



**CLIMATE COMMITTEE**

**AGENDA - FINAL-REVISED**

Thursday, July 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](mailto:info@cmap.illinois.gov) until July 24, 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/89759069337?pwd=BpylnaSJHAKGLaFDvakMQjhztAG4Z.1>

CMAP provides the opportunity for public comment. Individuals are encouraged to submit comment by email to [info@cmap.illinois.gov](mailto: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](mailto:info@cmap.illinois.gov)) or phone (312-454-0400).

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**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 April 25, 2024**[24-308](#)

ACTION REQUESTED: Approval

**Attachments:** [Climate Committee minutes 04.25.2024 DRAFT](#)**4.0 New Business****4.01 Update to Committee Bylaws**[24-309](#)

PURPOSE &amp; ACTION: CMAP staff will discuss proposed changes to the Climate Committee's bylaws

ACTION REQUESTED: Discussion and Approval

**Attachments:** [Bylaws Memo July 2024](#)  
[CLIMATE COMMITTEE Bylaw proposed amendments - 7 24 DRAFT](#)**4.02 Fiscal Year 2025 Meeting Schedule**[24-311](#)

PURPOSE &amp; ACTION: CMAP staff will present a proposed meeting schedule for the new fiscal year.

ACTION REQUESTED: Discussion and Approval

**Attachments:** [FY2025 Meeting Dates Memo 2024-07-25](#)**4.03 Legislative Update**[24-312](#)

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

ACTION REQUESTED: For Information

**Attachments:** [July Climate Committee Memo Legislative Update](#)**4.04 Regional Climate Action Plan**[24-313](#)

PURPOSE &amp; ACTION: CMAP staff will provide an update on the Regional Climate Action Plan, including preliminary research, recent outreach initiatives, and next steps.

ACTION REQUESTED: Information Item

**Attachments:** [Regional Climate Action Planning Memo 7.25.2024](#)**4.05 Regional Transportation Plan**[24-316](#)

PURPOSE &amp; ACTION: CMAP staff will provide an overview of the Regional Transportation Plan and gather feedback about key elements to include in the plan.

ACTION REQUESTED: Discussion

**Attachments:**     [20240725 Climate Committee RTP Memo](#)

**4.06 Environmental Justice Framework**

**[24-315](#)**

PURPOSE & ACTION: CMAP staff will provide an overview of the agency's environmental justice framework and seek suggestions on external partners to engage.

ACTION REQUESTED: Information

**Attachments:**     [240711 EJFramework Climate Memo](#)

**5.0 Committee Member Updates**

**6.0 Other Business**

**7.0 Public Comment**

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

**8.0 Next Workshop**

The Climate Committee will be hosting a fully virtual workshop tentatively scheduled for Thursday, October 24, 2024 at 1 p.m.

**9.0 Adjournment**



## CLIMATE COMMITTEE

### MEETING MINUTES - DRAFT

Thursday, April 25, 2024

1:00 PM

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

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## 1.0 Call to Order and Introductions

Chair Durnbaugh called the meeting to order 1:04pm and reminded the audience that the meeting is being recorded and provided virtual meeting logistical announcements for the Zoom platform.

Principal Policy Analyst Nora Beck called the roll.

**Present:** Aaron Durnbaugh, Deborah Stone, Marcella Bondie Keenan, Jack Chan, Naomi Davis, Martha Dooley, Samira Hanessian, Elizabeth Kocs, Thomas Maillard, Edith Makra, Raed Mansour, Mary Nicol, Matthew Santagata, and Chris Young

**Absent:** Elena Grossman, Paul May, and Vanessa Ruiz

Noting a physical quorum of the Committee, Chair Durnbaugh announced a request from Member Elizabeth Kocs and Member Deb Stone was received to participate remotely in compliance with Open Meetings Act requirements. A vote is needed to approve virtual attendance.

*A motion was made by Member Edith Makra, seconded by Member Raed Mansour, to allow Elizabeth Kocs and Deb Stone to participate virtually in the meeting. The motion carried by the following vote:*

**Aye:** Aaron Durnbaugh, Marcella Bondie Keenan, Jack Chan, Naomi Davis, Martha Dooley, Samira Hanessian, Thomas Maillard, Edith Makra, Raed Mansour, Mary Nicol, Matthew Santagata, and Chris Young

**Absent:** Elena Grossman, Paul May, and Vanessa Ruiz

**Not Present:** Deborah Stone, and Elizabeth Kocs

Chair Durnbaugh asked secretary to note in minutes that they are present and available to participate in the meeting.

**Staff Present:** Aimee Lee, Alexis McAdams, Blanca Vela-Schneider, Elizabeth Ginsberg, Holly Hudson, Jennie Vana, Karly Cazzato, Katie Piotrowska, Mitch Hirst, Ryan Thompto, Teri Dixon, Isaura Velez

**Others Present:** Bill Koehl, Brian Larson, Brian Daly, Drew Duffin, Elizabeth Kocs, Garland Armstrong, George Kandathil, Joe Surdam, Michael Sewall, Mshuja, Renee Patten, Susan Hickey

## 2.0 Agenda Changes and Announcements

### 2.01 Requests for agenda changes

There were no changes made to the agenda.

### 2.02 CMAP Updates

Bill Barnes, Deputy of Regional Policy and Implementation, shared an update on the committee's new member, IDNR Deputy Ethan Kimbrel who replaced Chris Young. Deputy Barnes shared an update on the 2023 annual report that was shared with the CMAP board and communities as required by the Illinois Regional Planning Act. The report highlighted progress on the regions' shared vision of the ON TO 2050 Plan goals to make the region is a stronger and more resilient place to live.

