



MPO POLICY COMMITTEE

MEETING MINUTES - FINAL

Thursday, June 13, 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 Wednesday, June 12, 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/85003934401?pwd=c8iHEB2dAJLGSu7i04UZtsN8REb5sy.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 850 0393 4401 Passcode: 775974

CMAP provides the opportunity for public comment. Individuals are encouraged to submit comment by email to info@cmap.illinois.gov at least 24 hours before the meeting. A record of all written public comments will be maintained and made publicly available.

The total cumulative time for public comment is limited to 15 minutes, unless determined otherwise by the Chair. Public comment is limited to three minutes per person unless the Chair designates a longer or shorter time period. Public comments will be invited in this order: Comments from in person attendees submitted ahead of time; comments from in-person attendees not previously submitted; comments from virtual attendees submitted ahead of time; and comments from virtual attendees not previously submitted.

To review CMAP's public participation policy, please visit <https://www.cmap.illinois.gov/committees>.

If you require a reasonable accommodation or language interpretation services to attend or join the meeting, please contact CMAP at least five days before the meeting by email (info@cmap.illinois.gov) or phone (312-454-0400).

1.0 Call to Order and Introductions

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

- Present:** IDOT Representative, CDOT Representative, CMAP Representative 1, CTA Representative, Cook Co Representative, CoM Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative
- Absent:** CMAP Representative 2, DuPage Co Representative, Kendall Co Representative and Will Co Representative
- Non-Voting:** FHWA Representative and FTA Representative
- Absent (NV):** Class I Railroads Representative

Noting a physical quorum, Chair Osman reported that a request was received from Pace Representative Melinda Metzger to attend the MPO Policy Committee meeting virtually in compliance with the Open Meetings Act.

A motion was made by CoM Representative Jeff Schielke, seconded by Metra Representative Jim Derwinski, to approve virtual participation by Pace Representative Melinda Metzger in compliance with the OMA. Motion carried by the following vote:

- Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CTA Representative, Cook Co Representative, CoM Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative
- Absent:** CMAP Representative 2, DuPage Co Representative, Kendall Co Representative and Will Co Representative
- Non-Voting:** FHWA Representative and FTA Representative
- Absent (NV):** Class I Railroads Representative

Chair Osman noted that Melinda Metzger is present and able to participate in today's meeting.

Secretary Omer Osman served as IDOT Representative, Jeff Scriver served as CDOT Representative, Frank Beal served as CMAP Representative 1, Jesse Elam served as Cook County Representative, Jeff Schielke served as CoM Representative, Cara Bader served as CTA Representative, Jon Paul Diipla served as FHWA Representative, Mark Kane served as FTA Representative, Cassandra Rouse served as Tollway Representative, Tom Rickert served as Kane County Representative, Kevin Carrier served as Lake County Representative, Scott Hennings served as McHenry County Representative, Jim Derwinski served as Metra Representative, Melinda Metzger served as Pace Representative, Leanne Redden served as RTA Representative

Staff present: Laurent Ahiablame, Erin Aleman, Bill Barnes, Victoria Barrett, Phoebe Downey, Kama Dobbs, Doug Ferguson, Jane Grover, Craig Heither, Jaemie Jackson, Aimee Lee, Tony Manno, Stephane Phifer, Russell Pietrowiak, Ryan Thompto, Jennie Vana, Blanca Vela-Schneider

Others present: Garland Armstrong, Alex Beata, Lukas Bettich, Andrew Brinkerhoff, Shae Burnham, Christina Burns, Carolyn Caruso, Lynnette Ciavarella, Ellis Combes, John Donovan, Drew Duffin, Jackie Forbes, Brandon Geber, Katy H, Jennifer Henry, Neil James, Kendra Johnson, George Kandathil, Mario

Keane, Mike Klemens, Brian Larsen, Heidi Lichtenberger, Heather Mullins, Leslie Rauer, Nicholas Riehle, Kathryn Robles, Todd Schmidt, Justine Sydello, Laden Trautwein, Jon Vana, Michael Vanderhoof

2.0 Agenda Changes and Announcements

There were no changes to the agenda.

Chair Osman congratulated Steve Travia, IDOT's Director of Highways Project Implementation, who has accepted a position as the director of transportation with the County of DuPage. He reported the Governor will announce the latest multi-year program in McCook.

