



CLIMATE COMMITTEE

AGENDA - FINAL

Thursday, April 25, 2024

1:00 PM

**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 IDENTIFY DATE ONE DAY BEFORE MEETING 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/89759069337?pwd=BpylnaSJHAKGLaFDvakMQjhxtAG4Z.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**2.0 Agenda Changes and Announcements****2.01 Requests for agenda changes****2.02 CMAP Updates****3.0 Approval of Minutes****3.01 Minutes from July 25, 2023** [23-450](#)

ACTION REQUESTED: Approval

Attachments: [Climate Minutes July 25, 2023](#)

4.0 Approval of 2024 meeting schedule**4.01 2024 Meeting schedule** [24-201](#)

ACTION REQUESTED: Approval

Attachments: [Approval of 2024 meeting schedule](#)

5.0 New Business**5.01 Transportation Resilience Improvement Plan (TRIP)** [24-202](#)

PURPOSE & ACTION: The Transportation Resilience Improvement Plan is a multi-year project to identify and prioritize major vulnerable transportation assets, identify and prioritize investments to build resilience and reduce climate risks, inform transportation planning and decision-making, and propose equitable and inclusive resilience investments. The update will review current progress and near-term deliverables.

ACTION REQUESTED: Information

Attachments: [Transportation Resilience Improvement Plan Memo](#)

5.02 Regional Climate Action Plan [24-203](#)

PURPOSE & ACTION: CMAP and the Metropolitan Mayors Caucus have kicked off regional climate action planning work in response to and with funding support from the USEPA Climate Pollution Reduction grant program. The work is also supported by a grant from the Department of Energy Clean Energy to Communities (C2C) program, and includes a partnership with Oak Ridge National Laboratory, the Respiratory Health Association, and ComEd. Staff will discuss components of the Priority Climate Action Plan, provide updates on the CPRG Phase 2 Implementation grant applications, and provide an overview of the upcoming Comprehensive Climate Action Plan, including the new GHG inventory and the stakeholder engagement process.

ACTION REQUESTED: Discussion

Attachments: [Regional Climate Action Planning Memo](#)

5.03 Legislative Update[24-204](#)

PURPOSE & ACTION: CMAP staff will provide an update on relevant bills filed with the Illinois General Assembly.

ACTION REQUESTED: Information

Attachments: [Legislative Update Memo](#)

6.0 Committee Member Updates**7.0 Other Business****8.0 Public Comment**

This is an opportunity for comments from members of the audience.

9.0 Next Meeting

The next meeting of the Climate Committee will occur on Thursday July 25, 2024 at 1:00pm.

10.0 Adjournment

CLIMATE COMMITTEE

MEETING MINUTES - DRAFT

Tuesday, July 25, 2023

9:30 AM

Cook County Conference Room
433 West Van Buren Street, Suite 450
Chicago, IL 60607

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<https://us06web.zoom.us/j/89948301304?pwd=QjhQdzJ1T09DZ2gvNlJsZHNnMEx0dz09>

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Meeting ID: 899 4830 1304

Passcode: 177543

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

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1.0 Call to Order and Introductions

Chair Durnbaugh called the meeting to order at 9:32 a.m. The meeting is being live-streamed and recorded. Brian Daly, Climate Committee liaison, reported that staff will be providing a building tour of the Old Post Office after the meeting. Public comment will be made available at the end of the meeting.

Present: Aaron Durnbaugh, Jack Chan, Martha Dooley, Samira Hanessian, Cynthia Kanner, Thomas Maillard, Edith Makra, Paul May, Mary Nicol, Matthew Santagata, and Chris Young

Absent: Deborah Stone, Marcella Bondie Keenan, Naomi Davis, Elena Grossman, Elizabeth Kocs, Raed Mansour, and Vanessa Ruiz

Staff present: Victoria Barrett, Nora Beck, Karly Cazzato, Brian Daly, Teri Dixon, Phoebe Downey, Maggie Eickhoff, Ryan Ehlke, Alex Ensign, Jon Haadsma, Noah Harris, Kasia Hart, Leroy Kos, Aimee Lee, Amy McEwan, Nikolas Merten, Jason Navota, Chad Phillips, Julie Reschke, Mayra Shuja, Lee Skuby, Joan Smedinghoff

Others present: John Donovan, Drew Duffin, Brian Larson, Dr. Laura MiSweet, Renee Pattern, John Porterfield, Joe Surdam, Steven Vance

2.0 Agenda Changes and Announcements

Chair Durnbaugh introduced Bill Barnes, Deputy of Regional Policy and Implementation. Deputy Barnes reported that tours of the Old Post Office will be provided following the meetings. Today's agenda includes presentations on the Plan of Action for Regional Transit (PART) report and regional climate action planning.

Deputy Barnes reported on the hiring of Chad Phillips to help support the legislative affairs division. Chad Phillips will work to reconvene the Infrastructure Investment and Jobs Act (IIJA) working group on developing a list of regional priority projects for competitive grant opportunities.

Deputy Barnes' update included the \$50.6 million budget passed by the General Assembly, information on Public Act 103-53 related to electric vehicle (EV) parking capability in single family residences and multi-family buildings, an executed grant agreement from the Federal Highway Authority (FHWA) for the Safe Travel for all Roadmap (STAR) program, the recent submittal of a Regional Infrastructure Accelerator Grant for the 290 Blue Line Corridor Project, and CMAP's involvement in the recent Chicago Mayor's transition.

Deputy Barnes noted the transition of new committee liaisons for the Climate Committee.

3.0 Approval of Minutes

3.01 Minutes from April 25, 2023

[23-351](#)

Attachments: [Climate Committee minutes 04.25.23 - draft](#)

A motion was made by Thomas Maillard, seconded by Martha Dooley, to approve the April 25, 2023 meeting minutes. The motion carried by the following vote:

Aye: Aaron Durnbaugh, Jack Chan, Martha Dooley, Samira Hanessian, Cynthia Kanner, Thomas Maillard, Edith Makra, Paul May, Mary Nicol, Matthew Santagata, and Chris Young

Absent: Deborah Stone, Marcella Bondie Keenan, Naomi Davis, Elena Grossman, Elizabeth Kocs, Raed Mansour, and Vanessa Ruiz

4.0 New Business

4.01 Resources for equitable flood resilience, project update

[23-352](#)

Kate Evasic, Senior Planner, provided a presentation of two projects focused on equitable flood resilience. The first project develops an approach to updating the regional flood susceptibility indexes. The second project develops data and guidance to integrate equity into flood resilience investments that can be used by CMAP as well as other local government entities. Funding for these projects was through congressionally-directed spending (CDS) as a National Oceanic and Atmospheric Administration (NOAA) Community Project and through the MacArthur Foundation, whose funding provided compensation for community-based organizations (CBOs).

