



TRANSPORTATION COMMITTEE

MEETING MINUTES - FINAL

Friday, August 1, 2025

9:30 AM

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until July 31, 2025 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/83578014580?pwd=ZWSDXo42TZrk3BbPaWKipC9mgLWXK9.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 835 7801 4580 Passcode: 198857

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

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

To review CMAF's public participation policy, please visit <https://www.cmap.illinois.gov/committees>.

If you require a reasonable accommodation or language interpretation services to attend or join the meeting, please contact CMAF at least five days before the meeting by email (info@cmap.illinois.gov) or phone (312-454-0400).

1.0 Call to order and introductions

Chair Carrier called the meeting to order at 9:30 a.m.

Present: Academic Research Representative 1, ATA Representative, CDOT Representative, CMAP Representative, CoM 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, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative, and Will Co Representative

Absent: Academic Research Representative 2, and SEWRPC Representative

Non-Voting: FHWA Representative, and FTA Representative

Noting a physical quorum of the committee, Chair Carrier reported that requests were received from CDOT Representative Mary Nicol and CoM Representative Leon Rockingham to participate in the meeting virtually in compliance with Open Meetings Act requirements. A vote is required.

The Transportation Committee approved the remote participation of CDOT Representative Mary Nicol and CoM Representative Leon Rockingham. Approval carried by the following vote:

Aye: Academic Research Representative 1, ATA 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, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative

Absent: Academic Research Representative 2 and SEWRPC Representative

Non-Voting: FHWA Representative and FTA Representative

Not Present: CDOT Representative and CoM Representative

Kevin Carrier served as Lake Co Representative, Joe Schofer served as Academic Research 1 Representative, Amy Rynell served as ATA Representative, Mary Nicol served as CDOT Representative, Aimee Lee served as CMAP Representative, Leon Rockingham served as CoM Representative, Tara Orbon served as Cook Co Representative, Cara Bader served as CTA Representative, John Loper served as DuPage Co Representative, Steve Schilke served as IDOT D1, Chuck Abraham served as IDOT- OIPI Representative, Megan Swanson served as IDOT OP&P Representative, Jack Cruikshank served as IEPA Representative, Heidi Files served as Kane Co Representative, Heidi Lichtenberger served as Kendall Co Representative, Scott Hennings served as McHenry Co Representative, David Kralik served as Metra Representative, Audrey Wennink served as MPC Representative, Scott Weber served as NIRPC Representative, Erik Llewellyn served as Pace Representative, Heather Mullins served as RTA Representative, Henry Guerriero served as Tollway Representative, Kristina Kupkowski served as Will Co Representative

Staff present: Victoria Barrett, Teri Dixon, Kama Dobbs, Elizabeth Ginsberg, Noah Harris, Kasia Hart, Hayden Horton, Maren Lutterbach, Martin Menninger, Richard Norwood, Russell Pietrowiak, Ryan Thompto, Elizabeth Scott, Mike Sobczak, Blanca Vela-Schneider

Others present: Hanan Abdillahi, Zaynah Arja, Ewer Canta, Erik Cempel, Rithvika Daren, Drew Duffin,

Brandon Geber, Katie Herdus, George Kandathil, Mike Klemens, David Kovarik, Brian Larson, Leslie Rauer, Joe Surdam

2.0 Agenda changes and announcements

There were no agenda changes or announcements.

3.0 Approval of minutes

3.01 Minutes from May 30, 2025

[25-240](#)

Attachments: [TC minutes 05.30.25](#)

A motion was made by CMAP Representative Aimee Lee, seconded by Kane Co Representative Heidi Files, to approve the minutes from May 30, 2025. The motion carried by the following vote:

Aye: Academic Research Representative 1, ATA Representative, CDOT Representative, CMAP Representative, CoM 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, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative

Absent: Academic Research Representative 2 and SEWRPC Representative

Non-Voting: FHWA Representative and FTA Representative

4.0 CMAP updates

Aimee Lee, Deputy of Transportation and CMAP Representative, reported on CMAP staff's recent engagements at Elevated Chicago, the Transport Chicago conference, the National Association of Regional Councils annual conference, and the Esri User conference. For its 17th year, CMAP hosted the Future Leaders in Planning (FLIP) program, a program designed to introduce high school students to urban planning through hands-on learning and site visits.

CMAP received a \$2 million appropriation in the state's FY2026 budget that will allow CMAP to address non-transportation related directives in the Regional Planning Act (RPA). Lee reported that 30 projects were selected by CMAP for its Technical Assistance program. The program is in partnership with the RTA which has also finalized selections for its Community Planning program. The 2025 CMAP community data snapshots have been released and can be found on CMAP's northeastern Illinois Development Database website.

