



## Transportation Committee

### Annotated Agenda

Friday, February 26, 2021

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<b>1.0</b>	<b>Call to Order/Introductions</b>	9:30 a.m.
<b>2.0</b>	<b>Agenda Changes and Announcements</b>	
<b>3.0</b>	<b>Approval of Minutes – December 11, 2020</b> ACTION REQUESTED: Approval	
<b>4.0</b>	<b>Committee Reports</b> CMAP staff will provide an update on the CMAP Board activities. A summary of the recent committee activities is available on the <a href="#">Committee Updates</a> web page. ACTION REQUESTED: Information	
<b>5.0</b>	<b>FFY 2019-2024 Transportation Improvement Program (TIP)</b> <b>5.1 Amendments and Administrative Modifications</b> TIP Amendment <a href="#">21-03</a> was published to the <a href="#">eTIP web site</a> on February 19, 2021 for committee review and public comment. A memo summarizing formal TIP amendment 21-02 and administrative amendments <a href="#">21-03.1</a> and <a href="#">21-03.2</a> are included in the meeting materials. Staff requests approval of TIP Amendment 21-03. ACTION REQUESTED: Approval	
<b>6.0</b>	<b>FFY 2022 UWP Budget</b> Staff will present the FFY 2022 UWP for committee consideration for approval to recommend the program to MPO Policy Committee ACTION REQUESTED: Approval	
<b>7.0</b>	<b>2021 Pavement Condition Targets</b> 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. Staff will summarize the proposed targets and request the committee approve a recommendation of the targets to the CMAP Board and MPO Policy Committee.

ACTION REQUESTED: Approval

#### **8.0 2022 Transit Safety Targets**

Pace and CTA have set transit safety targets for their respective agencies. Staff will summarize those targets, propose a regional target and request the committee approve a target recommendation to the CMAP Board and MPO Policy Committee.

ACTION REQUESTED: Approval

#### **9.0 Safety Action Agenda Update**

Staff will provide an update on the Safety Action Agenda.

ACTION REQUESTED: Information

#### **10.0 RTA Human Services Transportation Plan**

Staff from RTA will present an overview of the agency's updated Human Services Transportation Plan. The Plan will be used to select projects for the FTA 5310 funds (Enhanced Mobility of Seniors and Individuals with Disabilities).

ACTION REQUESTED: Information

#### **11.0 Equity In Fees, Fines & Fares Project**

Staff will present the findings and analysis of CMAP's Equity in Transportation Fees, Fines, and Fares project.

ACTION REQUESTED: Discussion

#### **12.0 Legislative Update**

Staff will provide an update on relevant federal and state legislative activities.

ACTION REQUESTED: Information

#### **13.0 Other Business**

#### **14.0 Public Comment**

This is an opportunity for comments from members of the audience. Since this meeting will be held virtually, members of the public are encouraged to submit comments to [transportation@cmap.illinois.gov](mailto:transportation@cmap.illinois.gov) by February 25, 2021. Comments received prior to the meeting will be read into the record by staff. Additional comments will be accepted during the meeting. The amount of time available to speak will be at the chair's discretion.

## 15.0 Next meeting

The next Transportation Committee meeting will be April 16, 2021.

## 16.0 Adjournment

### Committee Members

_____	Charles Abraham	_____	Robert Hann	_____	Tom Rickert
_____	Darwin Burkhart	_____	Jessica Hector-Hsu**	_____	Jose Rios
_____	Kevin Carrier	_____	Tom Kelso	_____	Leon Rockingham
_____	Lynnette Ciavarella	_____	Fran Klaas	_____	Joe Schofer
_____	Michael Connelly	_____	Christina Kupkowski	_____	David Seglin
_____	Jon Paul Diipla	_____	Erik Llewellyn	_____	Chris Snyder*
_____	John Donovan***	_____	Kevin Muhs	_____	P.S. Sriraj
_____	Doug Ferguson	_____	Tara Orbon	_____	Scott Weber
_____	Tony Greep***	_____	Jessica Ortega	_____	Audrey Wennink
_____	Adrian Guerrero	_____	Heidy Persaud	_____	Rocco Zuccheri

\*Chair

\*\*Vice-Chair

\*\*\*Non-voting



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

December 11, 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, Michael Connelly – CTA, John Donovan – FHWA, Doug Ferguson – CMAP, Tony Greep – FTA, Jackie Forbes – Kendall County, Chris Heibert – SEWPRC, Scott Hennings – McHenry County, Tom Kelso – IDOT OP&P, Christina Kupkowski – Will County, Erik Llewellyn – Pace, Tara Orbon – Cook County, Heidy Persaud – CNT, Tom Rickert – Kane County, Leon Rockingham – Council of Mayors, Joseph Schofer – Academic and Research, Dave Seglin – CDOT, Audrey Wennink – MPC, Rocco Zucchero – Illinois Tollway

**Staff Present:** Erin Aleman, Lindsay Bayley, Nora Beck, Aaron Brown, Sarah Buchhorn, Anthony Cefali, Daniel Comeaux, Teri Dixon, Kama Dobbs, Austen Edwards, Craig Heither, Lindsay Hollander, Jaemi Jackson, Victoria Jacobsen, Leroy Kos, Kathleen Lane, Stephanie Levine, Elliot Lewis, Amy McEwan, Tim McMahon, Martin Menninger, Jason Navota, Stephane Phifer, Russell Pietrowiak, Greta Ritzenthaler, Todd Schmidt, Elizabeth Scott, Gordon Smith, Mary Weber, Simone Weil, Laura Wilkison

**Others Present:** Garland Armstrong, Heather Armstrong, Ama Baljinnyam, Elaine Bottomley, Mitch Bright, Leonard Cannata, Dustin Clark, Emily Daucher, Eva De Laurentiis, Jon Paul Diipla, Renaldo Dixon, Michael Fitzsimons, Michael Fricano, Henry Guerriero, Aladdin Husain, Kendra Johnson, Noah Jones, Mike Klemens, Daniel Knickelbein, David Kralik, Melissa Meyer, Tara O'Malley, Matthew Pasquini, Ryan Peterson, Leslie Phemister, Adam Rolstad, Shane Schneider, Troy Simpson, Kristian Skogsbakken, Peter Skosey, Vicky Smith, Joe Surdam, David Tomzik, Holly Waters, Sean Wiedel

**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 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 November 13, 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 – September 18, 2020**

A motion to approve the minutes from the September 18 meeting was made by Mr. Seglin 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**

The Coordinating Committee met last month and received an update on the Embedded Staff Planner Program, which is in its third and final year. Additionally, CMAP staff presented on best practices in regard to improving local development incentive programs.

