Chicago Metropolitan Agency for Planning

433 West Van Buren Street
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CLIMATE COMMITTEE

AGENDA - FINAL

Thursday, October 30, 2025

1:00 PM

WORKSHOP

Please note this meeting is fully remote. You can join from your computer, tablet or smartphone.

Join Zoom Meeting
https://us06web.zoom.us/j/86848884016?pwd=IDh2LftqXZtOVr0Oo4AEN4fBQChG76.1

Meeting ID: 868 4888 4016
Passcode: 115863

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 Introductions

1.1 Zoom Announcements

2.0 Announcements

2.01 CMAP Updates

3.0 Items for discussion

3.01 Comprehensive Climate Action Plan (CCAP) update 25-320

PURPOSE & ACTION: CMAP staff will provide an update on the Comprehensive Climate Action Plan, previewing the draft plan to solicit member feedback.

ACTION REQUESTED: Discussion

Attachments: CCAP Climate Committee memo

3.02 Transportation Resilience Improvement Plan 25-322

PURPOSE & ACTION: CMAP staff will provide an update on the Transportation Resilience Improvement Plan, previewing the draft plan to solicit member feedback.

ACTION REQUESTED: Discussion

Attachments: TRIP CC Memo
TRIP Draft Executive Summary_October 2025

3.03 Environmental Law and Policy Center presentation 25-323

PURPOSE & ACTION: ELPC will present on their ongoing work related to advancing passenger rail in the Midwest, electric school bus advocacy, and Illinois transit legislation efforts.

ACTION REQUESTED: Informational

3.04 Legislative update 25-312

PURPOSE & ACTION: The intergovernmental affairs team will provide an update on recent state legislative activities.

ACTION REQUESTED: Information

Attachments: Legislative Update Memo

4.0 Member Updates

5.0 Public Comment

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

6.0 Next Workshop

The next meeting of the Climate Committee will occur as a virtual workshop on February 26, 2026 at 1:00pm.

7.0 Close of Workshop

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MEMORANDUM

To:	CMAP Climate Committee
From:	CMAP staff
Date:	October 23, 2025
Subject:	Update on the Comprehensive Climate Action Plan for Greater Chicago
Action Requested:	Discussion

The project team will update the Climate Committee on the development of the Comprehensive Climate Action Plan (CAP) for Greater Chicago, funded by the U.S. Environmental Protection Agency's Climate Pollution Reduction Grant. Since the last Climate committee meeting in July, the team has finalized the emissions and benefits modeling, met with the CAP steering committee and community working group, and drafted the plan.

At the October meeting, staff will provide an update on progress to date, present final model results, and discuss the process for providing review and comment on the **draft plan** by November 4, 2025. **Given the length of the document, we recommend that committee members review those portions of the draft plan which align with your personal or professional interests prior to the meeting. Please use this template to submit written comments by the November 4th deadline.**

1. Project updates

At the October meeting, the project team will share the final economy-wide and sector emissions reduction modeling results for the planning area. These results have been incorporated into the draft plan.

1.1. Modeling updates since July meeting

In June and July of 2025, the project team convened the third and final meetings of the working groups as well as CMAP's Climate Committee to solicit reactions to the first model run and refine the slate of strategies. Among the feedback received were discussions around critical strategy implementation steps, known barriers and key actors necessary for strategy success. With this input, improved scenarios were incorporated into the second and final model run. Some of the more impactful changes include:

- Updated strategies to reflect recent federal policy and funding changes. For example, California's Advanced Clean Cars II and Advanced Clean Trucks electrical vehicle mandates, were initially considered state actions. Recent court decisions indicate that

such mandates will require federal action for the mandates to have an impact on regional emissions. In addition, due to the early phase-out of Inflation Reduction Act (IRA) incentives for electric vehicles, they have been replaced with state-level incentives.
- Updated modeling to vary vehicle miles traveled (VMT) reduction rate by county.
- Incorporated energy management systems and behavior conservation programs.

