



**TRANSPORTATION COMMITTEE**

**AGENDA - FINAL**

Friday, November 22, 2024

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 November 21, 2024 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/89184656879?pwd=PsBFjkgp2bC3t6RhfoTfyllaFbPHiZX.1>**

**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****2.0 Agenda Changes and Announcements****3.0 Approval of Minutes****3.01 Minutes from September 13, 2024**[24-473](#)

PURPOSE & ACTION: Review and approval of the minutes.

ACTION REQUESTED: Approval

**Attachments:** [TC 09.13.24 Minutes](#)

**3.02 Minutes from October 25, 2024 special meeting**[24-474](#)

PURPOSE & ACTION: Review and approval of the minutes.

ACTION REQUESTED: Approval

**Attachments:** [TC 10.25.24 special meeting minutes](#)

**4.0 CMAP Updates****5.0 Items for Approval****5.01 FFY 2023-2028 Transportation Improvement Program (TIP) amendments and administrative modifications**[24-470](#)

PURPOSE & ACTION: TIP amendment 25-02 was published to the eTIP web site on November 15, 2024 for committee review and public comment. A memo summarizing formal TIP amendment 25-02 and administrative amendments 25-02.1 and 25-02.2 is included in the meeting materials. Staff requests approval of TIP amendment 25-02.

ACTION REQUESTED: Approval

**Attachments:** [TC\(Memo\)TIP Amend25-02](#)  
[Formal TIP Amendment 25-02](#)  
[Administrative TIP Amendment 25-02.1](#)  
[Administrative TIP Amendment 25-02.2](#)

**5.02 2025 Roadway Safety Targets**[24-476](#)

PURPOSE & ACTION: Staff will summarize the proposed 2025 highway safety targets and request the committee approve the targets for presentation to the CMAP Board and MPO Policy Committee for final approval.

ACTION REQUESTED: Approval

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

## 6.0 Information Items

### 6.01 Congestion Management Strategy update

[24-475](#)

PURPOSE & ACTION: CMAP staff will provide an overview of the Congestion Management Strategy and its connections to the Regional Transportation Plan.

ACTION REQUESTED: Information

**Attachments:** [4.X Congestion Management Strategy Memo 2024-11-15](#)

### 6.02 Transportation Resilience Improvement Plan

[24-477](#)

PURPOSE & ACTION: Staff will provide a project overview and update on the Transportation Resilience and Improvement Plan, including the completion of the vulnerability assessment.

ACTION REQUESTED: Information

**Attachments:** [Transportation Resilience Improvement Plan Memo 11.5.2024](#)

### 6.03 2025 Draft Committee Meeting Dates

[24-471](#)

PURPOSE & ACTION: Proposed meeting dates for 2025 have been drafted. All the dates are on Fridays at 9:30 a.m. and are subject to change based upon the work of the committee. Approval of the Transportation Committee meeting calendar for 2025 will be requested at the December 20, 2024 meeting.

ACTION REQUESTED: Information

**Attachments:** [TC\(Memo\)DraftMeetingDates2025](#)

## 7.0 Other Business

### 8.0 Public Comment

This is an opportunity for comments from members of the audience.

### 9.0 Next Meeting

The next meeting is scheduled for December 20, 2024

### 10.0 Adjournment



## **TRANSPORTATION COMMITTEE**

### **MEETING MINUTES - DRAFT**

Friday, September 13, 2024

9:30 AM

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## 1.0 Call to Order and Introductions

Chair Carrier called the meeting to order at 9:33 a.m.

**Present:** Academic Research Representative 1, CDOT Representative, CMAP Representative, CNT Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, RTA Representative, SEWRPC Representative, Tollway Representative, and Will Co Representative

**Absent:** Academic Research Representative 2, and IDOT - OIPI Representative

**Non-Voting:** FHWA Representative

**Absent (NV):** FTA Representative

Joe Schofer served as Academic Research Representative, Doug Powe served as CDOT Representative, Aimee Lee served as CMAP Representative, Pam Jones served as CNT Representative, Tara Orbon served as Cook County Representative, Jeff Schielke served as Council of Mayors Representative, Cara Bader served as CTA Representative, John Loper served as DuPage Co Representative, Steve Schilke served as IDOT D1 Representative, Megan Swanson served as IDOT OP&P Representative, Jack Cruikshank served as IEPA Representative, Jackie Forbes served as Kane Co Representative, Heidi Lichtenberger served as Kendall Co Representative, Kevin Carrier served as Lake Co Representative, Scott Hennings served as McHenry Co Representative, Audrey Wennink served as Metropolitan Planning Council Representative, Lynette Ciavarella served as Metra Representative, Tom Vander Woude served as NIRPC Representative, Eric Llewellyn served as Pace, Chris Hiebert served as SEWPC Representative, Kyle Whitehead served as RTA Representative, Karyn Robles served as Tollway Representative, Christina Kupkowski served as Will County DOT, and Jon Paul Diipla served as FHWA Representative

**Staff present:** Erin Aleman, Bill Barnes, Lindsay Bayley, Nora Beck, John Carpenter, Teri Dixon, Kama Dobbs, Phoebe Downey, Doug Ferguson, Elizabeth Ginsberg, Craig Heither, Richard Norwood, Stephane Phifer, Russell Pietrowiak, Sarah Stolpe, Ryan Thompto, Blanca Vela-Schneider, Ashley Ward, Laura Wilkison

**Other present:** Garland Armstrong, Leonard Cannata, Eric Czarnota, Drew Duffin, Daniel Forbush, Michael Fricano, Brandon Geber, Henry Guerriero, Zubair Haiderg, Jennifer Henry, Kendra Johnson, George Kandathil, Mark Kane, Mike Klemens, Gretchen Klock, David Kralik, Brian Larsen, Brittany Matyas, Melissa Meyer, Heather Mullins, Matt Pasquini, Leslie Rauer, Chad Riddle, Todd Schmidt, Joe Surdam, Michael Vanderhoof

## 2.0 Agenda Changes and Announcements

There were no changes to the agenda.