The CMAP budget and workplan was introduced to the CMAP board and the MPO policy committee in January 2024. This is for the fiscal year starting July 1, 2024 to June 30, 2025. It was adopted by the

CMAP board in February 2024. Deputy Barnes shared that the UWP Budget Book, that details more information on money granted to partner agencies was shared with the Transportation committee on March 1, 2024 and approved by the MPO Policy committee March 14, 2024. CMAP will coordinate with IDOT on the detailed budget and draft agreements for the fiscal year start of July 1, 2024.

Deputy Barnes shared that CMAP is working to align the committees meeting schedule with CMAP's fiscal year starting in July 1st through June 30th, with the next meeting being tentatively scheduled for July 25, 2024. A preview of the agency's climate action planning work in conjunction with the Metropolitan Mayor's Caucus was provided as input is required and may require a formal meeting of the committee before July 25th given the deadline. Deputy Barnes reported that the committee's liaisons are Jason Navota, Director of Regional Policy and Implementation, Nora Beck, Principal Policy Analyst of Regional Policy and Implementation, and Michael Brown, Interim Deputy of Planning.

### 3.0 Approval of Minutes

#### 3.01 Minutes from July 25, 2023

[23-450](#)

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

*A motion was made by Mary Nicol, seconded by Jack Chan, that the agenda item be approved. The motion carried by the following vote:*

**Aye:** Aaron Durnbaugh, Deborah Stone, Jack Chan, Naomi Davis, Samira Hanessian, Elizabeth Kocs, Thomas Maillard, Edith Makra, Raed Mansour, Mary Nicol, and Matthew Santagata

**Absent:** Elena Grossman, Paul May, and Vanessa Ruiz

**Not Present:** Marcella Bondie Keenan, Martha Dooley, and Chris Young

### 4.0 Approval of 2024 meeting schedule

#### 4.01 2024 Meeting schedule

[24-201](#)

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

*The agenda item was approved.*

**Aye:** Aaron Durnbaugh, Deborah Stone, Jack Chan, Naomi Davis, Samira Hanessian, Elizabeth Kocs, Thomas Maillard, Edith Makra, Raed Mansour, Mary Nicol, and Matthew Santagata

**Absent:** Elena Grossman, Paul May, and Vanessa Ruiz

**Not Present:** Marcella Bondie Keenan, Martha Dooley, and Chris Young

### 5.0 New Business

#### 5.01 Transportation Resilience Improvement Plan (TRIP)

[24-202](#)

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

Kate Evasic, Senior Planner, provided an update on the Transportation Resilience Improvement Plan (TRIP). The goal of the project is to identify opportunities to improve the resilience of the transportation network to extreme weather and climate change. This work started in February, 2023 and is expected to be completed by December 2025.

Senior Planner Evasic shared that CMAP is looking at physical infrastructure, service operations and user experience to identify impact of climate to drivers, those who use transit, walking and biking. Senior Planner Evasic shared the four objectives of TRIP included identifying and prioritizing major vulnerable transportation assets, understanding what investments are needed to build resilience and reduce climate impact, proposing equitable and inclusive resilience investments, and informing transportation planning and decision making.

The first phase of TRIP is to identify priority hazards which are flooding, extreme heat and severe storms. The second phase is to identify a risk score assessment to prioritize locations for different sets of assets and hazards. The next steps are a stakeholder workshop to vet results and discuss use for prioritization within the TRIP planning process and also to inform CMAP and other transportation agencies long range planning and decision making. This is scheduled to be completed June 2024.

Senior Planner Evasic sought feedback from the committee.

Chair Durnbaugh referenced the memo provided to committee members related to Senior Planner Evasic's presentation is informative and provides valuable insight into development of the planning.

*The agenda item was discussed.*

## 5.02 Regional Climate Action Plan

[24-203](#)

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

Nora Beck, Principal Policy Analyst of Regional Policy and Implementation, provided an update on the USEPA Climate Pollution Reduction Grants (CPRG) program. Principal Beck shared the objectives of this federal program are to develop ambitious plans to reduce greenhouse gas emissions and fund transformative projects that have been identified in those plans. These objectives are needed to advance the goals of the Justice 40 initiative. This program has \$5 billion dollars of funding through the Inflation Reduction Act. The first phase are non competitive planning grants, and the second phase is the implementation phase that is about \$4.6 billion in competitive implementation grants to states and local governments participating in the process.

The first phase of CPRG is currently underway with USEPA providing formula grants to all states and largest metropolitan statistical areas to complete the Climate Action Plans. The states of Illinois, Indiana and Wisconsin all agreed to participate with Illinois EPA being the lead applicant for the state lead plan. Principal Beck shared that Member Edith Makra with the Metropolitan Mayors Caucus (MMC) in partnership with CMAP and NIRPC responded for our region. Applications for CPRG Implementation Phase 2 have been submitted. Kate Evasic, Senior Planner, shared an overview of the Comprehensive Climate Action Plan (CCAP). Senior Planner Evasic noted that CMAP is leading the CCAP in partnership with MMC and NIRPC. The project includes identifying solutions to address all significant Greenhouse gasses sources and sinks and develop reduction estimates, emission scenarios and implementation targets. This plan is due to the USEPA by July 2025. Senior Planner Evasic shared eight sectors that need to be addressed to truly have the plan be comprehensive to meet the goals of the USEPA program. Senior Planner Evasic shared the 2020 Chicago MSA Greenhouse Gas Inventory that was built using national tools and datasets. She shared in 2020 the 14 counties in the Chicago MSA produced approximately 160 million metric tons of carbon dioxide equivalent with the inventory revealing the prominent emission sector being buildings. She shared with the committee the GHG emissions building sector, industrial sector and transportation sectors graphs.