## **5.0 End of FFY 2020**

### **5.1 Tip Adoption 21-00**

Mr. Pietrowiak provided an update on the new TIP program, 21-00. The adoption of the program changed the active TIP years to FFY 2021-2025. Additionally, at their joint meeting in November, the CMAP Board and MPO Policy Committee approved inclusion of the local STP projects in the 21-00 TIP.

### **5.2 TIP Amendments and Modifications**

Mr. Pietrowiak stated that, as detailed in the memo, staff is seeking approval of TIP Amendment 21-01. Additionally, he provided information on Administrative TIP Amendment 21-01.1. The amendments, along with the memo was posted on December 4 for Committee and public review. A motion to approve TIP Amendment 21-01 was made by Mr. Rickert and seconded by Ms. Orbon. A roll call vote was conducted, and the motion carried (roll call results shown at the end of the minutes).

### **5.3 Semi-Annual ON TO 2050 / TIP Conformity Analysis and TIP Amendment**

Mr. Pietrowiak provided a summary of the ON TO 2050/TIP conformity analysis and TIP Amendment 21-02. The memo provided in the meeting packet as well as the list of projects were subject to 30-day public comment period, during which no comments were received. At this time, staff is seeking approval of recommending the semi-annual TIP conformity analysis and TIP Amendment 21-02 to the CMAP Board and MPO Policy Committee. A motion to approve was made by Ms. Hector-Hsu seconded by Ms. Forbes. A roll call vote was conducted, and the motion carried (roll call results shown at the end of the minutes).

## 6.0 2021 Regional Highway Safety Targets

Mr. Schmidt presented on the 2021 Highway Safety Performance Targets. These are required by the Transportation Performance Management process as detailed in the FAST Act. As an MPO, CMAP must annually set and track safety targets, which are integrated into projects in the TIP, Long-Range Plan and other planning activities. CMAP may choose to adopt IDOT's safety targets or set their own. Mr. Schmidt shared that in the latest results, which are from FHWA's 2018 assessment, IDOT failed to meet its targets or do better than the baseline. As a result, IDOT will be required to use all of their Highway Safety Improvement Projects (HSIP) funds on safety projects as well as produce a HSIP Development Plan. Due to these results, IDOT has set aggressive safety targets for 2021. Staff is recommending that CMAP adopt IDOT's 2021 statewide safety targets.

Mr. Seglin suggested it's time to rethink how the region is approaching addressing safety. He inquired about CMAP's Safety Resource Group and why it has taken so long to form the committee. Ms. Aleman stated that a full-time staff member has been hired to focus on transportation safety. At the next TC meeting, the Safety Resource Group will provide an update. Ms. Seglin also shared that DuPage was one of four counties in the state identified to develop a Local Roads Safety Plan. Their work may be complimentary to the Safety Resource Group's work.

Ms. Wennink expressed her concern regarding IDOT's safety target evaluation. She suggested there be a process to look at the relationship between projects in the TIP and safety progress. Mr. Schmidt responded that staff is currently working to evaluate projects where the sponsor indicated it would have a safety impact. Mr. Seglin inquired whether the safety improvements seen over the last 20 years are due to policy and engineering improvements or to improvements in car safety features. Ms. Aleman suggested that solutions may need to address both technology and social problems.

Mr. Zucchero stated there has been an increase in fatalities as a result of not wearing seatbelts. Additionally, the IDOT Tollway police has partnered with the Sit Tight Stay Safe program, which educates high school students on what to do if their vehicles breaks down. The Tollway is also working to grow awareness about their roadside assistance program.

A motion to approve the highway targets was made by Mr. Rickert and seconded by Ms. Carrier. A roll call vote was conducted, and the motion carried (roll call results shown at the end of the minutes).

## 7.0 RTA Regional Transit Program

Ms. O'Malley provided an update on RTA's proposed 2021-2025 Regional Capital Program. The RTA and Service Boards worked collaboratively to set funding amounts. The estimates are similar to previous year's, with a modest 1.5% growth. As in prior years, all program projects align with RTA's goals and objectives, as outlined in Invest in Transit. Ms. O'Malley then reviewed the proposed funding and allocation breakdowns by state, federal, RTA and local fund sources. The total proposed program budget is \$6.35 billion. Ms. O'Malley showed an analysis of the proposed budget by priority projects, core

requirements and strategic goals. She also mentioned that RTA has proposed that future regional FTA Formula and State MFT (or PayGo) capital funds beginning in 2025 are to be distributed to the Service Boards on a performance-based initiative. Finally, she highlighted that 38% of assets will exceed their useful life by 2035. Therefore, available and diverse funding is necessary. Public comment on RTA's budget will close on Thursday, December 17<sup>th</sup>.

Chairman Snyder clarified that Motor Fuel Taxes are PayGo's funding source. He inquired how RTA incorporated COVID-19 into PayGo's 2021-2025 budget. Ms. O'Malley stated that estimates have remained unchanged through 2024 but may be revisited as COVID-19 recovery and strategy continues.

#### **8.0 Metra Capital Program**

Mr. Clark reviewed the guiding principles around which Metra's budget is constructed. He discussed their five-year program, which will finance more than 110 projects, as well as the program's funding sources and asset categories. Mr. Clark then highlighted that funding for new railcars remains a major investment. He showed a condition rating chart that indicates 43% of Metra's 855 railcars are in marginal or poor condition. He also mentioned that Metra has contracted a Project Management Oversight team, which will allow them to hire expertise on an as-needed basis. Finally, Mr. Clark provided a high-level overview of capital projects programmed in 2021.

