



TRANSPORTATION COMMITTEE

MEETING MINUTES - DRAFT

Friday, August 2, 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 August 1, 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

Vice Chair Tara Orbon called the 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, NIRPC Representative, Pace Representative, RTA Representative, SEWRPC Representative, Tollway Representative, and Will Co Representative

Absent: Academic Research Representative 2, and CoM Representative

Non-Voting: FHWA Representative

Absent (NV): FTA Representative

Noting a physical quorum of the committee, Vice-Chair Orbon reported a request was received from SEWRPC Representative Ryan Hoel to attend the meeting virtually in compliance with the Open Meetings Act (OMA).

A motion was made by CMAP Representative Aimee Lee, seconded by IEPA Representative Jack Cruikshank, to allow SEWRPC Representative Ryan Hoel to attend virtually in compliance with OMA regulations. 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, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative, and Will Co Representative

Absent: Academic Research Representative 2, and CoM Representative

Non-Voting: FHWA Representative

Not Present: SEWRPC Representative

Absent (NV): FTA Representative

Vice-Chair Orbon recognized SEWRPC Representative Ryan Hoel as present and able to participate in the meeting.

Tara Orbon served as Cook Co Representative; P.S. Sriraj served as Univ Academic Research 1 Representative; Vig Krishnamurthy served as CDOT Representative; Aimee Lee served as CMAP Representative; Pam Jones served as CNT Representative; Jennifer Henry served as CTA Representative; John Loper served as DuPage Co Representative; Steve Schilke served as IDOT D1 Representative; Chuck Abraham served as IDOT OIPI 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; Mike Klemens served as Lake Co Representative; Scott Hennings served as McHenry Co Representative; Lynnette Ciavarella served as Metra Representative; Audrey Wennink served as MPC Representative; Tom Vander Woude served as NIRPC Representative; Erik Llewellyn served as PACE Representative; Kyle Whitehead

served as RTA Representative; Ryan Hoel served as SEWRPC Representative; Karyn Robles served as Tollway Representative; Christina Kupkowski served as Will Co Representative; and John Paul Diipla served as FHWA Representative.

Staff present: Laurent Ahiablame, Bill Barnes, Victoria Barrett, Nora Beck, John Carpenter, Teri Dixon, Kama Dobbs, Kate Evasic, Doug Ferguson, Jane Grover, Noah Harris, Jaemi Jackson, Keshia Jefferson, Martin Menninger, Anthony Norwood, Russell Pietrowiak, Elizabeth Scott, Ryan Thompto, Blanca Vela-Schneider, Claire Williams

Others present: Garland Armstrong, Lukas Bettich, Eric Czarnota, John Donovan, Drew Duffin, Tavis Farmer, Brandon Gerber, Linnea Goderstad, Katie Herdus, John Paul Jones, George Kandathil, Mark Kane, Gretchen Klock, Robert Kastigar, David Kralik, Brian Larson, Brittany Matyas, Heather Mullins, Matt Pasquini, David Ramirez, Todd Schmidt, Greg Swanson, Lily Swanson, Joe Surdam, Daniel Thomas, Michael Vanderhoof

2.0 Agenda Changes and Announcements

There were no additions or modifications to the agenda.

3.0 Approval of Minutes

3.01 Minutes from May 31, 2024

[24-318](#)

Attachments: [Transportation Committee 5.31.24 Minutes](#)

A motion was made by DuPage Co Representative John Loper, seconded by CMAP Representative Aimee Lee, to approve the May 31, 2024 minutes. 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, NIRPC Representative, Pace Representative, RTA Representative, SEWRPC Representative, Tollway Representative, and Will Co Representative

Absent: Academic Research Representative 2, and CoM Representative

Non-Voting: FHWA Representative

Absent (NV): FTA Representative

4.0 CMAP Updates

Aimee Lee, Deputy of Transportation, Research, Analysis and Planning, reported that July was Disability Pride month. It marks the anniversary of the Americans with Disabilities Act.

Deputy Lee congratulated Lake County Division of Transportation and the Village of Round Lake on receiving an \$18.8 million RAISE Grand award for the Cedar Lake Road alignment project. The project is in alignment with CMAP's 2050 goals, was included in the 2024 list of regional priority projects for Infrastructure Investment and Jobs Act (IIJA) funding, and received support from the Lake County Council of Mayors.

