



TRANSPORTATION COMMITTEE

MEETING MINUTES - FINAL

Friday, December 20, 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 December 19, 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 Kevin Carrier called the meeting to order at 9:32 a.m.

Present: CDOT Representative, CMAP Representative, CNT 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, SEWRPC Representative, Tollway Representative, and Will Co Representative

Absent: Academic Research Representative 1, and Academic Research Representative 2

Non-Voting: FHWA Representative

Absent (NV): FTA Representative

Noting a physical quorum of the committee, Chair Kevin Carrier reported requests were received from Tollway Representative Karyn Robles and Will Co Representative Christina Kupkowski to attend the meeting virtually in compliance with the Open Meetings Act.

A motion was made by CoM Representative Leon Rockingham, seconded by IDOT OP&P Representative Brandon Geber, to permit the virtual attendance of Tollway Representative Karyn Robles and Will Co Representative Christina Kupkowski. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative, CNT 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, and SEWRPC Representative

Absent: Academic Research Representative 1, and Academic Research Representative 2

Non-Voting: FHWA Representative

Not Present: Tollway Representative, and Will Co Representative

Absent (NV): FTA Representative

Kevin Carrier served as Lake Co Representative, Mary Nicol served as CDOT Representative, Aimee Lee served as CMAP Representative, Pam Jones served as CNT Representative, Leon Rockingham served as CoM Representative, Tara Orbon served as Cook Co Representative, Cara Bader served as CTA Representative, Steve Travia served as DuPage Co Representative, Steve Schilke served as IDOT D1 Representative, Chuck Abraham served as IDOT OIPI Representative, Brandon Geber 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, Scott Hennings served as McHenry Co Representative, Lynnette Ciavarella served as Metra Representative, Thomas Bamonte served as Metropolitan Planning Council Representative, Tom Vander Woude served as NIRPC Representative, Erik Llewellyn served as Pace Representative, Kyle Whitehead served as RTA Representative, Karyn Robles served as Tollway Representative, Christina Kupkowski served as Will Co Representative, Jon Paul Diipla served as FHWA Representative

Staff present: Bill Barnes, Victoria Barrett, Alex Beata, Vas Boykovskyy, Brett Brown, John Carpenter, Teri Dixon, Kama Dobbs, Doug Ferguson, Ryan Gougis, Jane Grover, Jon Haadsma, Jaemi Jackson, Jen Maddux, Martin Menninger, Jen Miller, Richard Norwood, George Rivera, Mike Sobczak, Sarah Stolpe, Ryan Thompto, Jennie Vana, Blanca Vela-Schneider

Others present: Garland Armstrong, Leonard Cannata, Eric Czarnota, Dawn Dina, Robert Douglas, Drew Duffin, Sarah FioRito, Mike Fricano, Jennifer Henry, John Paul Jones, George Kandathil, Mark Kane, Quinn Kasal, Mike Klemens, Gretchen Klock, Michael LaFargue, Brian Larson, Brittany Matyas, Lee Overholser, Matt Pasquini, Jada Porter, Leslie Rauer, Joe Surdam, Michael Vanderhoof

2.0 Agenda Changes and Announcements

Chair Kevin Carrier reported Steve Travia is now the director of DuPage County's Transportation Division. Kane Co Representative Jackie Forbes reported on Kane County's Long Meadow Parkway Corridor and Dauberman Road Extension Projects.

3.0 Approval of Minutes

3.01 Minutes from November 22, 2024

[24-494](#)

Attachments: [TC Meeting Minutes 11.22.24](#)

(CTA Representative Christina Bader arrived at 9:39 a.m.)

A motion was made by CMAP Representative Aimee Lee, seconded by CoM Representative Leon Rockingham, to approve the November 22, 2024 minutes. Motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative, CNT 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, SEWRPC Representative, Tollway Representative, and Will Co Representative

Absent: Academic Research Representative 1, and Academic Research Representative 2

Non-Voting: FHWA Representative

Absent (NV): FTA Representative

4.0 CMAP Updates

Aimee Lee, Deputy of Transportation and CMAP Representative, requested that members should submit any topics of interest to CMAP staff for committee discussion at a future date. She reported that CMAP's Executive Director Erin Aleman recently joined a delegation of transportation leaders and advocates for a trip to Munich and Berlin, Germany to learn more about their transportation system. She also reported that Vickie Barrett, Senior Planner, attended the first World Street Congress hosted by Osaka, Japan to share best practices and challenges in creating people-centered spaces on city streets.