Ms. Wennink inquired whether Metra has a contingency plan to reallocate capital funds to fill the \$70 million hole in their operating budget. Ms. Ciavarella stated that no, at this point Metra is not looking to use capital dollars to fill the gap on the operating side. There is a plan for plugging the gap for now, and they are hopeful that additional funds will be coming to the region. Chairman Snyder inquired about Positive Train Control. Ms. Ciavarella replied that it has been implemented. Mr. Zucchero asked if Metra is seeing lower costs on capital investments due to competition. Ms. Ciavarella said she would check.

#### **9.0 CTA Capital Program**

Mr. Fitzsimons presented on CTA's Capital Program. CTA has a \$3.4 billion five-year capital budget for 2021-2025, which will be used to rehabilitate and build new rail stations, modernize rail and bus fleets, remove rail slow zones and invest in new technology. Mr. Fitzsimons reviewed CTA's funding sources and uses, while highlighting key projects that the funds will finance.

Ms. Wennink inquired about the \$420 million hole in CTA's operating budget and whether CTA has a contingency plan to reallocate capital funds. Mr. Fitzsimons responded that CTA has CARES funding, which will carry them through first quarter of 2021. CTA Executives would need to make any further decisions.

#### **10.0 PACE Operating Budget**

Mr. Skogsbakken presented on PACE's 2021 Capital Program. Due to Rebuild Illinois Capital Funding, their budget is larger relative to typical years. He discussed the fund

sources as allocated to PACE's five major project categories. In 2021, 77% of funds are for Rolling Stock, which includes the Wheeling Garage project that will fuel busses exclusively with CNG. Mr. Skogsbakken then stepped through some other notable projects and their funding sources. Finally, he discussed the 2021-2024 budget for both Suburban and Regional ADA Paratransit services.

Ms. Wennink stated that the CARES Act will cover PACE's budget deficit in 2021 but not in 2022. She inquired if PACE plans to spend Capital Funds on operations if necessary. Mr. Skogsbakken stated that all options are on the table. Ms. Hector-Hsu included that she hopes committee members now have a better understanding of the Service Boards' Capital Programs and their shared goals. The RTA is currently in step one of a three-step recovery process. At the next Transportation Committee meeting, Ms. Hector-Hsu hopes to provide more of an update.

#### **11.0 GHG Mobile Source Emissions**

Mr. Pietrowiak introduced the topic, stating that reducing greenhouse gas emissions is part of the climate mitigation strategies contained in ON TO 2050. In order to perform this analysis effectively, a starting point to measure on-road emissions must be established.

Ms. Buchhorn stated that on-road emissions make up nearly one-quarter of all emissions. She discussed the various data sources and inputs required for the analysis. These include the Motor Vehicle Emissions Simulator (MOVES) and CMAP's Travel Demand model, which also require additional inputs. Ms. Buchhorn then discussed conformity run results from both GO TO 2040 and ON TO 2050 as well as how different sources and facilities contribute to total emissions. Moving forward, CMAP will refine the target and work on modeling mitigation strategies.

Chairman Snyder asked if there was a correlation between VOC and GHG. Mr. Ferguson stated that yes, these are correlated.

#### **12.0 2021 Transportation Committee Meetings**

A motion to approve the 2021 Transportation Committee meeting dates was made by Mayor Rockingham and seconded by Mr. Connelly. A roll call vote was conducted, and the motion carried (roll call results shown at the end of the minutes).

#### **13.0 Legislative Update**

Ms. Wilkison stated that staff will be taking the State agenda to the CMAP board in January. They are also monitoring the CARES Act, which has been extended to December 18<sup>th</sup>. Additionally, staff is looking at reauthorization of the FAST Act, which has been extended for another year. Finally, Ms. Wilkison stated that staff is following the Census results, which have direct and indirect impacts on the region's funding.

Chairman Snyder clarified that the potential \$45 billion for transportation under the second part of the CARES Act is for revenue replacement. Ms. Wilkison said yes, to her understanding it is similar to the first CARES ACT.

**14.0 Other Business**

There was no other business.

**15.0 Public Comment**

There was no Public Comment.

**16.0 Next Meeting**

The next Transportation Committee meeting will be February 26, 2021 at 9:30am.

**17.0 Adjournment**

With no other business before the committee, Chairmen Snyder adjourned the meeting at 11:45am

**Roll Call Votes**

		Meeting Minutes 9.18.2020		TIP Approval 5.2		TIP Amendment 5.3		HWY Safety Targets		2021 Meeting Dates	
<b>Member</b>	<b>Agency</b>	<b>Y</b>	<b>N</b>	<b>Y</b>	<b>N</b>	<b>Y</b>	<b>N</b>	<b>Y</b>	<b>N</b>	<b>Y</b>	<b>N</b>
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		Y		Y	
Brian Carlson	IDOT District 1	Y				Y		Y		-	
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	
Jackie Forbes	Kendall Co	Y		-		Y		Y		-	
Chris Heibert	SEWRPC	Y		-		-		-		-	
Scott Hennings	McHenry	Y		Y		Y		Y		Y	
Tom Kelso	IDOT OP&P	-		-		-		-		Y	
Christina Kupkowski	Will Co	Y		Y		Y		Y		Y	
Erik Llewellyn	Pace	Y		Y		Y		Y		Y	
Tara Orbon	Cook Co	Y		-		Y		Y		Y	
Heidy Persaud	CNT	Y		Y		Y		Y		Y	
Tom Rickert	Kane Co	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	
Rocco Zucchero	Tollway	Y		Y		Y		Y		Y	

Respectfully submitted,

Mary Weber



## MEMORANDUM

**To:** CMAP Transportation Committee

**From:** CMAP Staff

**Date:** February 19, 2021

**Re:** Transportation Improvement Program (TIP) Amendments

Since the December 11<sup>th</sup> committee meeting, project programmers submitted 76 formal amendments for Transportation Committee consideration. Additionally, 229 administrative amendments were submitted, reviewed, and accepted by staff. Summary information is presented below. A list of projects and report of the full change details for each amendment are available on the Amendments tab of the [eTIP public web page](#). Staff requests committee approval of Formal Amendment 21-03.