Lee announced that IDOT has opened its application process for the 2025 Safe Routes to School Program. This program is a 100%, federally funded opportunity intended to improve student safety in getting to and from school. Applications will be accepted through October 13, 2025.

5.0 Items for approval

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

[25-244](#)

Attachments: [TC\(Memo\)TIP Amend25-10](#)
[Formal TIP Amendment 25-10](#)
[Administrative Amendment 25-10.1](#)
[Administrative Amendment 25-10.2](#)

Russell Pietrowiak, Program Lead, presented the FFY 2023-2028 Transportation Improvement program formal TIP amendment 25-10 and administrative TIP amendments 25-10.1 and 25-10.2. There are 77 formal amendments for the committee's consideration. Additionally, 206 administrative amendments were reviewed and accepted by staff.

Formal amendments resulted in an increase of \$282.7 million in total costs for all prior, current, and future years. There were several new projects added to the TIP with approximately half of them are for IDOT maintenance projects. IDOT OP&P also added several ITEP funded projects into the TIP. Administrative amendments added \$214.3 million in total costs for all prior, current, and future years.

The net change from the TIP for both formal and administrative amendments has resulted in \$497 million being added to the TIP in prior, current, and future years. The TIP remains fiscally constrained. Staff are seeking approval of formal TIP amendment 25-10.

Discussion ensued regarding the use of TIP funding for safety enhancements and ADA accessibility.

A motion was made by Tollway Representative Henry Guerrero, seconded by DuPage Co Representative John Loper, to approve FFY 2023-2028 formal TIP amendment 25-10. The motion carried by the following vote:

Aye: Academic Research Representative 1, ATA Representative, CDOT Representative, CMAP Representative, CoM 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, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative

Absent: Academic Research Representative 2 and SEWRPC Representative

Non-Voting: FHWA Representative and FTA Representative

6.0 Information items

6.01 FY2024-FY2025 Section 5310 Recommended Program of Projects

[25-247](#)

Attachments: [RTA Section 5310 Memo TC](#)

Heather Mullins, RTA Representative and RTA Division Manager of the Local Planning Program Management, presented the FY2024-FY2025 Section 5310 Program. Section 5310 is a federal formula grant program that provides assistance to public transportation projects that focus on enhancing mobility for seniors and individuals with disabilities.

As a co-designated recipient of the Section 5310 Program, RTA awards and administers operating, mobility management, and capital improvement projects while IDOT awards and administers grants for paratransit vehicles. Project selections for the program are guided by the coordinated public transit Human Services Transportation Plan (HSTP) which was last adopted by the RTA in March 2021. HSTP identifies the transportation needs of individuals with disabilities, older adults, and people with low income and provides strategies in meeting local needs. It also prioritizes transportation services and projects for funding and implementation.

The HSTP recommended nine goals and strategies to meet the transportation needs of seniors and individuals with disabilities and projects selected for the program must meet at least one of the goals. This year's call for projects was opened on March 20, 2025, with applications due on April 24, 2025. Applicants provided a presentation to the Project Selection team and engaged in a question-and-answer session in May. The Project Selection team provided their recommendation of projects that were subject to a 30-day public comment period. The 15 comments received were in support of the Aurora Program. The recommended list of projects will be considered by the RTA at its August 21, 2025, meeting.

Mullins reported that IDOT and RTA, as co-recipients, received \$20 million in federal funding for the FY2024-FY2025 Project, approximately \$800 thousand less than the previous federal grant award. IDOT has agreed to a lower allocation for its vehicle procurements, which has provided RTA with approximately \$16.5 million for operating, mobility, management and capital projects.

Mullins reported the Project Selection team is recommending 16 projects for funding and she highlighted several of the projects. RTA is eligible to take up to 10% of the funding for administrative projects. It will be using this funding to conduct a region-wide coordination study to determine strategies for county-level dial-a-ride services to provide better coordinated services across county lines.

Discussion ensued.

RTA's FY2024-FY2025 Section 5310 Recommended Program of Projects was presented.

6.02 The Century Plan Update

[25-245](#)

Attachments: [Century Plan Update Memo TC 6.02](#)

Elizabeth Scott, Principal Planner, presented an update on the Century Plan, also referred to as the regional vision, in past presentations. The state of Illinois Regional Planning Act requires CMAP to periodically update its comprehensive plan requirements that includes broad stakeholder engagement, guides the physical development of the region, and establishes the foundation for all planning in the region. As a metropolitan planning organization, CMAP must also meet federal requirements that plans for a 20-year planning horizon that includes the involvement of implementers, FTA, and FHWA, as well as development of the regional transportation plans that guide transportation investments, and complies with technical requirements.

