



MPO POLICY COMMITTEE

MEETING MINUTES - DRAFT

Thursday, March 13, 2025

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 Wednesday, March 12, 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/87224789656?pwd=KaD8obAlodV9pUAo3V2rkrAagsccgK.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 872 2478 9656 Passcode: 293023

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 Biagi called the meeting to order at 9:31 a.m.

Noting a physical quorum of the committee, Chair Biagi reported that requests were received from Lake Co Representative Shane Schneider and CMAP Representative 2 Matt Brolley, to attend the meeting virtually in compliance with the Open Meeting Act. A vote is required.

A motion was made by RTA Representative Leanne Redden, seconded by CoM Representative Jeff Schielke, to permit remote participation of members. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative 1, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT Representative, Kane Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative and Tollway Representative

Absent: Kendall Co Representative and Will Co Representative

Non-Voting: FTA Representative

Not Present: CMAP Representative 2 and Lake Co Representative

Absent (NV): Class I Railroads Representative and FHWA Representative

Gia Biagi served as IDOT Representative, Vignesh Krishnamurthy served as CDOT Representative, Frank Beal served as CMAP Representative 1, Matt Brolley served as CMAP Representative 2, Jesse Elam served as Cook County Representative, Jeffery Schielke served as Council of Mayors Representative, Molly Poppe served as CTA Representative, William Eidson served as DuPage Co Representative, Cassandra Rouse served as Illinois Tollway Representative, Tom Rickert served as Kane Co Representative, Shane Schneider served as Lake Co Representative, Drew Duffin served as McHenry Co Representative, Lynnette Ciavarella served as Metra Representative, Erik Llewellyn served as Pace Representative, Leanne Redden served as RTA Representative, Mark Kane served as FTA Representative

Staff present: Erin Aleman, Bill Barnes, Alex Beata, Nora Beck, Michael Brown, John Carpenter, Teri Dixon, Kama Dobbs, Phoebe Downey, Jane Grover, Noah Harris, Craig Heither, Aimee Lee, Julie Reschke, Stephane Phifer, Ryan Thompto, Jennie Vana, Blanca Vela Schneider, Laura Wilkison, Claire Williams

Other's present: Garland Armstrong, Josh Auld, Holly Bieneman, Christina Burns, Toner Cokysar, Eric Czarnota, Jackie Forbes, Michael Fricano, Brandon Geber, Henry Guerriero, Jennifer Henry, George Kandathil, Gretchen Klock, David Kralik, Jill Leary, Heidi Lichtenberger, Laura McFadden, Matt Pasquini, Leslie Rauer, Karyn Robles, Megan Swanson, Michael Vanderhoof

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes

3.01 Minutes from January 9, 2025

[25-061](#)

Attachments: [MPO Policy 01.09.25 Minutes - Draft](#)

A motion was made by CoM Representative Jeff Schielke, seconded by Tollway Representative Cassandra Rouse, to approve the January 9, 2025 meeting minutes. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative 1, CMAP Representative 2, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative and Tollway Representative

Absent: Kendall Co Representative and Will Co Representative

Non-Voting: FTA Representative

Absent (NV): Class I Railroads Representative and FHWA Representative

4.0 CMAP Announcements

4.01 Executive director's report

[25-065](#)

Erin Aleman, Executive Director, welcomed everyone to the March meeting and introduced Secretary Biagi from the Illinois Department of Transportation as the new chair.

Director Aleman's updates included key points on the impact of new presidential executive orders on transportation funding and projects, with some freezes resolved but uncertainties remaining. The Safe Streets for All program and the Climate Pollution Reduction Grant project faced changes due to executive orders. CMAP's annual budget for FY 2026 was approved, and projects like the Congestion Management Plan and the Regional Transportation Plan were highlighted. A report on modernizing Illinois sales tax is forthcoming, aiming to secure a stronger fiscal future. Director Aleman addressed the securing of \$1.27 billion in federal funding for transportation projects in 2024.

Director Aleman discussed the resolution of transportation funding freezes and the need for clarity on discretionary grants. She thanked county partners for their support of the Safe Streets for All program.

Director Aleman mentioned the pause on the Climate Pollution Reduction Grant project due to broader executive orders and acknowledged support from federal and state partners despite staff reductions and the need to streamline work.

Director Aleman outlined the interim period guidance from USDOT and FHWA regarding project compliance with executive orders and emphasized the importance of identifying projects at risk and communicating with congressional delegation offices.