Senior Planner Evasic engaged the committee in a discussion.

Member Samira asked what the vision is for the plan handoff, whether it is an agency or coalition handoff. Senior Planner Evasic shared that CMAP is continuing work on the CPRG program with the task of a deliverable status report to the EPA.

Jared Patton, Senior Planner of Regional Policy and Implementation, shared an update on the engagement approach. Senior Planner Patton shared the engagement goals include having regional representation, content experts and community voices and preparing for the implementation. He shared that public engagement would include leveraging existing public input from recent climate action plans and implementing new strategies focused on impacted communities. Senior Planner Patton shared that stakeholder networks will be asked to help broadcast to key audiences such as public and private implementers, impacted communities and workers and finally the sector and decarbonization experts. Senior Planner Patton shared a draft of the engagement structure and responsibilities, with CCAP steering committee leading the engagement structure. The role of the steering committee will be responsible for guiding the overall process and providing feedback on how the plan is developing. The role of the working groups is to provide insight and expertise on assigned sectors. Senior Planner Patton shared the role of the Climate Committee is to provide feedback on the process throughout the project's lifecycle with specific focus on natural resources. A timeline of key engagement milestones was shared, noting working groups would begin meeting July 2024.

Senior Planner Patton engaged the committee in a discussion.

Member Mary Nichol asked to what extent does the CCAP address the impact of daily business such as the type of materials used to fill potholes or impacts of redesigning North DuSable Lake Shore drive. Senior Planner Evasic shared that the waste sector includes materials management. The committee engaged in discussion.

*The agenda item was discussed.*

## 5.03 Legislative Update

[24-204](#)

### **Attachments:** [Legislative Update Memo](#)

Kasia Hart, Senior Specialist of Legislative Affairs shared an update on the Regional Planning Act Appropriations Bill. The objective of the bill is to appropriate \$5 million dollars in funding to CMAP to carry out the agency's broader regional planning objectives that are set forth in the enabling statute of the Regional Planning Act. Senior Specialist Hart shared that funding primarily comes from the US DOT, which limits work that can be done, to primarily focus on the transportation sector. To complete non-transportation related work, such as climate work, CMAP often needs to seek external funding from state and federal grants and philanthropic resources. Senior Specialist Hart shared that a state appropriation would further help advance and invest in programs and projects that are either not transportation related or indirectly transportation related. The goal is to incorporate the bills into the FY25 budget.

An update on the RPA Modernization Bill was shared highlighting the updates to the enabling statute. The primary change would allow a simple majority vote by the CMAP Board on a limited number of



operational items. Senior Specialist Hart noted that currently concurrence of four-fifths of board members in office is required for the board to take any action on items. Senior Specialist Hart also highlighted the elimination of the requirement that CMAP establish a wastewater committee, noting that the committee has not convened for nearly 10 years. CMAP is able to advise stakeholders on these matters in its capacity as the state designated area-wide water quality management planning agency.

Senior Specialist Hart shared an update that both bills have advanced in their respective chambers, the House bill has passed to the House floor and the Senate Bill has passed the Senate floor, with continuing progress through the legislative process. Staff is working to get a subject matter hearing to raise awareness of the need for this legislation and to get it included in a future state budget. CMAP is following legislative bills related to amendments to the Open Meetings Act. Staff, working with the Illinois Municipal League, has proposed amendments to the Open Meetings Act that would allow greater flexibility for Board members to participate virtually under certain parameters.

*A legislative update was provided.*

## **6.0 Committee Member Updates**

Member Thomas Mailard shared an update that the City of Waukegan was one of 24 national communities that were part of the Inaugural America Freshwater Challenge.

## **7.0 Other Business**

There was no other business before the committee.

## **8.0 Public Comment**

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

Garland Armstrong from Des Moines, Iowa, advocated for informing the ADA community on climate challenges including fresh drinking water. He also advocated for the use of translation services in providing educational materials.

Heather Armstrong from Des Moines, Iowa, expressed concern regarding the number of communities experiencing flooding and advocated for communities to modernize their storm sewer infrastructure.

Steven Warmuski, communications coordinator with Agroecology and Innovation Matters, submitted a written public comment, urging the committee to not forget about agriculture when planning for water sheds. When farmers and landowners adopt conservation agricultural practices, they sequester carbon as they build up organic compounds in their soil and healthy soil helps with storm water management. He shared a tool that can be shared with the committee that is a great way to advance these conservation practices.

## **9.0 Next Meeting**

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

## **10.0 Adjournment**

Chair Durnbaugh adjourned the meeting at 2:38 pm.

Minutes prepared by Isaura Velez.



## Chicago Metropolitan Agency for Planning

433 West Van Buren Street  
Suite 450  
Chicago, IL 60607

312-454-0400  
cmap.illinois.gov

### MEMORANDUM

**To:** Climate Committee

**From:** CMAP Staff

**Date:** July 18, 2024

**Subject:** Amendments to CMAP Climate Committee by-laws

**Action Requested:** Approval

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#### **Introduction:**

As a committee of the CMAP Board, the CMAP Climate Committee is a public body as defined by the Illinois Open Meetings Act (OMA). Per OMA, a quorum of public body members must be physically present at the location of any meeting.<sup>1</sup> Of late, the Climate Committee has struggled to achieve in-person quorum which has led to the cancelation of Committee meetings and prevented it from the timely consideration of important regional work led by CMAP. Recognizing the Committee's role in advancing the region's vision and climate goals, which includes guidance, recommendations, analysis, policy proposals, and strategic planning efforts, CMAP is proposing certain amendments to the Committee's bylaws. The proposed amendments aim to create flexibility within both Committee membership and its meeting structure while also complying with the spirit and intent of the Open Meetings Act.