In the past, CMAP fulfilled these requirements by creating one, all-encompassing plan through the GO TO 2040 and ON TO 2050 Plans. These comprehensive plans have served the agency well, but there have been challenges in being responsive to world changes and diving deeper into certain topics. To address these challenges, CMAP is developing a vision plan now named the Century Plan and will release action and policy plans that are more in-depth over the lifespan of the Century Plan. The Century Plan will identify the region's priorities, build consensus on challenges and opportunities, articulate a plan for the region, and coordinate progress in the region.

CMAP will be reaching out to committees for their input and guidance throughout the development of the Century Plan. CMAP is currently analyzing existing conditions and scenario planning to understand future opportunities and challenges. It will engage the community to hear their highest priorities for the region. The Century Plan will identify the path to get our region to these goals.

Scott reported on regional trends in demographics. While population growth has remained steady, household growth has increased. It was noted that the region's population is aging with growth in older cohorts but fewer children, and the development of farmland and natural areas has slowed but outpaced infill.

Scott reported that CMAP will be publicly launching the Century Plan on November 4, 2025 which is also CMAP's 20th anniversary. Staff has been working hard on the details of the event and more information will follow.

The Century Plan update was presented.

6.03 Regional Transportation Plan (RTP) update

[25-239](#)

Attachments: [20250801 RTP memo](#)

Ryan Thompto, Principal Policy Analyst, Erik Cempel, Consultant, Noah Harris, Policy Analyst, and Elizabeth Ginsberg, Senior Policy Analyst, provided the Regional Transportation Plan (RTP) update.

Thompto reported the RTP is rooted in ON TO 2050. The development process focuses on three questions: what transportation system do we want?; what are the challenges and opportunities to get there?; and how will we achieve the transportation system we want?

As part of the strategy development of the RTP, CMAP is using existing documents including the ON TO 2050 strategy papers and reports, the work on Mobility Recovery and the Plan of Action for Regional Transit (PART), the Speed Management Report and Transit is the Answer. The RTP will draw upon work that is underway in the Climate Action Plan, the Transportation Resilience Improvement Plan, the Congestion Management Strategy, Financial Plan, and other materials. Staff are working with partners to develop policy briefs on transportation asset management, intercity bus and rail, emergency technology, innovative finance and project delivery, and reasonably expected revenues. Discussion ensued regarding the opportunity to share socioeconomic forecast drafts.

Cempel reported on asset management policy brief. It addresses aging assets, declining revenues, competing priorities, new technologies, and diversity in the types of assets in the transportation system. It looks at existing conditions of the region's aging infrastructure as well as related emerging trends including connected and autonomous vehicles, electric vehicles, and new types of infrastructure. It also reflects the shifting patterns in mobility, drone usage, extreme weather conditions, as well as artificial intelligence and machine learning.

In developing the asset management policy brief, peer agencies were reviewed. Peer agencies have focused on preserving infrastructure before expanding it. They are anchored in performance targets and focused on coordinating across agencies. They use data-driven prioritization, and they provide support to local governments and smaller agencies through technical assistance. He highlighted the work of the Metropolitan Transportation Commission in San Francisco Bay Area and the Atlanta Regional Commission. Opportunities identified through the asset management policy brief include improved data coverage, quality, and usability, strengthened organizational capacity, integrated innovative tools, linking asset conditions directly to capital programming at scale, and increased support and more reliable investment in asset management. Discussion occurred regarding the need for a framework to reevaluate and prioritize projects.

(CoM Representative Leon Rockingham left the meeting at 10:37 a.m.)

Harris provided the Congestion Management Strategy update. Federal regulations establish congestion management as a required component of the regional transportation planning. A resource group was created to guide the comprehensive update addressing technical and policy perspectives. The group is comprised of state agencies, departments of transportation, transit service boards, and non-governmental partners.

The FHWA provides guidance documentation for its eight-step model on congestion management. Today's presentation focuses on the sixth step, identifying and assessing strategies. CMAP and partners developed a strategy guidebook that provides a framework for addressing congestion across the region and outlines a broad range of strategies in support of a comprehensive and flexible approach. The guidebook is intended to aid transportation agencies, local governments, and planning partners responsible for identifying and evaluating implementation strategies that reduce congestion and improve performance of the transportation system. The guidebook includes a Mobility Solutions Ladder that organizes available strategies in a clear, tiered structure. Harris reviewed the strategies identified in the Mobility Solutions Ladder: preserving the existing system, reducing vehicle miles traveled, encouraging mode shift, improving traffic operations, and then expanding capacity. The guidebook also highlights key congestion management strategies that benefit from regional coordination. Next steps include finalizing the congestion management strategy guidebook, releasing the comprehensive corridor study template, evaluating and identifying priority corridors for congestion management, and handing off key strategies and priority corridors for inclusion in the RTP.