Director Aleman announced the approval of the annual budget work plan for FY2026, starting July 1. She highlighted key projects like the Congestion Management Plan and the Regional Transportation Plan and previewed a report on modernizing Illinois sales tax to secure a stronger fiscal future for the state.

The executive director's report was received and filed.

4.02 CMAP Board update

[25-063](#)

Leanne Redden, RTA, reported on the January and February CMAP board meetings. At the January meeting, bylaws were updated to reflect the language in the Regional Planning Modernization Act, allowing a simple majority vote for most contractual actions except the Executive Director's contract. The board approved the 2025-2026 federal and state advocacy agenda and received the 2024 CMAP

annual report, which tracks progress towards regional goals. At the February meeting, it was reported that CMAP received a clean audit, and the board approved the 2025 budget and work plan, and set federal performance targets for roadway safety and highway asset conditions. The March 12 board meeting was canceled.

The CMAP Board update was received and filed.

4.03 Council of Mayors' Executive Committee report

[25-066](#)

Jeffery Schielke, Council of Mayors, discussed the impact of federal funding uncertainties and the upcoming mayoral elections on April 1. A key topic was the development of electric vehicle infrastructure, with Batavia's Tesla dealership as a notable example. The city had to rezone a 187,000 sq. ft. building to accommodate Tesla's 50,000 sq. ft. space, with the remaining area for rental storage. He also covered the potential need for additional nuclear reactors due to increased electrical demand from electric vehicles, and the role of Commonwealth Edison in preparing for this growth.

Mayor Schielke acknowledged four members not seeking re-election: Mayor Tom Hayes from Arlington Heights, Mayor Karen Darch from Barrington, Mayor Greg Lungmus from Northfield, and Mayor George Van Dusen of Skokie. The mayoral election is scheduled for April 1.

The next meeting for the Council of Mayors is scheduled for June.

The Council of Mayors' Executive Committee report was received and filed.

5.0 Information Items

5.01 Regional Transportation Plan (RTP) update

[25-067](#)

Attachments: [Memo - Emerging Priorities](#)
[RTP emerging priorities report](#)

Ryan Thompto, principal policy analyst, provided updates on the Regional Transportation Plan (RTP) development, emphasizing the emerging priorities report and existing conditions research. The emerging priorities report involves a review of over 30 plans from state, regional, county, and local agencies, and numerous one-on-one conversations with partners.

Thompto mentioned the progress on regional capital projects (RCPs) and the refinement of evaluation criteria with the resource group.

Thompto discussed the robust efforts in stakeholder engagement and public outreach, with a focus on 2025 for more public outreach activities. An engagement site is now live on CMAP's website, including an informational video, a questionnaire which has received more than 500 responses, and a portal for submitting research or memos. The engagement site also includes Frequently Asked Questions, meeting notes, and slide decks from various resource groups.

Julie Reschke, senior analyst, outlined the focus of the emerging priorities report, which outlines high-level goals and objectives based on early research and feedback from stakeholders. The report serves as a snapshot in time, summarizing key themes and priorities from ongoing regional planning efforts like ON TO 2050. The report also identifies five goal areas:

- 1) Strengthening connections focuses on improving how people experience the transportation system. Objectives include strategies to improve travel time, reliability, Intelligent Transportation

Systems (ITS), multi-modal access options, and ADA compliance.

2) Prioritizing safety and public health emphasizes the need to better manage speeds on roadways and provide safe opportunities for active transportation. Local and countywide initiatives support a comprehensive approach to planning transportation corridors to prevent crashes and support public health. The region's natural resources are critical assets, and the RTP should explore strategies to improve disparate outcomes in public health.

3) Mitigating pollution focuses on mitigating pollution and investing in resilient infrastructure. Stakeholders are interested in using the RTP to align transportation priorities with local development needs, ensuring investments support economic growth and job creation. The freight network has a significant impact on the regional economy, and the RTP should explore strategies to balance freight efficiency with community well-being.

4) Supporting economic prosperity focuses on supporting economic prosperity and inclusive growth. Stakeholders have indicated that transportation strategies should not be one-size-fits-all, as communities have unique economic and land use needs. The RTP should explore approaches that align transportation priorities with local development needs, ensuring investments support economic growth and job creation.