3.0 Approval of Minutes

3.01 Minutes from March 14, 2024

[24-280](#)

Attachments: [MPO Policy Committee 03.14.24 Minutes](#)

A motion was made by CoM Representative Steve Schielke, seconded by Metra Representative Jim Derwinski, to approve the March 14, 2024 meeting minutes. The motion carried by the following vote:

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

Absent: CMAP Representative 2, DuPage Co Representative, Kendall Co Representative and Will Co Representative

Non-Voting: FHWA Representative and FTA Representative

Absent (NV): Class I Railroads Representative

4.0 CMAP Announcements

4.01 Executive director's report

[24-279](#)

Erin Aleman, Executive Director, reported that CMAP has updated its 2020 Land Use Inventory which identifies up to 50 land categories in northeastern Illinois. The data is useful to understand how communities use and develop land and how it changes over time.

CMAP and the USDOT's Building America Bureau held a technical assistance workshop in April with its I-290/Blue Line Corridor project partners, IDOT and the CTA. The partners discussed challenges, identified opportunities for collaboration and innovation, and developed a shared vision for continued progress on the corridor.

Executive Director Aleman reported that CMAP is continuing its regional climate initiatives by developing the Comprehensive Climate Action Plan for the Chicago Metropolitan Statistical Area (MSA). The goal is to identify solutions to address all significant greenhouse gas sources and sinks to reduce emissions to net zero. The plan began last month and will take about 15 months to develop. The steering committee that was created to guide the work met for the first time earlier this week.

Executive Director Aleman presented highlights to the legislative update that will be presented later in the meeting and reported that 30 projects were selected by CMAP for its technical assistance program. The technical assistance program is in partnership with the RTA.

The executive director's report was received and filed.

4.02 CMAP Board update

[24-278](#)

Leanne Redden, RTA Representative, provided an update of CMAP Board activity. At its April 10, 2024 meeting, the CMAP Board approved amendments to its bylaws that include clarification on the use of a consent agenda, clarification of the composition and powers of its Executive Committee, and language that would tie the limitations of the simplified acquisition threshold or maximum contract authority to the limits defined in the state statute. The Board also received an overview of the 2026 Regional Transportation Plan and the Regional Vision.

At its May 8, 2024 meeting, the Board acted on the executive director's performance review and approved a five-year contract renewal, received and filed the FY2023 financial audit, and received presentations of CMAP's community outreach to engage and empower.

At the June 12, 2024 meeting, the Board received an update on the Memorandum of Understanding between the CMAP Board and the MPO Policy Committee and presentations on the Regional Transportation Plan and the Speed Management Report, all of which will be presented to this committee later on the agenda.

The CMAP Board update was received and filed.

4.03 Council of Mayors' Executive Committee report

[24-277](#)

Jeff Schielke, Council of Mayors Representative, reported that the Council of Mayors met on March 26, 2024. The mayors provided input on the development of CMAP's strategy for the socioeconomic forecast, Regional Transportation Plan, and six-county safety program. There has been a transition of staff support for the Council of Mayors and staff have been meeting with the mayors to discuss a refreshed vision for the committee.

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

5.0 Items for Approval

5.01 ON TO 2050/2024-2028 TIP conformity analysis & TIP amendment

[24-252](#)

Attachments: [ONTO 2040 2024-2028 TIP Conformity Analysis & TIP Amendment 24-08](#)
[Formal TIP Conformity Amendment 24-08](#)

Russell Pietrowiak, Senior Programming Analyst, presented the ON TO 2050/ 2024-2028 TIP conformity analysis and TIP amendment 24-08. The CMAP region is a non-attainment area for ozone standards and is required to demonstrate that projects in the TIP conform to the motor vehicle emissions budget through a regional emissions analysis.

The conformity analysis was created using EPA Moves 3 model. A new model has been created and CMAP will begin using it in the fall of 2024, ahead of the mandated requirement.

One comment was received during the public comment period but did not relate to any of the projects on the TIP or the process. CMAP has responded to the comment.

It was noted that this agenda item contained a scrivener's error and should read as ON TO 2050/2024-2028 TIP conformity analysis and TIP amendment.

