



433 West Van Buren Street  
Suite 450  
Chicago, IL 60607

312-454-0400  
cmap.illinois.gov

## **MPO POLICY COMMITTEE**

### **MEETING MINUTES - DRAFT**

Thursday, January 9, 2025

9:30 AM

**Cook County Conference Room  
433 West Van Buren Street, Suite 450  
Chicago, IL 60607**

**Members of the public who attend in-person can pre-register for a visitor's pass at [info@cmap.illinois.gov](mailto:info@cmap.illinois.gov) until Wednesday, January 8, 2025 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.**

**You can also join from your computer, tablet or smartphone.**

**<https://us06web.zoom.us/j/86417785803?pwd=0zoK4BYChCSxHybKvbpverckEtoRJs.1>**

**Conference Call number: 312 626 6799 US (Chicago)**

**Meeting ID: 864 1778 5803      Passcode: 220679**

**CMAP provides the opportunity for public comment. Individuals are encouraged to submit comment by email to [info@cmap.illinois.gov](mailto:info@cmap.illinois.gov) at least 24 hours before the meeting. A record of all written public comments will be maintained and made publicly available.**

**The total cumulative time for public comment is limited to 15 minutes, unless determined otherwise by the Chair. Public comment is limited to three minutes per person unless the Chair designates a longer or shorter time period. Public comments will be invited in this order: Comments from in person attendees submitted ahead of time; comments from in-person attendees not previously submitted; comments from virtual attendees submitted ahead of time; and comments from virtual attendees not previously submitted.**

**To review CMAP's public participation policy, please visit <https://www.cmap.illinois.gov/committees>.**

**If you require a reasonable accommodation or language interpretation services to attend or join the meeting, please contact CMAP at least five days before the meeting by email ([info@cmap.illinois.gov](mailto:info@cmap.illinois.gov)) or phone (312-454-0400).**

## 1.0 Call to Order and Introductions

Vice-Chair Cassandra Rouse called the meeting to order at 9:32 a.m.

**Present:** IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative

**Absent:** Kendall Co Representative and Will Co Representative

**Absent (NV):** FHWA Representative, FTA Representative and Class I Railroads Representative

Noting a physical quorum of the committee, Vice-Chair Rouse reported requests were received from CMAP Representative Matt Brolley, Lake Co Representative Shane Schneider, and Cook Co Representative Jennifer Sis Killen, to attend the MPO Policy Committee meeting virtually in compliance with the Open Meetings Act requirements.

*A motion was made by CoM Representative Jeff Schielke, seconded by McHenry Co Representative Scott Hennings, to allow the remote participation of members in compliance with the Open Meetings Act requirements. The motion carried by the following vote:*

**Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CTA Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative

**Absent:** Kendall Co Representative and Will Co Representative

**Not Present:** CMAP Representative 2, Cook Co Representative and Lake Co Representative

**Absent (NV):** FHWA Representative, FTA Representative and Class I Railroads Representative

Holly Bieneman served as IDOT Representative, David Powe served as CDOT Representative, Frank Beal served as CMAP Representative 1, Matt Brolley served as CMAP Representative 2, Jennifer Killen served as Cook Co Representative, Jeff Schielke served as CoM Representative, Molly Poppe served as CTA Representative, Stephen Travia served as DuPage Co Representative, Cassandra Rouse served as Illinois Tollway Representative, Tom Rickert served as Kane Co Representative, Shane Schneider served as Lake Co Representative, Scott Hennings served as McHenry Co Representative, David Kralik served as Metra Representative, Melinda Metzger served as Pace Representative, Jill Leary served as RTA Representative

**Staff present:** Bill Barnes, Vickie Barrett, Alex Beata, Nora Beck, John Carpenter, Teri Dixon, Kama Dobbs, Jane Grover, Craig Heither, Jaemi Jackson, Aimee Lee, Tony Manno, Suzanne McCray, Martin Menninger, Stephane Phifer, Russell Pietrowiak, Elizabeth Scott, Ryan Thompto, Jennie Vana, Blanca Vela-Schneider, Laura Wilkison, Claire Williams

