



TRANSPORTATION COMMITTEE

MEETING MINUTES - FINAL

Friday, April 24, 2026

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 April 23 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/84389866389?pwd=4JDSuktSTdQ4ifjClZt01EzpNa1I1S.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 843 8986 6389 Passcode: 699709

CMAP provides the opportunity for public comments by emailing info@cmap.illinois.gov. Individuals are encouraged to submit written public comments. Public comments received at least 24 hours before the meeting will be shared at the meeting (as time allows) and incorporated into the meeting minutes. Written comments received less than 24 hours before the meeting will be retained and available upon request.

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 Orbon called the meeting to order at 9:31 a.m. She welcomed new committee member, Gabe Desmond of the Illinois Environmental Protection Agency.

Present: Advocacy (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, Advocacy (MPC) Representative, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative

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

Non-Voting: FHWA Representative and FTA Representative

Recognizing a physical quorum, the Transportation Committee approved the remote participation of Advocacy (ATA) Representative Amy Rynell. Approval carried by the following vote:

Aye: 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, Advocacy (MPC) Representative, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative

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

Non-Voting: FHWA Representative and FTA Representative

Not Present: Advocacy (ATA) Representative

Tara Orbon served as CDOT Representative, Amy Rynell served as ATA Representative, Mary Nicol served as CDOT Representative, Bill Barnes served as CMAP 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, Gabe Desmond served as IEPA Representative, Gretchen Klock 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, Scott Weber, NIRPC Representative, Erik Llewellyn served as Pace Representative, Heather Mullins served as RTA Representative, Henry Guerriero served as Tollway Representative, Christina Kupkowski served as Will Co Representative, John Paul Diipla served as FHWA Representative, and Mark Kane served as FTA Representative

Staff present: Victoria Barrett, Marielle Brown, Carly Cazzato, Kaitlin Cernak, Dustin Clark, Sean Connelly, Teri Dixon, Kama Dobbs, Phoebe Downey, Alyson Dressman, Doug Ferguson, Elizabeth Ginsberg, Jane Grover, Danielle Hamer, Noah Harris, Kasia Hart, Craig Heither, Mitch Hirst, Hayden Horton, Tricia Hyland, Aimee Lee, Maren Lutterbach, Alexis McAdams, Martin Menninger, Nicholas Merten, Jen Miller, Richard Norwood, Sam Pavlekovsky, Russell Pietrowiak, Krystal Rodriguez, Isaura Velez, Julie Reschke, Charlie Rotering, Milo Shapey, Clarke Shupe-Diggs, Mike Sobczak, Sarah Stolpe, Ryan Thompto, Tess Wagner, David Wells

Others present: Andria Anderson, Garland Armstrong, Nathan Bean, Brandon Bell, Fabrice Bonvoisin, Madalene Caldwell, Lenny Cannata, Josh Chodor, Gavin Chuck, Hugo Coronado, Rithvika Daren, Cyrus Dowlatshahi, Liz Dunn, Michael Dunst, Melanie Eckner, Clare Fauke, Henry Firth, Daniel Forbush, Michael Fricano, Oisin Galvin, Brandon Geber, Norah Getz, Jibraan Ghani, Brandon Geber, Chloe Groome, Josue Guevara, Heidi Files, Will Haley, Kyle Hance, Neville Hemming, Jennifer Henry, Danielle Hernandez, Chris Hiebert, Ian Horvath, Paul Jacobs, Rochelle Jackson, George Kandathil, Chris Kateyiannis, Eva Koester, David Kovarik, Sunjay Kumar, Jack Landry, Brian Larson, Kyle Lucas, Sean Maher, Micha Makaiwi, Daniel Maziarz, Brittany Matyas, Laura McFadden, Bill McLeod, Dolan McMillan, Samuel Mobley, Ben Nagy, Patricia Nogueira, Boyce Oudersluys, Jada Porter, Leslie Rauer, Cole Rogers, Adam Rolstad, William Rudnick, Todd Schmidt, Nick Schrag, Micheal Sewall, Lara Smetana, Vicky Smith, Ellen Steinke, Daniel Streicher, Joe Surdam, Simone Suri, Lily Swanson, Tracey Swanson, Emma Tamplin, Tasnim Tanveer, Nick Schrag, Christopher Taraszka, Alex Thrush, Matthew Truskowski, Michael Vanderhoof, Evan Velline, Adam Vogel, Adalee Wasiknois, Scott Weber, Michael Weiss, Curtis Witek, Jeffrey Yoshihara

2.0 Agenda changes and announcements

There were no changes to the agenda. Chair Orbon congratulated the CTA on the groundbreaking for the Red Line Extension. CTA Representative Jennifer Henry reported that the Red Line Extension is a 5.5-mile extension from 95th Street to 130th Street and includes four full-accessible stations.

