



TRANSPORTATION COMMITTEE

MEETING MINUTES - DRAFT

Friday, November 21, 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 November 20, 2025 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

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Conference Call number: 312 626 6799 US (Chicago)
Meeting ID: 893 8261 5561 Passcode: 058355

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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.

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1.0 Call to order and introductions

Chair Carrier called the meeting to order at 9:34 a.m.

- Present:** CDOT Representative, CMAP Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 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 1, Academic Research Representative 2, ATA Representative, CoM Representative, IDOT - OIPI Representative and SEWRPC Representative
- Non-Voting:** FHWA Representative and FTA Representative

Kevin Carrier served as Lake Co Representative, Mary Nicol served as CDOT Representative, Aimee Lee served as CMAP Representative, Tara Orbon served as Cook Co Representative, Jennifer Henry served as CTA Representative, John Loper served as DuPage Co Representative, Steve Schilke served as IDOT D1 Representative, Megan Swanson served as IDOT OP&P Representative, Gabe Desmond served as IEPA Representative, Heidi Files served as Kane Co Representative, Heidi Lichtenberger served as Kendall Co Representative, Scott Hennings served as McHenry Co Representative, David Kralik served as Metra Representative, Audrey Wennink served as MPC Representative, Tom Vander Woude served as NIRPC Representative, Erik Llewellyn served as Pace Representative, Kyle Whitehead served as RTA Representative, Henry Guerriero served as Tollway Representative, Christina Kupkowski served as Will Co Representative, Jon Paul Diipla served as FHWA Representative and Mark Kane served as FTA Representative

Staff present: Laurent Ahaiblame, Jesse Altman, Bill Barnes, Victoria Barrett, Alex Beata, Nora Beck, Marielle Brown, John Carpenter, Karly Cazzato, Kaitlin Cernak, Claire Conzelmann, Teri Dixon, Kama Dobbs, Phoebe Downey, Alyson Dressman, Kate Evasic, Doug Ferguson, Elizabeth Ginsberg, Ryan Gougis, Jane Grover, Jon Haadsman, Noah Harris, Craig Heither, Kasia Hart, Laura Hatt, Hayden Horton, Tony Manno, Matt Marth, Martin Menninger, Nikolas Merten, Jen Miller, Richard Norwood, Stephane Phifer, Russell Pietrowiak, Katie Piotrowska, Elizabeth Scott, Clarke Shupe-Diggs, Mike Sobczak, Sarah Stolpe, Ryan Thompto, Jennie Vana, Blanca Vela-Schneider and Max Wagner

Others present: Cara Bader, Katie Bell, Michael Booth, Erik Cempel, Dustin Clark, Eric Czernata, Rithvika Daren, Jesse Elam, Mike Fricano, Brandon Geber, Maria Glynn, Petra Hothman, John Paul Jones, George Kandathil, Quinn Kasal, Robert Kastigar, Mike Klemens, Gretchen Klock, Brian Larson, Katelyn Luu, Lauren McFadden, Leah Mooney, Lee Overholser, Matt Pasquini, Leslie Rauer, Lena Reynolds, Charles Riddle, Joe Sanflippo, Todd Schmidt, Joe Surdam, Michael Vanderhoof and John Yonan

2.0 Agenda changes and announcements

There were no changes to the agenda.

3.0 Approval of minutes

3.01 Minutes from September 12, 2025

[25-361](#)

Attachments: [TC 09.12.25 minutes - draft](#)

A motion was made by CDOT Representative Mary Nicol, seconded by Metra Representative David Kralik, to approve the September 12, 2025 meeting minutes. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 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 1, Academic Research Representative 2, ATA Representative, CoM Representative, IDOT - OIPI Representative and SEWRPC Representative

Non-Voting: FHWA Representative and FTA Representative

4.0 CMAP updates

Aimee Lee, Deputy of Transportation and CMAP Representative, reported on Union Pacific Railroad's intention to merge with the Norfolk Southern which would create the first transcontinental US railroad. It is unclear what impact this merger would have on freight movement in our region but it could have a large impact on regional economic growth. CMAP will monitor the situation, analyze potential impacts, and report concerns related to passenger rail, at-grade crossing delays, or other impacts with the Surface Transportation Board who is responsible for approving the merger.

Lee reported that the Illinois General Assembly approved a massive transit funding bill during its fall veto session and more information will be provided later in the meeting. The USDOT updated the Disadvantaged Business Enterprise (DBE) regulations requiring agencies to revisit how firms substantiate social and economic disadvantage. This will affect project schedules as agencies adjust their certification programs. CMAP will continue to monitor project implementation impacts in our region.