**Others present:** Garland Armstrong, Lynette Ciavarella, Eric Czarnota, John Donovan, Drew Duffin, Jackie Forbes, Michael Fricano, Lawrence Friedman, Brandon Geber, Jennifer Henry, George Kandathil, Mike Klemens, Gretchen Klock, Brian Larsen, Heidi Lichtenberger, John Loper, Matt Pasquini, John Paul Jones, Jada Porter, Nicholas Riehle, Joe Surdam, Megan Swanson

## 2.0 Agenda Changes and Announcements

Vice-Chair Cassandra Rouse remarked on Secretary Osman's retirement as Secretary of

Transportation. She reported she looks forward to working with Secretary Biagi.

### 3.0 Approval of Minutes

#### 3.01 Minutes from October 9, 2024

[25-005](#)

**Attachments:** [MPO Policy & CMAP Board Minutes 10.09.24](#)

*A motion was made by CoM Representative Jeff Schielke, seconded by Kane Co Representative Tom Rickert to approve the October 9, 2024 meeting minutes. The motion carried by the following vote:*

**Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative

**Absent:** Kendall Co Representative and Will Co Representative

**Absent (NV):** FHWA Representative, FTA Representative and Class I Railroads Representative

### 4.0 CMAP Announcements

#### 4.01 Executive director's report

[25-006](#)

Erin Aleman, Executive Director, welcomed Illinois Tollway Representative, Cassaundra Rouse, as the new Vice-Chair of the MPO Policy Committee. She congratulated Secretary Osman on his recent retirement from IDOT after 35 years of service and welcomed Gia Biagi, who was just appointed as the new IDOT Secretary.

Director Aleman reported the Illinois Tollway just completed its Stakeholder Advisory Team Report. The report defines program goals and provides guidance and regional input on the scope and impact of the Tollway's next long-term capital plan.

(CDOT Member Jennifer Killen arrived at 9:43 a.m.)

Director Aleman reported she joined a delegation of transportation leaders and advocates for a trip to Munich and Berlin, Germany. The delegation met with German transit officials to learn more about their transit system and to experience the operations of the system. She remarked on New York City's congestion pricing program designed to reduce traffic in heavily congested areas.

Director Aleman also remarked on staff member Vickie Barrett's attendance at the first World Street Congress in December, hosted by Osaka, Japan. The purpose of the event, which included both public sector and private sector organizations, was to share best practices and challenges in creating people-centered spaces on city street.

CMAP continues to lead the Safe Travel for All region-wide safety initiative and promote online engagement for the six participating counties. Teams collected more than 2,500 safety concern locations from more than 1,100 people. CMAP was recognized for its collaborative work on the Central Avenue redevelopment project at Austin Coming Together 2024 Membership Awards. CMAP has released the Risk-based Vulnerability Assessment report that uses the latest data to analyze climate risks in the region.

Director Aleman provided a legislative affairs update, noting that CMAP will continue to engage the

Illinois General Assembly and offer input to support ongoing discussions on transit funding and governance reform. CMAP will seek an appropriation to fund work identified in the Regional Planning Act that has no funding source. Staff will also track legislation that impacts the region and is relevant to CMAP's work. The current five-year Infrastructure Investment and Jobs Act (IIJA) will expire in September 2026 and CMAP will continue to collaborate with regional implementers and stakeholders to advocate for sound transportation policies and funding that supports and benefits northeastern Illinois.

Finally, Director Aleman remarked on local contribution letters that were sent to the region's counties, municipalities, and transportation partners. The monies from the local contributions fund the 20% local match required for federal metropolitan planning funding monies.

