



MPO POLICY COMMITTEE

MEETING MINUTES - FINAL

Thursday, June 8, 2023

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 until Wednesday, June 7 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/89888814630>

Meeting ID: 898 8881 4630

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CMAF provides the opportunity for public comment. Individuals are encouraged to submit comment by email to 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 CMAF'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 CMAF at least five days before the meeting by email (info@cmap.illinois.gov) or phone (312-454-0400).

1.0 Call to Order and Introductions

Chair Osman 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, RTA Representative and Will Co Representative

Absent: Kendall Co Representative

Non-Voting: FHWA Representative and FTA Representative

Absent (NV): Class I Railroads Representative

Secretary Omer Osman served as IDOT Representative; Gia Biagi served as CDOT Representative, Frank Beal served as CMAP 1 Representative, Matt Brolley served as CMAP 2 Representative, Michael Connelly served as CTA Representative, Jennifer Sis Killen served as Cook County Representative, Jeff Schielke served as CoM Representative, John Loper served as DuPage County Representative, John Donovan served as FHWA Representative, Kelley Brookins served as representative of the FTA, Cassaundra Rouse served as Tollway Representative, Tom Rickert served as Kane County Representative, Shane Schneider served as Lake County Representative, Scott Hennings served as McHenry County Representative, Jim Derwinski served as Metra Representative, Richard Kwasneski served as Pace Representative, Jill Leary served as RTA Representative, Jennifer Bertino-Tarrant served as Will County Representative

Staff present: Sema Abulhab, Erin Aleman, Nora Beck, Karly Cazzato, Daniel Comeaux, Michael Collins, Teri Dixon, Kama Dobbs, Penny Dubernat, Alex Ensign, Doug Ferguson, Alicia Gage, Elizabeth Ginsberg, Michael Greco, Jane Grover, Jon Haadsma, Kasia Hart, Aimee Lee, Matt Marth, Amy McEwan, Martin Menninger, Nikolas Merten, Katie Reigstad, Julie Reschke, Elizabeth Scott, Jennie Vana, Blanca Vela-Schneider, Isaura Velez, Mary Weber

Others present: Kevin Carrier, Lynnette Ciavaerella, Kristi DeLaurentiis, Drew Duffin, Jesse Elam Jackie Forbes, Michael Fricano, Brandon Geber, Henry Guerriero, Kendra Johnson, Jack Jordan, John Jordan, Neil James, Daniel Knickebein, Jon-Paul Kohler, David Kralik, Jill Leary, Heidi Lichtenberger, Brittany Matyas, Melina Metzger, Tara Orbon, Jada Porter, Leslie Rauer, Tina Smith, Joe Surdam, Janice Thomas, Michael Vanderhoof, Kyle Whitehead

2.0 Agenda Changes and Announcements

Chairman Secretary Osman provided an update on behalf of the Illinois Department of Transportation. IDOT has two new deputy secretaries, Jeremy LaMarche and Terry Glavin. IDOT has been working diligently to move projects and June's letting will be the largest in the history of the department, estimated at \$1 billion. A second letting will occur in August and is expected to be around \$350 million.

3.0 Approval of Minutes

3.01 Minutes from March 9, 2023

[23-289](#)

Attachments: [MPO 03.09.23 Minutes](#)

A motion was made by CTA Representative Mike Connelly, seconded by CDOT Representative Gia Biagi,

to approve the March 9, 2023 meeting minutes. Motion carried by the following vote:

Absent: Kendall Co Representative

Non-Voting: FHWA Representative and FTA Representative

Absent (NV): Class I Railroads Representative

4.0 Updates

4.01 Executive Director's report

[23-290](#)

Erin Aleman, Executive Director, thanked the members for their attendance and commitment in complying with the Open Meetings Act. She reported that HB2878 included an amendment by the Illinois Senate that would diminish the role of metropolitan planning organizations in public private partnership (3P) transportation projects, creating a conflict with federal law. This was brought to House Representative Jay Hoffman who will address this concern in the upcoming Fall Veto Session.

The Executive Director's report included an update on a grant for the Safe Travel for All Roadmap (STAR) Program, the Regional Infrastructure Accelerator application to advance the I-290/Blue Line project, and CMAP's involvement in aiding the City of Chicago's mayoral transition.