Deputy Lee reported on CMAP's new website, the release of 2024 Community Data Snapshots, an open house for the future North DuSable Lakeshore Drive and related improvements, the My Daily Travel Survey that will go out after Labor Day, and the Future Leaders in Planning (FLIP) program.

Deputy Lee reported 30 projects were selected by CMAP for technical assistance. The technical assistance program is in partnership with the RTA. The RTA continues to review applications and will announce its awarded projects in July.

CMAP updates were received and filed.

5.0 Items for Approval

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

[24-319](#)

Attachments: [TC\(Memo\)TIP Amend 24-10](#)
[Formal TIP Amendment 24-10](#)
[Administrative TIP Amendment 24-10.1](#)
[Administrative TIP Amendment 24-10.2](#)

Russell Pietrowiak, Senior Programming Analyst, presented FFY 2023-2028 TIP amendment 24-10 and administrative modifications 24-10.1 and 24-10.2. Formal amendments resulted in an increase of more than \$890 million in total project costs for all prior, future and current years. Notable changes include \$200 million to the I-80 project, \$63 million added to the Illinois 53 project, and \$500 million to the CTA Red Line extension.

Administrative amendments add \$42 million to TIP. The total cost in the TIP from all amendments resulted in \$932 million being added to the TIP. The amendments were posted on July 26, 2024 for the committee and public review.

A motion was made by Lake Co Representative Mike Klemens, seconded by Kane Co Representative Jackie Forbes, to approve FFY 2023-2028 Transportation Improvement Program (TIP) amendments and administrative modifications 24-10 and 24-10.2. 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, NIRPC Representative, Pace Representative, RTA Representative, SEWRPC Representative, Tollway Representative, and Will Co Representative

Absent: Academic Research Representative 2, and CoM Representative

Non-Voting: FHWA Representative

Absent (NV): FTA Representative

6.0 Information Items

6.01 Regional Transportation Plan update

[24-320](#)

Attachments: [2026 RTP](#)

Ryan Thompto, Principal Policy Analyst, reported that his work oversees the transportation investment strategy program, including the development of the Regional Transportation Plan (RTP). At the last meeting, a presentation was provided on the review of plans adopted by federal, state, county, transit, and other agencies to identify common goals, objectives, and strategies.

CMAP has been meeting with stakeholders to ensure the right data and research are collected for the existing conditions and future needs elements before CMAP moves into the strategy conversation in the coming year. Principal Thompto provided a brief update on the financial planning portion of the RTP, the work to update policies and procedures related to the Regional Significant Projects (RSPs), and the congestion management process.

Discussion ensued regarding the different facets of the RTP plan.

An update of the Regional Transportation Plan was presented.

6.02 Transportation Performance Measures update

[24-322](#)

Attachments: [2024 Performance TC Update Memo](#)

Martin Menninger, Program Lead, presented an update on transportation performance measures. FHWA has created a federal transportation performance management (TPM) framework. The TPM is a strategic data driven approach that uses system information to make investment and policy decisions to achieve performance goals. It brings together different plans to make sure CMAP works towards its goals.

Program Lead Menninger reported CMAP's framework for the RTP as well as other plans begins with a strategic direction that focuses on goals, objects, and performance measures.

The next step in the frame is to set targets including technical methodologies and business processes. An example of target setting is the annual review of the safety targets. Targets inform and feed into the performance-based planning work which includes strategy identification and investment prioritization. A few of CMAP's performance-based plans include the Climate Action Plan, Congestion Management Strategy, County Safety Plans, and other agency plans.

CMAP then begins the performance-based programming work that includes programming within and across performance areas. It connects CMAP's ideas to the resources it needs to achieve them. Examples of program-based programming includes the Regional Capital Project evaluation and the STP project evaluation criteria update.

As part of the framework, CMAP must monitor and make adjustments at system, program, and project levels. An example is the number of different points in which CMAP monitors and evaluates the targets in its long-range plan.

