



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

June 4, 2021

Via GoToMeeting

Members Present: Jessica Hector-Hsu, Vice Chair – RTA, Chuck Abraham – IDOT OIPI, Holly Bieneman - IDOT OP&P, Brian Carlson – IDOT District 1, Kevin Carrier – Lake County, Lynnette Ciavarella – Metra, Michael Connelly – CTA, Jon Paul Diipla – McHenry County, Doug Ferguson – CMAP, Jackie Forbes – Kendall County, David Kralik – Metra, Christina Kupkowski – Will County, Aimee Lee – Tollway, Erik Llewellyn – Pace, Tara Orbon – Cook County, Jessica Ortega – Bike/Ped TF, Leon Rockingham – Council of Mayors, Joseph Schofer – Academic and Research, David Seglin – CDOT, P.S. Sriraj – Academic and Research, Audrey Wennink – MPC

Staff Present: Erin Aleman, Lindsay Bayley, Michael Brown, Alison Case, Anthony Cefali, Bingchu Chen, Michael Collins, Stephen Di Benedetto, Teri Dixon, Kama Dobbs, Austen Edwards, Caitlin Goodspeed, Jane Grover, Jon Haadsma, Lindsay Hollander, Victoria Jacobsen, Leroy Kos, Stephanie Levine, Elliott Lewis, Amy McEwan, Tim McMahan, Martin Menninger, Thomas Murtha, Jason Navota, Annie Parker, Jamie Pew, Stephane Phifer, Russell Pietrowiak, Yousef Salama, Todd Schmidt, Gordon Smith, Mary Weber, Simone Weil, Laura Wilkison

Others Present: Joe Alonzo, Doug Beckman, Emily Berendt, Elaine Bottomley, Len Cannata, Emily Daucher, Eva De Laurentiis, Mike Einhorn, Jesse Elam, Monica Elsey, Erika Frable, Michael Fraider, Michael Fricano, Aaron Gatdula, Harry Gilmore, Stephanie Hannon, Daniel Hansen, Scott Hennings, Marc Huber, Aladdin Husain, Clay Johnson, Kendra Johnson, Teresa Kernc, Peter Kersten, Howard Killian, Mike Klemens, Mark Kozlowski, Daniel Maziarz, Elaine McKenzie, Andrew Parker, Matt Pasquini, Kelsey Passi, Leslie Phemister, Robert Phillips, Dan Randolph, Chad Riddle, Karyn Robles, Judy Shanley, Troy Simpson, Tom Slattery, Joe Surdam, Dave Tomzik, Brian Townsend, Michael Vanderhoof, Michael Wegrzyn, Tammy Wierciak, Sally Williams, Joie Ziller

1.0 Call to Order and Introductions

Vice Chair Hector-Hsu called the meeting to order at 9:35 a.m. and asked Ms. Bayley to call the roll.

2.0 Agenda Changes and Announcements

Vice Chair Hector-Hsu reminded members and other attendees of best practices for participating in a virtual format. She 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. There were no agenda changes or additional announcements.

3.0 Approval of Minutes – April 16, 2021

A motion to approve the minutes from the April 16 meeting was made by Mr. Carrier and seconded by Ms. Ciavarella. An administrative change was made to add Darwin Burkhart as an attendee at the April meeting. Additionally, a change was made to correctly identify RTA's Lapsed Rider survey. A roll call vote was conducted, and the motion carried. (Roll call results are shown at the end of the minutes.)

4.0 Committee Reports

Ms. Aleman introduced the new Deputy Executive Director for CMAP's Research, Analysis and Programming Division, Yousef Salama. She then highlighted CMAP's first ever Regional Excellence Awards, which will recognize individuals and projects that prioritize equity, strengthen the resiliency of the region's 284 communities, and make it more economically competitive.