### 3.0 Approval of Minutes

#### 3.01 Minutes from August 2, 2024

[24-380](#)

**Attachments:** [Transportation Committee 08.02.24 Minutes](#)

*A motion was made by CoM Representative Jeff Schielke, seconded by Tollway Representative Karyn Robles, that the August 2, 2024 meeting minutes be approved. The motion carried by the following vote:*

**Aye:** Academic Research Representative 1, CDOT Representative, CMAP Representative, CNT Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, RTA Representative, SEWRPC Representative, Tollway Representative, and Will Co Representative

**Absent:** Academic Research Representative 2, and IDOT - OIPI Representative

**Non-Voting:** FHWA Representative

**Absent (NV):** FTA Representative

### 4.0 CMAP Updates

Aimee Lee, Deputy of Research, Analysis and Programming, reported on a joint workshop with the FHWA's Office of Planning and Office of Safety for its MPO Safety Approach Needs assessment. The Household Travel survey, also known as My Daily Travel Survey, will begin shortly. The survey is by invitation only and the goal is to hear back from 4,000 households. Staff has prepared program summary brochures for the Local Surface Transportation Program that provide an overview of the funding of awarded projects. The next call for federally funded transportation projects for the Carbon Reduction Program, Congestion Mitigation and Air Quality Improvement (CMAQ) Program, the Surface Transportation (STP) Program, and locally programmed Transportation Alternatives Program is expected to open on October 21, 2024.

Deputy Lee reported that the CMAP Board approved a consultant contract to help establish the I-290/Blue Line Corridor Development Office project. The project is a partnership between IDOT, CTA, and CMAP and would improve coordination, long-term planning, and implementation for the corridor. More updates will be shared with committee as they become available.

Deputy Lee reported that an update on legislative activities will be provided later today including on the Senate Transportation Committee hearings.

### 5.0 Items for Approval

#### 5.01 FFY 2023-2028 Transportation Improvement Program (TIP) amendments and administrative modifications

[24-378](#)

**Attachments:** [TC\(Memo\)TIP Amend 24-11](#)  
[Formal TIP Amendment 24-11](#)  
[Administrative TIP Amendment 24-11.1](#)  
[Administrative TIP Amendment 24-11.3](#)

Russell Pietrowiak, Senior Programming Analyst, presented FFY 2023-2028 TIP amendment 24-11 and administrative amendments 24-11.1 and 24.11.3. Formal amendments resulted in an increase of \$155 million in total project costs for all prior, future and current years. Notable changes include a \$30 million increase to the State and Lake L-station, two new safe route to school projects for Maywood and Willowbrook, and a cost increase for ADA improvement projects that are being funded by IDOT. Administrative amendments added \$25.6 million to the TIP and the net change for all TIP amendments resulted in \$180.6 million being added to the TIP for prior, current, and future years. The TIP remains fiscally constrained. The amendments and memo were posted on September 6, 2024 for committee and public review.

*A motion was made by DuPage Co Representative John Loper, seconded by Cook Co Representative Tara Orbon, to approve TIP amendment 24-11. The motion carried by the following vote:*

**Aye:** Academic Research Representative 1, CDOT Representative, CMAP Representative, CNT Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, RTA Representative, SEWRPC Representative, Tollway Representative, and Will Co Representative

**Absent:** Academic Research Representative 2, and IDOT - OIPI Representative

**Non-Voting:** FHWA Representative

**Absent (NV):** FTA Representative

## 6.0 Information Items

### 6.01 CMAQ Program Mid-Point Performance Plan

[24-377](#)

**Attachments:** [CMAQ Mid-Point Perf Plan-2 Perf Period DRAFT](#)

Doug Ferguson, Senior Analyst, reported the federal requirements for CMAP established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and refined by Fixing America's Surface Transportation Act (FAST Act) and Infrastructure Investment and Jobs Act (IIJA) set three specific measures tied to the Congestion Mitigation Air Quality Improvement (CMAQ) program.

The northeastern region is in non-attainment for national ambient air quality standards and as part of CMAQ Performance Measures, CMAP is required to develop a performance plan covering four-year periods. The first Performance Period began in 2018. CMAP is currently at the two-year mark in the second Performance Period that began in 2022.

The three performance measures are: Peak Hour Excessive Delay; Non-Single Occupancy Vehicle (Non-SOV) Travel; and Total Emissions Reduction. CMAP is required to set the Peak Hour Excessive Delay and Non-SOV targets with Northwestern Indiana Regional Planning Commission.

The region has met the target for Peak Hour Excessive Delay and has exceeded its two-year goal of Non-SOV travel with 36.3%. Staff believes these goals may have been achieved by travel patterns related to the COVID-19 pandemic. The northeastern region did not reach its target in reducing total emissions related to volatile organic compounds (VOC) or nitrogen oxides (NOx). This report will be finalized and sent to IDOT by October 1, 2024.

Discussion ensued regarding emission breakdown by project types.