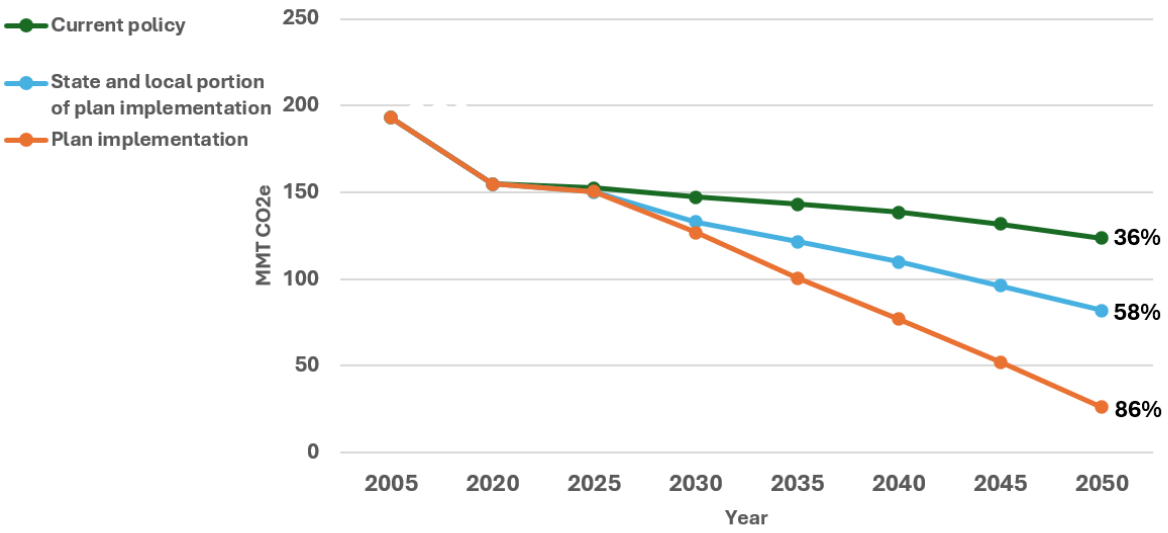
1.2. Economy-wide scenarios

The modeling shows that the greater Chicago region can achieve the steering committee's target by reducing gross economy-wide emissions by 48 percent below 2005 levels by 2035 and 86 percent by 2050 (Figure 1). Achieving an 86 percent reduction equates to cutting an additional 128.61 MMT CO2e of annual emissions by 2050—an average of 4.29 MMT CO2e per year.

To support the region's GHG reduction targets, the plan evaluates three complementary scenarios (Figure 1):

- **Current policy scenario**: projects a 26 percent reduction in emissions by 2035 and 36 percent by 2050.
- **Plan implementation scenario**: projects a 48 percent reduction in emissions by 2035 and 86 percent by 2050.
- **State and local portion of the plan implementation scenario:** projects a 37 percent reduction in emissions by 2035 and a 58 percent reduction by 2050.

Figure 1. Economy-wide emissions by scenario in MMT CO2e (2005-2050)



Source: CMAP and E3, 2025.

1.3. Sector targets

After developing economy-wide scenarios for the greater Chicago area, the project team calculated emissions reduction targets for each sector for the plan implementation scenario (Table 1 and 2). To do this, the project team calculated sectoral targets as an output of the economy-wide modeling rather than establishing them as an input. This approach recognizes

that not all sectors will be able to decarbonize at the same rate and that some sectors will have to achieve greater reductions than others.

Table 1. Sector reduction targets to achieve plan implementation

Sector	Emissions (MMT CO2e)				Reduction needed (from 2005)	
	2005	2020	2035	2050	2035	2050
Buildings	66.64	53.99	36.54	3.35	-45%	-95%
Transportation	56.05	39.57	21.77	4.89	-61%	-91%
Industry	65.15	55.95	39.36	15.14	-40%	-77%
Waste	1.54	0.96	0.66	0.70	-57%	-56%
Water and wastewater	-	1.70	1.10	0.57	-	-
Agriculture	2.13	2.14	1.56	1.56	-27%	-27%
Gross emissions	192.92	154.27	100.48	26.23	-48%	-86%

Note: 2005 water and wastewater emissions are included within the buildings and waste sectors due to limited data availability for these sources during that year.

Source: CMAP and E3, 2025.

Table 2. Implementation scenario emission offsets by natural carbon sequestration

Sector	Emissions captured (MMT CO2e)				Increase in emissions offset	
	2005	2020	2035	2050	2035	2050
Natural carbon sequestration	3.57	2.74	4.15	6.25	16%	75%

Source: CMAP and E3, 2025.