Next, distribution of funds from the American Recovery Act were discussed. As documented in IDOT CL 2021-13, the CMAP region has been allocated approximately \$42.6 M in COVID Relief funds. It is CMAP's intent to distribute these funds throughout the region according to the needs-based STP distribution formula agreed to by the Councils of Mayors and City of Chicago in 2017, including an allocation for regional projects to be selected and programmed by CMAP's STP Project Selection Committee. Ms. Aleman stated that CMAP is currently developing guidance for the selection, programming, and prioritization of projects to be implemented with these funds that will have a meaningful impact on the region's ongoing recovery and goals of innovation, equity, and safety. Funds will become available for use at the beginning of Federal Fiscal Year (FFY) 2022 in October 2021.

Mr. Seglin inquired whether councils should reevaluate their project selection criteria. Ms. Aleman stated that the request is for committees to identify the highest need projects in their program. Ms. Bieneman reminded the committee that these funds must be obligated by September of 2024. Ms. Kupkowski discussed how utilizing funds for projects programmed in out years may help move projects on the contingency list into the active program. In response to a question from Mr. Seglin, Ms. Aleman clarified that the funds will be distributed using the STP allocation formula. Mr. Schofer suggested consideration of projects that support resiliency to natural hazards and climate change. Mr. Carrier commented that active program management should be considered when developing programs. He inquired whether certain types of projects are to be excluded

from funding. Ms. Aleman stated that no projects types are to be excluded, but the region should focus on opportunities to address some of the critical criteria. Ms. Wennink stated that it's important to prioritize regional bicycle and pedestrian gaps as well as safe alternatives to driving. Ms. Forbes stated that the Kane/Kendall Council of Mayors has a contingency list of projects that are ready for funding. She emphasized that the council prioritizes safety as one of the top scoring criteria in their methodology and supports using the STP methodology as a starting point to selecting projects. Mr. Seglin inquired if CMAP staff has ideas on how to program these funds. Ms. Aleman stated that CMAP is happy to help advance opportunities with partners in the region and will take a close look at the projects applying for funding.

5.0 FFY 2019-2024 Transportation Improvement Program (TIP)

5.1 Amendments and Administrative Modifications

Mr. Pietrowiak presented an overview of the 119 TIP changes contained in formal TIP amendment 21-05 and the 180 TIP changes contained in administrative amendments 21-05.1 and 21-05.2. The formal amendments resulted in an increase of \$364 million in total project cost for all prior, current and future years. The administrative amendments added \$67.3 million to the TIP. The net change for total cost in the TIP from all amendments resulted in \$431 million being added to the TIP in prior, current and future years. Formal changes were comprised mostly of new projects, however administrative changes were more equally dispersed between projects being converted to or from advanced construction, cost changes and schedule changes.

Staff requested approval of formal TIP Amendment 21-05. A motion to approve was made by Ms. Bieneman and seconded by Ms. Orbon. A roll call vote was conducted, and the motion carried. (Roll call results are shown at the end of the minutes.)

Ms. Wennink stated that of the four new projects in the conformity analysis to be considered next on the agenda, three are roadway expansions. She suggested the committee discuss the extent to which projects funded in the TIP are aligned with goals identified in ON TO 2050. She also noted that the roadway expansion of Wood St. in Dixmoor and Harvey negates the priorities in a South Suburban Mayors and Managers (SSMMA) plan that calls for a road diet at this location. Mr. Pietrowiak stated that all projects in the TIP are a compilation of factors that the region strives to implement, such as the long range plan, performance targets and fiscal constraint. This specific project is a long sought after safety improvement by IDOT and the local agencies and has been included in the TIP for over a decade. Mr. Carlson added that improvements to Wood St. are part of the Illinois Jobs Now capital program. While there have been challenges moving forward with this project, it includes many safety improvements for both motorized and non-motorized users. Mr. Seglin stated that all fund sources have project selection criteria that hopefully align with the regional plan. However, it may be wise to review if the criteria match the current needs.