### Formal Amendment 21-03

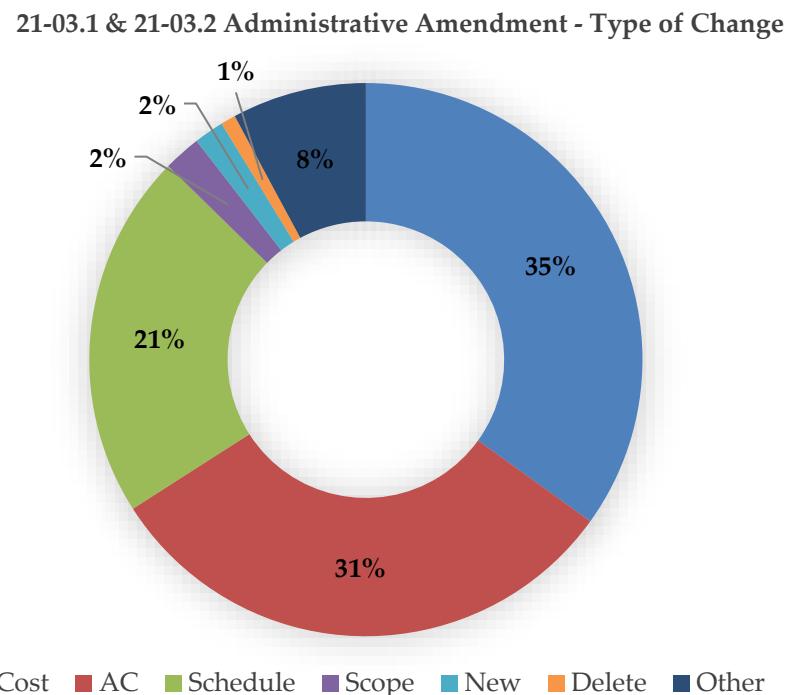
A total of 76 formal amendments were submitted for Transportation Committee approval on amendment [21-03](#). Cost changes to 47 existing projects added \$45.5 million in total cost to the TIP, \$54 million was added with 18 new projects, and another nearly \$55 million was added due to phases moving into or out of the active years (FFY 2021 – 2025) of the TIP on 7 projects. One \$300,000 project was removed from the TIP. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of \$154.3 million, however the federal participation in projects was reduced by over \$169 million, as summarized below.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Cost change	47	\$45.5	\$1,213.7	\$1,259.2	\$16.2	\$861.0	\$877.2
New Project	18	\$54.0	\$0.0	\$54.0	\$0.0	\$38.0	\$38.0
Phase(s) added to/removed from TIP	7	\$54.8	\$189.0	\$243.7	\$58.9	\$117.5	\$176.4
Scope change	3	\$0.3	\$1,262.0	\$1,262.3	-\$244.0	\$1,122.9	\$878.9
Delete project	1	-\$0.3	\$0.3	\$0.0	-\$0.2	\$0.2	\$0.0
<b>Grand Total</b>	<b>76</b>	<b>\$154.3</b>	<b>\$2,664.9</b>	<b>\$2,819.2</b>	<b>-\$169.1</b>	<b>\$2,139.6</b>	<b>\$1,970.5</b>

All costs in \$ millions

### Administrative Amendments 21-03.1 and 21-03.2

A total of 229 Administrative Amendments were submitted, reviewed, and accepted by staff on amendments [21-03.1](#) and [21-03.2](#). Administrative amendments include new projects that are not federally funded or have all federal funds in future years, conversion of project phases to or from Advance Construction (AC), cost changes that are below CMAP's amendment thresholds, changes to project schedules within the years of the TIP, changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires committee approval.



The majority of administrative changes submitted were cost changes for 81 projects, which added over \$80 million in total cost to the TIP. One of these projects, the CTA Red Line Extension (01-94-0006) added federal funds and replaced "TBD" funds with federal funds in future years of the TIP. While the total cost of the project changed by \$80.4 million, the federal share increased to over \$1.1 billion. Cost adjustments made when project phases were placed into or converted phases from Advance Construction (AC) status removed \$1.3 million from the TIP. Four new projects added \$17.6 million and cost adjustments made with schedule and scope changes on 54 projects added another \$5.9 million. Two projects were deleted, removing \$16.5 million. Eighteen (18) projects had other changes, such as updating project ID numbers, with no cost adjustments. Overall, the 229 administrative changes resulted in \$86.3 million being added to the TIP. Excluding the Red Line Extension changes, \$17.8 million in federal funds were added to the TIP. The type of change, number of projects affected, total project cost, and federal project cost information is shown in the table below. Total cost includes all fund sources and all project phases in prior, current, and future years of the TIP. Federal cost

includes only federal fund sources for all project phases in prior, current, and future years of the TIP.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Cost change below thresholds	80	\$0.2	\$6,216.0	\$6,216.2	\$15.9	\$4,281.0	\$4,296.9
Cost change below thresholds*	1	\$80.4	\$2,451.9	\$2,532.3	\$1,175.0	\$180.2	\$1,355.2
Phase(s) placed in AC	39	-\$1.4	\$290.2	\$288.8	\$2.3	\$224.5	\$226.9
Phase(s) converted from AC	32	\$0.1	\$158.7	\$158.8	-\$0.2	\$111.7	\$111.6
Schedule change	49	\$2.2	\$514.8	\$517.0	\$0.9	\$304.8	\$305.7
Scope change	5	\$3.7	\$1,229.5	\$1,233.2	\$0.0	\$180.5	\$180.5
New Project	4	\$17.6	\$0.0	\$17.6	\$0.0	\$13.1	\$13.1
Delete project	2	-\$16.5	\$16.5	\$0.0	\$0.0	\$0.0	\$0.0
Other	18	\$0.0	\$4,845.9	\$4,845.9	-\$1.3	\$3,159.0	\$3,157.8
<b>Grand Total</b>	<b>229</b>	<b>\$86.3</b>	<b>\$15,723.5</b>	<b>\$15,809.8</b>	<b>\$1,192.7</b>	<b>\$8,455.0</b>	<b>\$9,647.7</b>

All costs in \$ millions

\*Federal funds added and "TBD" funds replaced in future years on Red Line Extension (01-94-0006)

ACTION REQUESTED: Approval of formal TIP Amendment 21-03



## MEMORANDUM

**To:** Transportation Committee

**From:** CMAP Staff

**Date:** February 19, 2021

**Re:** FY2022 UWP Budget

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On November 2, 2020, CMAP issued a Call for Projects for the FY2022 UWP proposals in line with the accelerated schedule for development of the FY2022 UWP so that a final UWP Program can be provided to IDOT by April 1, 2021. Due to the accelerated UWP schedule, the pandemic's impact on local budgets, and the request that spend funds more efficiently and move away from a 5-year agreement, 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. Thus, the FY2022 Call for Projects only consists of Core proposal submissions. Eight total Core proposals were received.