The Flood Susceptibility Index Project began in 2017 when CMAP developed urban and riverine indexes to identify priority areas for stormwater mitigation and resilience planning. Recognizing the value that the indexes provide, staff is working to update the flood susceptibility indexes in December 2023. The flood susceptibility indexes will be updated with improved data inputs, approaches to methodology, and user experience through easier access and guidance. The flood susceptibility index have been used as a screening tool, provide stormwater planning assistance, help prioritize projects and funding, and serve as a repository of flood-related data.

The second project, integrating equity into flood resilience investments, is aimed at planners and engineers to integrate equity approaches into stormwater and flood mitigation investments. The guide identifies key principles, strategies, and best practices as well as highlighting best examples on the national and local levels. The key principles in this project center community voices, prioritize investment, build intentional trust, develop holistic solutions, and develop long-term planning. Strategies in the project include using equity-related data to inform investments, collaborating with community groups to understand on-the-ground conditions, maximizing project benefits, reducing unintended consequences, providing equitable maintenance and operations of infrastructure, and reducing barriers for municipalities to access funds. Next steps include revising and finalizing the equity guide based on stakeholder feedback, updating the regional flood susceptibility indexes, analyzing regional flood susceptibility indexes with equity-related data, and helping partners prioritize and implement best practices.

Discussion ensued regarding the need to tie the flood susceptibility indexes with repetitive loss data through Federal Emergency Management Agency (FEMA), the National Flood Insurance Program (NFIP), and individual assistance claims that are made after a federally declared disaster. The committee also discussed how these projects will be integrated with federal and state environmental mapping tools. A geo-database is being compiled that clearly outlines which datasets are being used, notifying people that CMAP is relying on data from these other mapping tools, and providing links to these mapping tools. Senior Planner Evasic noted that a communication plan will be developed in the fall to ensure proper outreach is made to stakeholders. These tools can be used as part of CMAP's technical assistance program. The committee also discussed how future climate impacts will be incorporated into the flood susceptibility indexes.

A presentation was provided on resources for equitable flood resilience.

4.02 Plan of Action for Regional Transit (PART) report update

[23-353](#)

Elizabeth Scott, Principal of Regional Policy Implementation, provided an update on the Plan of Action for Regional Transit (PART) report. Transit agencies are facing a transit fiscal cliff with a budget gap of \$732 million in 2026. Transit plays a crucial role in enabling mobility for riders and non-riders, fostering a vibrant and connected regional economy, and enabling the region to mitigate and adapt to climate change. The General Assembly mandated CMAP look at the long-term financial viability of the transit system and develop considerations and recommendations to bring back to them in January 2024. Some of the funding solutions being explored have potential positive and negative climate impacts. One option under consideration is road pricing for the use of private vehicles on roads.

Principal Scott provided an overview of the work that the PART Steering Committee has undertaken to address the General Assembly's mandate and sought input from the committee regarding financial transit issues. The Climate Committee discussed the need to incentivize motorists instead of penalizing motorists to shift their mode of transit to public transportation, the need for transit agencies to consider how they can reduce their costs and mitigate their footprint on the environment and look for opportunities for businesses to encourage their employees to use public transportation. The Committee discussed the need for revenue models related to freight electrification and tying in road pricing to environmental conditions.

Citing the work of the California Air Resources Board, Principal Scott discussed financializing future carbon policies through a cap-and-investment program. Discussion continued.

A presentation on the PART report update was given and discussed with the Committee.

4.03 Regional climate action planning

[23-354](#)

Edith Makra, Metropolitan Mayors Caucus (MMC), and Brian Daly, Senior Planner, discussed current regional climate action planning activities and opportunities through the US Environmental Protection Agency Climate Pollution Reduction Grant. CMAP and MMC have formulated a work plan that will be led by the MMC. To address the climate crisis and preserve a livable planet, we must reach net zero greenhouse gas (GHG) emissions by 2050. Net zero emissions is a more ambitious goal than what is proposed in the ONTO 2050 Plan.

The recent regional GHG emissions inventory shows that GHG emissions are declining but not at a fast enough rate to reach our goals. A net zero GHG emissions is the key to doing the region's part to stop the trend of global warming. Approximately 1/3 of regional GHG emissions come from transportation; the other 2/3 of GHG emissions come from manufacturing, generating electricity, heating and cooling buildings, and other sources.

The Inflation Reduction Act earmarked \$4.6 billion to fund the US EPA Climate Pollution Reduction Grant (CPRG) Project for state and metropolitan area development and implementation of climate action plans (CAP) targeted to reduce GHGs and other harmful air pollution. Edith Makra gave an overview of the formula grant program and indicated that it is focused on mitigation of emissions. She noted the ambitious timelines for the project. The Priority Climate Action Plan will be led by the MMC and is due March 2024. It will focus on the list of near-term, high-priority, implementation-ready measures to reduce GHG pollution. CMAP will lead the Comprehensive Climate Action Plan, due the summer of 2025, which will address all significant GHG sources/sinks and sectors and establish near- and long-term GHG emission reduction goals. It will also provide strategies and identify measures to achieve those goals. A status report, led by CMAP, is due the summer of 2027 and will provide a report of implementation of GHG reduction strategies that were included in the

Comprehensive Climate Action Plan. In 2021, the MMC released a Climate Action Plan for the Chicago Region report, but it is limited as it is scaled to municipal action.

Senior Planner Daly reported that CMAP will take the lead on the Comprehensive Climate Action Plan (CCAP) which will expand on the Priority Climate Action Plan to address significant GHG sources and sinks. The CCAP will also include an analysis of co-benefits, such as particulate emissions.