*The CMAQ Program Mid-Point Performance Plan was presented.*

## 6.02 Regional Transportation Plan update

[24-379](#)

**Attachments:** [6.02 Financial Plan Update Memo 2024-09-13](#)

Ryan Thompto, Principal Policy Analyst, and Elizabeth Ginsberg, Senior Analyst, presented the Regional Transportation Plan (RTP) update. The RTP focuses on three fundamental questions: 1) what is the transportation system that we want; 2) What are the challenges and opportunities to get there?; and 3) How will we achieve the transportation system we want?

Principal Thompto reviewed the RTP timeline for: identifying emerging priorities, understanding existing conditions and future needs; focusing on Regional Significant Projects policy and process updates; developing the financial plan, engaging stakeholders and the public; and finalizing the draft plan.

The four components of the emerging priorities task are plan review, policy scan, policy briefs, and outreach. At the last meeting, staff shared with the committee the plan review with the development of the preliminary goal areas. CMAP staff, partners, and CMAP's consulting team, will be focusing on the policy scan component to identify gaps in information and will then begin to develop policy briefs. Two policy briefs have been identified based upon discussion by the Transportation Committee: Emerging technology and cyber security and inter-city bus and rail. Staff will work to develop them. The outreach component includes the creation of a survey, a portal for the public to share their ideas, engagement with the Community Alliance for Regional Equity (CARE) leaders, and workshops with the Future Leadership in Planning (FLIP) students to understand the youth's perspectives.

Analyst Ginsberg reported that a key component of the RTP is to demonstrate that sufficient funding will be available to invest in the transportation system. CMAP must analyze the anticipated expenditures and revenue sources to carry out the operation, maintenance, and expansion of the region's transportation system through 2050. The financial plan serves as a tool to help provide an understanding of the relationship between investments included in the plan and the measures needed to ensure that funding is available to implement projects.

The financial plan has historically included baseline revenue sources from federal, state, local, and tolls and fares. Financial plans have also included additional revenues or "reasonably expected revenues" that could reasonably be expected to become available between now and 2050.

Reasonably expected revenues identified in the ON TO 2050 Plan Update included the tolling of highway expansions and reconstructions, replacing the motor fuel tax with a road user charge,



expanding the sales tax base to include services, implementing a regional fee on transportation networking companies, and expanding the local pricing of parking. Combined, reasonably expected revenue sources and traditional baseline revenue sources allowed the ON TO 2050 Plan Update to have a forecasted total fiscal constraint of \$526 billion.

Expenditures for the associated administration, operation, and maintenance of the current system in its existing conditions totals account for 80% of the transportation system's total expenditures in the financial plan. The remaining costs include improvements to the existing system that would meet the plan's system performance targets, improvements to the system that would meet other regional goals, and the costs to expand the transportation system.

Baseline revenues and costs associated with operating and maintaining the system have limited the level of investment that might be possible while reasonably expected revenues have provided a way to expand the fiscal constraint and account for costs of adding more capacity to the system and achieving other system enhancements.

The next RTP will build on the foundation of previous RTPs but will evolve to create space for regional dialogue on how to financially plan for the future. Staff will continue to forecast baseline revenues and expenditures but will consider how trends will impact the funding picture. Staff will also be introduce scenario planning into the process this time around to help the region prepare for different possibilities.

Discussion ensued regarding how PART may impact the RTP, the need to address the lack of new revenue sources, and assumptions CMAP will make in the plan.

*An update of the Regional Transportation Plan was provided.*

### **6.03 Safe Streets for All Regional Safety Action Plan Update**

**[24-384](#)**

**Attachments:** [SS4A Update Memo 13\\_09\\_2024](#)

Lindsay Bayley, Program Lead, reported that fatalities in CMAP's northeastern region have been increasing since 2014 with traffic fatalities disproportionately impacting black people. Between the years of 2018 and 2022, there have been approximately 570 lives lost annually. CMAP created the Safe Travel for All Roadmap (STAR) program, a five-year effort to improve traffic safety through data collection and analysis, policy recommendations, local planning projects and implementation assistance. CMAP received \$4 million from the federal Safe Streets for All (SS4A) program to develop a traffic safety framework for northeastern Illinois. IDOT and six counties have contributed local match funds and CMAP is working with them to develop safety action plans based on the regional framework.

The goal of the SS4A program is to reduce and eliminate fatal and serious injury crashes. Safety Action Plans are guided by a Safe System Approach to transportation safety, a holistic approach that anticipates human mistakes and designs a system with safety measures that reduce the likelihood of serious and fatal outcomes of those mistakes.

Project Lead Bayley provided the County Safety Action Plan project overview and timeline. There are three phases of the timeline: Phase 1 identifies existing conditions; Phase 2 reviews potential strategies and prioritization; and Phase 3 implements and presents the plan.

CMAP created a webpage that connects individuals to each of the counties' Safety Action Plan pages where people can view and identify their traffic safety concerns. CMAP is working with the FHWA to ensure that county plans meet eligibility requirements to allow municipalities to apply for additional implementation funding.

Discussion ensued on the impact of electric bicycles and scooters on traffic fatalities, how the size of vehicles play a role in traffic fatalities, and how countermeasure projects will be selected by counties.