5.2 Semi-annual ON TO 2050/TIP Conformity Analysis and TIP Amendment

Mr. Pietrowiak stated that the meeting materials include the ON TO 2050/TIP Conformity Analysis & TIP Amendment 21-06. The CMAP region is a non-attainment area for Ozone, thus is required to demonstrate that projects in the TIP conform to the Motor Vehicle Emissions Budget (MVEB) for the area through a regional emissions analysis of transportation projects in the TIP. Specifically, projects in the TIP subject to air quality analysis requirements demonstrate, when modeled, that the region does not exceed the MVEB. Mr. Pietrowiak added that the memo and list of projects that are new or had changes were released for a 30-day public comment period that ended on May 17. Additionally, McHenry County has been reclassified as part of the non-attainment area.

Addressing an earlier comment from Ms. Wennink, Mr. Pietrowiak explained that most projects in the TIP aren't subject to air quality analysis, which is determined by work type. Road expansions are a work type that are subject to a conformity analysis and therefore show up on today's memo. He stated that some of the projects in question are completing the NEPA process, which requires them to be in the TIP, which in turn requires them to go through the conformity process. The rest are long term existing projects that had changes that affected the modeling but not the project scope. Ms. Wennink thanked Mr. Pietrowiak for the explanation and suggested it would be helpful for the committee to have a review of the processes CMAP uses to determine which projects get into the TIP.

A motion to recommend approval of the ON TO 2050/TIP Conformity Analysis & TIP Amendment 21-06 to the CMAP Board and MPO Policy Committee was made by Mr. Seglin and seconded by Mr. Abraham. A roll call vote was conducted, and the motion carried. (Roll call results are shown at the end of the minutes.)

6.0 ON TO 2050 Update

Ms. Wilkison reviewed the principals of ON TO 2050. Topics to be addressed in the plan update include policy shifts, changing mobility, technical updates, the financial plan, targets and performance measures, and evaluation of Regionally Significant Projects. She then gave an overview of the nine required projects in the plan. Ms. Hollander, focusing on the financial plan, discussed the forecast of transportation revenues and allocation of funds to maintain, operate, enhance and expand the system. In ON TO 2050, funds were primarily allocated towards operating and maintaining the existing system. She then discussed the process for the financial plan development for the update. Staff will update the committee on the other eight required projects at future meetings.

Ms. Lee inquired how the mobility recovery plan will work into the update. Ms. Wilkison replied that it will be a guide for implementation and prioritization.

7.0 Mobility Recovery

Ms. Levine provided an overview of the mobility recovery plan. CMAP has hired a consultant to help the region understand the impacts of the COVID crisis on the mobility

systems and to develop an actionable plan to keep the region on track to meet the goals of ON TO 2050. Staff is working with a Steering Committee, which includes representatives from the region's transportation implementers, the seven counties, federal agencies and more. Together, they will work to mitigate a likely rebound in congestion, sustain the transit system beyond the recovery phase, and increase the overall resilience of the region's multimodal transportation. Ms. Levine reviewed the mobility recovery plan's scope, which will address mobility needs in the short to medium-term future.

Mr. Schofer stated that it's important to consider the impacts of freight. Ms. Orbon inquired how the rebound in traffic levels in the region will be reflected in the travel demand model scenarios. Ms. Levine explained that the travel changes over the last year, such as location of congestion, will be an input in the development of different scenarios.

8.0 Chicago Rails Future II Study

Ms. McKenzie from Cambridge Systematics provided an update on the Chicago Futures II (CFRII) Study. Cambridge Systematics is working with the Chicago Department of Transportation to look broadly at the impacts and needs of freight and passenger rail in Chicago and the CMAP region. This study will build upon existing and ongoing work to create a more comprehensive and current understanding of the impacts of rail on the Chicago region. Ms. McKenzie emphasized that while Chicago's rail network is critical to the national and regional economy, it also has significant local impacts. She then discussed how staff approached investigating freight impacts on equity through interviews, focus groups, and a community equity survey.

Mr. Sriraj stated that there are significant issues related to equity and grade crossing geography. Specifically, he inquired if the study is looking at any of the disadvantages of grade crossings to motorized users as these tend to disproportionately affect certain areas and communities. Mr. Sriraj then noted the importance of including pedestrian and bike safety at grade crossings in the study. He also suggested a product from the American Public Transportation Association which is coming out soon as a framework for return on investment of rail projects.