Senior Planner Daly also reviewed the CPRG implementation funding process and noted that additional details will be released in the fall. It was noted that CMAP, in partnership with ComEd, and the Respiratory Health Association applied for the Clean Energy to Communities Initiative to ask for advanced modeling support to better understand the scale and extent of strategies for reaching transportation emission reduction goals. If successful, this will also help with the CCAP.

Discussion ensued.

A presentation on regional climate action planning was provided.

5.0 Committee Member Updates

Member Cynthia Kanner reported that Prairie State Conservation Coalition, in partnership with other stakeholders, will be holding a conservation policy retreat this summer as well as regional conferences across the state. Member Chris Young, Illinois Department of Natural Resources (IDNR), reported that IDNR is celebrating the 60th anniversary of the Natural Areas Preservation Act. Member Jack Chan, Metropolitan Water Reclamation District (MWRD), reported on the MWRD's recent adoption of its Climate Action Plan. Member Naomi Davis reported that the Blacks in Green received a \$1.5 million inaugural grant from the Bezos Earth Fund for urban greening.

6.0 Other Business

There was no other business before the committee.

7.0 Public Comment

Brian Daly presented written comment from John Paul Jones, President of Sustainable Englewood Initiatives and Nature Trail Consultant with Grow Greater Englewood on CMAP's efforts in revisiting regional flood susceptibility and that an update to the flood susceptibility index will help with Greater Englewood's efforts to remedy stormwater matters. Grow Greater Englewood is working with Morton Arboretum and Chicago Region Trees Initiative on tree canopy planting. Public comments in the chat include John Porterfield sharing specific product and services related crucial for transformation to zero emissions and atmospheric GHG removal and information regarding particulate matter.

8.0 Next Meeting

The next meeting is scheduled for October 24, 2023 at 9:30 a.m. and will be held in person in compliance with the Open Meetings Act.

9.0 Adjournment

Chair Durnbaugh adjourned the meeting at 11:27 a.m.

Minutes prepared by Blanca Vela-Schneider



MEMORANDUM

To: Climate Committee

From: CMAP Climate Committee Staff Leads

Date: April 11, 2024

Subject: Climate Committee 2024 Meeting Dates

The Climate Committee guides and supports CMAP’s climate-related initiatives and implementation of the region’s comprehensive plan, ON TO 2050. It reviews and provides input on CMAP’s strategic direction, work plan, and climate projects.

The Climate Committee is a standing committee of the CMAP Board and serves as a resource on climate issues to the agency’s committees, working groups, and staff. Its members bring a broad, regional perspective to CMAP’s climate work.

Proposed Committee Meeting Structure

The quarterly meeting structure facilitates the Committee’s work by focusing on CMAP’s climate goal to be a “region that takes action to mitigate and adapt to the effects of climate change and preserves high-quality water resources.”

Meeting Schedule

The Climate Committee of the Chicago Metropolitan Agency for Planning will convene at 1:00 p.m. at the Chicago Metropolitan Area for Planning, 433 W Van Buren Street, Suite 450, Chicago, Illinois, to conduct the following regular meeting during fiscal year 2025:

Thursday, July 25, 2024

Action Requested: Climate Committee Approval

MEMORANDUM

To: Climate Committee
From: CMAP Staff
Date: Thursday, April 11, 2024
Subject: Transportation Resilience Improvement Plan
Purpose: Update Climate Committee on the Transportation Resilience Improvement Plan (TRIP)
Action Requested: For information

The Transportation Resilience Improvement Plan (TRIP) is a multi-year project to identify and prioritize major vulnerable transportation assets, identify and prioritize investments to build resilience and reduce climate risks, inform transportation planning and decision-making, and propose equitable and inclusive resilience investments.

Project overview

CMAP is working with a consultant team led by ICF. The planning process to develop the TRIP is divided into two phases:

- Phase 1: Risk-based assessment to identify system- and asset-level climate vulnerabilities (February 2023 – July 2024)
- Phase 2: Plan development to develop a list of priority resilience investments and recommendations to improve resilience practices (July 2024 – December 2025)

Throughout the planning process, the project team is engaging stakeholders through a project steering committee, stakeholder workshops, interviews, and collaboration with the Community Alliance for Regional Equity (CARE).

Progress and near-term deliverables

The project team has significantly advanced the Phase 1 risk-based assessment, including the system-level analysis and development of methodology to run the asset-level analysis.

System-level analysis

The purpose of the system-level analysis is to evaluate the potential climate sensitivities of each of the major asset categories represented in the region's transportation system. The results of this analysis inform the selection of a subset of specific assets and hazards to assess in the asset-level analysis.

To conduct the system-level analysis, ICF rated the sensitivity of each of the transportation asset categories to five climate hazards on a low, medium, and high scale across two dimensions: the sensitivity of the physical infrastructure, and the sensitivity of service operations and user experience.

These results were vetted with stakeholders during a workshop on August 30, 2023, and refined based on feedback received.

Table 1. Summary system-level analysis results for northeastern Illinois

	Extreme Heat		Extreme Cold		Flooding (urban, riverine, coastal)		Freeze/thaw cycling		Severe storms (rain, snow, ice, wind)	
	I	S	I	S	I	S	I	S	I	S
Roadways	M	L	L	L	H	H	M	L	M	M
Bridges and culverts	M	L	L	L	H	H	M	L	L	M
Roadway facilities ¹	L	M	L	M	L	L	N/A	N/A	L	M
CTA & Metra rail lines and stations	H	M	H	M	H	H	M	L	M	H
CTA & Metra rail facilities ²	M	M	L	M	M	M	N/A	N/A	M	M
CTA & Pace bus service and stops ³	M	H	L	M	L	H	N/A	L	L	H
CTA & Pace bus facilities ⁴	L	M	L	M	L	L	N/A	N/A	M	M
Electrical services and backup power	H	H	M	M	L	L	N/A	N/A	M	M
Bicycle and pedestrian facilities	M	H	L	M	H	H	L	L	M	H

I = Physical infrastructure sensitivity rating

S = Service operations and user experience sensitivity rating

N/A = Asset category/operation is unaffected by the hazard

¹ Roadway facilities include any buildings, vehicles, and equipment that are used to maintain and repair roadways. Service impacts to roadway facilities include impacts to roadway facility workers.