*An update on the Safe Streets for All Regional Action Plan was presented.*

#### **6.04 State legislative update**

[24-366](#)

**Attachments:** [6.04 State Legislative Update Memo 2024-09-13](#)

Kasia Hart, Senior Specialist, reported staff has been monitoring the Senate Transportation Committee's hearings on transit service improvements. The Illinois House of Representatives will also be forming a working group focused on transit. Staff has met with state legislators to share the work CMAP has been focusing on including transportation, climate, water, and housing. The Regional Planning Act (RPA) Modernization Bill (SB3389) was signed into law by the governor and will go into effect on January 1, 2025. The Act makes slight adjustments to the RPA including allowing a simple majority vote on operational matters.

*An update on state legislative activity was provided.*

#### **7.0 Other Business**

Chair Carrier reported that members of the Transportation Committee should have received an invitation to the Tollway's Capital Open House event today.

#### **8.0 Public Comment**

Garland Armstrong, former Illinois resident, encouraged agencies and municipalities to make safety improvements, such as sidewalks, at public transportation stops as a way to reduce traffic fatalities. He expressed concern regarding the pending closure of the Chicago Greyhound Bus station. He requested agencies do more to support intercity travel to ensure residents with low-income have access to bus service travel.

#### **9.0 Next Meeting**

The next meeting is scheduled for November 22, 2024.

#### **10.0 Adjournment**

*A motion was made by McHenry Co Representative Scott Hennings, seconded by Illinois Representative Karyn Robles, to adjourn the meeting. The motion carried by the following vote:*

- Aye:** Academic Research Representative 1, CDOT Representative, CMAP Representative, CNT Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, RTA Representative, SEWRPC Representative, Tollway Representative, and Will Co Representative
- Absent:** Academic Research Representative 2, and IDOT - OIPI Representative
- Non-Voting:** FHWA Representative
- Absent (NV):** FTA Representative

The meeting was adjourned at 10:42 a.m.

Minutes prepared by Blanca Vela-Schneider.



## **TRANSPORTATION COMMITTEE**

### **MEETING MINUTES - DRAFT**

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## 1.0 Call to Order and Introductions

Vice-Chair Tara Orbon called the special meeting of the Transportation Committee meeting to order at 9:30 a.m.

**Present:** Academic Research Representative 1, CDOT Representative, CMAP Representative, CNT Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, Pace Representative, RTA Representative, Tollway Representative, and Will Co Representative

**Absent:** Academic Research Representative 2, CoM Representative, NIRPC Representative, and SEWRPC Representative

**Non-Voting:** FHWA Representative, and FTA Representative

Noting a physical quorum of the committee, Vice-Chair Orbon reported requests were received from Lake Co Representative Kevin Carrier and CNT Representative Pam Jones, to attend the meeting virtually in compliance with the Open Meetings Act. A voted is needed to approve their virtual attendance.

*A motion was made by CMAP Representative Aimee Lee, seconded by IDOT OIPI Representative Chuck Abraham, to permit Lake Co Representative Kevin Carrier and CNT Representative Pam Jones to attend virtually. The motion carried by the following vote:*

**Aye:** Academic Research Representative 1, CDOT Representative, CMAP Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, Pace Representative, RTA Representative, Tollway Representative, and Will Co Representative

**Absent:** Academic Research Representative 2, CoM Representative, NIRPC Representative, and SEWRPC Representative

**Non-Voting:** FHWA Representative, and FTA Representative

**Not Present:** CNT Representative, and Lake Co Representative

Joe Schofer served as Academic Research Representative 1, Mary Nicol served as CDOT Representative, Aimee Lee served as CMAP Representative, Pam Jones served as CNT Representative, Tara Orbon served as Cook County Representative, Cara Bader served as CTA Representative, John Loper served as DuPage Co Representative, Steve Schilke served as IDOT D1 Representative, Chuck Abraham served as IDOT OIPI, Megan Swanson served as IDOT OP&P Representative, Jack Cruikshank served as IEPA Representative, Jackie Forbes served as Kane Co Representative, Heidi Lichtenberger served as Kendall Co Representative, Kevin Carrier served as Lake Co Representative, Scott Hennings served as McHenry Co Representative, Audrey Wennink served as Metropolitan Planning Council Representative, David Kralik served as Metra Representative, Charlotte Obodzinski served as Pace Representative, Kyle Whitehead served as RTA Representative, Henry Guerriero served as Tollway Representative, Christina Kupkowski served as Will Co Representative, Jon Paul Diipla served as FHWA

Representative, and Mark Kane served as FTA Representative

**Staff present:** Bill Barnes, John Carpenter, Enrique Castillo, Kama Dobbs, Phoebe Downey, Doug Ferguson, Jane Grover, Craig Heither, Russell Pietrowiak, Ryan Thompto, Blanca Vela-Schneider, Laura Wilkison

**Others present:** Garland Armstrong, Erin Fiorini, Michael Fitzsimons, Brandon Geber, Joseph Iacullo, Rochelle Jason, Kenra Johnson, Mike Klemens, Gretchen Klock, Brittany Matyas, Tom McKone, Bill Mooney, Lee Overholser, Jada Porter, Joe Surdam, Daniel Thomas

## 2.0 Agenda Changes and Announcements

There were no changes to the agenda.

