



TRANSPORTATION COMMITTEE

MEETING MINUTES - DRAFT

Friday, September 13, 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 until September 12, 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=PsBFjKp2bC3t6RhfoTfyllaFbPHiZX.1>

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

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

To review 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) or phone (312-454-0400).

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 Dipla 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.

CMAQ 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. CMAQ 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 CMAQ 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.