² CTA and Metra rail facilities include any buildings, vehicles, and equipment that are used to maintain the CTA and Metra rail trains, lines, and stations. This includes switch yards. Service impacts for this category include impacts to rail facility workers.

³ CTA and Pace bus service and stops include the Pace ADA paratransit service. Impacts to bus routes that are a result of damage or disruption to the road are considered under the roadways category. Service impacts to CTA bus service and stops include impacts to workers/operators as well as passengers.

⁴ CTA and Pace bus facilities include any buildings, vehicles, and equipment that are used to maintain the CTA and Pace buses, routes, and stops. Service impacts to this category include impacts to bus facility workers.

Asset-level analysis

Based on the findings of the system-level analysis, the following asset category and hazard pairs were selected to be evaluated in the asset-level analysis:

- Extreme heat and CTA/Metra rail lines and stations
- Extreme heat impacts on vulnerable transit riders
- Extreme cold and CTA/Metra rail lines and stations
- Flooding and roadways, bridges, culverts, CTA/Metra rail lines and stations, and bicycle and pedestrian facilities

The asset-level analysis is a geospatial analysis that scores each asset against a set of exposure, social vulnerability, and criticality indicators. The scores will offer insights on the most appropriate locations to target for resilience investments based on both the risk of the asset and/or system to climate change and the importance of the asset and/or service to the traveling public and vulnerable communities.

During this reporting period, the project team has collected data and developed the methodology for the asset-level analysis, with feedback from the steering committee and CARE. The team analyzed climate hazards using observed climate data and future projections from an ensemble of climate models. This analysis will help CMAP and regional partners understand how climate hazards have and will continue to change in northeastern Illinois and incorporate those changes into the asset-level analysis. In addition, the team developed a flood inundation layer to incorporate into the asset-level analysis. The new flood data provides a planning-level understanding of future flood depths for the year 2050.

Next steps

The project team will refine the methodology for the asset-level analysis and vet results with stakeholders at a workshop later this spring. CMAP anticipates publishing the risk scores and documentation in summer 2024. In the short term, CMAP will incorporate the risk scores into the scoring methodology for the Surface Transportation Program (STP) Shared Fund and Regionally Significant Projects (RSPs).

MEMORANDUM

To: Climate Committee
From: CMAP Staff
Date: Thursday, April 11, 2024
Subject: Regional Climate Action Planning
Purpose: Provide regional climate action planning background to inform Climate Committee discussion of the planning process.
Action Requested: Discussion

CMAP is engaged in a variety of climate mitigation projects in coordination with partners and supported by the U.S. Environmental Protection Agency and the Department of Energy's National Renewable Energy Laboratory. This memo summarizes ongoing and anticipated work on these initiatives to inform the discussion at the April Climate Committee meeting. CMAP is seeking Climate Committee input on the climate action planning process, including priority setting, stakeholder engagement, and critical research questions.

Overview of USEPA Climate Pollution Reduction Grant (CPRG) program

The Metropolitan Mayors Caucus (MMC) and Chicago Metropolitan Agency for Planning (CMAP) are partnering to update and expand existing regional climate mitigation plans to address greenhouse gas (GHG) emissions and establish GHG reduction measures throughout the Chicago Metropolitan Statistical Area (MSA), including parts of Illinois, Indiana, and Wisconsin. The work is supported by a Climate Pollution Reduction Grant (CPRG), a U.S. Environmental Protection Agency (USEPA) initiative to provide funding to states and metropolitan areas to develop and implement plans to reduce (GHG) emissions.

The first phase of CPRG requires participating regions to complete three planning deliverables. The first, is a **priority climate action plan (PCAP)** consisting of a focused list of near-term, high-priority, implementation ready measures to reduce GHG pollution. In March, MMC completed this [plan](#) with assistance from CMAP, Northwest Indiana Regional Planning Commission, and others. Coordination with the State of Illinois (IEPA) helped to inform both the region's and state's PCAP was critical in ensuring that the priorities were in alignment. The PCAP sets the stage for the competitive implementation grants discussed below.

The second deliverable is **comprehensive climate action plan (CCAP)** that addresses all significant GHG sources, sinks, and sectors; establishes near-term and long-term GHG emission reduction goals; and identifies strategies and measures to achieve those goals. CMAP will lead the CCAP process, which must be completed by July 2025. An overview of the planning process is described below. The third deliverable is a **status report** on implementation of CCAP GHG reduction strategies. CMAP will lead development of the status report which must be submitted by mid-2027.

The second phase of CPRG is \$4.3 billion in competitive implementation funding to states and local governments for measures included in the PCAP, overall GHG reduction and benefits of GHG reduction measures to low-income and disadvantaged communities, investment-ready policies, programs, and projects to reduce greenhouse gas emissions in the near term. While it did not submit an application for implementation funding, CMAP did convene a series of meetings with leaders and stakeholders from across our region and state to facilitate the sharing of mitigation priorities in a collaborative space. The goal of these discussions was to surface shared priorities, encourage joint applications and ensure the competitiveness of the region’s application. The following applications from the CMAP region were submitted on April 1, 2024:

- **State of Illinois**, \$425 million: Building and industrial decarbonization, agriculture, medium- and heavy-duty vehicles
- **Regional Transit Authority**, \$375 million: Bus electrification of CTA and Pace, service-related Metra improvements
- **City of Chicago and Cook County with DuPage County**, \$197 million: Industrial and public sector building decarbonization; Waste reduction and composting
- **Fox Metro Water Reclamation and eight coalition members**, \$196 million: Wastewater and landfill biogas conversion to renewable natural gas
- **Kane and DuPage County**, \$114 million: Municipal facility and fleet decarbonization, Solar education and outreach, EV charging
- **Metropolitan Mayors Caucus**, \$37 million: Landscape equipment buybacks

Awards will be made later this year with funding starting in October 2024.