Lee also reported on the FFY 2023-2028 Transportation Improvement Program and its public comment period, the new eTIP website, the State of the Region event, and annual contributions that are due in January 2026.

A CMAP update was provided.

5.0 Items for approval

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

[25-362](#)

Attachments: [TC\(Memo\)TIP Amend26-01](#)
[26-01 Formal Amendment Report](#)
[26-01.1 and 26-01.2 Administrative Amendment Report](#)

Russell Pietrowiak, Program Lead, presented the FFY 2023-2028 Transportation Improvement Program formal TIP amendment 26-01 and administrative TIP amendments 26-01.1 and 26-01.2. There are 96 formal amendments for the committee's consideration. Additionally, 144 administrative amendments were submitted, reviewed, and accepted by staff.

Formal amendments resulted in an increase of \$144.2 million in total costs for all prior, current, and future years. Administrative amendments added \$57.8 million in total costs for all prior, current, and future years. The TIP remains fiscally constrained and staff requests approval of formal TIP amendment 26-01.

Pietrowiak reported that this is the first amendment coming through the new e-TIP platform and that information is displayed in a more accessible and understandable way. He noted that all MPOs in Illinois are using the same e-TIP platform and there is a long-term goal of MPOs being able to communicate with one another.

Discussion ensued regarding some of the projects.

A motion was made by DuPage Co Representative John Loper, seconded by Cook Co Representative Tara Orbon, to approve FFY 2023-2028 Transportation TIP amendment 26-01. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 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 1, Academic Research Representative 2, ATA Representative, CoM Representative, IDOT - OIPI Representative and SEWRPC Representative

Non-Voting: FHWA Representative and FTA Representative

5.02 Transit Data Sharing Agreement

[25-356](#)

Attachments: [Transit data sharing agreement 2025](#)
[Transit Agreement 2025.11.12](#)

Martin Menninger, Program Lead, presented a data sharing agreement for transit which is part of the larger transportation performance management framework from MAP-21. The initial agreement, approved in 2018, lacked some required details. This agreement now includes timelines and the responsibilities of different parties as required by federal law.

A motion was made by Kane Co Representative Heidi Files, seconded by IDOT-OP&P Representative Megan Swanson, to approve the Transit Data Sharing Agreement. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 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 1, Academic Research Representative 2, ATA Representative, CoM Representative, IDOT - OIPI Representative and SEWRPC Representative

Non-Voting: FHWA Representative and FTA Representative

5.03 2026 Roadway Safety Targets

[25-359](#)

Attachments: [Memo TC Safety Targets 2026 final](#)
[MPO \(Safety Targets Memo\) 1-8-2026](#)
[Board \(Safety Targets Memo\) 1-14-2026](#)

Victoria Barrett, Program Lead, presented the 2026 roadway safety performance targets. The statewide safety targets program has been in place since 2018 and to date, the targets related to traffic fatalities have not been met. This has led to extensive and ongoing safety work.

The roadway safety performance measures are part of the Federal Highway Administration's (FHWA) Transportation Performance Management (TPM) program that focuses on five traffic safety performance measure targets. Today's focus is on the safety targets' primary indicators in the Highway Safety Improvement Program (HSIP). Barrett reported that CMAP is requesting to adopt the state's targets for 2026. She reviewed the process for roadway safety targets, noting that the process begins with IDOT sharing its statewide roadway safety targets.

Targets set by IDOT for 2026 are based on a five-year rolling average of the most recent data available and in this case, most recent data uses 2022's five-year rolling average. When the five-year trend reflects an increase, IDOT sets a target of a 2% reduction from the rolling five year average, indicating the agency's commitment to reversing the trend. When the five-year trend reflects a decrease, IDOT uses a least-squares trendline method.

Barrett reviewed statistics on the five, traffic safety performance measure targets: 1) annual rate of fatalities; 2) fatalities per 100 million vehicle miles traveled (VMT), 3) serious injuries; 4) rate of serious injuries per 100 million VMT, and 5) non-motorized fatalities and serious injuries.

Traffic fatalities started trending upward in 2014 but show a decline in 2022 and 2023. The hope is that decrease will continue in future years. Because the five-year rolling average reflects an increase over the previous year, IDOT has sent a 2% policy-based reduction.

Serious injuries have been decreasing since 2018 and should be considered with the higher number of fatalities. The trend is going in the desired direction and the least-squares trendline method was used to identify the 2026 target.