The FY2022 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. Federal funding is estimated to be \$18,788,769 for FY2022, the same as the FY2021 federal funding level. With the required match, the total UWP program for FY2022 is estimated to be \$23,485,961.

### CORE PROPOSALS

The core proposals submitted totaled \$23,469,458 of which \$18,775,566 was for federal funds. A brief synopsis of each core program was presented and discussed at the UWP committee meeting on December 9, 2020.

On January 13, 2021, the UWP Committee approved funding levels for the core proposals as follows:

- CMAP's request for \$18,793,062 be approved. This reflects a nominal 0.02%, or \$5,009 increase, from the FY2021 approved budget. This increase utilizes the \$16,503 residual unrequested funding for the UWP for this year.

- CDOT request for \$965,375 be approved, an increase of \$99,125 from FY2021.
- County request for \$300,000 be approved, unchanged from FY2021.
- Council of Mayors request for \$1,907,254 be approved, an increase of \$73,366 from FY2021. The COMs budget breakdown by Council is as follows for FY2022:

Council	Total Request	Federal	Local
North Shore	\$135,582.14	\$108,465.71	\$27,116.43
Northwest	\$151,283.44	\$121,026.75	\$30,256.69
North Central	\$130,662.56	\$104,530.05	\$26,132.51
Central	\$127,504.83	\$102,003.86	\$25,500.97
Southwest	\$135,225.80	\$108,180.64	\$27,045.16
South	\$254,532.64	\$203,626.11	\$50,906.53
DuPage	\$248,464.01	\$198,771.21	\$49,692.80
Kane-Kendall	\$232,327.96	\$185,862.37	\$46,465.59
Lake	\$224,742.00	\$179,793.60	\$44,948.40
McHenry	\$124,865.99	\$99,892.79	\$24,973.20
Will	\$142,332.39	\$113,865.91	\$28,466.48
<b>Total</b>	<b>\$1,907,523.75</b>	<b>\$1,526,019.00</b>	<b>\$381,504.75</b>

- CTA request for \$625,000 be approved, an increase of \$100,000 from FY2021.
- Metra request for \$620,000 be approved, an increase of \$200,000 from FY2021.
- Pace (Smart Mobility Regional Support) request of \$200,000 be approved, an increase of \$117,500 from FY2021.
- Pace (TIP Development and Monitoring) request be approved at \$75,000, unchanged from FY2021.

Table 1 reflects the FY2022 UWP approved program.

**TABLE 1**  
**APPROVED FY2022 UWP**

FY 2022 - Approved				
Agency	Project Title	Federal	Local Match	Total
Core				
CMAP*	MPO Activities	\$15,034,450	\$ 3,758,612	\$18,793,062
City of Chicago (CDOT)	City of Chicago Transportation and Programming	\$ 772,300	\$ 193,075	\$ 965,375
Council of Mayors	Subregional Transportation Planning, Programming, and Management	\$ 1,526,019	\$ 381,505	\$ 1,907,524
CTA	Program Development	\$ 500,000	\$ 125,000	\$ 625,000
McHenry County	2050 Transportation Plan	\$ 240,000	\$ 60,000	\$ 300,000

FY 2022 - Approved				
Agency	Project Title	Federal	Local Match	Total
Metra	Capital Program Development and Asset Management	\$ 496,000	\$ 124,000	\$ 620,000
Pace	Smart Mobility Regional Support	\$ 160,000	\$ 40,000	\$ 200,000
Core				
Pace	TIP Development and Modeling	\$ 60,000	\$ 15,000	\$ 75,000
<b>Total of Core</b>		<b>\$ 18,788,769</b>	<b>\$ 4,697,192</b>	<b>\$ 23,485,961</b>
<b>*CMAP Local Match consists of \$3.5 million in State match and \$258,612 in other funding</b>				
<b>Total Programs</b>		<b>\$ 18,788,769</b>	<b>\$ 4,697,192</b>	<b>\$ 23,485,961</b>
<b>FY 2022 Federal Mark</b>		<b>\$ 18,788,769</b>	<b>\$ 4,697,192</b>	<b>\$ 23,485,961</b>

ACTION REQUESTED: Approval

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## MEMORANDUM

**To:** Transportation Committee

**From:** CMAP Staff

**Date:** February 19, 2021

**Re:** 2021 NHS pavement condition performance targets

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The Transportation Performance Management (TPM) statutes and regulations are designed to use information about the transportation system to make strategic investment and policy decisions that will enable states and regions to achieve national performance goals for highway and transit safety, asset condition, system performance, freight, and Congestion Management and Air Quality (CMAQ). Under the Assessing Pavement Condition for the National Highway Performance Program (NHPP) and Bridge Condition for the NHPP Final Rule (PM2), state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are required to establish quantitative bridge and pavement performance targets for the full extent of the Interstate and non-Interstate National Highway System (NHS) and use a set of performance measures to track progress toward achieving the targets.<sup>1</sup> MPOs have the choice to affirm the state's targets or to set their own quantitative 4-year targets.

CMAP adopted targets for pavement and bridge condition as a part of the ON TO 2050 plan. Despite being between plan cycles, CMAP staff is recommending adoption of new regional PM2 pavement performance targets because IDOT recently updated its statewide targets with new, more comprehensive, data. The method and performance measures for bridge targets have not changed, therefore CMAP staff recommends no change to the bridge condition targets adopted in 2018. Bridge targets will be reviewed and updated along with all federal performance measures for the ON TO 2050 update in 2022.