CMAP continues to work on the Safe Travel for All region-wide safety initiative and is actively promoting online engagement for its six participating counties. CMAP was recognized for its

collaborative work on the Central Avenue redevelopment project at Austin Coming Together's 2024 Membership Awards.

Deputy Lee reported on CMAP's legislative program, noting that the 2025-2026 Advocacy Agenda will be presented to the Transportation Committee following CMAP Board approval. A major priority for the legislative affairs team is funding for northeastern Illinois' transit system.

Local contribution letters have been sent to the region's counties, municipalities, and transportation partners. These contributions support the 20% local match to receive federal metropolitan planning funds through the US Department of Transportation. Deputy Lee thanked the members of Transportation Committee for the collaboration and hard work to drive progress in the region.

CMAP updates were presented.

5.0 Items for Approval

5.01 2025 Committee meeting dates

[24-496](#)

Attachments: [TC\(Memo\)MeetingDates2025](#)

IDOT OP&P Representative Brendon Geber asked if the December 2025 meeting could be moved earlier in the month. Staff reported they would look into it, but meeting dates are typically contingent upon IDOT letting schedules. Staff will report back at the next meeting and will seek a modification to the schedule if it is possible.

IEPA Representative Jack Cruikshank, seconded by Cook Co Representative Tara Orbon, to approve the 2025 committee meeting dates. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative, CNT 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, SEWRPC Representative, Tollway Representative, and Will Co Representative

Absent: Academic Research Representative 1, and Academic Research Representative 2

Non-Voting: FHWA Representative

Absent (NV): FTA Representative

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

[24-493](#)

Attachments: [TC\(Memo\)TIP Amend25-04](#)
[Formal TIP Amendment 25-04](#)
[Administrative TIP Amendment 25-04.1](#)
[Administrative TIP Amendment 25-04.2](#)

Jon Haadsma, Programming Analyst, presented FFY 2023-2029 formal TIP amendment 25-04 and administrative TIP amendments 25-04.1 and 25-04.2. There are 101 formal amendments for the committee's consideration. Additional, 109 administrative amendments were reviewed and approved

by staff.

The formal amendments resulted in an increase of \$1.04 billion in total project costs for all prior, current, and future years. Notable items include an increase of \$185 million in federal funds which includes a \$90 million mega grant from IDOT for work in the I-290 Corridor Project, an increase of \$54 million in federal funds from IDOT for the I-80 bridge over Des Plaines River, and an increase of nearly \$650 million of which approximately \$284 million is through federal funds from Metra to continue various rail station and travel improvements throughout the system.

Administrative changes added \$22.8 million to the TIP to all prior, current, and future years. The TIP remains fiscally constrained. The amendments and memo were posted on December 13, 2024 for committee and public review.

A motion was made by Kendall Co Representative Heidi Lichtenberger, seconded by Metra Representative Lynnette Ciavarella, that FFY 2023-2028 Transportation Improvement Program Amendment 25-04 be approved. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative, CNT 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, SEWRPC Representative, Tollway Representative, and Will Co Representative

Absent: Academic Research Representative 2, and Academic Research Representative 1

Non-Voting: FHWA Representative

Absent (NV): FTA Representative

5.03 ON TO 2050/2025-2029 TIP conformity analysis & TIP amendment

[24-495](#)

Attachments: [Memo - TIP Conformity Analysis](#)
[Formal TIP Conformity Amendment 25-03](#)

Kama Dobbs, Principal, presented on the ON TO 2050/2023-2029 TIP conformity analysis and TIP amendment 25-03. CMAP's region is a non-attainment area for ozone and, as a result, is required to comply with the Clean Air Act and demonstrate that projects in the TIP conform to the motor vehicle emissions budget through a regional emissions analysis.

The new emissions modeling software tool used this year is called MOVES4. The tool has new enhancements that account for new finalized rules including the EPA's heavy-duty low NOx (nitrous oxide) rule. The impact of these rules, resulted in a significant reduction in modeled emissions after 2030 that continue through 2050. The tool also allowed CMAP to model new technology such as electric vehicles in the near- and long-term which CMAP was not previously able to do. She clarified that MOVES4 only monitors on-road transportation emissions and electric generation is not part of this analysis.

MPC Representative Thomas Bamonte questioned whether the Commons Drive Project, identified as TIP ID 09-24-032, will include ADA accessibility improvements to three non-compliant bus stops. Kane Co Representative Jackie Forbes reported that she will reach out to the municipality of Aurora to

confirm. Discussion ensued.