4.02 CMAP Board report

[23-292](#)

CMAP Representative 2 Matt Brolley reported that the Board met in the months of April and May. The Board updated its public participation policy and received CMAP's annual report for 2022. The Coordinating Committee delivered its annual report and objectives for 2023, and an update to the 2023 State of Region, public opinion survey, and regional excellence awards was provided. The Board also received updates on the ongoing work of the Plan of Action for Regional Transit (PART) report update. The Board is next scheduled to meet on Wednesday, June 14, 2023.

4.03 Council of Mayors' report

[23-294](#)

Council of Mayors Representative Jeff Schielke reported on the April 18 Council of Mayors meeting. The committee received updates from CMAP, the STP Project Selection Committee, and IDOT's Local roads. The Committee also received an update on recent legislation. The Committee was provided with an overview of the Safe Travel for All Roadways (STAR) program and an update on the work related to the Plan of Action on Regional Transit (PART) report. CMAP received a \$4.87 million planning grant to create a regional safety plan that will include county level safety action plans. The next Council of Mayors meeting is July 18.

5.0 Other Items for Approval

5.01 FFY 2023 FTA Subarea Allocation between Indiana-Illinois and Wisconsin-Illinois of 5307/5340 Urbanized Area, 5337 State of Good Repair, 5339 Bus and Bus Facilities and 5310 Enhance Mobility of Seniors and Individuals with Disabilities funds

[23-213](#)

Attachments: [TC\(FTA Funding Splits Memo\)04-28-23](#)

Russell Pietrowiak, Senior Analyst, presented FTA-subarea allocation funding splits. The RTA approved the splits at its March 16 meeting and CMAP's Transportation Committee recommended it for approval by the MPO Policy Committee at its April 28 meeting.

A motion was made by CMAP Representative 1 Frank Beal, seconded by CoM Representative Jeff Schielke, that the FFY 2023 subarea allocations be approved. 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, RTA Representative and Will Co Representative

Absent: Kendall Co Representative

Non-Voting: FHWA Representative and FTA Representative

Absent (NV): Class I Railroads Representative

5.02 ON TO 2050/2023-2027 TIP Conformity Analysis & TIP Amendment Memo

[23-287](#)

Attachments: [230608 conformityTCreport official draft](#)

Russell Pietrowiak, Senior Analyst, presented the ON TO 2050/2023-2027 TIP conformity analysis and TIP amendment memo 23-08. The CMAP region is a non-attainment area for ozone standards. CMAP is required to demonstrate that the long-range plan and TIP conform to the motor emissions budget for our region through a regional emission analysis and transportation projects in the TIP. While the projects identified in the conformity memo could have waited until the next conformity amendment cycle, they were moved up to allow newer staff to be trained by a team member who is retiring.

A motion was made by DuPage Co Representative John Loper, seconded by CDOT Representative Gia Biagi, that the ON TO 2050/2023-2027 TIP Conformity Analysis & TIP Amendment Memo be approved. 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, RTA Representative and Will Co Representative

Absent: Kendall Co Representative

Non-Voting: FHWA Representative and FTA Representative

Absent (NV): Class I Railroads Representative

5.03 Appointment of chair and vice-chair of the CMAP Transportation Committee

[23-302](#)

Council of Mayors Representative Jeff Schielke reported that the chair of the Transportation Committee has resigned, leaving a vacancy. He reviewed the qualifications of Kevin Carrier, Lake County Division of Transportation, and Tara Orbon, Cook County Department of Transportation and Highways. He requested the appointment of Kevin Carrier as chair and Tara Orbon as vice-chair of the Transportation Committee through December 31, 2025.