This memo includes background on the PM2 rule, reviews IDOT's 2021 statewide NHS pavement condition performance targets, and provides justification for the CMAP staff

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<sup>1</sup> The bridge condition and pavement condition performance measure (PM2) requirements are set out in the Federal Highway Administration's [National Performance Management Measures: Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program](#) final rule.

recommendation that the CMAP Board and MPO Policy Committee support IDOT's 2021 Interstate and non-Interstate NHS pavement condition performance targets.

## Background on PM2 Rule

The PM2 Rule requires state DOTs and MPOs to establish a set of pavement condition performance targets for the full extent of the Interstate and non-Interstate NHS regardless of ownership. The pavement condition performance targets include: percent of Interstate pavement in good condition, percent of Interstate pavement in poor condition, percent of non-Interstate NHS pavement in good condition, percent of non-Interstate NHS pavement in poor condition.

Pavement condition is calculated using a combination of three pavement distresses for asphalt and jointed concrete pavement (JCP) and two pavement distresses for reinforced concrete pavement (CRCP). The International Roughness Index (IRI), cracking percent, rutting and faulting are the pavement distresses used to determine if a pavement is in good, fair, or poor condition. Data on cracking percent was not available in 2018 when these targets were first set. Table 1 shows the different pavement distress types and the condition threshold metrics.

**Table 1: Pavement distress and condition metrics**

Pavement Distress	Good	Fair	Poor
IRI (inches/mile)	<95	95-170	>170
Rutting <sup>1</sup> (inches)	<0.20	0.20-0.40	>0.40
Faulting <sup>2</sup> (inches)	<0.10	0.10-0.15	>0.15
Cracking (%)	<5	5-20 (asphalt) 5-15 (JCP) 5-10 (CRCP)	>20 (asphalt) >15 (JCP) >10 (CRCP)

1 - Only applicable to asphalt pavements

2 - Only applicable to jointed concrete pavement

In order for a JCP or asphalt pavement to be in good condition, all three pavement distress metrics must be in good condition and for CRCP both pavement distress metrics must be in good condition. If two or more pavement distress metrics are in poor condition, the pavement is in poor condition. For all other pavement distress metric combinations, the pavement is in fair condition. Pavements that are in good condition suggests no major investment is needed and pavements in poor condition suggests major reconstruction is needed. Pavement condition provides a partial understanding of the condition of the roadway, as the current metrics only measure surface distress and not the condition of the base of the roadway.

As with all other performance measures, MPOs have 180 days after the implementer, in the case of PM2 the State DOT, sets its target to decide if the MPO is going to support the State DOT statewide target or set its own target. The MPO can support any or all of the state's pavement condition performance targets or develop its own pavement targets for any or all individual measures. The MPO is also required to integrate the pavement condition targets into its planning process by including it in the metropolitan transportation plan (MTP), in CMAP's case, ON TO 2050. In addition, the MPO must show how investments in the transportation improvement program (TIP) help achieve the PM2 targets. CMAP has begun monitoring progress through its annual obligations reports.

## **IDOT PM2 pavement performance targets**

IDOT adjusted all four statewide 4-year pavement performance targets in its Mid Performance Period Progress report to FHWA that was submitted on October 1, 2020. IDOT adjusted the pavement targets because the original 4-year performance targets were set using an alternative method due to not having all pavement distress data available when setting targets. FHWA allowed State DOTs to set targets using alternative methods until they were able to collect the full pavement distress data. Table 2 shows the statewide baseline pavement condition along with the original and revised 4-year targets.

**Table 2. IDOT revised statewide pavement performance targets through 2021**

Performance Measure	Base line (2017) <sup>1</sup>	4-Year target (2018 -2021)	Revised 4-year target (2018-2021)
Percentage of Pavements of the Interstate System in Good Condition		65.0%	61.0%
Percentage of Pavements of the Interstate System in Poor Condition		4.9%	2.0%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	37.6%	27.0%	21.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	19.4%	6.0%	9.0%

1 – Adopted in 2018, full distress data not available.

These targets are related to another TPM rule-making which requires State DOTs to develop a transportation asset management plan (TAMP) and develop a corresponding statewide pavement management system (PMS) for the entire NHS. IDOT is currently developing its PMS and plans to have it completed for the next PM2 performance period. The PMS will help IDOT to better manage its NHS pavements and allow IDOT to model the impact different funding scenarios have on pavement performance. This will allow IDOT to more strategically plan and program projects to achieve future pavement performance targets.

## **CMAP PM2 pavement performance targets**

The CMAP MPO originally set its pavement condition targets as part of ON TO 2050 and used an alternative method for setting targets. Per FHWA guidance, IRI was the only pavement distress used to set the region's first 4-year Interstate and 4-year non-Interstate NHS pavement condition targets. CMAP is taking this opportunity to update its 4-year targets based on the full pavement distress metrics being available and because IDOT adjusted its statewide pavement performance targets. Because of the ON TO 2050 timeline, CMAP set its pavement targets before IDOT, therefore regional targets did not align with IDOT's statewide pavement performance targets. The CMAP region base line pavement condition, current 4-year pavement targets, and proposed targets are in Table 3 below.

**Table 3: Proposed CMAP region pavement performance targets through 2021**

Performance Measure	Base line <sup>1</sup> (2017)	ON TO 2050 4-Year Target <sup>1</sup> (2018-2021)	Proposed 4-year target (2018-2021)
Percentage of Pavements of the Interstate System in Good Condition	57.1%	58.9%	61.0%
Percentage of Pavements of the Interstate System in Poor Condition	1.8%	0.0%	2.0%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	15.5%	17.7%	21.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	31.0%	28.5%	9.0%

1 – Adopted in 2018, full distress data not available, based on IRI.

Approximately 18.6 percent of non-Interstate NHS lane miles in the CMAP region are under local jurisdiction. New data have revealed noticeable differences in the non-Interstate NHS pavement targets. The additional pavement distress metrics enable the region to set better informed pavement targets. As noted above, only one distress metric, IRI, was available to set the pavement targets in ON TO 2050.