2. Draft plan

The project team developed a draft plan for Climate Committee review between October 23 and November 4, 2025. During the October meeting, staff will provide an overview of the plan structure and highlight key sections for review. **Given the length of the draft plan, we recommend that committee members review those portions of the draft plan which align with your personal or professional interests prior to the meeting. Please use the linked template to submit written comments by the November 4th deadline.**

This draft represents an 80 percent level of completion. The project team is seeking committee review to ensure key strategies are clear and actionable, remaining gaps are identified, and that the overall narrative, tone, and priorities align with the committee's vision for the plan. At this stage, we are not seeking copyediting comments. Rather, we request rather input on substance, structure, and clarity. Please focus your review by:

- **Confirming the big picture:**
  - Are the goals, strategies, framing, and tone aligned with the region's needs and priorities?
  - Are any major elements missing?

    - Do you see opportunities to make the plan more actionable or easier to communicate?
- **Providing sector-level feedback:**
    - Does the content within your area of expertise feel accurate, compelling, and consistent with the rest of the plan?
- **Helping us fill in the gaps:**
    - Are there critical policies, technologies, partnerships or examples of successful strategy implementation that are missing and should be mentioned?

2.1. Plan structure

The plan is organized into four core sections as described below. Text in italics highlights areas where committee members may wish to focus their review, based on relevance to the committee's role and the degrees to which content has been shared in previous meetings.

1. **Introduction** – Makes the case for climate action by describing current and future climate impacts, as well as the plan purpose and planning process, including engagement.

   Content for focused review: 1.1 The climate challenge is here

2. **GHG emissions and trends** – Summarizes the 2020 GHG inventory for Greater Chicago by sector and geography and describes regional emissions trends from 2005 to 2020.

   Content for focused review: GHG emissions trends since 2005

3. **The path forward** – Describes the level of ambition required to achieve an 85 percent reduction in gross emissions by 2050. Presents three modeled emissions reduction scenarios: current policy, plan implementation, and the state and local portion of the plan implementation scenario. Highlights how achieving the plan's goals can also deliver community benefits, such as improved air quality and public health.

   Content for focused review: 3.1 Reaching our goals, 3.2 Maximizing community benefits
   Previously shared but revised content: Final modeling scenarios, sector reduction targets

4. **Reducing emissions** – Explains how GHG reductions can be achieved for each sector through strategies implemented across multiple levels of governments and non-government partners. Includes individual sections for the seven emissions sectors, including: buildings, transportation, industry, energy generation, waste, water and wastewater, and agriculture, as well as natural carbon sequestration.

   Content for focused review: Relevant sectors based on member expertise, including considerations for best practice examples and photos that can be included (with credit) in the plan.

3. Next steps

Following the October meeting, the project team will incorporate feedback into the final Comprehensive Climate Action Plan that must be submitted to USEPA by December 1, 2025. The project team will finalize the plan format for a public release in early 2026.

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MEMORANDUM

To: Climate Committee

From: CMAP Staff

Date: Thursday, October 23, 2025

Subject: Update on the Transportation Resilience Improvement Plan

Action Requested: For information

The project team will update the Climate Committee on the development of the Transportation Resilience Improvement Plan (TRIP) for northeastern Illinois. Since the last update in July, the team has developed a draft plan, which is undergoing final review.

The plan includes the risk-based vulnerability assessment, priority resilience project list, and resilience strategies at the project and organizational levels. The draft executive summary is attached to this memorandum.

At the October 30 meeting, staff will provide an overview of the plan structure, highlight key sections, and discuss next steps.

Executive summary

What is TRIP?

Northeastern Illinois is feeling the effects of climate change. More intense storms are worsening flooding, making roads impassable, causing transit service delays, and damaging critical infrastructure. Temperatures are also on the rise, resulting in more frequent and intense heat waves that can disrupt transit and harm both travelers and transportation workers. In the future, these impacts are projected to become more frequent and intense across the region.

As the federally designated metropolitan planning organization for northeastern Illinois, the Chicago Metropolitan Agency for Planning (CMAP) seeks to improve the transportation network's resilience to extreme weather and climate change. To do this, CMAP developed this Transportation Resilience Improvement Plan (TRIP) to identify vulnerabilities in the regional transportation system and highlight how to make the system more resilient to extreme weather and climate change.