## 3.0 Items for Approval

### 3.1 FFY 2023-2028 Transportation Improvement Program (TIP) amendments and administrative modifications

[24-433](#)

**Attachments:** [Formal TIP Amendment 25-01](#)  
[TC\(Memo\)TIP Amend25-01](#)

Russell Pietrowiak, Senior Programming Analyst, presented FFY 2023-2028 TIP amendment 25-01 that contains two formal amendments. The formal amendments resulted in an increase of \$1.56 billion in total project costs for all prior, current, and future years. The CTA Red Line Extension project is a significant investment in transit and is listed as a Regionally Significant Project (RSP) in CMAP's ON TO 2050 Plan. State, federal, and local funds will be used to implement the project and moves FTA Section 5309 Capital Investment Grant Funds from MYB to various TIP years. The funding comes from additional discretionary funds and not the FTA formula funds that are received annually. The second project is the Blue Line Forest Park Reconstruction project and is also an RSP in the ON TO 2050 Plan. The project will be funded through a \$111 million discretionary grant award from FTA's Reconnecting Communities and Neighborhoods (RCN). The TIP is fiscally constrained.

Discussion occurred regarding FTA 5309 grants, the debt CTA will be incurring to complete these projects, and the overall impact it would have on the agency's budget.

*CTA Representative Cara Bader, seconded by RTA Representative Kyle Whitehead, to approve TIP amendment 25-01.*

## 4.0 Other Business

There was no other business before the committee.

## 5.0 Public Comment

CMAP Representative Aimee Lee reported two written comments were received.

The first written comment was received on October 23, 2024 from John Paul Jones, Redline Extension TIF Coalition, and Janet Bell, Golden Gate Community Association, regarding support for the Redline

Extension project.

The second written comment was received on Thursday, October 24, 2024 from Robert Kastigar suggesting a bike lane on Foster Avenue rather than on Bryn Mawr.

Garland Armstrong, former Illinois resident, commented on the need to have a plan in place as transit agencies face the looming fiscal cliff.

#### 5.01 Written Public Comments for October 25, 2025 Special Meeting of the Transportation Committee

24-469

**Attachments:** Public Comment-JP Jones-CMAP Special Meeting  
Public Comment - Robert Kastigar CMAP Special Meeting

*Written comments were received and filed.*

#### 6.0 Next Meeting

The next meeting is scheduled for November 22, 2024.

#### 7.0 Adjournment

*A motion was made by Academic Representative 1 Joe Schofer, seconded by CMAP Representative Aimee Lee, to adjourn the meeting. The motion carried by the following vote:*

**Aye:** Academic Research Representative 1, CDOT Representative, CMAP Representative, CNT Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, Pace Representative, RTA Representative, Tollway Representative, and Will Co Representative

**Absent:** Academic Research Representative 2, CoM Representative, NIRPC Representative, and SEWRPC Representative

**Non-Voting:** FHWA Representative, and FTA Representative

The meeting was adjourned at 9:51 a.m.

Minutes prepared by Blanca Vela-Schneider.

## MEMORANDUM

**To:** CMAP Transportation Committee

**From:** CMAP Staff

**Date:** November 22, 2024

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

**Action Requested:** Approval of Formal TIP Amendment 25-02

Since the committee’s last meeting, project programmers submitted 149 formal amendments for Transportation Committee consideration. Additionally, 140 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 25-02.

### Formal Amendment 25-02

A total of 149 formal amendments were submitted for Transportation Committee approval on amendment 25-02. Most (77) were cost changes associated with project phases moving into or out of the FFY 25-29 TIP. These changes added \$14.6 million in total cost and increased federal participation in projects by \$3.1 million. Twenty-four (24) projects had cost changes above the administrative threshold which added \$143.2 million in total cost and \$125 million in federal participation. Forty-Two (42) new projects added \$138.5 million in total cost, with \$67.5 million in federal participation. Six (6) deleted projects removed \$17.1 million total and \$11.2 million in federal funding. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of \$279 million in total cost, and \$184 million in federal participation, 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
New Project	42	\$138.5	\$0.0	\$138.5	\$67.5	\$0.0	\$67.5
Delete project	6	-\$17.1	\$17.1	\$0.0	-\$11.2	\$11.2	\$0.0
Cost change	24	\$143.2	\$723.7	\$866.9	\$125.0	\$538.9	\$663.8
Project phase moved into or out of TIP years	77	\$14.6	\$4,894.8	\$4,909.4	\$3.1	\$2,859.2	\$2,862.3
<b>Grand Total</b>	<b>149</b>	<b>\$279</b>	<b>\$5,636</b>	<b>\$5,915</b>	<b>\$184</b>	<b>\$3,409</b>	<b>\$3,594</b>

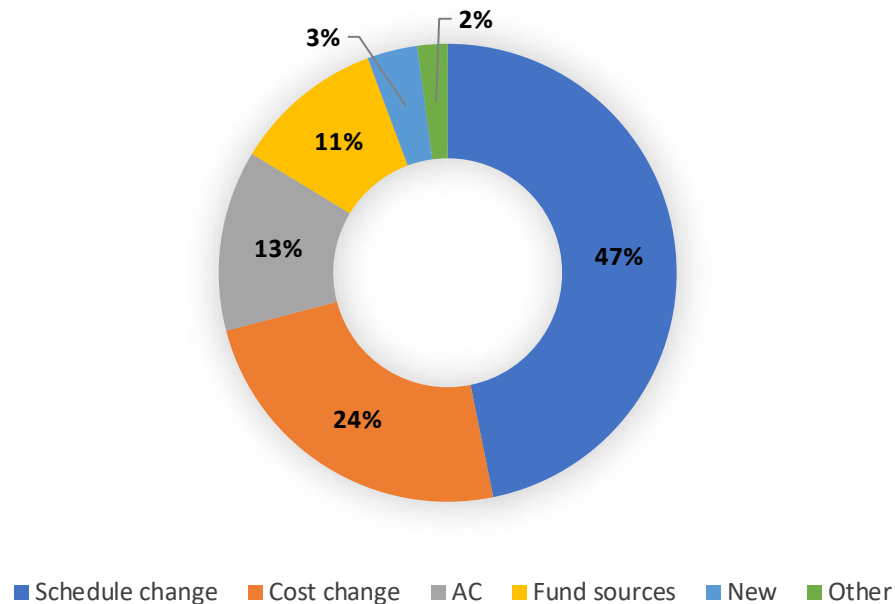
All costs in \$ millions



## Administrative Amendments 25-02.1 and 25-02.2

A total of 140 Administrative Amendments were submitted, reviewed, and accepted by staff on amendments 25-02.1 and 25-02.2. 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.