*The executive director's report was received and filed.*

#### **4.02 CMAP Board update** [25-007](#)

Executive Director Aleman reported the Board last met in October at the joint meeting with the MPO Policy Committee. The November 2024 meeting was cancelled, and they typically do not meet in the month of December. The Board will meet on Monday, January 13, 2025.

*The CMAP Board update was received and filed.*

#### **4.03 Council of Mayors' Executive Committee report** [25-009](#)

CoM Representative Jeff Schielke provided the Council of Mayors' report. He wished Secretary Osman well in retirement and thanked him for his work on behalf of the Council of Mayors. The Council of Mayors is interested in the future of federal transportation programming given the new administration in Washington.

The Council of Mayors last met in September and learned more about complex funding transportation processes. The Council of Mayors will meet again next week and a topic of conversation includes weather changes and the impact of those changes to local government. Mayor Michelle Nelson from Flossmoor will be joining the Council of Mayors but noted there are four mayors who are not running for reelection and therefore, replacements will need to be named.

*The Council of Mayors' Executive Committee report was received and filed.*

### **5.0 Items for Approval**

#### **5.01 FY 2026 Unified Work Program (UWP)** [24-498](#)

**Attachments:** [Memo - FY26 UWP Allocations](#)

Kama Dobbs, Principal, presented the FY 2026 Unified Work Program (UWP) budget allocations. The UWP is a requirement for documenting the work plan and budget for the transportation planning activities that are the responsibility of the MPO. CMAP relies on its planning partners in the region to assist in accomplishing the activities of the work plan.

There are two components of UWP funding: a core program that consists of activities and tasks that meet federal requirements; and a multi-year competitive program that consists of other transportation planning activities that support federal, state, and local priorities for transportation.

The core program is an annual program developed by soliciting budget proposals from eligible planning partners for ongoing core activities. CMAP received budget requests for core activities from 16 agencies including CDOT, the 11 councils of mayors, CTA, McHenry County Transportation, Metra, and Pace. Staff worked with the agencies to make minor revisions to the proposals resulting in a proposed budget for core programs totaling just under \$5.7 million.

The competitive program is developed biennially by soliciting for one-time projects that are scored competitively as defined in the methodology. The first five-year program was established last year for projects to be implemented in fiscal years 2025-2029. Next year, CMAP will solicit projects for fiscal years 2027-2031 range. The competitive program projects approved last year totaled just under \$1.1 million.

When combined, the total allocation of FY 2026 UWP funds to external agencies is nearly \$6.7 million which leaves \$27.5 million to be utilized by CMAP for MPO activities and operations. In total, the FY 2026 UWP includes \$34.25 million for transportation activities of which \$27.4 million is from federal partners and \$6.85 million is made up by state and local matching funds. The \$27.5 will be allocated with the completion of CMAP's FY 2026 comprehensive budget and work plan.

The final UWP document will be provided to the committee when its complete. If any substantive changes are made, those changes will be brought back to the MPO Policy Committee in March for approval.

*A motion was made by Pace Representative Melinda Metzger, seconded by IDOT Representative Holly Bieneman, to approve the FY 2026 Unified Work Program. The motion carried by the following vote:*

**Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative

**Absent:** Kendall Co Representative and Will Co Representative

**Absent (NV):** FHWA Representative, FTA Representative and Class I Railroads Representative

## 5.02 2025 Roadway Safety Targets

[24-476](#)

**Attachments:** [Memo - Safety Targets 2025 Final](#)

Victoria Barrett, Senior Planner, presented the 2025 roadway safety performance targets. The roadway safety performance measures are a part of the Federal Highway Administration's (FHWA) Transportation Performance Management (TPM) program that focuses on five traffic safety performance measure targets mandated since 2018. The purpose of TPM program is to inform investment decisions, identify the work that needs to be completed, and provide assistance to deliver progress in the form of funding, assistance, and other resources.