A motion was made by CoM Representative Jeff Schielke, seconded by Tollway Representative Cassandra Rouse, to approve the ON TO 2050/2024-2028 TIP conformity analysis & TIP amendment 24-08. The motion carried by the following vote:

- Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CTA Representative, Cook Co Representative, CoM Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative
- Absent:** CMAP Representative 2, DuPage Co Representative, Kendall Co Representative and Will Co Representative
- Non-Voting:** FHWA Representative and FTA Representative
- Absent (NV):** Class I Railroads Representative

5.02 FFY 2025-2029 STP local programs in the Transportation Improvement Program (TIP)

[24-251](#)

Attachments: [FFY 2024-2029 STP local programs in TIP memo](#)
[Formal TIP Amendment 24-09.1 Chicago](#)
[Formal TIP Amendment 24-09.2 North Shore](#)
[Formal TIP Amendment 24-09.3 Northwest](#)
[Formal TIP Amendment 24-09.4 North Central](#)
[Formal TIP Amendment 24-09.5 Central](#)
[Formal TIP Amendment 24-09.6 Southwest](#)
[Formal TIP Amendment 24-09.7 South](#)
[Formal TIP Amendment 24-09.8 DuPage](#)
[Formal TIP Amendment 24-09.9 Kane/Kendall](#)
[Formal TIP Amendment 24-09.10 Lake](#)
[Formal TIP Amendment 24-09.11 McHenry](#)
[Formal TIP Amendment 24-09.12 Will](#)

Kama Dobbs, Senior Analyst, presented the FFY 2025-2029 STP local programs for inclusion in the Transportation Improvement Program (TIP). Eleven councils and CDOT submitted 358 projects for consideration. The total STP-Local funding programmed by the councils is \$893.99 million over FFY 2025-2029. A breakdown of project types and funding amounts was provided.

A motion was made by McHenry Co Representative Scott Hennings, seconded by CoM Representative Jeff Schielke, to approve the FFY 2025-2029 STP local programs in the Transportation Improvement Program. The motion carried by the following vote:

- Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CTA Representative, Cook Co Representative, CoM Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative
- Absent:** CMAP Representative 2, DuPage Co Representative, Kendall Co Representative and Will Co Representative
- Non-Voting:** FHWA Representative and FTA Representative
- Absent (NV):** Class I Railroads Representative

5.04 Cooperative Agreement for Coordination of Land Use - Transportation Planning in the Round Lake Beach-McHenry-Grayslake IL-WI Urbanized Area [24-273](#)

Attachments: [Coop Agreements Memo](#)
[CMAP-SEWRPC Agreement](#)

(Agenda items 5.04 and 5.05 were taken ahead of agenda item 5.03.)

Doug Ferguson, Senior Analyst, presented federally-required cooperative agreements with neighboring metropolitan organizations Southeastern Wisconsin Regional Planning Commission (SEWRPC) and the Northwest Indiana Planning Commission (NIRPC). The agreements layout how the neighboring regions will organize planning efforts for urbanized areas that cross state lines. The agreements were last ratified in 2018 and 2016. The agreements are largely the same with minor corrections to the geography and more descriptive language.

A motion was made by RTA Representative Leanne Redden, seconded by CoM Representative Jeff Schielke, that the cooperative agreements be approved. The motion carried by the following vote:

- Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CTA Representative, Cook Co Representative, CoM Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative
- Absent:** CMAP Representative 2, DuPage Co Representative, Kendall Co Representative and Will Co Representative
- Non-Voting:** FHWA Representative and FTA Representative
- Absent (NV):** Class I Railroads Representative

5.05 Cooperative Agreement for Coordination of Land Use - Transportation Planning in the Chicago/Gary/Lake County, IL-IN Urbanized Area [24-274](#)

Attachments: [Coop Agreements Memo](#)
[CMAP-NIRPC Agreement](#)

(Agenda items 5.04 and 5.05 were taken ahead of agenda item 5.03.)

Doug Ferguson, Senior Analyst, presented the federally-required cooperative agreement with the neighboring metropolitan organization in the Chicago/Gary/Lake County, Illinois and Indiana urbanized area.

A motion was made by RTA Representative Leanne Redden, seconded by CoM Representative Jeff

Schielke, that the agenda item be approved. The motion carried by the following vote:

- Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CTA Representative, Cook Co Representative, CoM Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative
- Absent:** CMAP Representative 2, DuPage Co Representative, Kendall Co Representative and Will Co Representative
- Non-Voting:** FHWA Representative and FTA Representative
- Absent (NV):** Class I Railroads Representative

5.03 FFY 2024 FTA subarea allocation between Indiana-Illinois and Wisconsin-Illinois of 5307/5340 Urbanized Area, 5337 State of Good Repair, 5339 Bus and Bus Facilities and 5310 Enhance Mobility of Seniors and Individuals with Disabilities funds [24-253](#)

Attachments: [FTA Funding Splits memo](#)

Russell Pietrowiak, Senior Programming Analyst, presented the FFY 2024 FTA subarea allocation splits between Indiana and Illinois and Wisconsin and Illinois. Splits are established in a letter of understanding between the RTA, the Northwestern Indiana Regional Planning Commission and the Southeastern Wisconsin Regional Planning Commission. RTA's Board of Directors approve the funding allocations at their May 16 meeting.