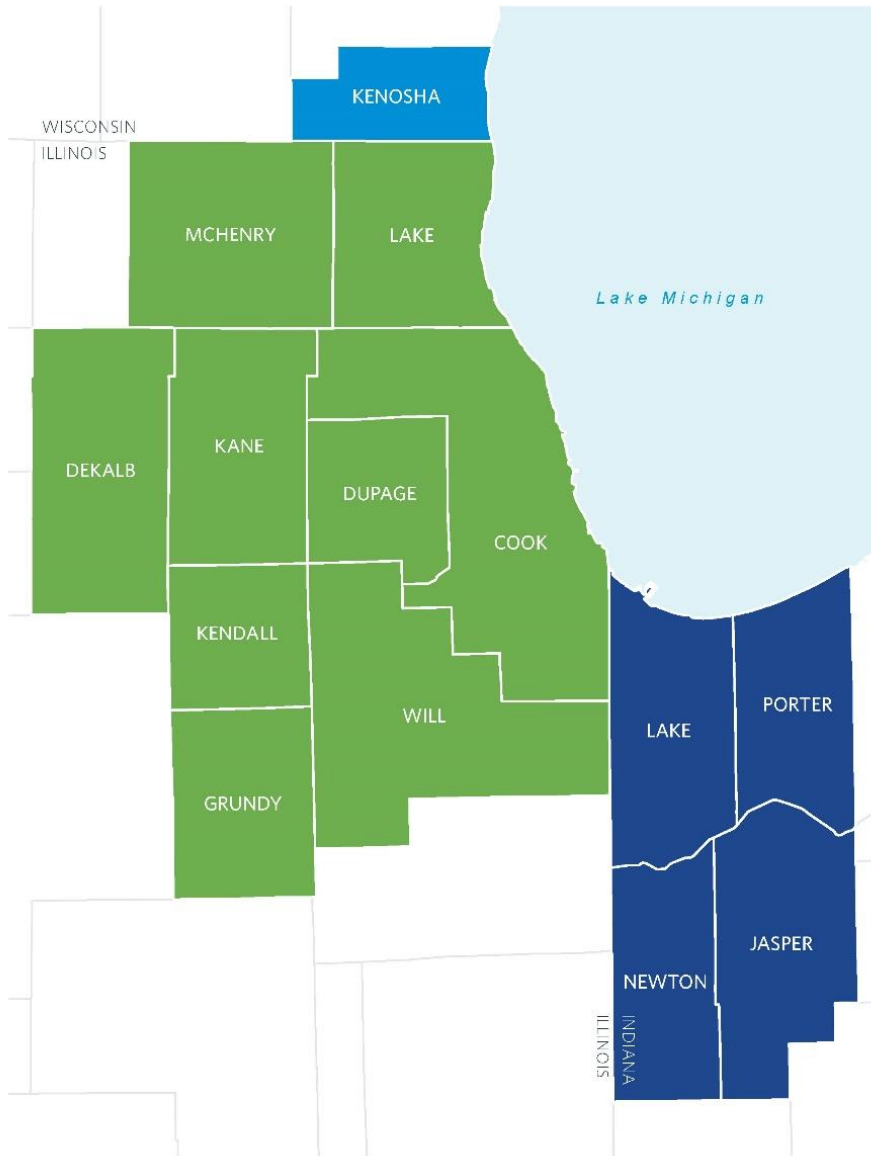
Comprehensive Climate Action Plan

CMAP will take the lead in the development of this second planning deliverable under the CPRG program. The CCAP needs to both quantify and lay out a strategy to address all significant GHG sources, sinks, and sectors. The overarching goal of this process is to define the steps needed for the Chicago MSA to achieve the national goals of 50-52 percent below 2005 levels by 2030 and net-zero emissions no later than 2050.ⁱ Given a study area that encompasses the MSA, the CCAP will cover a total of 14 counties, seven of which are beyond CMAP’s jurisdiction (Figure 1). CMAP, in partnership with MMC, will work closely with the Northwest Indiana Regional Planning Commission (NIRPC) and look to build relationships throughout the MSA.

USEPA requires the CCAP to identify and quantify reduction measures, create a business-as-usual and plan implementation GHG scenarios, and establish near-term and long-term GHG emission reduction goals and targets.ⁱⁱ To do this, CMAP envisions a stakeholder engagement process that harnesses the expertise of implementors, subject matter experts, and leaders from impacted communities to identify and craft effective and equitable reduction strategies. The Priority Climate Action plan required the development of a GHG inventory for the Chicago MSA, which informs and helps to prioritize the CCAP’s policy development process (Figure 2). To supplement this work, CMAP will develop “decarbonization briefs” for each of the major sectors analyzing current emissions, emissions reduction strategies and measures, implementation authority, and funding sources. The decarbonization briefs will cover the following sectors:

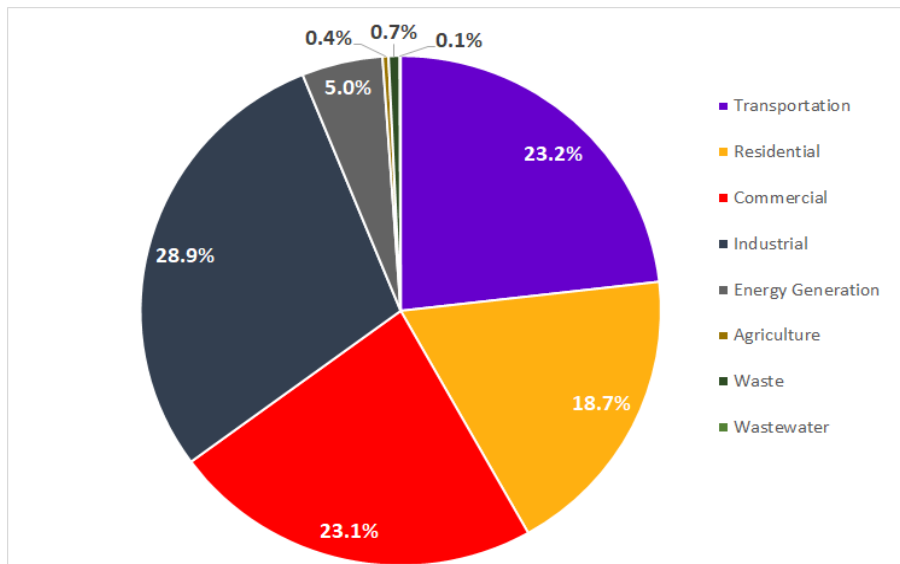
• Industry	• Electricity generation
• Transportation	• Commercial, residential, and institutional buildings
• Agriculture and working lands	• Natural lands and other sinks
• Water and wastewater	• Waste and materials management

Figure 1. Chicago MSA and study area for the CCAP



Source: CMAP, 2024.