The statewide rate of fatalities per VMT has increased and a 2% policy-based reduction was set by IDOT. In contrast, the statewide rate of serious injuries per VMT are trending downward and the least-squares trendline method was used by IDOT to set this target.

Statewide non-motorized fatalities and serious injuries capture the general performance for people who are walking, bicycling, and using other modes that are not motorized vehicles. The federal performance measure combines these data but there are individual and different trends within these metrics. Fatalities in non-motorized travel have increased while serious injuries in non-motorized travel have decreased. The state used a composite method to identify the target for this performance measure.

Barrett reported on next steps. At this time, staff requests support of the targets as set forth by IDOT.

A motion was made by Tollway Representative Henry Guerriero, seconded by CMAP Representative

Aimee Lee, to approve and recommend approval of the 2026 Roadway Safety Targets to the MPO Policy Committee. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 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 1, Academic Research Representative 2, ATA Representative, CoM Representative, IDOT - OIPI Representative and SEWRPC Representative

Non-Voting: FHWA Representative and FTA Representative

6.0 Information items

6.01 Corridor planning for congestion management

[25-313](#)

Attachments: [CMP summary memo](#)

Alex Beata, Director, reported that corridor planning approach for congestion management is an idea that CMAP is exploring as a direct output of the recent update to the Congestion Management Process (CMP). The Congestion Management Strategy Guidebook was published this fall and includes a concept called the Mobility Solutions Ladder, a tiered strategy framework that encourages users to first consider low-cost, high-impact solutions before exploring new roadway capacity. A second resource recently published is the Comprehensive Corridor Study Template that provides guidance for planning and implementing strategies at the corridor level.

Working with a resource group, CMAP began looking at arterial congestion in our region and thinking of corridor studies as a new and useful approach for CMAP and partner agencies to address the root causes of congestion. This would provide an opportunity to advance a cohesive regional approach, convene stakeholders early, and consider other key policy goals.

The resource group came up with a pilot study concept that would apply CMAP deliverables in a real-world setting, identify opportunities to implement regional priorities, and learn lessons to apply to future studies. Guided by the resource group, CMAP conducted preliminary analysis on corridor planning opportunities with a focus on unreliable travel time over congestion and connecting segments into contiguous corridors. CMAP collected supplementary data across various areas looking at planned or programmed improvements, prior technical assistance, safety and resilience efforts, and transportation and performance data.

The initial draft results identified 16 corridors across three typologies: traditional suburban, limited access, and multi-use. The corridors ranged widely in length and traffic volume and were in all state jurisdiction facilities.

CMAP received feedback from the resource group and have been meeting with agencies to review the draft analysis. CMAP will use this feedback to select a corridor for a pilot study. CMAP would also like to include language in the RTP regarding corridor planning and brand the pilot study with the RTP logo.

Discussion ensued regarding the pilot study and the opportunity in piloting the three different types

of typologies. the criteria that will be used to select the pilot study and funding opportunities, what measures will best help inform agencies, and the need to consider a typography that includes a transit option.

Staff presented corridor planning for congestion management.

6.02 Transportation Resilience Improvement Plan update

25-358

Attachments: [TRIP TC Memo 11.13.2025](#)

Kate Evasic, Program Lead, presented the draft of the Transportation Resilience Improvement Plan (TRIP) for northeastern Illinois. The goal of the plan is to identify opportunities to improve the resilience of the transportation network to extreme weather and climate change. This plan will also better position the region to be more competitive in PROTECT discretionary funds and other federal and state funding opportunities.

CMAQ met with its steering committee five times throughout the life of the project and held three broader stakeholder workshops as well as focus groups to broaden engagement with other implementers, experts, and advocates.

Once the draft plan is approved by the FHWA, projects in the plan can receive a reduction in the non-federal share and preference when applying for future rounds of PROTECT funding. As the region's MPO, the plan articulates the need for the agency to proactively address all challenges in the transportation system, including flooding and extreme heat.

Evasic discussed TRIP's unique components which included a risk-based vulnerability assessment of the regional transportation system, a spatial analysis of the impact of extreme heat on transit riders, and a tool developed to analyze the economic impact of flooding. Staff developed a quantitative and qualitative scoring process to evaluate projects based on resilience need and impact and developed resilience indicators to track progress.