3.0 Approval of minutes

3.01 Minutes from February 27, 2026

[26-104](#)

Attachments: [TC Minutes 2-27-26 - draft](#)

A motion was made by IDOT - OIPI Representative Chuck Abraham, seconded by Will Co Representative Christina Kupkowski, to approve the February 27, 2026 meeting minutes. The motion carried by the following vote:

Aye: Advocacy (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, Advocacy (MPC) Representative, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative

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

Non-Voting: FHWA Representative and FTA Representative

4.0 CMAP updates

Regional Policy, and Implementation Deputy and CMAP Representative Bill Barnes welcomed IEPA Representative Gabe Desmond to the Transportation Committee and invited him to introduce himself.

Barnes reported IDOT is preparing for the next cycle of the Illinois Transportation Enhance Program (ITEP), which supports projects that expand travel options and enhance quality of life. IDOT will host

three trainings across the region in May, with more information available on its website.

CMAP has completed Phase One of the My Daily Travel household survey, and a data subset is now available on the Data Portal. The survey gathers information on how residents across northeastern Illinois travel and helps to inform CMAP's regional travel modeling and planning efforts. Additional data collection will resume in the fall and continue through 2027.

CMAP has finalized the Transportation Resilience Improvement Plan (TRIP), which identifies vulnerabilities in the regional transportation system and recommends strategies to improve resilience to extreme weather and climate change. The plan includes two categories of resilience strategies for decision-making and identifies 64 priority projects submitted by agencies and evaluated by CMAP. The plan has been submitted to the FHWA for determination that it meets PROTECT program requirements. CMAP will contact project sponsors to discuss next steps following FHWA's determination.

CMAP has published an initial analysis of the governor's proposed FY2027 state budget, highlighting early findings and potential regional impacts. A more detailed analysis will be released later in the budget process.

Barnes also reported on the USDOT's Safe Streets and Roads for All (SS4A) FY2026 funding opportunity and CMAP's national recognition from Gracius' Digital Government for its Safe Travel for All community engagement initiative. In partnership with the RTA, CMAP received 54 applications from 46 applications during the 2026 Technical Call for Projects. Selected projects will be announced in early July.

CMAP continues to engage with regional stakeholders on The Century Plan, focusing on building capacity, organizing for impact, and planning for a stronger future. Three Catalyst series sessions have been held on housing, land use and industrial development, and adoption of the Climate Action Plan. CMAP is also meeting with regional councils of governments to collaborate with local elected officials. Adoption of The Century Plan by the MPO Policy Committee and CMAP Board is targeted for fall 2027.

CMAP is currently accepting applications for the 2026 Future Leaders in Planning (FLIP) summer program. Applications are due May 1 and can be submitted through CMAP's website.

5.0 Items for approval

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

[26-106](#)

Attachments: [TC Memo \(TIP Amend 26-05\)](#)
[26-05 Formal Amendment Report](#)
[26-05.1 and 26-05.2 Administrative Amendment Report](#)

Russell Pietrowiak, Program Lead Analyst, presented FFY 2023-20285 Transportation Improvement Program (TIP) formal revision 26-05 and administrative revisions 26-05.1 and 26-05.2. There are 90 formal amendments for the committee's consideration. Additionally, 267 administrative amendments were submitted, reviewed, and accepted by staff.

The formal amendments resulted in an increase of \$376.7 million in total project costs for all prior, current, and future years. Highlights include the City of Chicago adding \$130 million in federal, state, and local funds to the TIP to replace four bridges over the Calumet River, Pace adding \$39.78 million in FTA awarded funding to the TIP for the purchase of new hybrid buses, and IDOT adding \$31.5 million to the TIP for a multi-faceted project in the south suburbs on IL 83 for resurfacing, modernizing traffic signals, ADA improvements, and bridge repairs.

Administrative amendments resulted in an increase of \$52.9 million in total project costs for all prior, current, and future years. The net change from both formal and administrative changes resulted in \$429.6 million being added to the TIP in prior, current, and future years. The TIP remains fiscally constrained and staff requests approval of formal TIP amendment 26-05.

Questions arose regarding the bike facilities on the 92nd Street Calumet bridge and the bicycle connectivity on Douglas Road. CDOT Representative Mary Nicol and Kendall Co Representative Gretchen Klock will follow up on these projects.