25-02.1 & 25-02.2 Administrative Amendments - Type of Changes



Most of the administrative changes were schedule changes and cost changes. Cost changes were made administratively on 34 projects, adding \$122.3 million in total cost. Sixty-Six (66) projects had schedule or other changes, such as the addition of project IDs and updating project contact information, without any financial changes. The overall result of the administrative changes was the addition of \$141.7 million in total cost and \$ 9.5 million in additional federal participation in projects. 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. The type of change, number of projects affected, total project cost, and federal project cost information is shown in the table 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	34	\$122.3	\$448.2	\$570.5	\$10.0	\$241.1	\$251.1
Phase(s) converted from AC status	16	\$0.0	\$60.7	\$60.7	-\$0.5	\$30.7	\$30.2
Phase(s) placed in AC status	2	\$0.0	\$12.7	\$12.7	\$0.0	\$3.7	\$3.7
Change fund sources	15	\$0.0	\$118.0	\$118.0	\$0.0	\$40.9	\$40.9
New Project	5	\$19.5	\$0.0	\$19.5	\$0.0	\$0.0	\$0.0
Schedule change	66	\$0.0	\$906.2	\$906.2	\$0.0	\$500.1	\$500.1
Other	3	\$0.0	\$3.8	\$3.8	\$0.0	\$2.7	\$2.7
<b>Grand Total</b>	<b>140</b>	<b>\$141.7</b>	<b>\$1,549.7</b>	<b>\$1,691.4</b>	<b>\$9.5</b>	<b>\$819.2</b>	<b>\$828.7</b>

All costs in \$ millions

## MEMORANDUM

**To:** Transportation Committee

**From:** CMAP Staff

**Date:** November 13, 2024

**Subject:** 2025 Roadway safety performance targets

**Purpose:** Under federal law, state departments of transportation and MPOs are required to establish quantitative highway safety performance targets on an annual basis and use a set of performance measures to track progress toward the long-term goal of eliminating traffic related fatalities and serious injuries on all public roads. Staff will summarize the proposed 2025 highway safety targets and request the committee approve the targets for consideration by the CMAP Board and MPO Policy Committee for final approval.

**Action Requested:** Approval

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Under [federal law](#), state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are required to establish annual roadway safety targets on all public roads for the following metrics:

- (1) number of fatalities,
- (2) rate of fatalities per 100 million vehicle miles traveled (VMT),
- (3) number of serious injuries,
- (4) rate of serious injuries per 100 million VMT, and
- (5) number of non-motorized fatalities and non-motorized serious injuries.

MPOs have the option of either supporting their respective state's roadway safety targets or identifying their own regional roadway safety targets for any or all individual measures. In either case, MPOs must identify targets no later than 180 days past the setting of state safety targets, or by February 27, 2025 for the 2025 annual targets. The federal law went into effect in 2018. Since then, CMAP has supported the State's safety targets, which has been common practice among U.S. MPOs. The primary reason for this is that most MPOs have not had the means or experience to reasonably quantify the impacts of regional safety work.

ON TO 2050 reinforces CMAP's commitment to [reducing regional traffic fatalities to zero by 2050](#) and the agency has expanded its safety work, the [Safe Travel for All Roadmap \(STAR\)](#), to address growing concerns with traffic safety and mobility for all modes of travel. A cornerstone

project in the STAR program is the [Safe Travel for All](#) regional safety planning effort, which is funded by a grant from the USDOT’s Safe Streets for All (SS4A) program. This project is comprised of six county safety action plans, which are currently underway. This planning work, along with other safety-related efforts, is coordinated both across divisions and with the efforts to develop the regional transportation plan.

At the [September 2023 meeting](#) of the Transportation Committee, CMAP staff explained that it would continue to support IDOT’s annual safety targets until the conclusion of the [Safe Streets for All](#) regional safety action planning effort. This work, expected to conclude in early 2026, will articulate both county-level safety targets and comprehensive work plans for achieving the county-level targets. Armed with this county-specific data and plans for action, CMAP intends to identify regional targets no later than 2027. This work will inform the agency’s next long-range transportation plan, which is scheduled for completion in late 2026.

For 2025, CMAP staff will continue to recommend that the CMAP Board and MPO Policy Committee support IDOT’s 2025 roadway safety targets. CMAP support of these targets indicates a commitment to integrate the targets as goals into CMAP projects and programs, in order to help meet the State’s targets. CMAP will continue to do this by prioritizing projects that improve safety and working with local partners on projects, policies, and funding initiatives that improve safety outcomes for residents in our region, as described above.