Senior Planner Barrett reported that CMAP must adopt the state's targets or adopt regional targets on an annual basis. She reviewed the process for roadway safety targets, noting that the process begins with IDOT sharing its statewide roadway safety targets.

Senior Planner Barrett reported that the targets set by IDOT for 2025 are based on a five-year rolling average of the most recent data available, in this case most recent data uses 2022's five-year rolling

average. Senior Planner Barrett reviewed statistics on the five, traffic safety performance measure targets: 1) annual rate of fatalities, 2) fatalities per 100 million vehicle miles traveled (VMT), 3) serious injuries, 4) rate of serious injuries per 100 million VMT, and 5) non-motorized fatalities and serious injuries.

Because of its upward trend, IDOT set its 2025 targets for fatalities and rate of fatalities using a policy-based two percent annual reduction in the five-year rolling average. The targets for serious injuries, rate of serious injuries and non-motorized fatalities and serious injuries were set using an ordinary-least-squares (OLS) trendline method. CMAP recommends supporting IDOT's roadway safety targets, and agrees to integrate the state's targets as goals in the metropolitan planning process and to plan and program projects that help meet the state's targets. Moving forward, CMAP intends to align its regional targets with the timing of the regional transportation plan.

Discussion ensued regarding the increased rate of fatalities vs. serious injuries and the Tollway's Speed Awareness Campaign that will be launched in April to emphasize the need for people to drive at safe speeds.

*A motion was made by CoM Representative Jeff Schielke, seconded by DuPage Co Representative Stephen Travia, to approve the 2025 Roadway Safety Targets.*

**Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative

**Absent:** Kendall Co Representative and Will Co Representative

**Absent (NV):** FHWA Representative, FTA Representative and Class I Railroads Representative

### 5.03 2026 Highway Asset Condition Targets

[24-500](#)

**Attachments:** [Memo - 2026 Highway Asset Condition Targets](#)

Martin Menninger, Program Lead, presented the 2026 highway asset condition targets. Federal law requires metropolitan planning organizations (MPOs) to set a variety of performance measures, including six measures related to highway and bridge asset conditions. State Departments of Transportation adopt a four-year target and can adjust their targets at a midpoint cycle. MPO's are required to adopt a four-year target. Once the state's transportation department sets its statewide targets, MPO's have no more than 180 days to adopt their targets.

CMAP adopted its own pavement condition targets in 2018 based on data available. In 2021, CMAP adjusted its pavement condition targets to support the state's targets when the state incorporated pavement distress data. In October 2024, IDOT shared its adjusted statewide midpoint targets for pavement and bridge conditions based upon anticipated investments and the system's current conditions. This requires CMAP to either accept their targets or adopt its own targets.

Regarding bridge asset conditions, the federal goal is to have less than 10% of bridges in poor condition. CMAP set its targets in 2018 with an anticipated 8.6% of national highway system bridges classified as in poor condition. While many of the region's bridges are nearing life expectancy and are increasingly costly to maintain and repair, CMAP believes that its 2018 target of 8.6% is still attainable.

The recommendation is to support IDOT's adjusted pavement condition targets and maintain CMAP's existing bridge condition targets.

Discussion ensued regarding the work that is happening to bring the NHS bridges into a state of good repair.

*A motion was made by CoM Representative Jeff Schielke, seconded by CMAP Representative 1 Frank Beal, to approve the 2026 Highway Asset Condition Targets. The motion carried by the following vote:*

**Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative

**Absent:** Kendall Co Representative and Will Co Representative

**Absent (NV):** FHWA Representative, FTA Representative and Class I Railroads Representative

#### 5.04 ON TO 2050/2025-2029 TIP Conformity Analysis and TIP Amendment

[24-495](#)

**Attachments:** [Memo - TIP Conformity Analysis](#)  
[Formal TIP Conformity Amendment 25-03](#)

Russell Pietrowiak, Senior Analyst, presented on the ON TO 2050/2023-2029 TIP conformity analysis and TIP amendment 25-03. CMAP's region is a non-attainment area for ozone and, as a result, is required to comply with the Clean Air Act and demonstrate that projects in the TIP conform to the motor vehicle emissions budget through a regional emissions analysis.