Figure 2. Greenhouse gas emissions in the Chicago MSA region by sector, 2020



Source: CMAP, 2024.

USEPA requires an analysis of the co-benefits of the plan implementation scenarios, including quantifying the reductions from co-pollutants (NO_x, PM_{2.5}, etc.), and qualitative and quantitative analysis of benefits to low income and disadvantaged (LIDAC) communities as identified through the LIDAC engagement process. The Priority Climate Action Plan process required the identification of LIDAC communities using Climate and Economic Justice Screening Tool (CEJST) and USEPA’s Environmental Justice Screening and Mapping Tool (EJScreen) (Figure 3). Approximately 40 percent of the region’s total population lives in the identified area.

In addition, the CCAP must incorporate an analysis of anticipated workforce shortages that could prevent achieving the plan’s goals and identify potential solutions and partners at the state, regional, and local level that are equipped to help address those challenges. MMC will lead this task and work with CMAP to incorporate the analysis results and recommendations into the CCAP.

Timeline

To deliver the CCAP to USEPA by July 28, 2025 as required, CMAP envisions a concentrated timeline and a significant push to engage stakeholders, develop policies, and measure potential GHG reductions and corresponding benefits (Figure 4).

Stakeholder engagement process

CCAP stakeholder engagement will be structured to strengthen the plan and improve its chances for implementation. To accomplish these goals, CMAP will implement an outreach approach that includes a steering committee, three working groups, and several topical workshops, among other initiatives.

The steering committee will include regional implementers, subject matter experts, and leaders from impacted communities across the 14-county Chicago MSA. The steering committee will guide the overall

process, review main deliverables, inform the final CCAP, and garner support for plan implementation following completion.

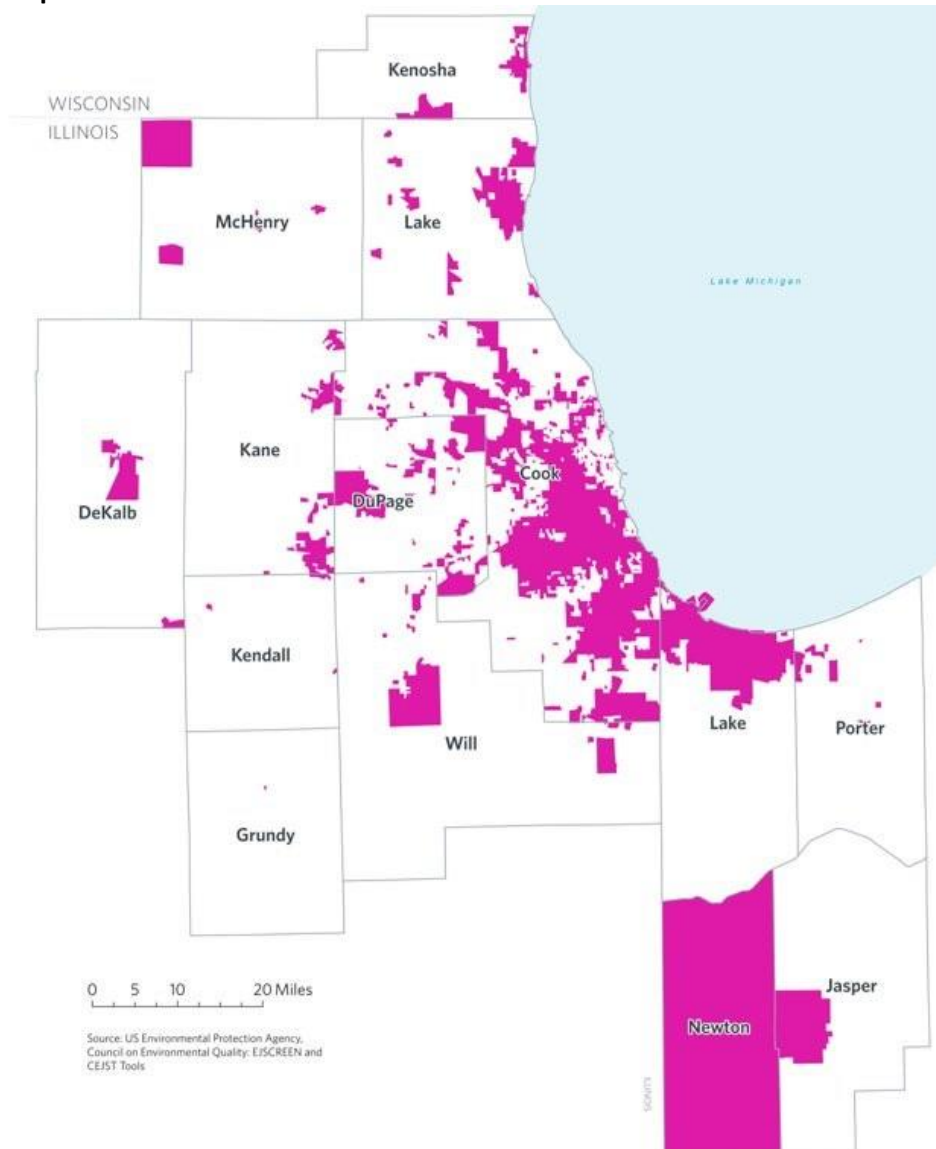
Working groups and workshops will focus on sector-specific strategy development and review, impact and benefits assessments, and plan implementation. These meetings will include sector implementers, impacted communities, advocates, and subject matter experts. The three working groups will focus on transportation, buildings, and industry and waste management. CMAP will also engage this Committee to provide focused review of reduction strategies in your respective areas of expertise and provide a lens to climate adaptation needs and synergies given the purview of this body. Topical workshops on agriculture, electricity generation, freight, and other areas as needed will help solicit regional expertise to craft the reduction strategies. CMAP staff will supplement these meetings with presentations and discussions to existing groups, include the MMC Environment Committee, NIRPC Environmental Management and Policy Committee, and others. As with the PCAP, MMC and CMAP will continue to coordinate and collaborate with the State of Illinois so as to minimize redundancies in outreach and maximize consistency in the analysis and conclusions of the respective plans.