Below is a brief overview of the changes presented in the redline document. This summary does not address the correction of scrivener's errors or simple clarification.

#### **Section One: Committee Purpose and Duties**

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<sup>1</sup> Meetings of "public bodies," as defined in the Illinois Open Meetings Act (OMA), have certain requirements including that a quorum must be physically present at the meeting's location. 5 ILCS 120/2.01. A meeting of a public body is defined as "any gathering . . . of a majority of a quorum of the members of a public body held for the purpose of discussing public business." 5 ILCS 120/1.02. CMAP is a public body for the purposes of the Open Meetings Act, as it is a "municipal corporation . . . of this State." 5 ILCS 120/1.02; 70 ILCS 1701.15 (defining CMAP as a "political subdivision, body politic, and municipal corporation.") Committees of the CMAP Board (including the Climate Committee) can be considered "advisory bodies" to CMAP and its Board and, as such, are subject to OMA's in-person and quorum requirements. OMA was modified to allow virtual meetings during the COVID-19 pandemic, but the emergency declaration has been lifted and all public bodies are now required to meet in-person.

This section clarifies the Committee's role in informing and guiding CMAP work, recommendations, policy proposals and strategic planning efforts and specifies that the Committee is uniquely qualified to address climate-related issues, challenges and opportunities.

It clarifies that the Committee is a working committee of the CMAP Board as specified in the Board's bylaws.

## **Section 2: Committee Membership**

Currently, individuals (as opposed to the entities/organizations they represent) are appointed to the Committee which precludes the appointment of delegates and has contributed to the difficulties in complying with in-person meeting requirements. The proposed amendments seek to appoint organizations as opposed to individuals to allow for more flexibility in who can attend in-person meetings and count towards quorum. As such, it is proposed that the Committee be comprised of up to 25 Member Organizations which have the freedom of designating their own representatives to attend Committee meetings. It is hoped that this flexibility will increase both meeting attendance and participation.

Given the focus on organizations as opposed to individuals, the requirement that members cannot serve for more than two consecutive terms has been stricken. For this reason, term limits on Committee chairs have been eliminated as well.

The role of *ex-officio* members has been clarified with the changes to committee meeting structure discussed below.

## **Section 3: Committee Meetings**

The revisions to this section serve to bring Committee bylaws in line with those of the CMAP Board. Specifically, the bylaws now allow for both regular and workshop meetings. Regular meetings are formal, in-person meetings where Committee action (approval of items, etc.) takes place. Workshop meetings are less formal, allow for hybrid (or fully remote) attendance and are for informational/discussion purposes only. No formal action can be taken during a workshop meeting. Rather, they will serve as a forum for information exchange. Quorum is required only for Regular Meetings.

The purpose behind this change is to afford the Committee greater flexibility to meet and consider CMAP's work in the rapidly changing climate space. By scheduling a minimum of one regular meeting, the Committee is assured that it will be able to set the next year's calendar, approve outstanding minutes and take necessary formal actions. The flexibility created by the workshops allows the Committee to meet in a less formal fashion to consider matters as they arise. These meetings can be called by the chair and/or scheduled in advance. Given the workshop style of the meeting, individuals and entities can attend as participants, observers or subject matter experts.

From a transparency standpoint, CMAP intends to notice all Committee meetings (regular or workshop) and allow public participation. While the public will be able to attend workshop meetings, the nature and scope of their actual participation may vary depending on available time.

This section also defines quorum as a “majority of appointed Committee members” to prevent membership vacancies from hindering the achievement of quorum.

**CLIMATE COMMITTEE**  
**Chicago Metropolitan Agency for Planning**  
**BYLAWS**

Members	<del>20 to</del> No more than 25 member <del>organizationss</del> , appointed by the CMAP executive director
Term	3 years, with an option for a second 3-year term
Regular Meetings	<del>Quarterly</del> Once a year, and as needed, <del>to be supplemented by workshop meetings at the call of the Chair</del>
Officers	Chair and vice-chair <del>who serve for two 1-year terms</del>
Location	CMAP offices, 433 West Van Buren, Suite 450, Chicago
Reports to	CMAP Board

**Section 1: Committee purpose and duties**

The Climate Committee (the “Committee”) was created by the board of the Chicago Metropolitan Agency for Planning (“CMAP” or “agency”) to inform, guide and support the agency’s climate-related initiatives. From a strategic standpoint, the Committee will serve as a resource in the formulation, revision, and implementation of the agency’s work product, recommendations, policy proposals, strategic plan and direction, and implementation of the comprehensive regional plan; the ON TO 2050 plan.