Finally, the framework ends with reporting and communicating internally and externally. CMAP is

moving to a new ESRI-based federal measures dashboard that will allow CMAP to provide information timelier and provide for a better user experience.

Discussion ensued regarding target-setting and regional indicators.

An update on transportation performance measures was presented.

6.03 Speed Management Report overview

[24-323](#)

Attachments: [Speed Mgmt Rpt Memo 2 Aug 2024](#)
[Speed management executive summary 2024 FINAL](#)

Victoria Barrett, Senior Transportation Planner, presented an overview of the Speed Management Report. This is part of the Safe Travel for All Road (STAR) project, a five-year effort of defined projects to improve travel safety in the region.

The region has seen an escalating number of traffic fatalities since 2014 with a notable spike in 2021. Black residents have historically been overrepresented in traffic fatalities. During the last five years, speed was a contributing factor in about 46% of traffic deaths in northeastern Illinois from 2017 to 2021. Fatal and serious injuries are occurring in areas with posted speed limits of 30 miles per hour.

Senior Transportation Planner Barrett reviewed fatality risks for pedestrians when they are hit by a car, noting that as a driver's speed increases, their field of vision decreases. Higher speeds also increase the distance required for a driver to stop. It was noted that vehicles are heavier than in previous years, causing more significant damage when in a collision. According to the Institute for Highway Safety, vehicles with hoods more than 40 inches off the ground are 45% more likely to kill a pedestrian when striking. Small reductions in speed can have a global reduction in pedestrian fatality risk. If vehicles traveling on a 30 mile per hour road reduced their rate of speed by just one mile per hour, the pedestrian fatality rate could be reduced by 17%.

Senior Transportation Planner Barrett reported there are three recommendations in the report: 1) improve roadway design and capacity guidance to reduce speeding and exposure to safety risks; 2) reduce speed limits in urbanized areas where people walk, bike, and use transit; and 3) support safe driving behavior with education and equitable enforcement.

Discussion ensued regarding the correlation between posted speed limits and the actual rate of speed in a fatality and how transit agencies can play a role in increasing awareness in safety.

An overview of the Speed Management Report was presented.

6.04 Climate Action Plan update

[24-324](#)

Attachments: [Climate Action Plan Memo 07.26.2024](#)

Kate Evasic, Senior Planner, and Noah Harris, Associate Analyst, presented an update to the Climate Action Plan (CAP). Senior Planner Evasic reported that the CAP is supported by the USEPA Climate Pollution Reduction Grants (CPRG) program. CMAP is leading the developing of the CAP in partnership with the Metropolitan Mayors Caucus and Northwest Indiana Regional Planning Commission with the goal of reducing greenhouse gas (GHG) emissions by 50% by 2030 and net-zero by 2050. The CAP is due July 2025.

Since staff's last presentation to the Transportation Committee in March, the planning area boundary was increased to include LaPorte County at the recommendation of Northwestern Indiana Planning Commission (NIRPC). The Climate Action Plan will explore all strategies across all sectors.

CMA's guiding principles include: 1) committing to zero by embracing transformative actions or strategies; 2) centering equity by seeking to reduce existing disparities for underserved and marginalized communities and designing strategies that maximize co-benefits and advance an inclusive energy transition, and 3) planning for action by prioritizing actions that move the region toward short- and long-term goals, and collaborating with stakeholders to ensure plan recommendations are relevant, realistic and actionable.

Senior Planner Evasic reported CMA has developed an engagement strategy that will harness the expertise of implementers, subject matter experts, and community leaders. A steering committee and working groups have been created, and workshops and focus groups will be held as needed.

Associate Analyst Harris reviewed existing GHG conditions. Approximately 168 million metric tons of carbon dioxide equivalent was emitted in 2020 of which 39.5% came from the building sector, 34.1% came from the industrial sector, 23.7% came from transportation sector, and another 2.7% came from other sectors.

Focusing on the transportation sector, Associate Analyst Harris reported the five subsectors of transportation are: 1) on-road emissions from vehicles on the road; 2) off-road emissions from off-road vehicles and equipment; 3) aviation emissions from aircrafts during landing, takeoff, or at facilities; 4) locomotive emissions from freight and passenger trains, and 5) marine emissions from commercial marine vessel diesel engines. Overall, on-road vehicle emissions make up the majority of GHGs in the transportation sector. He reviewed on-road emissions by vehicle type, noting that 60% of on-road emissions come from passenger trucks and cars.