A motion was made by IEPA Representative Jack Cruikshank, seconded by Kane Co Representative Jackie Forbes, to approve and refer the 2050/2025-2029 TIP conforming analysis and TIP amendment 25-03 to the MPO Policy Committee. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative, CNT 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, SEWRPC Representative, Tollway Representative, and Will Co Representative

Absent: Academic Research Representative 1, and Academic Research Representative 2

Non-Voting: FHWA Representative

Absent (NV): FTA Representative

5.04 FY 2026 Unified Work Program (UWP) budget allocations

[24-497](#)

Attachments: [TC\(Memo\) FY26 UWP 12202024](#)

Kama Dobbs, Principal, presented the FY 2026 Unified Work Program (UWP) budget allocations. The UWP is a requirement for documenting the work plan and budget for the transportation planning activities that are the responsibility of the MPO. The UWP is an important component of CMAP's comprehensive budget and work plan because it contains the federal metropolitan planning funds designated to our region. CMAP also conducts other planning activities through the use of other fund sources that are not part of the UWP budget. CMAP relies on its planning partners in the region to assist in accomplishing the work plan and allocates funding to those partners through the UWP.

In 2023, CMAP's UWP Committee approved a methodology for the allocation of UWP funding that includes two components: a core program that consists of activities and tasks that meet federal requirements; and a competitive program that consists of other transportation planning activities that support federal, state, and local priorities for transportation.

The core program is an annual program developed by soliciting budget proposals from eligible planning partners for ongoing core activities. CMAP received budget requests for core activities from 16 agencies including CDOT, the 11 councils of mayors, CTA, McHenry County Transportation, Metra, and Pace. Staff worked with the agencies to make minor revisions to the proposals resulting in a proposed budget for core programs totaling just under \$5.7 million.

The competitive program is developed biannually by soliciting for one-time projects that are scored competitively as defined in the methodology. The first five-year program was established last year for projects to be implemented from 2025-2029. Next year, CMAP will solicit projects for the 2027-2031 range. The competitive program projects approved last year totaled just under \$1.1 million.

When combined, the total allocation of FY 2026 UWP funds to external agencies is nearly \$6.7 million which is nearly a 12% increase of what was awarded to external agencies for FY2025. This leaves \$27.5 million to be utilized by CMAP for MPO activities and operations and is approximately 3% less than what was approved in FY 2025. The \$27.5 will be allocated with the completion of CMAP's FY

2026 comprehensive budget and work plan.

Principal Dobbs reported on next steps, noting that the MPO Policy Committee will consider the UWP Program budget allocations in January.

A motion was made by IDOT - OIPI Representative Chuck Abraham, seconded by McHenry Co Representative Scott Hennings, to approve the FY 20265 UWP budget allocations and refer the item to the MPO Policy Committee for its approval. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative, CNT 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, SEWRPC Representative, Tollway Representative, and Will Co Representative

Absent: Academic Research Representative 1, and Academic Research Representative 2

Non-Voting: FHWA Representative

Absent (NV): FTA Representative

5.05 2026 Highway asset condition targets

[24-500](#)

Attachments: [Memo - 2026 Highway Asset Condition Targets](#)

Martin Menninger, Program Lead, presented the 2026 highway asset condition targets. Federal law requires metropolitan planning organizations (MPOs) to set a variety of performance measures, including six measures related to highway and bridge asset conditions. These measures are monitored on the same cycle of a four-year target and a two-year midpoint adjustment. State Departments of Transportation adopt a four-year target and can adjust their targets at a midpoint cycle. MPO's are required to adopt a four-year target. Once the state's transportation department sets its statewide targets, MPO's have no more than 180 days to adopt their targets.

CMAP adopted its pavement condition targets in 2018 based on data available. In 2021, CMAP adjusted its pavement condition targets to support the state's targets which now included pavement distress data. In October 2024, IDOT shared its adjusted statewide midpoint targets for pavement and bridge conditions based upon anticipated investments and the system's current conditions. This requires CMAP to either accept their targets or adopt its own targets. IDOT's revised pavement performance targets.

Regarding bridge asset conditions, the federal goal is to have less than 10% of bridges in poor condition. CMAP set its targets in 2018 with an anticipated 8.6% of national highway system bridges classified as in poor condition. While many of the region's bridges were built post-World War II and are nearing life expectancy, CMAP believes that the 8.6% target is still reasonable and attainable.

The recommendation is to support IDOT's adjusted pavement condition targets and maintain CMAP's existing bridge condition targets.