The Climate Committee shall:

- A. Serve as a standing working committee of the CMAP Board.
- B. Bring a broad, regional and climate-focused perspective to inform the agency’s climate-related initiatives; and expand the agency’s expertise on specific climate issues and geographies; and articulate local and regional climate-related issues, challenges and opportunities.
- C. Serve as a resource on climate issues to CMAP staff, the Transportation Committee, the Regional Economy Committee, and other advisory groups.
- D. Review and provide input to the agency on its strategic plan, strategic direction, workplan, and climate-related projects.
- E. Coordinate and prioritize the agency’s climate-related work with other regional initiatives and partners.
- F. Broaden regional awareness of and support for the agency’s climate-related initiatives.
- G. Support implementation of the agency’s strategic direction and the long-range transportation plan for, including but not limited to:
  1. Reducing the transportation systems’ greenhouse gas emissions;
  2. Improving the transportation systems’ resilience to climate change and flooding; and
  3. Ensuring that the region’s water resources are protected and sustainably managed.

H. Review recommendations of the agency's climate-related advisory groups and advance those recommendations, as appropriate, for consideration by the CMAP Board.

I. Assist CMAP staff in evaluating and tracking performance measures on the agency's climate-related goals and initiatives.

J. ~~Annually~~ Report its activities, goals, and objectives to the CMAP Board and other regional partners as needed.

K. Align its work with CMAP's core values: serve with passion, pursue equity, foster collaboration, lead with excellence, and drive innovation.

## Section 2: Committee membership

A. **Appointment:** In accordance with the By-Laws of the Chicago Metropolitan Agency for Planning, the executive director is delegated authority to appoint ~~individuals entities and/or organizations~~ to the Climate Committee ("member organizations").

B. **Members:** The Committee shall consist of ~~20 up to~~ 25 regional ~~members member organizations~~ whose representatives shall serve without compensation. Member organizations s shall represent and serve the region's geographic and demographic diversity and have experience in a broad range of climate-related issues. Member organizations shall be located in ~~Committee members must be residents of~~ the CMAP region.

C. **Terms:** Each member organization will be appointed for one 3-year term with the option for a second 3- year term, by mutual agreement. ~~No member may serve for more than two consecutive terms.~~ After expiration of a Committee member organization's term, they shall serve until their successor is appointed.

D. **Attendance:** Committee member organizations are expected to attend each meeting. If a Committee member organization fails to attend three consecutive regular meetings without reasonable cause, or otherwise neglects their duties as a Committee member, the executive director may declare the seat vacant and ~~appoint propose~~ a new member organization for ~~appointment by the CMAP Board.~~

E. **Chair and vice chair:** Each year, the executive director designates a chair and a vice-chair from the Committee's member organizationss at its first meeting of each ~~calendar fiscal~~ year. ~~The chair and vice chair may not serve for more than two 1-year terms.~~ The Committee chair shall preside over the meetings; the vice chair will preside in the chair's absence. The chair and vice chair are voting members of the Committee.

F. **Ex-Officio Members:** The Committee membership may include three ~~members~~ ex officio organizations who which may participate in discussion and deliberation of the Committee during regular meetings, but ~~who which~~ shall have the right to vote only if their attendance secures a quorum for the Committee or to break a voting tie.

## Section 3: Committee meetings

### A. A-Regular mMeetings

~~The Committee shall meet at least once a fFiscal yYear (beginning July 1 and ending June 30) to The Committee will meet at least quarterly and approve its meeting schedule at its first meeting of each for the following fFiscal yYearcalendar year.~~

**B. Workshop mMeetings**

~~The Committee may choose to hold workshop meetings from time to time, by a call of the Chair or a majority of the Committee members. A quorum shall not be necessary for conducting a workshop; however, all Committee workshops shall be noticed in the same manner as regular meetings of the Committee, and no final action may be taken at any Committee workshop. Workshop meetings shall allow for hybrid participation by both Committee members and the members of the public. at large.~~

B. Special meetings may be called by ~~the CMAP's~~ executive director as needed.

C. Meetings shall be open and accessible to the public in accordance with the Illinois Open Meetings Act, 5 ILCS 120/7, *et seq.*

D. Members may attend the Committee's ~~public-regular~~ meetings by video or audio conference only as permitted by the Open Meetings Act.

E. A Committee member ~~organization~~ shall notify the Committee staff liaison or chair in advance and in writing (email preferred) of their request to attend ~~a Regular meeting~~ by video or audio conference, unless advance notice is impractical.

~~F. A majority of the appointed Committee members shall constitute a quorum for the purpose of convening a Committee meeting. A majority of the members of the Committee constitutes a quorum for the transaction of business.~~

G. At any ~~regular~~ meeting at which a quorum is present, an affirmative vote of a majority of members shall carry an issue.

H. Unless inconsistent with these Bylaws or otherwise decided by the CMAP Board, ~~regular~~ meetings ~~of this Committee~~ shall be conducted in accordance with Robert's Rules of Order.

**Section 4: Miscellaneous**

A. The business of the Committee is conducted in accordance with the Illinois Regional Planning Act and the Illinois Open Meetings Act.

B. The Committee will be supported by CMAP staff members for administrative functions.

C. The Committee may adopt rules necessary to exercise its purpose and duties.

D. In the event of a conflict between these Bylaws and the By-Laws of the Chicago Metropolitan Agency for Planning, the latter will prevail.





## MEMORANDUM

**To:** Climate Committee

**From:** CMAP Staff

**Date:** July 18, 2024

**Subject:** Fiscal Year 2025 Meeting Schedule

**Action Requested:** Approval

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CMAP staff seek approval of the proposed meeting schedule for Fiscal Year 2025. The following meeting schedule responds to meeting format changes outlined in the updated bylaws. Two workshop meetings are proposed with the option to allow additional meetings at the call of the Chair. Workshop meetings have no quorum requirement and will be entirely remote. One regular meeting is proposed, at which physical quorum is required and any needed actions will be taken.