A motion was made by Tollway Representative Cassandra Rouse, seconded by CoM Representative Jeff Schielke, to approve the FFY 2024 FTA subarea allocation between Indiana-Illinois and Wisconsin-Illinois. The motion carried by the following vote:

- Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CTA Representative, Cook Co Representative, CoM Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative
- Absent:** CMAP Representative 2, DuPage Co Representative, Kendall Co Representative and Will Co Representative
- Non-Voting:** FHWA Representative and FTA Representative
- Absent (NV):** Class I Railroads Representative

5.06 Resolution reaffirming the Metropolitan Planning Area (MPA) Boundary [24-275](#)

Attachments: [MPA Boundary Memo](#)
[Resolution to Affirm the MPA Boundaries 2024](#)
[Metro Planning Area Map](#)

Kama Dobbs, Senior Analyst, reported that after each decennial census, metropolitan planning organizations are required to review their Metropolitan Planning Area (MPA). Following the 2020 census, IDOT reviewed the urbanized areas for CMAP's region and found there were no changes to the urbanized areas that would warrant a modification to CMAP's MPA.

A motion was made by Kane Co Representative Tom Rickert, seconded by Lake Co Representative Kevin Carrier, to approve Resolution 24-02 reaffirming the MPA boundary. The motion carried by the following vote:

- Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CTA Representative, Cook Co Representative, CoM Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative
- Absent:** CMAP Representative 2, DuPage Co Representative, Kendall Co Representative and Will Co Representative
- Non-Voting:** FHWA Representative and FTA Representative
- Absent (NV):** Class I Railroads Representative

6.0 Information Items

6.01 Appointment of a subcommittee for nominating the vice chair of the MPO Policy Committee [24-281](#)

Attachments: [Appointment of a Subcommittee Memo](#)

Chair Osman reported that the MPO Policy Committee's by-laws require the Chair of the MPO Policy Committee to appoint a nominating committee to bring forward nominations for the vice-chair of the MPO Policy Committee for the following year. The Nominating Committee shall meet before the next regularly scheduled meeting in the fall.

Chair Osman appointed the following to the MPO Policy Nominating Committee:

- * Frank Beal to represent the regional planning agency
- * RTA to represent the public transportation agency
- * Jeff Schielke to represent municipal government
- * CDOT to represent highway or roads transportation, and
- * McHenry to represent counties.

6.02 Memorandum of Understanding between the CMAP Board and MPO Policy Committee [24-235](#)

Attachments: [CMAP-MPO MOU Memo](#)

Erin Aleman, Executive Director, presented the existing Memorandum of Understanding (MOU) between the CMAP Board and MPO Policy Committee. The MOU identifies the roles and responsibilities of the Board and MPO and memorializes the commitment to work together. The MOU calls for periodic review by the Board and MPO. Staff has review the MOU and does not recommend any modification to the MOU. This will be formally considered by the MPO Policy Committee at the October 9, 2024 CMAP Board and MPO joint committee meeting.

The Memorandum of Understanding between the Board and MPO Policy Committee was presented.

6.03 Regional Transportation Plan (RTP) update [24-266](#)

Attachments: [Socioeconomic Forecast Memo](#)
[Analysis of transportation plans and priorities for 2026 RTP Memo](#)

Alex Bahls, Senior Research Analyst and Regional Project Manager for the Regional Economic

Forecast, presented preliminary information on the regional socioeconomic forecast, which will be utilized for the Regional Transportation Plan (RTP). Every metropolitan planning organization (MPO) is required to create a forecast that anticipates transportation and land use conditions to a 20-year planning horizon. The forecast has two components: a regional forecast that looks at demographics and economic trends for the region as a whole and a local forecast that reflects current knowledge, policy considerations, and stakeholder input. The socioeconomic forecast is also the basis by which the RTP's financial plan is developed and supports scenario planning activities.

Senior Research Analyst Bahls reported the regional forecast reflects macro-level trends in births, deaths, international and domestic migration, and jobs. CMAP uses historical data and uses agencies such as Moody's Analytics, the Congressional Budget Office, and the United States Census Bureau to develop projects for jobs, economic data, and census demographics. It was noted that because national trends project a decrease in the next census, the draft regional forecast will likely project slower growth.