TRIP provides a roadmap to inform transportation planning and decision making at CMAP and throughout the region. It also meets the Federal Highway Administration's (FHWA's) Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program requirements for a resilience improvement plan — and will help position northeastern Illinois to compete for PROTECT funds as well as other resilience funds.

How is northeastern Illinois' transportation system vulnerable?

Flooding is one of the biggest climate-related risks to the transportation system. Flooding impacts all forms of transportation and can cause damage to physical assets, disrupt operations, and threaten the safety of users. About a third of the region's highway miles and roughly half of its bus and train stops are at high or very high risk from flooding.

Extreme heat can damage infrastructure (such as cracked pavement or rail buckling), and impact electrical services and backup power. Heat also poses particular risk to people, including both transportation users and outdoor workers who keep the system running. Those who are dependent on transit face particular risks from extreme heat, as they lack transportation alternatives and often walk to and wait outside for transit.

Severe storms and extreme cold also bring notable risks to the transportation system, although not quite to the same extent of flooding and extreme heat. While more moderate in nature, the risks posed by increased frequency of freeze-thaw cycling must also be recognized.

How can the system become more resilient?

Investments can be made throughout the region's transportation system to make it more resilient. To this end, TRIP highlights 60 unique resilience projects identified by partner agencies and evaluated by CMAP to prioritize for investment to increase system resilience. With their inclusion in a federally approved resilience improvement plan, these projects become more competitive for PROTECT grants and eligible for a reduced cost-share. CMAP further refined the project list to identify the 20 highest priority projects to help CMAP and the region focus their support for potential project funding and coordination.

TRIP identifies and describes 21 project resilience strategies. These strategies are an assortment of structural, nature-based, and hybrid strategies that can increase flood or heat resilience.

Finally, TRIP highlights 32 organizational resilience strategies that partner agencies and stakeholders can adopt to embed resilience into common decision-making practices with the goal of lowering barriers to resilience.

Photo from a flood event in May 2020. Source: CMAP

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MEMORANDUM

To: CMAP Climate Committee

From: CMAP Intergovernmental Affairs Staff

Date: October 17, 2025

Subject: Legislative update

Action Requested: Information

Veto session update

The General Assembly is scheduled to convene during veto session, which is taking place on October 14-16 and October 28-30, 2025. The information outlined in this memo is limited to the time of this writing. The Intergovernmental Affairs (IGA) team has identified the following items as key priorities for the upcoming veto session:

Transit funding and reform

Transit funding and reform remains one of the top issues the General Assembly is anticipated to address during veto session. The House Public Transit Working Group has been working throughout the summer on a revised bill and conversations within the Senate have continued.

To support these conversations, CMAP staff have conducted analysis to better understand the current nature of the fiscal cliff, costs and revenues in the proposal that passed the Senate during regular session (HB3438), and a possible revenue package that include a balance of options that are 1) available in the short-term to address the immediate fiscal cliff and 2) longer-term sources that require some ramp up time but can keep pace with expected cost growth and support a transformational investment in transit.

Ahead of the veto session, CMAP released this analysis in a PART policy update (October 2025), which outlines the multi-year transition process for governance reform in addition to near-term and long-term funding solutions that can make a transformational investment in transit.

On October 15, 2025, CMAP Executive Director Erin Aleman testified before the House Executive Committee subject matter hearing on the RTA fiscal cliff, presenting an overview of the PART policy update and emphasizing the critical role transit plays in the northeastern Illinois and state's economy.

Energy omnibus

During the last few weeks of the spring legislative session, Representative Jay Hoffman filed HA6 to SB40, creating the Clean and Reliable Grid Affordability Act. The legislation seeks to develop more clean

energy resources, set renewable energy targets, upgrade the grid to increase capacity, provide consumers with tools to reduce their energy bills, and enhance state planning.

While SB40 HA6 was not considered before the General Assembly adjourned on June 1, 2025, legislators have express an interest in passing an energy omnibus this veto session. Leader Hoffman recently filed HB4116, HB4120, and HA2 to SB25. All of which include similar provisions found in SB40 or the Clean and Reliable Grid Affordability Act.

Both House and Senate committees have scheduled subject matter hearings to provide an opportunity for legislators, advocates, and stakeholders to engage in discussions on the proposed energy omnibus legislation in advance of the upcoming veto session.