- **Thursday, October 24 from 1 pm to 2:30 pm.**  
This is a workshop meeting held virtually via Zoom.
- **Thursday, February 27 from 1 pm to 2:30 pm.**  
This is a workshop meeting held virtually via Zoom.
- **Thursday, May 22 from 1 pm to 2:30 pm.**  
This is a regular meeting with quorum required at CMAP offices:  
433 W. Van Buren St., Suite 450, Chicago, IL 60607



## MEMORANDUM

**To:** CMAP Climate Committee

**From:** CMAP Intergovernmental Affairs staff

**Date:** July 11, 2024

**Subject:** State legislative updates

**Action Requested:** Information

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The Illinois General Assembly adjourned for the spring 2024 legislative session on May 29, 2024 and passed the FY25 budget appropriation ([SB251](#)) and Budget Implementation Act (BIMP) ([HB4959](#)) legislation as well as other legislative measures that impact CMAP's work.

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

**SB3389: RPA Modernization Bill**

SB3389 passed both chambers and was sent to the Governor on June 18, 2024. It is anticipated to be signed by the Governor as it received unanimous support.

**SB3388/HB5077: RPA Appropriation Bills**

The RPA appropriation bills were not incorporated into the FY25 budget. CMAP staff will continue working with members of the Illinois General Assembly and the Governor's office to advance this appropriation in the next legislative session.

**FY25 Budget Legislation**

[SB251](#) – **FY25 Budget** (Sen. Sims, Jr./Rep. Gordon-Booth)

**Description:** FY25 Operating and Capital appropriations.

**Status:** [Public Act 103-0589](#)

The enacted FY25 budget and BIMP offers some important takeaways related to transit funding:



The RTA Act requires the Road Fund to provide \$150M to the Public Transportation Fund (PTF) each year (plus funds for RTA debt service). The remainder of the PTF's annual funding has historically come from the General Fund. The Governor's FY25 budget proposal sought to increase this \$150M transfer from the Road Fund to the PTF by \$175M, totaling \$325M.

The FY25 BIMP instead increases the transfer from the Road Fund to the PTF by only \$75M, totaling \$225M. It also calls for \$50M from the Leaking Underground Storage Tank Fund (LUST Fund) to be transferred to the PTF. The LUST Fund is funded through a fraction of the MFT but is separate from the Road Fund.

Both the \$75M and \$50M transfers included in the FY25 BIMP are one-time transfers, to occur only in FY25. However, this sets a precedent for similar transfers in the future.

The transfers do not provide new revenues for transportation, but rather shift the funding burden of the PTF away from the General Fund. This does not meet the transportation system's operating and capital needs at a time when 1) additional funds are needed and 2) the long-term sustainability of existing revenue sources — like the MFT — continues to be at risk.

[HB4959](#) – **FY25 BIMP** (Rep. Welch/Sen. Sims, Jr.)

**Description:** Creates the Fiscal Year 2025 Budget Implementation Act. Adds, deletes, and makes changes to various statutory provisions as needed to implement the State budget for Fiscal Year 2025. Effective immediately, except some provisions take effect July 1, 2024 and some provisions take effect January 1, 2025.

**Status:** [Public Act 103-0588](#)

[HB4951](#) – **FY25 Revenue Omnibus** (Rep. Burke/Sen. Villanueva)

**Description:** Creates the FY25 revenue omnibus.

**Status:** [Public Act 103-0592](#)

Staff analysis of the Governor's FY25 budget proposal is available on CMAP's website [here](#).

### **Climate and Equitable Transportation Act**

The **Clean and Equitable Transportation Act** ([HB5829/SB3936](#)) is an omnibus bill that includes several different transit and climate provisions that would impact the region. The three components of the omnibus bill were also filed as separate pieces of legislation and are outlined below.

The **Metropolitan Mobility Authority Act** ([HB5823/SB3937](#)) offers a range of governance and operational reforms, including consolidating the RTA and the service boards into one entity to



manage transit in the region and creates a new single regional board of directors. The bill also institutes several regional system improvements and establishes a TOD Office and Fund to advance transit-supportive land use. Additionally, a supplemental appropriations bill was filed ([HB5828/SB3938](#)) that would provide up to \$1.5B for transit, though the bill does not specify how that revenue would be raised. It is expected that deliberations about proposed reforms will take place over the next several months. CMAP will continue to provide input and feedback in alignment with the PART report to ensure that system improvements, funding solutions, and governance reforms are collectively part of the discussion.

The **Transportation Choices Act** ([HB5825/SB3934](#)) establishes a statewide greenhouse gas target of net zero transportation emissions by 2050. The bill sets several compliance mechanisms and analytical requirements for IDOT and metropolitan planning organizations across the state. Specifically, the bill sets requirements for three project-level analyses, which are 1) GHG Emissions Analysis for Roadway Capacity Expansion Projects, 2) Climate Equity Accessibility Score, and 3) Social Cost of Carbon. These each have impacts on projects in the long-range regional transportation plan and/or the programming of projects in the TIP.

The bill also establishes two plan-level requirements, which are the RTP GHG Emissions Analysis and Housing Coordination Planning. CMAP will be in conversation with IDOT, MPOs, bill sponsors, and other stakeholders about how best to achieve the objectives of this bill in light of IDOT and MPOs' existing federal requirements.

The **Zero Emission Vehicles Act** ([HB5824](#)) provides several provisions accelerating zero-emission vehicle adoption in Illinois. Of note is the bill's incorporation of HB1634 below, which would require that Illinois align with California's vehicle emission standards for passenger and heavy-duty vehicles.