IDOT's adopted targets and the proposed regional targets reflect a shift to the practice of developing and implementing transportation asset management practices. These practices are more fiscally sustainable and extend the life cycle of the pavement. Over time, by prioritizing maintenance that extends the life of roadways the region will defer the need for more costly reconstructions farther into the future.

### **Recommendation for 2021 NHS pavement condition performance targets**

Staff recommends that the CMAP Board and MPO Policy Committee support IDOT's 2021 Interstate and non-Interstate NHS pavement condition targets. IDOT's new TAMP identified investment strategies and policies that align with CMAP's municipal pavement management project and the ON TO 2050 principle to prioritize investments. The IDOT TAMP calls for IDOT moving away from a "worst first" approach to a more strategic investment strategy that programs projects throughout the roadway pavement life cycle: initial construction, proactive maintenance & preservation, rehabilitation, and replacement. Counties are putting similar practices into place.

By supporting IDOT's pavement targets, the MPO is agreeing to integrate the targets as goals in the metropolitan planning process and to plan and program projects that help meet the State's targets. The targets selected for different measures should ultimately reflect funding allocation priorities among other factors.

### **Next steps**

Following discussion and approval by the Transportation Committee, the recommended 2021 pavement condition performance targets will be brought to the CMAP Board and MPO Policy Committee in March for approval. If the targets are approved, staff will prepare a memo

informing IDOT that the CMAP MPO agrees to support the 2021 NHS pavement condition targets.

**ACTION REQUESTED:** Approval

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## MEMORANDUM

**To:** Transportation Committee

**From:** CMAP Staff

**Date:** February 19, 2021

**Re:** 2022 Regional transit safety performance targets

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MAP-21 and the FAST Act direct MPOs to develop long-range transportation plans (LRTPs) and transportation improvement programs (TIPs), “through a performance driven, outcome-based approach to planning.” States, MPOs, and operators of public transportation are required to establish targets for performance measures in key performance areas, and to coordinate with each other when setting these targets. Through the federal rulemaking process, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have required states, MPOs, and transit operators to monitor the transportation system using specific performance measures. Transit safety targets are required by the performance-based planning and programming (PBPP) rulemakings enacted in accordance with the Public Transportation Agency Safety Plan (PTASP) Final Rule<sup>1</sup>.

This memorandum reviews the transit safety rule, summarizes transit agency targets, and provides justification for the CMAP staff recommendation that the CMAP Board and MPO Policy Committee adopt transit safety targets based on the targets set by the Chicago Transit Authority and Pace. (As discussed below, Metra sets its targets through a separate process.)

### Background on Transit Safety Rule

The final rulemaking Public Transportation Agency Safety Plan (PTASP) was published by the FTA for consideration and public comment on July 19, 2018. The effective date of this rule was July 19, 2019, with one year for applicable providers of public transportation to implement the rulemaking, by July 19, 2020. In response to the COVID-19 pandemic, FTA postponed enforcement to December 31, 2020 for transit agencies to meet PTASP regulation. Both CTA and Pace’s boards have adopted PTASP plans and targets.

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<sup>1</sup> Public Transportation Agency Safety Plan Final Rule <https://www.govinfo.gov/content/pkg/FR-2018-07-19/pdf/2018-15167.pdf>

Once applicable providers of public transportation have each set their transit safety targets, MPOs have 180 days to adopt transit safety targets for their metropolitan planning area to comply with requirements. As a result of this timeline, this is the first time CMAP is setting regional transit safety targets.

Metra's is exempt from PTASP requirements because it is regulated for safety by the Federal Railroad Administration (FRA) rather than the FTA. However, Metra has developed a System Safety Program Plan (SSPP) under the FRA<sup>2</sup>. Under MAP-21, states have additional safety oversight responsibilities for heavy rail transit<sup>3</sup>. In Illinois, IDOT oversees two covered systems: CTA rail and Bi-State Development MetroLink light rail (St. Louis).

The National Public Transportation Safety Plan (NPTSP) guides the national effort in managing the safety risks and hazards within our nation's public transportation systems. The plan centers on the FTA's Safety Management System (SMS) approach to improving the industry's safety performance. It also established performance measures to improve the safety of public transportation systems that receive federal financial assistance. Transit agencies, MPOs, and states are required to set targets for these measures. The FTA has not established penalties for not meeting safety performance targets.

**Table 1: Transit Safety Performance Measures**

<b>Fatalities</b>	Total number of reportable fatalities and the rate per total vehicle revenue miles by mode
<b>Injuries</b>	Total number of reportable injuries and the rate per total vehicle revenue miles by mode
<b>Safety Events</b> (Collisions, derailments, fires, or life safety evacuations)	Total number of reportable events and the rate per total vehicle revenue miles by mode
<b>System Reliability</b>	Mean distance between major mechanical failures by mode

## **Transit Agency Targets**

Transit agencies will be responsible for developing PTASPs, in compliance with the Public Transportation Agency Safety Plan Rule. These agencies will be required to review and update these plans annually. These plans will include targets for the transit safety performance measures, which transit agencies may choose to amend when conducting annual reviews of their safety plans. Transit agencies must share these safety plans and targets with state DOTs and MPOs, which will set targets for their states and MPO regions.

The Chicago Transit Authority developed separate safety plans for bus and rail. CTA was part of a SMS pilot program with FTA and was one of the first agencies to complete its plans in 2020. The targets in the following table are the second round of targets set by the CTA and changed little from 2020 targets.

<sup>2</sup> For more information about FRA safety plans see 49 CFR Part 270

<sup>3</sup> FTA State Safety Oversight Program <https://www.transit.dot.gov/state-safety-oversight>

**Table 2: CTA 2021 Transit Safety Performance Targets**

Mode	Fatalities		Serious Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	
<b>Heavy Rail</b>	0	0.0	213	3.0	222	3.0	150,000
<b>Bus</b>	0	0.0	527	10.0	344	6.5	5,300

Rate - per million vehicle revenue miles

MDBF = Mean Distance Between Failures, in miles

Pace adopted its safety plan and targets for all required modes in November 2020 for the first time. Pace targets are based on five-year average performance for each measure. Note that Pace uses per 100,000 rather than per million for the rate. The FTA allows flexibility in the denominator.