A motion was made by CoM Representative Jeff Schielke, seconded by CDOT Representative Gia Biagi, to appoint Kevin Carrier as chair and Tara Orbon as vice-chair of the Transportation Committee through December 31, 2025. 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, RTA Representative and Will Co Representative

Absent: Kendall Co Representative

Non-Voting: FHWA Representative and FTA Representative

Absent (NV): Class I Railroads Representative

5.04 Appointment of a subcommittee for nominating the vice chair of the MPO Policy Committee [23-288](#)

Secretary Osman reported that each year, the Chair of the MPO Committee appoints a nominating committee to bring forward a name or names for the vice-chair of the MPO Policy Committee for the following year. Secretary Osman appointed Frank Beal as representative of the regional planning agency, Michael Connelly to represent the public transportation agency, Mayor Jeff Schielke to represent municipal government, Commissioner Gia Biagi to represent highway or roads transportation, and Tom Rickert to represent counties.

Secretary Osman identified the members who will serve on a subcommittee for nominating the vice chair of the MPO Policy Committee.

5.05 Public participation policy [23-301](#)

Attachments: [Public participation memo](#)
[public participation policy](#)

Erin Aleman, Executive Director, reported that the Open Meetings Act requires an in-person quorum of public bodies. To maintain accessibility and transparency, and to encourage public participation, there is a desire to continue to provide the public with the opportunity to give virtual public comments at meetings. A policy was presented that would set clear and structured guidelines for members of the public who want to provide comment in writing in-person, or virtually at a meeting of the MPO Policy Committee or its working or public body committees.

A motion was made by CDOT Representative Gia Biagi, seconded by Pace Representative Michael Connelly, to approve the public participation policy. 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, RTA Representative and Will Co Representative

Absent: Kendall Co Representative

Non-Voting: FHWA Representative

Absent (NV): FTA Representative and Class I Railroads Representative

6.0 Information Items

6.01 Plan of Action for Regional Transit (PART) report update [23-296](#)

Erin Aleman, Executive Director, and CMAP staff provided a presentation on the PART report update. Executive Director Aleman emphasized the value of transit in the region, indicating that if expenses to transit were cut 20 percent, it could equate to 40 percent of service cuts in transit.

Aimee Lee, Transportation, Research, Analysis and Programming Deputy, reported the Illinois General Assembly mandated CMAP review the long-term financial viability of the transit system, consider multiple equitable, environment, and safety factors, and develop a report identifying recommendations for their consideration by January 2024. CMAP has created three areas of focus for its report: 1) The System We Want; 2) How to Pay for It; and 3) How to Implement It.

Daniel Comeaux, Senior Analyst, provided an overview of the work related to the "System We Want". Discussions with the subcommittee included:

- * Better buses through planning for and funding bus priority infrastructure, investing in new staff capacity at DOTs, and implementing automated enforcement;
- * Seamless and integrated fares by standing up an effective structure for full fare integration, defining the goals for an integrated system, ensuring adequate and sustainable funding, and integrating with complementary modes;
- * Fare levels and affordability by ensuring that fare revenues continue to support transit operations and maintaining fare affordability
- * Safety, security, and cleanliness of the system by increasing visible staff presence, strengthening two-way rider to operator communication, investing in physical infrastructure that improves the rider experience, and monitoring transit safety and security strategies in peer metros.

The subcommittee in this focus area has identified policy principles that can support Metra's evolution to a regional rail system and identified targeted fund investments to enable existing commuter rail assets to better meet new travel demands. It has also looked at demand-responsive services by increasing coordination of dial-a-ride and demand-responsive transit services and ensuring ADA paratransit can provide effective and financially sustainable service to regional travelers. The subcommittee has been evaluating land use and development implications and how it could leverage public assets and investments, support private sector shifts, and develop long-term structural solutions.

Discussion occurred regarding the work already occurring at the service boards, the need to consider the impact of suburban growth on transit, and the need to re-envision transit as a utility.

Elizabeth Scott, Principal Policy Analyst, provided an overview of the "How to Pay for It" focus area. The subcommittee in this focus area has been working with SB Friedman on funding option scenarios. Currently, the transit system is funded primarily through sales tax revenue. Funding options currently being evaluated include adjusting the existing sales tax rates, broadening the sales tax base to new services, and creating a hybrid scenario. Categories of services considered for tax include housing and utilities, healthcare, transportation services, recreation services, food services and accommodation, financial services and insurance, and other services. Roadway-generated revenues such as parking fee, vehicle registration surcharge, motor fuel tax (MFT) surcharge, reallocating state road funds, tolling, road user charge, and Cordon pricing in the Chicago central business district (CBD) boundaries could also help fund transit. System-generated revenue options include developing an approach to raising fares to keep pace with inflation, creating a low-income fare subsidy to protect vulnerable riders, and developing system-level performance measures that ensure financial stewardship.