The committee discussed if federal requirements account for functional obsolescence and how preventative maintenance is determined to optimize the financial return on investments. CMAP

sought input from the members on what CMAP can do to improve data to maintain assets and select projects, support system preservation efforts, develop good targets vs. poor targets, and scenarios that CMAP should model for its financial plan with IDOT and the RTA.

A motion was made by CoM Representative Leon Rockingham, seconded by IDOT - OP&P Representative Brandon Geber, to approve the 2026 highway asset condition targets and refer the agenda item to the MPO Policy Committee for its consideration. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative, CNT 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, SEWRPC Representative, Tollway Representative, and Will Co Representative

Absent: Academic Research Representative 1, and Academic Research Representative 2

Non-Voting: FHWA Representative

Absent (NV): FTA Representative

6.0 Information Items

6.01 Regional Transportation Plan update

[24-499](#)

Attachments: [RTP Update Memo Transportation Committee 12.12.2024](#)

Ryan Thompto, Principal, provided an update on the Regional Transportation Plan (RTP). The RTP process considers three questions: what transportation do we want?; what are the challenges and opportunity to get there?; and how will we achieve the transportation system we want?

Principal Thompto reviewed the timeline for completing the RTP. CMAP has been developing its emerging priorities, conducting research and meeting with communities to discuss their transportation priorities and goals and objectives for the region.

Federal regulations require metropolitan planning organizations (MPOs) to consider air quality and fiscal constraint in their RTP, but CMAP also considers safety, resilience, and the economy. As CMAP considers projects, it needs to look at projects that have an impact on the regional system and on adjacent communities and incorporate them into a performance-based planning approach. The RTP allows CMAP to prioritize the regional needs and develop an approach that is realistic that CMAP can reasonably anticipate will have funding to implement.

Principal Thompto provided historical background on the development of previous RTP Plans and discussed the analysis staff has been conducting to improve future plans. CMAP convened a resource group and received feedback on the use of various plans, what regional goals should drive the definition and threshold of the plan, and understanding the combined regional impact of small projects. The resource group also discussed the need to maintain a geographic balance, consider project costs with their benefits as well as the administrative burden, and understand that too many projects could result in fewer priorities.

As a result of these discussions, CMAP is considering changing the name of regionally significant

projects (RSPs), noting the term means something different in federal regulations and causes confusion. CMAP is also considering changing the definition or thresholds related to capacity, financial, and sponsor nomination. It is also considering a prioritization framework for fiscally constrained projects. CMAP is also considering changes to administrative procedures to reduce administrative burden.

(CDOT Representative Tara Orbon left the meeting at 10:54 a.m.)

Next steps include refining definitions and thresholds, collecting project information, finalizing evaluation criteria, evaluating projects, weighing criteria, and prioritizing projects with the goal of getting approval from the Board and MPO at their joint meeting in October 2025.

Discussion ensued.

An update to the Regional Transportation Plan was presented.

7.0 Other Business

There was no other business before the committee.

8.0 Public Comment

Doug Ferguson, Senior Analyst, reported on a comment received from John Paul Jones, Nature Trail Steward Consultant of Grow Greater Englewood and President of Sustainable Englewood Initiatives, who encouraged the committee and CMAP to be more intentional in how it informs when public comment periods are open and how it receives public comments, encouraging that a public participation platform be created.

Garland Armstrong, former Illinois resident, expressed concern regarding accessibility issues at Metra's Elmhurst train station as well as at many suburban bus stops. He encouraged transit agencies to have written instructions translated into several languages for non-English speaking individuals detailing what to do in an emergency.

John Paul Jones thanked CMAP for their assistance in securing funding for the Red Line Extension and looks forward to working with them to ensure community concerns are addressed.

Written public comment

[25-040](#)

Attachments: [CMAP Transportation Committee Statement 12-20-2024](#)

9.0 Next Meeting

The next meeting is scheduled for Friday, February 28, 2025.

10.0 Adjournment

A motion was made by CMAP Representative Aimee Lee, seconded by Metra Representative Lynette Ciavarella, to adjourn the meeting. The motion carried by the following vote:

Aye: CMAP Representative, CNT 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, SEWRPC Representative, Tollway Representative, and Will Co Representative

Absent: Academic Research Representative 1, and Academic Research Representative 2

Non-Voting: FHWA Representative

Not Present: CDOT Representative

Absent (NV): FTA Representative

The meeting was adjourned at 11:31 a.m.

Minutes prepared by Blanca Vela-Schneider.