***Staff requests that the Transportation Committee recommend support of IDOT’s highway safety targets (see Table 2 below) to the CMAP Board and MPO Policy Committee.***

**Roadway safety targets trends and target performance**

Each year the FHWA evaluates whether states have met, or made significant progress toward meeting, their safety targets. FHWA considers a state to have met their targets if at least four of the five targets are achieved. FHWA considers a state to have ‘made significant progress’ if their outcome metric was better than the baseline, which is the five-year average ending with the year prior to the establishment of the safety targets. The current annual performance trend and the five annual assessments of IDOT by FHWA are shown in table 1 below.

**Table 1. IDOT Safety Performance Target Assessment Summary, 2018 – 2022**

Performance Measure	2018 Target	2019 Target	2020 Target	2021 Target	2022 Target
Fatalities	No	No	No	No	No
Fatality Rate	No	No	No	No	No
Serious Injuries	Better than baseline	Yes	Yes	Yes	Yes
Serious Injury Rate	Better than baseline	Yes	Yes	Yes	Yes
Non-motorized Fatalities and Serious Injuries	No	No	Better than baseline	Yes	Yes

In 2022, the state achieved its targets for the number and rate of serious injuries as well as that for non-motorized fatalities and serious injuries. The state neither met nor made significant progress towards the two fatality performance targets: number of fatalities and rate of fatalities. Because the state did not meet or make significant progress on at least four of the five targets, IDOT will be required to use all Highway Safety Improvement Program (HSIP) funds for only safety projects and must also develop a HSIP Implementation Plan.

The number of traffic fatalities in Illinois continues to be a grave concern. Consistent with national trends, statewide traffic fatalities began to trend upward in 2014, followed by a spike during the COVID-19 pandemic. While 2022 fatalities were lower than the previous year, the number remains above pre-pandemic levels, indicating an urgent need to address traffic safety urgently and comprehensively.

**IDOT 2025 safety performance targets**

As discussed previously with this committee, IDOT uses two different methods of setting targets, depending on the recent trend of the performance measure. For 2025, IDOT’s targets for both fatalities and rate of fatalities are determined using a policy-based two percent annual reduction in the five-year rolling average. This target reflects IDOT’s commitment to reversing the upward trend. The targets for serious injuries, rate of serious injuries and non-motorized fatalities and serious injuries are set using an ordinary-least-squares (OLS) trendline method because these measures are trending downward, as desired. For each measure, IDOT uses the method that results in the greatest decrease in the 5-year average. IDOT’s statewide safety targets and the rolling five-year averages are shown in table 2.

**Table 2. IDOT 2025 Statewide Safety Performance Targets**

Performance Measure	Base Years (5 Year Average)					Target
	2018	2019	2020	2021	2022	2025
<b>Fatalities</b>	1,025.0	1,042.0	1,081.0	1,132.2	1,168.2	<b>1099.5</b>
<b>Fatality Rate</b>	0.960	0.972	1.036	1.108	1.151	<b>1.083</b>
<b>Serious Injuries</b>	11,967.2	11,566.8	10,713.4	10,251.6	9,618.4	<b>7816.8</b>
<b>Serious Injury Rate</b>	11.222	10.795	10.177	9.923	9.401	<b>8.046</b>
<b>Non-motorized Fatalities and Serious Injuries</b>	1,561.8	1,584.0	1,492.0	1,496.8	1,459.4	<b>1,332.4</b>

**Next steps**

Following discussion and approval by the Transportation Committee, the recommended 2025 roadway safety targets will be brought to the CMAP Board and MPO Policy Committee in early 2025 for approval.

**ACTION REQUESTED:** Approval  
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## MEMORANDUM

**To:** Transportation Committee

**From:** CMAP Staff

**Date:** November 15, 2024

**Subject:** Congestion Management Strategy update

**Action Requested:** Information

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CMAP staff will provide an overview of the Congestion Management Strategy (CMS) to the Transportation Committee. The CMS is a current initiative to comprehensively update the region’s Congestion Management Process (CMP), a federally required planning activity. During the committee meeting, staff will outline the required components of the CMP, review the scope of work of the current CMS effort, and describe anticipated next steps for the project.

### Overview of federal Congestion Management Process requirements

Federal regulations require that urbanized areas with populations greater than 200,000 maintain a Congestion Management Process that “provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy.”<sup>1</sup> The development, establishment, and implementation of the CMP is intended to be integrated into the overall metropolitan transportation planning process.<sup>2</sup>

According to FHWA guidance, key components of a CMP include the following:

- *Objectives, performance measures, and network:* Objectives establish the desired outcomes to be achieved through the process. These objectives should be consistent with the broader regional transportation planning goals. Performance measures then support the measurement of congestion and overall system performance and should aid in measuring progress towards the objectives. Finally, the network identifies the geographic area of application and system components to which the process applies.

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<sup>1</sup> 23 CFR 450.322(a)

<sup>2</sup> Federal regulations identify that several components of the congestion management process can inform or be incorporated directly into the Regional Transportation Plan, such as performance measures and strategies (23 CFR 450.322(b))

- *Process to analyze congestion problems and needs:* Once the objectives, performance measures, and network are established, the CMP lays out a process to analyze congestion, which includes the identification of problem areas and root causes of congestion at those locations. This process serves as the foundation for the evaluation and ranking of priority corridors.
- *Identify, evaluate, and apply strategies:* Examples of strategies include demand management measures, operational improvements, public transportation improvements, intelligent transportation system (ITS) technology applications, and where necessary, additional system capacity. These strategies can be organized into a hierarchy of preferred improvement types, to support the identification of right-sized strategies that align with the CMP objectives and regional transportation planning goals.<sup>3</sup>

### **Development of a Congestion Management Strategy**

The current congestion management process documentation dates from 2013. As such, this CMS initiative will refresh each component of the CMP, with a focus on an updated process to analyze congestion problems and needs. This comprehensive update will set a foundation for a new approach to evaluate, identify, and rank priority corridors for planning and investment.