Through a call for projects, a list of 64 projects was deemed eligible to be placed on the Resilience Project List. Of the 64 projects, 49 projects would protect roads and bridges, and 15 projects would protect transit assets. More than half of the projects are included in the TIP and 25 projects are components of projects that were submitted for consideration as a Regional Capital Project. Staff reviewed the scores of projects based on resilience need and impact and identified 20 high-priority projects.

The projects include structural improvements as well as nature-based solutions. It includes one coastal project along Lake Michigan. Many of these projects are multi-jurisdictional. Evasic reported that staff have identified additional resilience indicators that could possibly be used in the future.

Next steps include confirmation from FHWA that the plan meets minimum requirements, incorporation of feedback from FHWA and the Transportation Committee, presentation to the CMAQ Board and MPO Policy Committee, and finally the publishing of the plan and the resubmittal of the final version to FHWA for final determination.

Discussion ensued regarding the work involved in completing the TRIP and how the projects will be monitored to see how effective they are.

A draft of the Transportation Resilience Improvement Plan was presented.

6.03 Regional Transportation Plan (RTP) update

[25-353](#)

Attachments: [20251121 RTP memo](#)

Ryan Thompto, Principal, reported on the progress of the 2026 Regional Transportation Plan (RTP). Staff are working on the Regional Capital Plan (RCP) policy and process update, and specifically on the project evaluation and prioritization process.

Thompto commented that other activities of work are occurring simultaneously as part of the RTP plan, including the Climate Action Plan (CAP), the Transportation Resilience Improvement Plan (TRIP), congestion management strategy, as well as target setting with travel safety. Due to timelines, not all the results/strategies from the other activities of work could be incorporated into the Regional Capital Plan but future iterations will be more aligned.

Staff met with the RCP resource group last week and had a discussion regarding fiscal constraint and the prioritization process. Staff intend to bring the draft RCP to the Transportation Committee for consideration at its December meeting along with final fiscal constraint numbers. Staff will meet with leadership of implementing agencies to ensure that there is agreement on priorities.

Cempel presented the emerging technologies policy brief. There are six areas of technology included in the policy brief, but today's focus is on cybersecurity. Emerging trends include increased system vulnerability with edge devices, effective governance, education and collaboration, and AI supporting and undermining cybersecurity.

CMAAP has opportunities to lead through information sharing and education, innovating at the local level, and leveraging technology in regional planning.

Discussion ensued regarding the need to collaborate with other entities, analyze technology tools that could be beneficial for agencies, and to build technology systems that can adapt to new technologies.

An update to the Regional Transportation Plan (RTP) was presented.

6.04 Legislative update

[25-360](#)

Attachments: [4.X Legislative Update Memo 2025-11-13](#)

Kasia Hart, Principal, reported that the federal government shutdown came to an end after Congress passed a bill to fund the government through January 30, 2026. She reported on activity at the federal level including the Transportation, Housing and Urban Development (THUD) bill and reauthorization bills. USDOT has proposed eliminating the mass transit account and redirecting the funds to support highway construction and prohibiting the flexing federal funds to transit which can have devastating impacts to transit. Staff will continue to monitor and engage legislators on these bills.

As part of its veto session, the IL General Assembly approved SB 2111 the Comprehensive Transit, Funding, and Reform package that authorizes nearly \$1.5 billion in transit and avoids service cuts and

layoffs. This Bill creates the Northern Illinois Transit Authority (NITA) that will set fare policy, operate an integrated fare collection system, and develop service standards to guide regional service planning and capital planning. Hart highlighted system provision improvements, including safety.

A legislative update was presented.

6.05 2026 Committee Meeting Dates

[25-357](#)

Attachments: [TC\(Memo\)ProposedMeetingDates2026](#)

Aimee Lee, Deputy of Transportation and CMAP Representative, presented the proposed 2026 meeting dates for the Transportation Committee. This item will be brought for formal approval to the Transportation Committee's December meeting.

The proposed 2026 committee meeting date schedule was presented.

7.0 Other Business

There was no other business before the committee.

8.0 Public Comment

There were no comments from the public.

9.0 Next Meeting

The next meeting is scheduled for December 19, 2025.

10.0 Adjournment

A motion was made by McHenry Co Representative Scott Hennings, seconded by RTA Representative Kyle Whitehead, to adjourn the meeting. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 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 1, Academic Research Representative 2, ATA Representative, CoM Representative, IDOT - OIPI Representative and SEWRPC Representative

Non-Voting: FHWA Representative and FTA Representative

The meeting was adjourned at 11:08 a.m.

Minutes prepared by Blanca Vela-Schneider.