9.0 ADA Paratransit Service Delivery Innovation Study

Mr. Kersten from the Regional Transit Authority (RTA) provided a review of the Pace ADA Paratransit network and annual ridership by service. He presented the results and recommendations from a study conducted in partnership with Pace that sought to identify potential innovations within ADA paratransit operations that Pace could pilot in the near term to improve the customer experience as well as the financial sustainability of the program. He then discussed the challenges of program sustainability and the potential innovations as identified and prioritized by the planning team. With input from the study Advisory Committee, RTA used three months of anonymous transit data provided by Pace to perform modeling. Mr. Kersten then discussed the top innovations that came out of the analysis. Pilot implementation will be led by Pace with assistance from the RTA.

Mr. Sriraj commented that he would like to follow up with Mr. Kersten to learn more about the approaches taken in the study.

10.0 Legislative Update

There were no legislative updates.

11.0 Other Business

There was no other business.

12.0 Public Comment

Mayor Einhorn commented that most projects in the CREATE program have been central to the City of Chicago. He questioned if the effects of precision scheduled railroading (PSR) on the CREATE program's initial identification of problem areas has been discussed, as today those PSR problems have extended into the surrounding communities in a more significant manner. Regarding issues with the Harvey/Dixmoor project discussed earlier, Mayor Einhorn encouraged Ms. Wennink to contact Leslie Phemister at SSMMA. Finally, Mayor Einhorn inquired whether the region has an agreed upon definition for safety, stressing the importance of understanding how safety data is collected and measured. Vice Chair Hector-Hsu stated that CMAP staff will follow-up with him as there is a structured way safety analysis is approached.

Ms. Robles from the Village of Schaumburg relayed via the message box that the Village of Schaumburg supports the Northwest Municipal Conference and the DuPage Mayors and Managers Conference and requests that the COVID relief funds discussed by Ms. Aleman, be allocated according to the 2017 STP Agreement formula. The Councils should be given the ability to consider the larger goals of safety and congestion mitigation, and to allocate those funds within the Council.

Ms. Bottomley from the Will County Governmental League was glad to hear that the COVID relief funds will be distributed using the STP funding distribution and indicated that adding an extra layer of requirements for the programming of funds seems unnecessary.

Mayor Kernc relayed via the message box that, on behalf of the Will County Governmental League, she requests that the COVID relief funds be distributed through the regular STP program formula. She also noted that the Governmental League's STP local methodology follows both CMAP and IDOT policies for identifying priorities.

13.0 Next Meeting

The next Transportation Committee meeting is scheduled on July 16, 2021.

14.0 Adjournment

The meeting adjourned at 11:48 a.m.

Roll Call Votes

		Meeting Minutes 4.16.2021		TIP Approval 21-05		TIP Approval 21-06	
		Y	N	Y	N	Y	N
Member	Agency						
Jessica Hector-Hsu	RTA	X		X		X	
Chuck Abraham	IDOT OIPI	X		X		X	
Holly Bieneman	IDOT OP&P	X		X		X	
Brian Carlson	IDOT Dist 1	X		X		X	
Kevin Carrier	Lake Co	X		X		X	
Lynnette Ciavarella	Metra	X		X		X	
Michael Connelly	CTA			X		X	
Jon Paul Diipla	McHenry Co	X		X		X	
Doug Ferguson	CMAP	X		X		X	
Jackie Forbes	Kendall Co			X		X	
David Kralik	Metra	X		X		X	
Christina Kupkowski	Will Co	X		X		X	
Aimee Lee	Tollway	X		X		X	
Erik Llewellyn	Pace	X		X		X	
Tara Orbon	Cook County	X		X		X	
Jessica Ortega	Bike/Ped TF	X		X		X	
Leon Rockingham	Council of Mayors						
Joseph Schofer	Academic	X		X		X	
David Seglin	CDOT	X		X		X	
P.S. Sriraj	Academic and Research	X		X		X	
Audrey Wennink	MPC	X		X		X	

Respectfully submitted,

Mary Weber