The new emissions modeling software tool used this year is called MOVES4. The tool has new enhancements that account for new finalized rules including the EPA's heavy-duty low NOx (nitrous oxide) rule. The impact of these rules resulted in a significant reduction in modeled NOx emissions after 2030 that continue through 2050. The tool also allowed CMAP to model new technology such as electric vehicles in the near- and long-term which CMAP was not previously able to do. Senior Analyst Pietrowiak clarified that MOVES4 only monitors on-road transportation emissions and electric generation is not part of this analysis, but CMAP is able to capture the impact of EVs as part of the vehicle fleet mix in a more robust way.

Senior Analyst Pietrowiak reported that the region has failed to obtain the current ozone standards and will be reclassified to serious non-attainment effective January 16, 2025. This will require CMAP to develop a new motor vehicle emissions budget that is more restrictive than what is in place. The conformity amendment memo, CMAP's modeling approach, and the impacts of the MOVES4 model were discussed at a Tier II meeting and the members expressed support for the way CMAP is going about the emissions modeling and conformity process.

The memo and the list of projects included in the conformity amendment was released for a 30-day public comment period. No comments were received.

*A motion was made by McHenry Co Representative Scott Hennings, seconded by Kane Co Representative Tom Rickert, to approve the ON TO 2050/2025-2029 TIP Conformity Analysis and TIP Amendment 25-03. The motion carried by the following vote:*

**Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative

**Absent:** Kendall Co Representative and Will Co Representative

**Absent (NV):** FHWA Representative, FTA Representative and Class I Railroads Representative

## 6.0 Information Items

### 6.01 Introduction of the draft CMAP FY 2026 Regional Work Plan

[25-010](#)

**Attachments:** [Memo - FY26 draft CMAP Work Plan](#)  
[FY26 draft CMAP Work Plan](#)

Erin Aleman, Executive Director, provided an overview of the draft CMAP FY 2026 Regional Work Plan. CMAP's work is guided by the region's long-range comprehensive plan. The five-year Strategic Direction prioritizes CMAP's work into three areas: transportation, climate, and regional economic competitiveness. It also includes agency-wide services that support CMAP's work. CMAP uses its levers of planning regionally and locally, influencing change, and investing strategically to advance its region's vision and goals.

Director Aleman highlighted projects on the FY 2026 work plan including technical assistance projects, ADA accessibility projects, the I-290 Blue Line Corridor Development Office project, transportation safety projects, and emissions forecasting and analysis program work.

*An introduction of the draft CMAP FY 2026 Regional Work Plan was presented.*

### 6.02 Accessible Communities Program Update

[24-506](#)

**Attachments:** [Memo - Accessible Communities Update](#)

Jaemi Jackson, Principal, provided an accessible communities program update. The Accessible Communities Program is a result of report released in 2022 by Dr. Yochai Einsenberg, *Where the Sidewalk Ends*, putting into perspective where the region was with ADA compliance.

CMAP's focus is related to Title II of the ADA in northeastern Illinois. Communities with 50 or more employees are required to comply with the five administrative requirements in Title II. The five requirements are: 1) notice of rights under the ADA; 2) self-evaluation; 3) an ADA coordinator on staff, 4) a grievance procedure; and 5) a transition plan. A survey conducted in 2022 found that only 38 communities, or 15%, of the 241 communities with 50 or more employees had a transition plan.

CMAP has conducted multiple ADA trainings and partnered with the Illinois Capital Development Board to provide training on the Illinois Accessibility Code resulting in 273 attendees and 140 organizations being represented including 86 municipalities. CMAP has provided direct technical assistance with Round 1 projects anticipated to be completed by the end of the fiscal year and a second round of projects scheduled to begin in January 2025. CMAP will also provide additional technical assistance in the next call for projects.

