrics, but medical fatalities do not count towards safety targets. Chairman Snyder inquired whether the data should be presented in rates rather than counts. Mr. Menninger stated agencies are required to provide both a count and a rate, however, in the future, data can be presented in a way that better depicts which direction indicates improvement.

Ms. Ciavarella stated that although Metra is not subject to the same FTA rules that CTA and Pace are, Metra is working with the Federal Railroad Administration (FRA) to complete their System Safety Program Plan (SSPP). This plan should be approved in the second quarter of this year. Once approved, Metra has three years to fully implement the plan.

A motion to approve the 2022 Transit Safety Targets was made by Ms. Hector-Hsu and seconded by Ms. Ciavarella. A roll call vote was conducted, and the motion carried (roll call results shown at the end of the minutes).

9.0 Safety Action Agenda Update

Ms. Jacobsen provided an update on CMAP's Safety Action Agenda. She reviewed the need for the agenda, which was initiated by the alarming trend of rising traffic fatalities in

the region as well as state-wide. Similarly, the region is seeing an uptick in non-motorized fatalities and serious injuries. Ms. Jacobsen discussed the goals of the Regional Safety Action Agenda, which includes centering the work on CMAP's core values, implementation levers, and ON TO 2050 guiding principals. She then reviewed the four components of the Safety Action Agenda, which include the assembly of a Traffic Safety Resource Group and involvement in the LTA Call for Projects, which now includes a safety planning category. Finally, Ms. Jacobsen discussed possible deliverables and next steps, which will involve public outreach and establishing metrics for measuring progress.

Chairmen Snyder inquired if there's a timeline for completing the deliverables. Ms. Jacobsen said the timeline for the resource group is around 18 months, but they hope there are ways they can effect change before the end of that term. There is a sense of urgency around this topic and staff would, at a minimum, like to start connecting people to resources.

10.0 RTA Human Services Transportation Plan

Ms. Mullins discussed the Human Services Transportation Plan (HSTP), which identifies critical transportation needs for older adults, individuals with disabilities and people with low incomes. HSTP is a requirement through the FTA section 5310 grant program. Ms. Mullins reviewed the plan's timeline and detailed the extensive outreach RTA undertook such as stakeholder interviews, public surveys and virtual focus groups. She then discussed the seven existing and emerging mobility needs and service gaps RTA identified, which were used to form nine goals and strategies. Next month's Call for Projects will focus on implementing recommendations from the HSTP, as appropriate.

11.0 Equity in Fees, Fines & Fares Project

Ms. Hollander presented on the Equity in Fees, Fines & Fares project, which aims to assess the equity impacts of existing and proposed transportation revenues sources on resident with lower incomes. Staff plans to develop policy recommendations to reduce disproportionate impact on residents with lower incomes while continuing to meet transportation revenue goals. Ms. Hollander highlighted the many partners staff convened with to provide expertise. She then discussed the evaluation process, highlighting specific challenges the region faces. Using the many finding from the project, staff is proposing seven recommendations to promote equity in fees, fines and fares. Ms. Hollander reviewed these recommendations as well as suggestions for implementation.

12.0 Legislative Update

There was no legislative update.

13.0 Other Business

Ms. Hector-Hsu stated that RTA is in the midst of a three-step recovery strategy for transit and the COVID pandemic. The second step is to execute on their current budget, which includes a document that is out for public comment regarding sustaining critical transit. This document establishes methods for identifying transit critical need areas and using that structure to allocate CRRSAA funds. Public comments will be brought to the March RTA board meeting.

14.0 Public Comment

There was no Public Comment.

15.0 Next Meeting

The next Transportation Committee meeting is scheduled on April 16, 2021 at 9:30am.

16.0 Adjournment

The meeting adjourned at 11:44am.

Roll Call Votes

		Meeting Minutes 12.11.2020		TIP Approval 21-03		FFY 2022 UWP Budget		2021 Pavement Condition Targets		2022 Transit Safety Targets	
		Y	N	Y	N	Y	N	Y	N	Y	N
Member	Agency										
Chris Snyder	DuPage Co	Y		Y		Y		Y		Y	
Jessica Hector-Hsu	RTA	Y		Y		Y		Y		Y	
Chuck Abraham	IDOT DIPI	-		-		Y		Y		Y	
Brian Carlson	IDOT Dist 1	-		-		-		-		-	
Kevin Carrier	Lake Co	Y		Y		Y		Y		Y	
Lynnette Ciavarella	Metra	Y		Y		Y		Y		Y	
Michael Connelly	CTA	Y		Y		Y		Y		Y	
Doug Ferguson	CMAP	Y		Y		Y		Y		Y	
Jackie Forbes	Kendall Co	Y		Y		Y		Y		Y	
Chris Heibert	SEWRPC	Y		Y		Y		Y		Y	
Jon Paul Diipla	McHenry	-		-		-		-		-	
Tom Kelso	IDOT OP&P	-		-		-		-		-	
Christina Kupkowski	Will Co	Y		Y		Y		Y		Y	
Aimee Lee	Tollway	Y		Y		Y		Y		Y	
Erik Llewellyn	Pace	Y		Y		Y		Y		Y	
Jessica Ortega	Bike/Ped TF	Y		Y		Y		Y		Y	
Tom Rickert	Kane Co	Y		Y		Y		Y		Y	
Leon Rockingham	Council of Mayors	Y		Y		Y		Y		Y	
Joe Schofer	Academic	Y		Y		Y		Y		Y	
David Seglin	CDOT	Y		Y		Y		Y		Y	
Audrey Wennink	MPC	Y		Y		Y		Y		Y	

Respectfully submitted,

Mary Weber