A motion was made by Tollway Representative Henry Guerriero, seconded by DuPage Co Representative John Loper, to approve TIP formal amendment 26-05. The motion carried by the following vote:

- Aye:** Advocacy (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, Advocacy (MPC) Representative, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative
- Absent:** Academic Research Representative 1, Academic Research Representative 2, CoM Representative and SEWRPC Representative
- Non-Voting:** FHWA Representative and FTA Representative

6.0 Information items

6.01 Regional Transportation Plan (RTP) update

[26-105](#)

Attachments: [TC Memo \(Update on the RTP\) 04-24-2026](#)

Julie Reschke, senior analyst, Elizabeth Ginsberg, senior analyst, Danielle Hamer, analyst, and Nikolas Merten, analyst, provided an update on the Regional Transportation Plan (RTP).

Reschke reported that staff are nearing the end of the RTP development process. A draft RTP will be presented to the Transportation Committee for consideration at its May meeting. Following that, the draft will then go to the CMAP Board and MPO Policy Committee for a vote to begin the public comment period. Final adoption of the RTP is anticipated in the fall.

Ginsberg presented the financial plan risk assessment. Staff evaluated revenue forecasts to provide a balanced fiscal constraint totaling \$573 billion, using baseline and reasonably expected revenues. The risk assessment process requires identifying potential risks, prioritizing them, conducting sensitivity analysis, and developing mitigation strategies. Staff identified 16 major risks - eight associated with lower revenues and eight associated with higher costs.

Hamer explained that risks were modeled through sensitivity tests and multi-risk scenarios. High-impact risks include declining federal and state funds, economic recessions, increased weather-related volatility and associated maintenance needs, and pavement deterioration caused by heavy vehicles.

The sensitivity test was applied to two multi-risk scenarios. In Scenario 1, staff modeled a return to pre-IIJA transportation funding levels, a 25% reduction in competitive funds, and a 5% increase in operating costs. This resulted in operating inefficiencies and project delays, demonstrating the region's dependence on stable external funding and efficient internal operations.

In Scenario 2, staff focused on major drivers of expenditure growth. They modeled a 5% increase in operating costs, a 1-year delay for all Regional Capital Projects, and a "high" inflation, financial scenario. The results indicated that persistent growth could constrain project scales and worsen delivery inefficiencies, highlighting limitations within the current risk assessment approach.

Hamer reviewed the range of potential impacts of the sensitivity tests related to higher costs and lost revenues. She presented eight strategy recommendations, including building regional consensus to improve preparedness for federal funding opportunities, streamlining project delivery, prioritizing maintenance and preservation, and pursuing additional state and regional funding sources.

Merten discussed efforts to advance a road usage charge (RUC) in Illinois. In December 2025, CMAP released a RUC white paper developed through the RTP process, building on the recommendations from ON TO 2050 and the PART plans. Merten also provided a brief history of roadway user fees.

He noted that the motor fuel tax (MFT) is the primary roadway user fee in Illinois and is projected to generate \$1.478 billion for northeastern Illinois across local governments, IDOT projects, and the RTA Capital Fund. However, the state MFT faces long-term challenges due to improved fuel efficiency, the adoption of electric vehicles, and shifting travel patterns. Federal and state MFT revenues are failing to keep pace with transportation costs, and the state's near-term fixes through Rebuild Illinois do not address long-term funding challenges.

CMAP proposes implementing a road usage charge (RUC), a tax based on miles traveled, to address the long-term sustainability challenges of the MFT. RUC systems can use odometer readings, smartphone applications, or a plug-in devices to record usage. The RUC is intended to be a fairer, more stable funding mechanism.

Merten reported that many states have piloted RUC programs, evaluating interoperability between states, public education and acceptance of RUC, administrative cost, impacts on passenger vehicles and commercial trucks, applicability on public versus private roads, geographic differences in tax impacts, and technologies for tracking and reporting road use.

CMAP recommends that the state conduct a RUC feasibility study, explore public preferences for system design, and identify opportunities for innovation.

Discussion followed regarding whether legislative authority is required to initiate a study, the equity implications for electric vehicle users, and whether a RUC would replace the existing MFT.

The Regional Transportation Plan update was discussed.

6.02 Comprehensive Climate Action Plan (CAP) update

[26-108](#)

Attachments: [TC Memo \(Update on the CCAP\) 04-24-2026](#)

Mitch Hirst, analyst, and Noah Harris, analyst, provided an update on the Comprehensive Climate Action Plan (CAP).