### **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](mailto:rgougis@cmap.illinois.gov).

### **Climate Mitigation & Incentives**

[HB5005](#): **BUSINESS DEVELOPMENT OMNIBUS PACKAGE** (Rep. Vella/Sen. Stadelman)



Amends the Reimagining Energy and Vehicles in Illinois Act. Adds provisions concerning credits awarded for research and development activities related to aircraft. Provides that 2 or more taxing districts may agree to abate a portion of the real property taxes otherwise levied or extended by those taxing districts on a REV Illinois Project facility. Provides that abatements for REV project facilities may not exceed a period of 30 consecutive years. Provides that the Department of Commerce and Economic Opportunity shall develop and, through Regional Administrators, administer the Clean Jobs Workforce Network Program and the Clean Energy Contractor Incubator Program to create a network of 14 Program delivery Hub Sites (rather than 13 Program delivery Hub Sites), to include Kankakee. This synopsis is limited to provision that are relevant to CMAP's work, for full synopsis, see ILGA link above.

**Status:** [Public Act 103-0595](#)

**[SB1289: SAFE CCS ACT](#)** (Sen. Fine/Rep. Williams)

**Description:** Creates the Safety and Aid for the Environment in Carbon Capture and Sequestration Act (which may be referred to as the SAFE CCS Act). Sets forth requirements and procedures to obtain "pore space" for sequestration. Amends Illinois' existing Carbon Dioxide Transportation and Sequestration Act (CO<sub>2</sub> Act), including the requirements for an owner or operator of a CO<sub>2</sub> pipeline to receive a "certificate of authority" from the Illinois Commerce Commission (ICC) to construct and operate a CO<sub>2</sub> pipeline. The Act further requires that the ICC verify compliance with applicable Pipeline and Hazardous Materials Safety Administration (PHMSA) safety rules. Requires detailed emergency response planning for CCS projects. Assigns emergency response authority to the Illinois Emergency Management Agency, providing responsibilities and resources to the Agency to enhance training, oversight, and enforcement capability pertaining to emergency response for CCS facilities. Requires sequestration facility operators to obtain a permit from the Illinois EPA prior to constructing any portion of the sequestration project. Includes provisions on the assignment of liability associated with the sequestration, storage, and management of CO<sub>2</sub>. Requires a variety of fees and the creation of various funds to support the administration, emergency preparedness, and environmental justice initiatives across the state. It also appears to prohibit the use of captured carbon dioxide for enhanced oil recovery processes. Effective immediately.

**Status:** Sent to the Governor on 6/7/2024

**[HB1634: VEH CD-CALI EMISSION STANDARDS](#)** (Rep. Gonzalez, Jr.)

**Description:** Amends the Vehicle Emissions Inspection Law of 2005 of the Illinois Vehicle Code. Provides that, by December 1, 2023, the Illinois Environmental Protection Agency shall adopt rules to implement the motor vehicle emission standards of the State of California, including, but not limited to the (1) zero-emission vehicle program, (2) low-emission vehicle program, (3) advanced clean trucks program, and (4) heavy-duty low NO<sub>x</sub> omnibus program, and shall



amend the rules within 6 months of any changes to maintain consistency with the California motor vehicle emission standards and federal clean air laws. Provides that the rules may incorporate by reference the California motor vehicle standards established in final regulations issued by the California Air Resources Board and promulgated under the California Health and Safety Code. Effective immediately. The content of this bill is largely also included in the Zero Emission Vehicle Act (HB5825) noted above.

**Status:** Re-referred to House Rules Committee on 4/5/2024

[HB5835/SB3935](#): **UTIL-2050 HEAT DECARBONIZATION** (Rep. A. Williams /Sen. Villanueva)

**Description:** Amends the Public Utilities Act. Provides that a gas utility may cease providing service if the Illinois Commerce Commission determines that adequate substitute service is available at a reasonable cost to support the existing end uses of the affected utility customers. Provides for cost-effective energy efficiency measures for natural gas utilities that supersede existing provisions concerning natural gas energy efficiency programs and take effect beginning January 1, 2025. Provides that gas main and gas service extension policies shall be based on the principle that the full incremental cost associated with new development and growth shall be borne by the customers that cause those incremental costs. Provides that, no later than 60 days after the effective date of the amendatory Act, the Commission shall initiate a docketed rulemaking reviewing each gas public utility tariff that provides for gas main and gas service extensions without additional charge to new customers in excess of the default extensions as specified in administrative rule. Adds the Clean Building Heating Law Article to the Act, with provisions concerning emissions standards for heating in buildings, as well as related and other provisions. Adds the 2050 Heat Decarbonization Standard Article to the Act, with provisions concerning options for compliance, measures for customer emission reduction, customer emission reductions, tradable clean heat credits, banking of emission reductions, equity in emission reductions, enforcement, the 2050 Heat Decarbonization Pathways Study, gas infrastructure planning, a study on gas utility financial incentive reform, and reporting requirements. Adds the Statewide Navigator Program Law Article to the Act, with provisions concerning creation of a statewide navigator program, as well as related and other provisions. Amends the Energy Transition Act to add electrification industries to clean energy jobs. Effective immediately.