Discussion ensued regarding what other large cities are doing, whether the General Assembly will implement the recommendations in the PART report, the need for service boards to use their funding effectively and efficiently, and whether the issue of transit funding should be brought to referendum.

Aimee Lee, Deputy of Transportation, Research, Analysis and Programming, provided an overview of the "How to Implement It", also known as governance, focus area. A fundamental problem cited by stakeholders and focus groups is the decision-making process made by the service boards. Research into how other transit agencies operate show that history and context inform how each region governs transit and that another region's model may not apply completely, but some aspects may help address challenges. The transit system is a combination of many different functions including

service, funding, administrative, fare policy, capital, and other/potential future roles. These functions can be decentralized to a range of different operators but with a recognition that a complete overhaul of the governance system could result in unintended consequences. Recommendations to governance reform in the PART report have been tied to the challenges identified by stakeholders early in the process.

The spectrum of options includes minimizing the role of the RTA, maintaining the status quo, keeping the structure the same but addressing funding allocations, creating a stronger regional coordinating agency and keep service boards, and integrating service boards into one regional agency.

Discussion occurred regarding the need to use comparables similar to our region, how those appointed to the service boards will impact governance, and whether the service boards have participated in identifying recommendations to the governance structure.

Executive Director Erin Aleman reported that the next steps include delivery of white papers/video presentations to stakeholders and presentations to the county boards.

The PART report update was discussed.

6.02 Legislative update

[23-298](#)

John Carpenter, Director of Intergovernmental Affairs, reported that the General Assembly concluded its spring legislative session with the approval of a \$50.6 billion FY2024 budget.

House Bill (HB) 1342 made a number of transit changes which allows the service boards to confiscate fare media and suspend riding privileges to riders who threaten public safety or commit public indecency. It requires the service boards to only enter into contracts for bus purchases for zero emission buses beginning in 2026. It enables a two-year extension for the fare box recovery ratio requirement waiver. It requires the service boards to report on a number of performance metrics including staffing levels, scheduled and delivered services, and safety on the system including the number of incidents of crime. The bill also requires the RTA to study the feasibility of providing year-round free and reduced fares and creating a more equitable fare system.

HB 2068 has passed both houses and requires certain employers to provide pre-tax transit benefits to its employees. HB2878, the omnibus procurement bill, was filed in the senate as an amendment to a house bill. The amendment includes a number of changes to the Public/Private Partnership (3P) for Transportation Act including removing the reference to metropolitan planning organizations (MPOs) in the statute and language that requires 3P projects to be compliant with the regional plan. While the state cannot change the role of MPOs, which is required by the federal transportation planning process, CMAP is looking to reinsert the language.

A legislative update was presented to the Committee.

7.0 Other Business

There was no other business before the Committee.

8.0 Public Comment

Garland Armstrong, former Illinois resident, requested that metropolitan planning organizations (MPOs) bring their transit concerns to the federal level. The fiscal cliff should be addressed at the

federal, state, and local levels. He also reported on his upcoming visit to the Chicagoland area and his intent on attending transit board meetings.

Jack Jordan, transit user, remarked on bringing forward a referendum, noting that there is a need to revolutionize the future of transit. He indicated that a referendum would conceptualize transit and its benefits for residents who may not use it to commute.

9.0 Next Meeting

The next meeting is a special meeting of the MPO Policy Committee with the CMAP Board and is scheduled for Wednesday, September 13, 2023.

10.0 Adjournment

A motion was made by CoM representative Schielke, seconded by CDOT representative Biagi, to adjourn the meeting. 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, RTA Representative and Will Co Representative

Absent: Kendall Co Representative

Non-Voting: FHWA Representative and FTA Representative

Absent (NV): Class I Railroads Representative

The meeting was adjourned at 11:34 a.m.

Minutes prepared by Blanca Vela-Schneider