



MEETING MINUTES

Blue-Ribbon Commission on Transportation Infrastructure
Funding and Policy
Commission Meeting | January 30, 2024 | 1:00pm – 3:00pm

Commission Members Present	Commission Members Absent
Chair – Secretary Omer Osman	Senator Don DeWitte
Commissioner Romaine Brown	Representative Marcus Evans Jr.
Commissioner Eileen Chin	Representative C.D. Davidsmeyer
Representative Dave Fowler	Representative Michael Kelly
Commissioner Jacquelyn Grimshaw	
Commissioner Thomas Kotarac	
Commissioner Duana Love	
Senator Laura Murphy	
Commissioner Marc Poulos	
Commissioner Laura Calderon	
Commissioner Ryan Spain	
Senator Ram Villivalam	

Staff Attendees Present	Representing
Holly Bieneman	Illinois Department of Transportation
John Donovan	Illinois Department of Transportation
Kristin Fulscher	Illinois Department of Transportation
Elizabeth Irvin	Illinois Department of Transportation
Jeremy LaMarche	Illinois Department of Transportation
Matt McAnarney	Illinois Department of Transportation
Megan Seitzinger	Illinois Department of Transportation
Michael Vanderhoof	Illinois Department of Transportation
Janel Veile	Illinois Department of Transportation

Other Attendees Present	Representing
Veton Hasku	Senator Ram Villivalam
Elaine Nekritz	Former Illinois State Representative
Audrey Wennink	Metropolitan Planning Council
Samantha Henningson	Natural Resources Defense Council
Berenice Alvarez	Morreale Communications
Diane Bustamante	Morreale Communications
Mary McIlvain	Morreale Communications
Asabea Kirkland	Morreale Communications
Jacki Murdock	CDM Smith
Travis Dunn	CDM Smith
Michael Lampl	Ernst & Young
Tom Budescu	Ernst & Young
Stephanie Curcio	KPMG
Lauren Wilson	KPMG
Brad Allen	
Bob Wu	
Julia (last name not disclosed)	

Overview of Meeting

I. Introductions

Commission Chair Omer Osman called the meeting to order.

Chair Osman said Commissioner Mike Marron, representing the Danville area, is no longer a part of the Commission. He thanked Mr. Marron for his contributions.

Chair Osman welcomed Commissioner Ryan Spain to his first Commission meeting. Commissioner Spain expressed his excitement in joining the Commission and looks forward to the work ahead.

Following Chair Osman’s introduction, a roll call was conducted. With 11 Commissioners present, the quorum was met.

II. Approval of Minutes (November 30, 2023)

Chair Osman introduced the November meeting minutes for approval. Chair Osman requested a motion to approve the minutes, and the motion was seconded. All voted in favor, and the motion was passed.

III. Procurement Update

This agenda item was discussed in a closed meeting session. When the discussion concluded the meeting returned to the open meeting session.

Under the procurement rules, the closed session is for the Commissioners who have signed a non-disclosure agreement (NDA) and have completed the required Diversity, Equity, Inclusion and Accessibility (DEIA) training.

Chair Osman stated that those who attended the closed session meeting collectively agreed on the request for proposals (RFP).

This item requires a vote for approval if agreed upon in the open meeting session.

Chair Osman said if there are objections, the Commission can regroup into a closed session once the remaining Commissioners completed the training and signed the NDA.

Commissioner Kotarac thanked the Chair and the Planning Bureau for listening to the Commission and soliciting their input to draft a scope together. He stated that the RFP language is verbatim to what was included in the scope. Commissioner Kotarac also emphasized the urgency of posting the RFP to keep the state's transportation program competitive.

Commissioner Grimshaw echoed Commissioner Kotarac's comments on the urgency of the RFP posting and how the RFP encompasses the scope.

Commissioner Love added that the team has thoroughly combined the scope of work with the DOT template documents that keep the Commission in compliance with the necessary procedures. She recommends the Commission move forward to maintain the scheduled timeframe.

Commissioner Calderon expressed her appreciation for the department's focus on mobility, an important goal of the subcommittee that worked on the scope.

Chair Osman asked the Commissioners if there were any questions or concerns from those who did not attend the closed session.

Commissioner Poulos said that there were technical difficulties in completing the training.

Director Bieneman said the DEIA in procurement training differs from the ethics and harassment training, which could accommodate a paper alternative.

Director Bieneman and Bureau Chief of Business Services, Megan Seitzinger, from the Illinois Department of Transportation will provide possible solutions to resolve the technical difficulties.

Three other Commission members had difficulty receiving logins to complete the necessary training.