Additional initiatives by CMAP include research into links between accessibility and economic development, establishing a regional ADA Coordinator peer group, and providing technical assistance



for ADA public right-of-way transition plans for 12 municipalities.

Since the program's implementation, CMAP has seen significant progress towards municipalities complying with Title II ADA requirements including a 44% increase in communities providing a notice of rights under the ADA, a 255% increase in ADA coordinators, and 19% increase in identifying a grievance procedure.

Upcoming projects include convening a regional accessibility steering committee, launching a regional engagement program, and providing additional training to municipal staff to ensure public meetings and communications meet the needs of people with disabilities and the public at large. It was noted that the US Department of Transportation formally adopted the ADA Public Right of Way Accessibility Guidelines (PROWAG) as a national standard.

*An update to the Accessible Communities Program was presented.*

### **6.03 Regional Transportation Plan update**

**[25-002](#)**

**Attachments:** [Memo - Regional Transportation Plan Update](#)

Ryan Thompto, Principal, presented an update to the Regional Transportation Plan. The RTP serves as the long-term blueprint for our region's transportation system, guiding decision-making and infrastructure investments for the next 25 years. It is developed in collaboration with local leaders, transportation agencies, community organizations, and the public. It is informed by research, technical analysis, policy development, and community outreach. The RTP process considers three questions: what transportation do we want?; what are the challenges and opportunities to get there?; and how will we achieve the transportation system we want?

As part of the RTP process, CMAP coordinates with its regional partners to identify, assess, and prioritize capital investments. The process provides the opportunity to review the projects that have been slated between now and 2050, assess their impacts on people and places, and prioritize them based on their ability to achieve the goals within the various financial and regulatory constraints.

CMAP must comply with federal regulations to ensure that the region remains eligible for federal funding. Each plan cycle presents opportunities to reflect on existing policies. To determine if changes were warranted in this RTP, staff gathered relevant data, research, and information to provide a comprehensive understanding of the issues. CMAP reviewed how its' definitions and thresholds have evolved over time, reviewed state and federal requirements, and conducted a scan of 18 peer MPOs and their adopted policies and processes for evaluating and selecting regional priorities. CMAP convened its regional partners in a resource group to gather their feedback. Working with the resource group, CMAP developed and assessed various options.

As a result of these discussions, CMAP is considering changing the name of regional significant projects (RSPs) as it has a different meaning in federal regulations and creates confusion. CMAP is considering changing the definition and thresholds related to capacity, financial, and sponsor nominations. It is also considering a prioritization framework for fiscally constrained projects as well as changes to administrative procedures to reduce the administrative burden.

Next steps include refining definitions and thresholds, collecting project information, finalizing evaluation criteria, evaluating projects, weighing criteria, and prioritizing projects with the goal of

getting approval from the MPO Policy Committee and CMAP Board at their joint meeting in October 2026.

*An update to the Regional Transportation Plan was presented.*

## **7.0 Other Business**

There is no other business before the Committee.

## **8.0 Public Comment**

Garland Armstrong, former Illinois resident, encouraged transportation agencies and communities to maintain their sidewalks for ADA accessibility. He also encouraged educational materials be translated in multiple languages for the non-English speaking public.

## **9.0 Next Meeting**

The next meeting is scheduled for March 12, 2025.

## **10.0 Adjournment**

*A motion was made by CoM Representative Jeff Schielke, seconded by Pace Representative Melinda Metzger, to adjourn the meeting. The motion carried by the following vote:*

**Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative

**Absent:** Kendall Co Representative and Will Co Representative

**Absent (NV):** FHWA Representative, FTA Representative and Class I Railroads Representative

The meeting was adjourned at 11:10 a.m.

Minutes prepared by Blanca Vela-Schneider