A critical component of this work will be the engagement of populations who are disproportionately burdened by air pollution and climate change impacts (e.g., flooding and extreme heat) and could be negatively impacted by decarbonization solutions. CMAP, with the help of a specialized consultant, will design and execute a LIDAC engagement process to ensure the plan and planning process lead to equitable outcomes by centering community needs, concerns, and co-benefits. This strategy will be integrated within the overall CCAP stakeholder engagement process outlined above and will leverage the Community Alliance for Regional Equity, a group established by CMAP in 2022 to make the agency's engagement more equitable and inclusive of communities that are traditionally excluded from the planning process.

During the April Climate Committee meeting, CMAP will seek committee member input on the CCAP process on several topics, including:

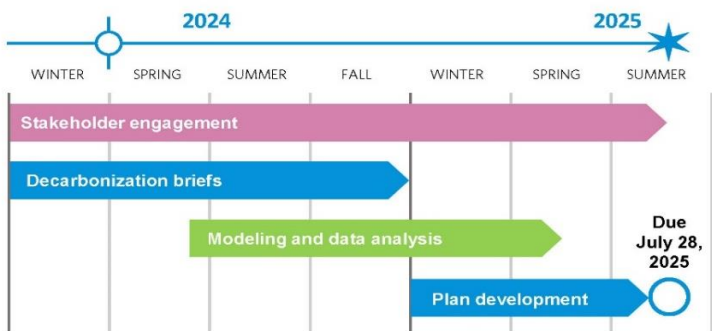
- Organizations, including public agencies, local governments, non-governmental organizations, community-based organizations, advocacy groups, and subject matter experts, to engage in the CCAP process.
- Partners that can expand CMAP's core transportation and land use partners to explore the full range of emissions sectors.
- Plans, policies, and programs to consider including in the CCAP as emissions reduction strategies.
- What groups or coalitions are regularly meeting that the CCAP team could access to seek their input on the plan.

Figure 3. Low-income and disadvantaged communities in the Chicago metropolitan statistical area, defined by CEJST and EJ Screen by census block groups



Source: CEJST, November 2022, and EJScreen, June 2023, via IRA Disadvantaged Communities Map.

Figure 4. CCAP phases and timeline



Transportation Emissions Reduction Scenarios

CMAP and its partners — ComEd and the Respiratory Health Association — received a \$500,000 award through the National Renewable Energy Laboratory’s Clean Energy to Communities (C2C) initiative. The award pairs the partners with Argonne and Oak Ridge National Laboratories to better understand the types and scale of action needed to foster a clean energy transition for the region's transportation system. Achieving net-zero emissions in the transportation sector will require a combination of strategies, including system-wide vehicle electrification (public and private cars, busses, and trucks), mode shift to lower-energy forms of transportation (such as walking, biking, and transit), and operational changes to improve and harness existing efficiencies in the system.

Historically, transportation and energy planners have worked in separate fields, but with vehicle electrification, the region needs to better understand the long-term needs and challenges of each system as it works toward a common goal of net-zero GHG emissions. This project seeks to better define not only the potential solutions but also their costs and benefits to allow for more informed decision-making as we develop and implement our climate action plan. Findings from this project will inform the CCAP and its subsequent Status Report.

During the April Climate Committee meeting, CMAP will seek committee member input on the C2C project, including:

- Priority strategies to explore using national laboratory models and analysis options.
- Organizations, including public agencies, local governments, non-governmental organizations, community-based organizations, advocacy groups, and subject matter experts, to engage in the process.

ⁱ <https://www.whitehouse.gov/briefing-room/statements-releases/2021/04/22/fact-sheet-president-biden-sets-2030-greenhouse-gas-pollution-reduction-target-aimed-at-creating-good-paying-union-jobs-and-securing-u-s-leadership-on-clean-energy-technologies/>

ⁱⁱ For more details on the required elements of the CCAP, see <https://www.epa.gov/inflation-reduction-act/about-cprg-planning-grant-information>



MEMORANDUM

To: CMAP Climate Committee

From: CMAP Intergovernmental Affairs staff

Date: April 11, 2024

Subject: State legislative updates

Action Requested: Information

The Illinois General Assembly is back in session following a brief recess at the end of March. The next deadlines ahead for lawmakers is for a third reading on substantive bills on Friday, April 12th for the Senate and Friday, April 19th for the House. Next, the House and Senate will focus on the opposite chamber’s bills.

Below, please find an update on key bills and legislative activity of interest. This information is up to date as of April 11th, 2024.

SB3388/HB5077: RPA Appropriation Bill

These bills would appropriate \$5M to CMAP to carry out the regional planning objectives identified in the Regional Planning Act. The majority of CMAP’s funding is from USDOT, which is primarily able to support the agency’s transportation work. Other projects that are not directly transportation related, including a portion of the agency’s climate related work, require external funding sources, such as state and federal grants and philanthropic resources. CMAP is seeking this state appropriation to advance the breadth of work reflected in the Regional Planning Act.

SB3388 has been assigned to Senate Appropriations - Public Safety and Infrastructure and HB5077 has been assigned to Appropriations-General Services Committee. CMAP’s Intergovernmental Affairs team has been working to get subject matter hearings for these bills.

SB3389/HB5078: RPA Modernization Bill

SB3389 and HB5078 would modernize several elements of the Regional Planning Act, CMAP’s enabling statute. First, this bill would allow for a simple majority of Board members in office to approve certain operational items—contracts (except contracts pertaining to the employment of the Executive Director), grants, purchase agreements, and meeting minutes. All other items would continue to require concurrence of 4/5 of the Board members in office. This would allow

for more timely decision making by the CMAP Board and ensure consistent flow to resources to support the agency's programs, policies, and projects.