5) Strategically governing the system focuses on strategically governing, funding, and preserving the transportation system. The research and stakeholder feedback highlight the need to increase funding sources, facilitate collaboration, and improve data collection and sharing. The RTP should advance new and innovative projects, including emerging technologies, to implement the region's vision for transportation.

Reschke wrapped up by emphasizing that the emerging priorities report will help set the foundation for upcoming work in the RTP. The report will outline high-level goals and objectives, promoting greater alignment with subsequent efforts like data analysis, policy development, and the identification of performance metrics.

Discussion occurred.

The Regional Transportation Plan update was presented.

5.02 Congestion Management Strategy update

[25-059](#)

Attachments: [Memo - Congestion Management Strategy](#)

Noah Harris, analyst, outlined the presentation's focus on management strategy, including its connection to federal requirements and the regional transportation plan. He emphasized the significant problem of congestion in the region, citing headlines about the region's worst traffic congestion and highlighted the role of CMAP as the MPO for Northeastern Illinois, responsible for overseeing a collaborative process to develop a cohesive regional strategy. Federal regulations mandate the congestion management process (CMP) for urbanized areas with populations over 200,000, emphasizing connections to other transportation planning activities.

Harris suggested that the CMP align with and support the advancement of regional transportation planning goals, not just those focused on congestion, and the CMP's measures and strategies can feed directly into the regional transportation plan, guiding questions about system performance and accessibility.

Harris explained that the Federal Highway Administration (FHWA) provides an eight-step process

model for congestion management, starting with establishing objectives and the network and performance measures. The objectives should be consistent with broader RTP goals, identifying the geographic area of application and system components. Performance measures help assess progress towards meeting objectives, collecting data and monitoring system performance. The final three steps focus on identifying and assessing strategies, programming and implementing strategies and evaluating strategy effectiveness.

Harris focused on Preliminary Objectives and Data Collection which is based on initial meetings with subject matter experts and stakeholder outreach, including enhancing access to jobs and destinations, improving transit, and reducing weather impacts. He suggested data collection and monitoring system performance will help identify congestion problems, locate severe problem areas, and determine root causes. Federal regulations require the establishment of strategies based on unique needs, considering cost-effective and right-sized solutions for different contexts.

In conclusion, Harris stated that the project will result in two primary deliverables: a strategies guidebook and a comprehensive corridor study template. The strategies guidebook will lay out options for congestion management strategies aligned with tiers and provide guidance on assessing right-sized strategies. The corridor study template will establish a new framework for regional collaboration, emphasizing multi-jurisdictional and multi-agency coordination.

An update to the Congestion Management strategy and its connections to the Regional Transportation Plan was presented.

5.03 2025-2026 Federal and State Advocacy Agenda and legislative update

[25-058](#)

Attachments: [Memo - Legislative update](#)
[CMAP Advocacy Agenda 2025-2026](#)
[2025 Regional Planning Act fact sheet](#)
[2.26.25 CMAP Update](#)

John Carpenter, IGA Director, provided an update on the 2025-2026 Federal and State Advocacy Agenda, focusing on transportation, climate, and regional economic competitiveness. Key points included the need to establish a \$2 million annual state appropriation for technical assistance which is included in House Bill 3784 which has bipartisan support, and the need for sustainable revenue sources for transit systems. The agenda also emphasizes enhancing resilience and reducing emissions, integrated water resources management, and inclusive economic growth. Federal updates highlighted the ongoing Surface Transportation reauthorization process and changes in USDOT review procedures. State updates covered legislation on transit governance which one option includes a road user charge advisory committee.

An update on the 2025-2026 Federal and State Advocacy Agenda and other legislative activity was presented.

6.0 Other Business

There was no other business before the committee.

7.0 Public Comment

Garland Armstrong, former Illinois resident, expressed concern about Amtrak and lack of transportation options. He urged municipalities to be more transparent and communicate with

people in different languages to ensure everyone is well-informed and included.

8.0 Next Meeting

The next meeting is scheduled for June 12, 2025.

9.0 Adjournment

A motion was made by McHenry County Representative Drew Duffin, seconded by CMAP Representative1 Frank Beal, to adjourn the meeting. The motion carried by the following vote:

Aye: IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative

Absent: Kendall Co Representative, Will Co Representative and Class I Railroads Representative

Non-Voting: FHWA Representative and FTA Representative

Not Present: FTA Representative

Absent (NV): FHWA Representative

The meeting adjourned at 11:04 a.m.

Minutes prepared by Suzanne McCray.