The CMS will include two primary deliverables to support implementation: a guidebook and a comprehensive corridor study template. The guidebook will lay out the identified congestion management strategies. The corridor study template will establish a framework for multijurisdictional and multiagency coordination, to plan and implement the strategies, particularly for priority corridors.

To ensure the congestion management strategy is developed in consultation with CMAP committees, regional stakeholders, and experts, CMAP staff has organized resource group of key transportation implementers and partners. The resource group will guide each step of the CMP update process in alignment with federal regulations and FHWA guidance.

### **Next steps**

Over the coming months, CMAP staff and the consultant team will finalize the objectives, performance measures, and network, based on feedback from the resource group. From there, CMAP staff, the consultant team, and resource group members will focus on establishing the process to analyze congestion. CMAP staff will return to the committee in 2025 with a progress update and to seek feedback from the committee members. The updated CMP, guidebook, and corridor study template are expected in summer of 2025.

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<sup>3</sup> For more information on the definition and regulations for the congestion management process, and to access federal guidance documents, see the FHWA webpage: [https://ops.fhwa.dot.gov/plan4ops/focus\\_areas/cmp.htm](https://ops.fhwa.dot.gov/plan4ops/focus_areas/cmp.htm)

Re



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## MEMORANDUM

**To:** Transportation Committee  
**From:** CMAP Staff  
**Date:** Friday, November 15, 2024  
**Subject:** Transportation Resilience Improvement Plan  
**Purpose:** Project overview and update on the Transportation Resilience Improvement Plan  
**Action Requested:** For information

CMAP seeks to update the Transportation Committee on the development of the Transportation Resilience Improvement Plan (TRIP) for northeastern Illinois. CMAP will provide an overview of the project and share the results and methods used to conduct the first climate vulnerability assessment for northeastern Illinois.

### **Project overview**

Northeastern Illinois already feels the effects of climate change. More intense storms are worsening flooding, making roads impassable, causing transit service delays, and damaging critical infrastructure. Temperatures are also on the rise, resulting in more frequent and intense heatwaves that can harm people as they travel and disrupt transit operations. In the future, these impacts are projected to become more frequent and intense across the region.

As the federally designated metropolitan planning organization for northeastern Illinois, CMAP seeks to improve the region's transportation network's resilience to extreme weather and climate change. To do this, CMAP is developing a Transportation Resilience Improvement Plan (TRIP) that will identify transportation assets vulnerable to climate change and prioritize them for equitable resilience investments.

The TRIP will inform transportation planning and decision making at CMAP and throughout the region. It also will meet the Federal Highway Administration's [Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation \(PROTECT\)](#) program requirements for a resilience improvement plan. The TRIP will position northeastern Illinois to compete for PROTECT funds as well as other resilience funds.

### **Risk-based vulnerability assessment**

The first phase of developing the TRIP is to assess the climate risks of the transportation system by:

- Evaluating recent trends and latest projections to understand future climate change



- Identifying which components of the transportation system are most likely to be impacted by climate-related events
- Determining clusters of transportation assets and climate risk across the region
- Assessing where extreme heat poses the most risk to riders

### **Key findings**

Flooding poses the biggest threat, impacting all transportation infrastructure, service operations, and users.

- Of the road miles studied, 34 percent have high or very high risk, meaning they could experience up to two or more feet of flooding during a 500-year flood event by mid-century.
- Bus stops are also vulnerable, with 64 percent of CTA bus stops and 47 percent of Pace bus stops exposed to flooding.
- When looking at the region’s commuter rail, 36 percent of CTA stations and 31 percent of Metra stations are at risk of flooding.
- Regional trails are particularly vulnerable to flooding, since many of them follow waterways.

Extreme heat and severe storms impact service operations and active transportation users. These hazards also threaten rail infrastructure, electrical service, and backup power.

Not all transit riders are equally affected by heat.

- Heat vulnerability is influenced by extreme temperatures, social and health vulnerabilities, and other transit stop conditions.
- When accounting for these risk factors, more than half of bus stops and rail stations have high or very high transit rider vulnerability. Urban areas of the region demonstrate higher vulnerability than non-urban areas, with higher concentrations in Chicago’s south and west sides.

### **What’s next**

Having performed a vulnerability assessment, the project’s next phase is the development of the regional Transportation Resilience Improvement Plan. The vulnerability assessment will support regional transportation resilience planning by informing the identification and prioritization of resilience projects that will, in turn, be eligible for increased federal resilience funding. CMAP and regional partners can also use the assessment results to inform more immediate transportation planning and programming activities that increase climate resilience throughout northeastern Illinois.

**MEMORANDUM**

**To:** Transportation Committee

**From:** CMAP Staff

**Date:** November 15, 2024

**Subject:** 2025 Draft Committee Meeting Dates

**Action Requested:** Information

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The following are proposed meeting dates for 2025. All the dates are on Fridays at 9:30 a.m. and are subject to change based upon the work of the committee. Approval of the Transportation Committee meeting calendar for 2025 will be requested at the December 20, 2024 meeting.

<b>Proposed 2025 Transportation Committee Calendar</b>
February 28, 2025
April 25, 2025
May 30, 2025
August 1, 2025
September 12, 2025
November 21, 2025
December 19, 2025