Aging populations and declining birth rates are contributing factors to future population trends. It is expected that by 2030, the population age of 65+ will outnumber youth, and, by 2038, deaths are projected to outnumber births in the United States at which point migration will be the main driver of annual population increase. Senior Research Analyst Bahls reviewed projected population forecasts for the seven-county region, noting a decrease in projected population for Cook County. Next steps include reviewing the regional forecast, working with UrbanSim on the local forecast, convening local and technical advisory groups, and developing a vision plan.

Julie Reschke, Policy Analyst, reported the RTP was previously embedded in the ON TO 2050 Plan. It fulfills the federal requirements established for MPOs, is essential for access to federal funds, and is due October 2026.

As staff prepares the update to the RTP, they are guided by the following questions: What is the future transportation system we want?; What are the challenges and opportunities to get there; and How will we achieve the transportation system we want?

The RTP must align with federal goals as well as comply with state mandates. Staff also takes into account existing plans from transit agencies and local governments. As part of this process, CMAP reviewed approximately 30 plans adopted by federal, state, county, transit, and other agencies to identify common goals, objectives, and strategies. Increased mobility and accessibility, improved safety and security, and preservation of the existing transportation system were a few of the common goals shared by these agencies.

The RTP will build on the transportation vision in the ON TO 2050 Plan, last updated in 2022. The ON TO 2050 Plan includes transportation recommendations on mobility, community, prosperity, environment, and governance and will be used as a starting point for developing the goals of an updated RTP. Policy Analyst Reschke reported on the work that is underway and the region's vision for transportation. Next steps include stakeholder engagement, a public survey, an opportunity to submit research, ideas and policy stances, and the creation of an engagement webpage to coordinate future outreach.

Discussion occurred regarding the need to improve cyber security when thinking about infrastructure investment and consideration of intercity travel demands.

The Regional Transportation Plan update was presented.

6.04 Speed Management Report Overview

[24-284](#)

Attachments: [Speed management report memo](#)
[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 deaths in our region. 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. It was also noted that vehicles are heavier than in previous years, causing more significant damage when in a collision. 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 improving vehicle design, the Tollway's efforts to reduce speeding on roads, and encouraging public transit as an opportunity to avoid distracted driving.

An overview of the Speed Management Report was presented.

6.05 Legislative update

[24-283](#)

Attachments: [June MPO Policy Committee Memo Legislative Update](#)

John Carpenter, Legislative Affairs Director, reported the Regional Planning Act (RPA) Modernization bill has passed both legislative chambers and awaits signature by the governor. Funding for the RPA appropriation bill was not incorporated into the state's FY25 budget and CMAP will continue to lobby to move this bill forward.

The Regional Transportation Authority (RTA) Act requires the Road Fund to annually deposit \$150 million to the Public Transportation Fund (PTF) and provide additional funds for RTA debt service. The remainder of the funding to the PTF has typically come from the General Fund. For the state's FY25 budget, the General Assembly approved an increase of \$75 million in allocated funds to the PTF from the Road Fund. It also calls for a \$50 million allocation from the Leaking Storage Tank Fund to the PTF, but it was noted that this change does not address the transit system's capital and operating needs.

Director Carpenter reported that language previously stricken from HB5511 related to the public-private partnerships has been restored. Staff continues to review and follow the Clean and Equitable Transportation Act and the Transportation Choices Act.

The legislative update was received and filed.

7.0 Other Business

There was no other business before the committee.

8.0 Public Comment

Garland Armstrong, former Illinois resident, recognized efforts to improve safety on roads. He encouraged the use of educational materials in different languages to help inform people of the dangers of reckless and distracted driving. He also requested that agencies continue to support intercity travel to ensure that low-income resident have the ability to travel.

9.0 Next Meeting

It was clarified that the next meeting is a joint meeting with the CMAP Board and is scheduled for October 9, 2024.

10.0 Adjournment

A motion was made by CoM Representative Jeff Schielke, seconded by Tollway Representative Cassaundra Rouse, to adjourn the meeting. The motion carried by the following vote:

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

Absent: CMAP Representative 2, DuPage Co Representative, Kendall Co Representative and Will Co Representative

Non-Voting: FHWA Representative and FTA Representative

Absent (NV): Class I Railroads Representative

Meeting adjourned at 11:16 a.m.

Minutes prepared by Blanca Vela-Schneider