GHGs contribute to air pollution with particulate matter, nitrogen gases, and volatile organic compounds contributing to asthma, cancers, heart disease, premature death, and more. GHGs also create greater inequitable burdens and impacts to disinvested, marginalized, and underserved communities who see heavy freight truck activities, and are situated near highways, warehouses, ports, airports, intermodal facilities, and rail yards. Associate Analyst Harris reported that regional conditions, technology, cost of travel, national and international goods movement, and changing climate conditions drive emissions.

Senior Planner Evasic reported that a net-zero GHG goal means cutting greenhouse gas emissions released by human activities as close to zero as possible with any remaining GHGs balanced out by removal. While the CPRG program does not require a specific reduction target, the work should be in line with national goals and sector-based emission reduction targets are encouraged. Accordingly, CMA will explore updated emission reduction targets as well as sector targets to align with current national goals.

The US DOT has emphasized three main approaches to cutting transportation-related GHGs: 1) make transportation more convenient; 2) make transportation sector more energy-efficient; and 3) create clean energy across all transportation modes and sectors. Decarbonization requires agencies to take a variety of actions to implement strategies. Implementation levers will increase convenience, improve

efficiency, and transition to clean energy.

Discussion ensued regarding what agencies are doing to tackle transportation emissions. It was noted that while transit agencies continue to look at ways to reduce GHGs, the biggest challenge is encouraging motorists to move away from the using personal vehicles to public transportation.

An update of the Climate Action Plan was presented.

6.05 Legislative update

[24-317](#)

Attachments: [August TC Committee Memo Legislative Update](#)

John Carpenter, Legislative Affairs Director, reported the legislature adjourned in May but hearings on transit continue. The Senate Transportation Committee has kicked off a series of hearings around the region and state to get input on opportunities to improve transit services. The first two hearings focused on how transit supports the economy and how transit must be accessible and equitable. Staff continues to follow these hearings and will provide input, as necessary. MPC Representative Audrey Wennink noted that the August 8 hearing has changed to August 9 and will be held at the Naperville City Hall.

Funding for the Regional Planning Act (RPA) appropriation bill was not incorporated into the state's FY25 budget and CMAP will continue to lobby to move this bill forward. The RPA Modernization bill, that makes changes to CMAP's enabling statute to support timely decision-making while maintaining regional consensus for key agency activities, has passed both legislative chambers and awaits signature by the governor.

Discussion ensued regarding a bill that proposed amending the Illinois Vehicle Code to reduce the default speed limit to 20 miles per hour. It was noted that the bill did not move this legislative session but it is anticipated that it will be reintroduced in the next legislative session.

A legislative report was received and filed.

7.0 Other Business

Academic Research Representative PS Sriraj reported on the Work from Home (WFH) Study Survey being conducted by the University of Illinois at Chicago's Urban Transportation Center. The goal of the survey is to understand employer preferences and experiences with current WFH policies. It seeks to understand the drivers of developing and modifying their policies under current and future labor market conditions. The research will also explore potential impacts of WFH policies on workers' daily trip making decisions and mode of travel copies and the impacts of these choices on urban travel.

8.0 Public Comment

Garland Armstrong, former Illinois resident, discussed the need to provide educational materials in multiple languages to create awareness on the dangers of speeding. He also advocated in creating safety awareness on public transit in the event of a mechanical failure or issue.

9.0 Next Meeting

The next meeting is scheduled for September 13, 2024.

10.0 Adjournment

A motion was made by CMAP Representative Aimee Lee, seconded by IEPA Representative Jack Cruikshank, 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, NIRPC Representative, Pace Representative, RTA Representative, SEWRPC Representative, Tollway Representative, and Will Co Representative

Absent: Academic Research Representative 2, and CoM Representative

Non-Voting: FHWA Representative

Absent (NV): FTA Representative

The meeting was adjourned at 11:32 a.m.

Minutes prepared by Blanca Vela-Schneider.