Chair Osman stressed the importance of resolving this issue as it will be one of many times the Commission will have to be in closed session.

Chair Osman motioned to approve the document based on the testimonials of those who attended the closed session. The motion was seconded. All voted in favor, and the motion was passed.

Director Bieneman said there will be five evaluation team members, including three IDOT staff members and two Commission members. The Commission members serving on the evaluation team will not be identified in the open meeting as there were potential bidders at the meeting. The discussion is best continued offline.

IV. Transportation Funding Memo

Bureau Chief Michael Vanderhoof led the discussion. One of the Commission's duties is to understand transportation funding. The draft memo that was sent to the Commissioners is a high-level overview of the different funding sources by mode. Some modes have a mix of federal, state, and local funding while others are formula-based or primarily discretionary. Bureau Chief Vanderhoof provided an overview of the modes: highway, transit, airports, rail and marine.

Highway

The roadway network is primarily funded by formula-driven programs coming from the federal government. The most recent transportation authorization is the Infrastructure Investment and Jobs Act (IIJA). The two dominant state sources of funds are state motor vehicle registration fees and state motor fuel tax, as explained in the memo. Also included in the memo are charts on motor fuel tax distribution and recurring local revenue sources to the federal government and state.

Transit

Transit is a stable program with a recurring federal, state and local component. There might be about 5% plus or minus local contributions on the highway side. On the transit side, it is closer to half or even up to 60%, which

is due to local taxes being used to support local service. Many other sources have been established to support maintenance and operations of transit services depending on the local area.

Airports

Airports are also a stable program. The majority of the funds are recurring and come from the federal government through the Federal Aviation Administration. There is also a large local contribution, particularly at larger commercial airports.

Rail

The majority of funds for rail lines are private sector funds but there are some recurring revenues and substantial contributions also come from federal discretionary grant programs.

Marine

This is the smallest program and there is no recurring state revenue. There are additional funds from federal sources and port operations.

Trends

Trends include increasing motor vehicle fuel economy, active transportation, urban decrease and rural increase in transit ridership.

Bureau Chief Michael Vanderhoof stated that the next memo to be developed will examine innovative funding options.

Chair Osman asked if the Commission had any questions or comments regarding the memo.

Commissioner Poulos said that the memo was comprehensive and helpful.

V. Greenhouse Gas (GHG) Performance Measure

Deputy Director Elizabeth Irvin provided an overview of the GHG performance measures proposed in 2022. The final rule requiring the state DOT to set greenhouse gas emission targets was finalized in late November. Deputy Director Irvin explained that by February 1st, a baseline for 2022 and a declining target for 2026 must be established. Starting in 2026, two-year and four-year greenhouse gas targets must be set on the same cycle as other performance measures (such as road condition and safety). MPOs are also required to set targets but have more lead time to develop them.

Commissioner Poulos asked for confirmation that the MPOs must set targets by July 31st.

Deputy Director Irvin confirmed that this is correct. She stated that there is ongoing legal action related to this target from other states. They haven't

changed the deadline, but there is some flexibility in enforcement for states to submit their targets. Deputy Director Irvin explained how the baseline and the target are calculated based on federal rules. The Illinois 2022 baseline was calculated at 26.67. In order to set the four-year target, IDOT looked at projections of VMT growth, EV adoption and policy goals. Based on the assessment of trends, the baseline for greenhouse gas emissions in 2026 will be 27.3. IDOT's recommendation is to set a declining 2.6% target in 2026. In addition to MPOs having flexibility in setting their baseline and target, MPOs may use any model or method with valid and useful results. In addition, they may adopt the state four-year target or set their own.

In regard to the Carbon Reduction Program, the strategy was submitted to the FHWA in November. Its goals included identifying benefits and other considerations for project types eligible for Carbon Reduction Program Funding.

Commissioner Kotarac encouraged the Commission to draft prompting questions to go with the information provided. Commissioner Kotarac asked regarding greenhouse gas, how our state compares to others.

Deputy Director Irvin stated there has been close communication with other states to understand their approaches further and learn best practices. She said that Colorado and states in the Pacific Northwest are some of the peer states being examined.

The discussion ended with the Commissioners reviewing the performance measures and the approach to calculating the target and baseline.

VI. New Business

There was no new business to discuss.

VII. Public Comment

The meeting was opened to public comment. No public comments were made.

VIII. Next Meeting

A date for the next meeting will be confirmed and posted on the Commission webpage.

IX. Adjournment

A motion was made to adjourn and seconded. The motion passed.

The meeting adjourned at 2:45 p.m.