**Table 3: Pace 2021 Transit Safety Performance Targets**

Mode	Fatalities		Serious Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	
<b>Fixed Route</b>	1	0.00	98	0.42	78	0.33	13,134
<b>Vanpool</b>	0	0.00	2	0.02	1	0.01	170,031
<b>ADA Para Transit</b>	1	0.00	102	0.28	99	0.27	53,365

Rate – per 100,000 vehicle revenue miles

MDBF = Mean Distance Between Failures, in miles

In preparation for target setting, CMAP hosted a transit safety summit in January 2021 that included representatives from IDOT, CTA, Pace, Metra, RTA, FTA, and CMAP. Discussion included plan development, recent safety efforts by each agency, target setting, response to COVID-19, technology, and future activities. Agencies shared that recent plans largely formalizing existing safety practices in one place in a consistent manner. These plans have highlighted opportunities for potential adjustments and elevated the visibility of safety in organizations, at all levels.

Each transit provider is required to review its Agency Safety Plan annually and update the plan, including the safety performance targets, as necessary. The MPO is not required to set new transit safety targets each year but can choose to revisit the MPO's safety performance targets based on the schedule for preparation of its system performance report that is part of the Metropolitan Transportation Plan (MTP). The targets below therefore are two-year targets. In 2022, four-year targets will be set as part of the update to ON TO 2050.

### **Recommendation for 2022 safety performance targets**

Staff recommends that the CMAP Board and MPO policy committee adopt targets based on CTA's and Pace's 2021 targets as shown in Table 4.

**Table 4: Proposed 2022 Regional Transit Safety Performance Targets**

Mode	Fatalities		Serious Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	
<b>Heavy Rail (CTA)</b>	0	0.0	213	3.0	222	3.0	150,000
<b>Bus (CTA &amp; Pace)</b>	1	0.0	625	8.2	422	5.5	7,775
<b>Vanpool (Pace)</b>	0	0.0	2	0.2	1	0.1	170,031
<b>ADA (Pace)</b>	1	0.0	102	2.8	99	2.7	53,365

Rate - per million vehicle revenue miles

MDBF = Mean Distance Between Failures in miles

### **Next steps**

Following discussion and approval by the Transportation Committee, the recommended 2022 regional transit safety performance targets will be brought to the CMAP Board and MPO Policy Committee in March for approval. If the targets are approved, staff will prepare a memo informing IDOT of the CMAP MPO regional transit safety targets.

CMAP will continue to engage with service boards as they implement safety plans and monitor targets. State DOTs, MPOs, and providers of public transportation must link investment priorities to the achievement of performance targets and include them in the TIP and long-range plan. As part of this, CMAP will continue to coordinate with all transit partners in the region to better support their safety efforts. CMAP is initiating several traffic safety efforts as part of a Regional Safety Action Agenda. Transit, and modes used to access transit such as walking and bicycling, will be part of this conversation as the agency explores opportunities to improve safety for all modes of travel.

In the long-term, additional revenue sources will be necessary for the region to meet its transit safety and other targets. Without additional, sustainable revenues, the region will be unable to maintain the system in its current state of repair, let alone implement needed enhancements or expansions. CMAP will also continue work with stakeholders to secure adequate resources for the transit system that will improve both safety and reliability.

**ACTION REQUESTED:** Approval

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## ATTACHMENT: Historic Transit Safety Data

### Fatalities

	CTA Rail	CTA Bus	Pace Bus	Pace Vanpool	Pace ADA
2015	7	6	0	0	1
2016	17	0	0	0	0
2017	15	6	1	0	1
2018	16	4	2	0	0
2019	18	1	0	0	2

### Fatality Rate\*

	CTA Rail	CTA Bus	Pace Bus	Pace Vanpool	Pace ADA
2015	0.10	0.11	0.00	0.00	0.03
2016	0.24	0.00	0.00	0.00	0.00
2017	0.20	0.11	0.04	0.00	0.03
2018	0.22	0.08	0.08	0.00	0.00
2019	0.24	0.02	0.00	0.00	0.06

### Serious Injuries

	CTA Rail	CTA Bus	Pace Bus	Pace Vanpool	Pace ADA
2015	70	624	99	0	93
2016	97	567	122	6	137
2017	105	527	105	0	92
2018	150	481	126	1	99
2019	239	568	71	2	102

### Serious Injury Rate\*

	CTA Rail	CTA Bus	Pace Bus	Pace Vanpool	Pace ADA
2015	0.98	11.94	4.57	0.00	2.38
2016	1.35	10.84	5.47	0.68	3.56
2017	1.43	10.08	4.34	0.00	2.50
2018	2.04	9.19	5.20	0.14	2.82
2019	3.25	10.75	2.91	0.31	3.16

### Safety Events

	CTA Rail	CTA Bus	Pace Bus	Pace Vanpool	Pace ADA
2015	85	355	74	0	90
2016	115	351	96	1	95
2017	108	339	72	0	94
2018	155	298	89	1	113
2019	218	351	64	2	106

### Safety Event Rate\*

	CTA Rail	CTA Bus	Pace Bus	Pace Vanpool	Pace ADA
2015	1.19	6.79	3.42	0.00	2.30
2016	1.60	6.71	4.30	0.11	2.47
2017	1.47	6.48	2.98	0.00	2.56
2018	2.11	5.70	3.68	0.14	3.22
2019	2.96	6.65	2.62	0.31	3.29

### Mean Distance Between Failures (miles)

	CTA Rail	CTA Bus	Pace Bus	Pace Vanpool	Pace ADA
2015	288,654	9,076	10,001	140,993	49,649
2016	319,162	6,120	10,183	138,656	64,440
2017	249,533	5,501	15,008	222,290	57,227
2018	160,747	5,245	18,072	226,765	48,738
2019	161,347	5,090	15,424	180,389	49,056

\*Rate - per million vehicle revenue miles

Source: National Transit Database