Ginsberg provided an update on the financial plan. The RTP is federally required to be fiscally constrained and must demonstrate that there is sufficient funding to invest in the transportation system as recommended by the plan. CMAP must determine the anticipated expenditures and revenue sources necessary to carry out the operation, maintenance and expansion of the region's transportation system between now and 2050. The baseline revenue forecast estimates are made through both assumptions and a specific methodology.

The revenues and expenditure forecasts are subject to economic, policy, and implementation conditions and carry inherent uncertainty and risk. A risk assessment is being developed to evaluate uncertainties, increase transparency, and identify strategies to mitigate risks and minimize impact. Five risks to the constrained plan have been identified: insufficient baseline revenues to cover planned expenditures, transit operations decline, continued cost growth, the need for growing infrastructure, and limited coordination resulting in missed opportunities.

Ginsberg discussed possible new revenue ideas, noting that many were included in GO TO 2040, ON TO 2050, the ON TO 2050 update, and the Plan of Action on Regional Transit. CMAP has worked with CDM Smith to draft a transportation funding strategies policy brief that will be published during the week of August 4, 2025. CDM Smith is also working on a tolling and congestion pricing policy brief and CMAP staff are working on a road user fee charge paper that the agency hopes to release in September. Reasonably expected revenues that may move forward include sales tax modernization, a road user charge, regional revenue source, retail delivery fee, and tolls on highway reconstructions. Next steps include refining baseline revenue forecast, developing cost estimates, identifying reasonably expected revenues, and conducting a risk assessment.

An update of the Regional Transportation Plan was presented.

6.04 Legislative update

25-242

Attachments: [6.04 Legislative Update Memo 2025-08-01](#)

Kasia Hart, Intergovernmental Affairs Principal, presented a legislative update. On the federal side, the House of Representatives has adjourned to September and August 1 is the last day of the Senate before it heads into its August recess. On July 4, the President signed into law the One Big Beautiful Bill Act. While the Act has fewer direct impacts on the transportation sector, it significantly impacts how the federal government funds Medicaid and SNAP benefits. This has left states in a difficult position in navigating the deficit and exacerbating state budgetary pressures.

On July 17, the House Appropriations Committee advanced its FY26 Transportation, Housing, and Urban Development Act proposal. A week later the Senate Appropriations Committee approved its version. These bills differ in the policy provisions that are included, and the extent to they rely on the diversion of Infrastructure Investment Job Act (IIJA) funds and new appropriations. The deadline to pass an appropriations package is September 30 unless there is another continuing act passed.

On June 19, the US District Court for Rhode Island issued a preliminary injunction that prevented the US DOT from imposing immigration enforcement conditions on federal funding recipients. So funding that was stalled is now being released.

Hart reviewed the work that both chambers have done on the Surface Transportation Reauthorization. Staff continue to work with regional leaders and other metropolitan agencies to articulate the needs of the region and metropolitan planning organizations.

On the state side, CMAP was successful in obtaining a \$2 million FY26 appropriation from the state to for its Strengthen Communities RPA funding initiative to fulfill non-transportation mandates set in the Regional Planning Act.

Staff continue to monitor transit reform funding in the general assembly. The Illinois Senate passed a bill with similar governance and operational language that was passed by the Illinois House of Representatives but inserted several funding provisions. Staff are analyzing the costs generated by system enhancements and operational improvements and what the revenue projections will be. Staff continue to meet with legislators and government officials in discussing the fiscal cliff. The General Assembly is scheduled to reconvene in October for its veto session.

A legislative update was presented.

7.0 Other Business

There was no other business before the committee.

8.0 Public Comment

John Paul Jones, Grow Greater Englewood, thanked CMAP for their legislative update and the Regional Transportation Plan.

9.0 Next meeting

The next meeting is scheduled for September 12, 2025.

10.0 Adjournment

A motion was made by IEPA Representative Jack Cruikshank, seconded by McHenry Co Representative Scott Hennings, to adjourn the meeting. The motion carried by the following vote:

Aye: Academic Research Representative 1, ATA Representative, 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, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative

Absent: Academic Research Representative 2 and SEWRPC Representative

Non-Voting: FHWA Representative and FTA Representative

Not Present: CoM Representative

The meeting was adjourned at 11:28 a.m.

Minutes prepared by Blanca Vela-Schneider.