Hirst explained that he served as the modeling lead CAP. The project, funded in part by the US EPA, was a collaboration between CMAP, the Metropolitan Mayors Caucus, and the Northwestern Indiana Regional Planning Commission (NIRPC). It was a 20-month process beginning in May 2024, and the final plan was released in March 2026.

Hirst reported that the CAP outlines a strategy to reduce emissions and air pollution across the greater Chicago region. The region produces approximately 152 million metric tons of carbon dioxide equivalent (CO₂e) annually primarily from industry, buildings, and transportation. Smaller contributions come from waste, agriculture, and water systems. Wetlands and forests capture 2% of emissions through carbon sequestration. A geographical analysis shows that while Cook County in Illinois produces the most emissions, Porter and Lake Counties in Indiana have the highest emissions per capita.

Hirst noted that the CAP identifies three greenhouse gas (GHG) emissions scenarios. The current policy scenario projects future emissions under existing state and federal policies. The plan implementation scenario and the state and local portion of the plan implementation scenario reflect estimated GHG reductions under different levels of policy ambition and coordination.

(Will County Representative Christina Kupkowski left the meeting at 10:50 a.m.)

The region has reduced emissions by 20% between 2005 and 2020, but the long-term goal is an 85% reduction of gross emissions by 2050, consistent with the ON TO 2050 plan. Achieving this will require full plan implementation. This scenario builds on existing policies and programs and incorporates benchmarks from state and national models. Hirst emphasized that action would be required across all levels of government, including renewed and expanded federal policies that support major economic and technological transitions. Even without new federal policies, the state and local governments can independently achieve a 58% reduction by 2050, demonstrating their significant influence on emission outcomes.

Harris reported that the transportation sector would need to achieve a 91% reduction in CO₂e by 2050 if it followed the current policy scenario. Under the state and local implementation scenario, the sector would need a 64% reduction. Harris highlighted two of the six core actions in the plan: reimagining mobility and electrifying vehicles.

Hirst also described ongoing work related to the plan, including development of the 2025 Regional Greenhouse Gas Inventory, the CAP status report, the Energy to Communities project with ComEd, Respiratory Health Association and Argonne and Oak Ridge national laboratories.

Discussion followed on vehicle miles traveled (VMT) reduction targets, the relationship between the CAP and other CMAP planning efforts, and the potential alignment between the ComEd plan and the

CAP.

The Comprehensive Climate Action Plan (CAP) update was discussed.

7.0 Other Business

IDOT - OIPI Representative Chuck Abraham reported that he will be stepping down from the Transportation Committee and will be replaced by Patricia Nogueira. IDOT - OP&P Representative Megan Swans reported that she is moving back to the Bureau of Research and that Brandon Geber will serve as the interim replacement.

CDOT Representative Mary Nicol reported on the City's EV strategy, noting that the city released a request for proposal (RFP) for a vendor that will operate and maintain an EV curbside charging pilot.

8.0 Public Comment

In Person Comments

Clare Fauke, Tasnim Tanveer, Nick Schrag, Chris Kateyiannis, and Ellen Steinke spoke in opposition of the North DuSable Lake Shore Drive project as proposed in the Regional Transportation Plan. They raised concerns about speeding vehicles, congestion, noise pollution, and emissions, and safety of public access to nearby public spaces.

They also noted that no new information has been provided by IDOT since 2024. Residents expressed a desire for updates on whether any changes to the plan are being considered, particularly as projects costs in the Regional Capital Plan continue to rise.

Additionally, it was highlighted that North DuSable Lake Shore Drive is one of many roads nationwide identified as an arterial highway that cuts through natural areas, contributing to increased noise pollution and reduced public access to those spaces.

A motion was made by IDOT - OP&P Representative Megan Swanson, seconded by CMAP Representative Bill Barnes, to extend the Public Comment period an additional 15 minutes. The motion carried by the following vote:

Aye: Advocacy (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, Advocacy (MPC) Representative, NIRPC Representative, Pace Representative, RTA Representative and Tollway Representative

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

Non-Voting: FHWA Representative and FTA Representative

Not Present: Will Co Representative

In Person Comments continued

Jibraan Ghani, Maddie Caldwell, Kyle Lucas, and Boyce Oudersluys expressed opposition to the current version of the Redefine the Drive/North DuSable Lake Shore Drive Project. They noted that the existing noise pollution already makes the lake shore and beaches difficult to enjoy, and they

believe the project would worsen the problem. They stated that cars are an outdated transit option and emphasized the need for transportation solutions that reduce congestion. The committee was encouraged to look at other cities for transit solutions, including Paris, for innovative transit solutions. They also pointed out that the project does not align with CMAP's Climate Action Plan and asked IDOT to work with residents to develop a plan that benefits Chicagoans.