The bill would also eliminate the requirement CMAP establish a wastewater committee. The committee has not convened in nearly ten years, and CMAP is able to advise stakeholders on matters that would be in this committee's purview as the state-designated areawide water quality management planning agency.

At the time of this writing, SB3389 is on third reading in the Senate and HB5078 is on second reading in the House.

OMA legislative activity

CMAP has prepared draft legislative language that would provide the CMAP Board and its committees with the flexibility to allow for members to participate virtually and be counted toward quorum. The language and a legislative strategy are currently under discussion with the Illinois Municipal League, who has been pursuing other OMA legislative changes.

Select climate bills of interest

CMAP staff continues to track legislation before the Illinois General Assembly that impacts the region and is relevant to CMAP's work. The following has been identified by CMAP staff as pieces of legislation being considered before the Illinois General Assembly that may be of interest to the Climate Committee.

It should be noted this list is not an exhaustive list of legislation being tracked by CMAP staff. For more information on other tracked legislation by CMAP staff, please contact Ryan Gougis, IGA Specialist at rgougis@cmap.illinois.gov.

Electrification

[HB5145](#) – EV CHARGER GRANT ACT (Rep. Evans, Jr.)

Description: Creates the Electric Vehicle Charger Grant Act. Provides that any State agency that disburses grant funds for electric vehicle charging stations must include provisions in the criteria for awarding grant funds that encourage the use of equity eligible contractors by the grantees. Provides that the provisions shall include, but not be limited to, additional points to those grantees who commit to exclusively using equity eligible contractors, a portion of the grant funds devoted exclusively for equity eligible contractors, and inclusion of aspirational goals for all grantees to use equity eligible contractors.

Status: Placed on House Calendar 2nd Reading on 3/14/24

[SB1556 SA2](#) – **EPA-CLEAN TRANSPORT STANDARD** (Sen. Koehler)

Description: Creates the Clean Transportation Act and requires the IEPA to adopt rules creating a clean transportation standard that reduces carbon intensity from the on-road transportation sector by 25% within 10 years of the IEPA's adopted rules.

Status: Held in Senate Energy and Public Utilities on 3/22/24

[SB3323 SA2 & 3](#) – **ACCESSIBLE EV CHARGING STATION** (Sen. McConchie)

Description: Creates the Accessible Electric Vehicle Charging Station Act. Requires the Department of Transportation to ensure that charging stations in the State are sufficiently accessible to allow independent use by drivers with disabilities, including people who have limited or no hand dexterity, limb differences, or upper extremity amputations and use adaptive driving controls. Requires chargers designed to serve people who use mobility devices to be located on an accessible route. SA2 adds language providing that the Attorney General shall have the authority to enforce the Act and that the Attorney General may investigate any complaint or reported violation of the Act and, if necessary, to ensure compliance. SA3 provides that the Act does not apply to a charger owned by a resident of a single-family home, a condominium association, a common interest community association, a master association, or a residential housing cooperative if the charger is not used for a commercial purpose.

Status: Placed on Senate Calendar Order of 3rd Reading on 3/20/24

Water Resources Management

[SB771 SA1](#) – **WETLANDS AND SMALL STREAMS** (Sen. Ellman)

Description: Creates the Wetlands and Small Streams Protection Act to restore protections for wetlands and small streams that were formerly protected from pollution and destruction by the Clean Water Act.

Status: Senate Floor Amendment No. 1 Recommend Do Adopt (Judiciary) on 4/10/24

[SB2628 SCA1/HB4207 HFA2](#) – **TRANSPORTATION-FLOOD INSURANCE** (Sen. Koehler/Rep. Chung)

Description: Requires the Department of Transportation to ensure that State agencies comply with the National Flood Insurance Program requirements. Requires all State agencies to obtain a special flood hazard area development permit before undertaking development activity on State-owned property that is located in a special flood hazard area. Requires the Department to adopt an administrative rule setting forth a State special flood hazard area development program to ensure that specified conditions are met for the issuance of permits prior to any State agency development within a special flood hazard area.

Status: SB2628 SCA1 placed on Senate Calendar Order of 3rd Reading on 4/10/24; HB4207 HFA2 placed on House Calendar Order of 3rd Reading on 4/10/2024

[SB2743 SA1](#) – WATER PLAN TASK FORCE ACT (Sen. Ellman)

Description: Creates the Water Plan Task Force Act. Establishes the State Water Plan Task Force. Provides that the Task Force shall be chaired by the Director of the Office of Water Resources of the Department of Natural Resources and composed of the directors, or their designee, from various other State entities. Requires the Task Force to identify critical water issues, to develop and implement recommendations that address the critical water issues, and to reevaluate critical water issues and needs. Requires the Task Force to publish a State Water Plan not less than every 10 years. SA1 removes the Office of the Governor from the State Water Plan Task Force.

Status: Senate Third Reading -- Passed on 4/9/24

Transit and Bike/Ped**[SB2844](#) – RTA ACT – REDUCED FARES (Sen. Simmons)**

Description: Amends the Regional Transportation Authority Act. Provides that, by December 31, 2025, RTA, CTA, Metra, and Pace shall create a program to provide free rides to persons earning under 138% of the U.S. Department of Health and Human Services' poverty guidelines.

Status: Assigned to Senate Appropriations – Public Safety and Infrastructure on 1/31/24

[SB3202](#) – BIKEWAY ACT-TRANSPORT PLAN (Sen. Toro)

Description: Amends the Bikeway Act. Provides that a municipality or county may prepare a bicycle transportation plan. Specifies the information that must be included in the plan.

Status: Placed on Senate Calendar Order of 3rd Reading on 4/9/24

[SB3309 SA1](#) – VEH CD-BIKE TRAIL SIGNS (Sen. Simmons)

Description: Requires the authority having maintenance jurisdiction over a publicly owned paved bicycle trail in the State to erect permanent regulatory or warning signage be posted 150 feet in advance of a crossing alerting pedestrians or cyclists of highway crossings unless the intersection where the trail crosses the highway is controlled by an official traffic control device or sign (now, the signage is required regardless of whether the intersection is controlled by an official traffic control device or sign).

Status: Placed on Senate Calendar Order of 3rd Reading on 3/20/24