Dr. Chloe Groom commented on the Climate Action Plan. She highlighted supply chain limitations related to rare earth metals, particularly the magnets used in electric vehicles. She suggested that the plan place a greater focus on land use, noting that Chicago residents produce fewer emissions than suburban residents.

A motion was made by McHenry Co Representative Scott Hennings, seconded by CDOT Representative Mary Nicol, to extend Public Comment an additional 15 minutes and limiting each person's comment to one minute. The motion carried by the following vote:

Aye: Advocacy (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, Advocacy (MPC) Representative, NIRPC Representative, Pace Representative, RTA Representative and Tollway Representative

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

Non-Voting: FHWA Representative and FTA Representative

Not Present: Will Co Representative

Virtual Attendee Comment

Lara Semtana and Seth Winnin expressed opposition to the Redefine the Drive/North DuSable Lake Shore Drive project. They stated that the project contradicts CMAP's findings that widening lanes and adding capacity would induce more car traffic, and that it does not align with CMAP's guidance on reducing speeds to improve safety.

Garland Armstrong asked for clarification on the scope of Redefine the Drive/North DuSable Lake Shore Drive and also inquired about the timing of Metra's signal-crossing work.

Ian Horvath, Nathan Bean, Cole Rogers, Dr. Luke Leisman, and Josue Guevara also expressed opposition to the Redefine the Drive/North DuSable Lake Shore Drive project. They requested a more pedestrian- and bike-friendly alternative that works for all users and asked that the current proposal be rejected until a new and bold design is developed.

Henry Firth commented on CMAP's travel demand model, noting that it relies on problematic assumptions about vehicle costs and perceived disutility. He recommended that the model be updated using current information.

Kalen Luciano, Garin Chuck, and Brandon Bell also voiced opposition to the Redefine the Drive/North DuSable Lake Shore Drive Project. They raised concerns about the existing number of traffic crashes along the corridor and the potential for increased crashes if the project moves forward. They also

highlighted that access to the lake front is currently not very accessible.

A motion was made by IDOT - OP&P Representative Megan Swanson, seconded by CDOT Representative Mary Nicol, to extend the Public Comment period by an additional 15 minutes. The motion carried by the following vote:

Aye: Advocacy (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, Advocacy (MPC) Representative, NIRPC Representative, Pace Representative, RTA Representative and Tollway Representative

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

Non-Voting: FHWA Representative and FTA Representative

Not Present: Will Co Representative

Virtual Attendee Comment

Norah Getz, Sunjay Kumar, Simone Suri, Adam Vogel, Neville Hemming, Matthew Truskowski, and Daniel Streicher expressed opposition to the Redefine the Drive/North DuSable Lake Shore Drive project. They noted that members of the Illinois General Assembly, as well as alderman representing the area, have also voiced their opposition. They requested that Lake Shore Drive be redesigned as a boulevard that prioritizes pedestrian and bike travel over vehicular traffic. They emphasized that many of the residents in the area do not own cars yet are subjected to ongoing congestion, noise, and environmental pollution.

Written Attendee Comment

Chair Orbon reported that 281 written comments regarding the Redefine the drive/North DuSable Lake Shore Drive, as it relates to the Regional Transportation Plan, had been received as of the 9:30 a.m. deadline of Thursday, April 23. These comments will be documented and included in the meeting minutes.

Due to the lateness of the meeting, Vice-Chair Hennings read a written statement that was provided by several members of the public in substantially similar form.

The public comment period was closed.

8.1 Written public comment

[26-140](#)

Attachments: [4.17.26 Comments](#)
[4.18.26 Comments](#)
[4.19.26 Comments](#)
[4.20.26 Comments](#)
[4.21.26 Comments](#)
[4.22.26 Comments](#)
[4.23.26 Comments](#)

9.0 Next Meeting

The next meeting is scheduled for May 29, 2026.

10.0 Adjournment

A motion was made by Kane Co Representative Gretchen Klock, seconded by Tollway Representative Henry Guerriero, to adjourn the meeting. The motion carried by the following vote:

Aye: Advocacy (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, Advocacy (MPC) Representative, NIRPC Representative, Pace Representative, RTA Representative and Tollway Representative

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

Non-Voting: FHWA Representative and FTA Representative

Not Present: Will Co Representative

The meeting was adjourned at 12:22 p.m.

Minutes prepared by Blanca Vela-Schneider