**Status:** HB5835 referred to House Rules Committee on 5/8/2024; SB3935 referred to Senate Assignments on 4/29/2024

[SB838 SFA1](#): **WAREHOUSE POLLUTION INSIGHTS ACT** (Sen. Harmon)

**Description:** Creates the Warehouse Pollution Insights Act. Require warehouses and truck-attracting facilities to register with Illinois Environmental Protection Agency (IEPA), track emissions, and annually report information on ownership, transportation infrastructure,



employees, truck trips, size, and more. Expands IEPA monitoring efforts including annual truck counting, co-location of monitors with impacted communities, and support and capacity for analysis, grants, and outreach for community organizations. Directs beneficial electrification planning to prioritize overburdened communities using expanded health and equity insight methods. Ensures new facilities will be ready for zero-emission vehicles with on-site solar, battery storage, and managed charging.

**Status:** Referred to Senate Assignments on 6/26/2024

**SB3637: CLEAN & RELIABLE GRID ACT** (Sen. Cunningham)

**Description:** Creates the Municipal and Cooperative Electric Utility Planning and Transparency Act. Provides that, by November 1, 2024, and by November 1 every 3 years thereafter, all electric cooperatives with members in the State, municipal power agencies, and municipalities shall file with the Illinois Power Agency an integrated resource plan. Sets forth provisions concerning the plan. Amends the Illinois Power Agency Act. Authorizes the Illinois Power Agency to develop capacity procurement plans and conduct competitive procurement processes for the procurement of capacity needed to ensure environmentally sustainable long-term resource adequacy across the State at the lowest cost over time. Amends the Public Utilities Act. Changes the cumulative persisting annual savings goals for electric utilities that serve less than 3,000,000 retail customers but more than 500,000 retail customers for the years of 2024 through 2030. Provides that the cumulative persisting annual savings goals beyond the year 2030 shall increase by 0.9 (rather than 0.6) percentage points per year. Changes the requirements for submitting proposed plans and funding levels to meet savings goals for an electric utility serving more than 500,000 retail customers (rather than serving less than 3,000,000 retail customers but more than 500,000 retail customers). Provides that an electric utility that has a tariff approved within one year of the amendatory Act shall also offer at least one market-based, time-of-use rate for eligible retail customers that choose to take power and energy supply service from the utility. Sets forth provisions regarding the Illinois Commerce Commission's powers and duties related to residential time-of-use pricing. Provides that each capacity procurement event may include the procurement of capacity through a mix of contracts with different terms and different initial delivery dates. Sets forth the requirements of prepared capacity procurement plans. Requires each alternative retail electric supplier to make payment to an applicable electric utility for capacity, receive transfers of capacity credits, report capacity credits procured on its behalf to the applicable regional transmission organization, and submit the capacity credits to the applicable regional transmission organization under that regional transmission organization's rules and procedures. Makes other changes.

**Status:** Re-referred to Senate Assignments on 3/15/2024

**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:** Re-referred to House Rules Committee on 4/19/2024

**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:** Re-referred to Senate Assignments on 5/17/2024

**SB3323 – ACCESSIBLE EV CHARGING STATION** (Sen. McConchie/Rep. A. Williams)

**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:** Re-referred to House Rules Committee on 5/10/2024

**SB3651: REVENUE-ELECTRIC VEHICLES** (Sen. Villivalam)

**Description:** Creates the Electric Vehicle Charging Tax Act. Provides that a tax is imposed on the privilege of engaging in business as an electric vehicle power provider in this State. Provides that, from January 1, 2025 through January 1, 2026, the rate of tax shall be \$0.06 per kilowatt hour of electric vehicle power. Provides that the rate of tax shall be increased on January 1 of each year by the percentage increase, if any, in the Consumer Price Index. Amends the Public-Private Partnerships for Transportation Act. Creates a dynamic wireless electric vehicle charging pilot program. Amends the Illinois Administrative Procedure Act to provide for emergency rulemaking. Effective January 1, 2025.

**Status:** Referred to Senate Assignments on 2/9/2024

**Water Resources Management**





[HB3046](#): **EPA-EFFLUENT REUSE RULES** (Rep. A. Williams/Sen. Villivalam)

**Description:** Amends the Environmental Protection Act. Provides that, by January 1, 2024, the Environmental Protection Agency shall propose and, within one year after receipt of the Agency's proposal, the Board shall adopt (1) amendments to the Board's primary drinking water standards that will repeal the prohibition on the use of recycled sewage treatment plant effluent set forth in subsection (c) of 35 Ill. Adm. Code 611.231 and that will make any other revisions to those rules that are necessary to facilitate water reuse in the State and (2) rules establishing programs for both direct potable and non-potable reuse of treated wastewater, including rules establishing permitting standards and a permit application process. Effective immediately. In a provision regarding actions prohibited under the Act, provides that compliance with the terms and conditions of a permit that is issued under a specified provision of the Act and that authorizes reuse of wastewater for irrigation shall be deemed compliance with the water-related prohibitions set out in a specified provision of the Act. Provides that the use of treated municipal wastewater from a publicly owned treatment works is authorized for irrigation when conducted in accordance with a permit issued under a specified provision of the Act. Provides that the Illinois Environmental Protection Agency may (rather than shall) propose and the Illinois Pollution Control Board shall adopt rules regarding the use of recycled sewage treatment plant effluent to facilitate water reuse, as well as rules establishing programs for direct potable reuse of treated wastewater.

**Status:** Sent to the Governor on 6/26/2024

[HB5459](#): **UTIL-WATER USAGE DATA** (Rep. Syed/Sen. Villivalam)

**Description:** Amends the Public Utilities Act. Provides that in the case of a public utility that provides drinking water services, upon the request of a municipal wastewater agency or unit of local government organized under specified Acts, such public utility shall provide timely and accurate water usage data, in a format identifiable to the requester, for purposes of calculating wastewater billings. Provides that the public utility shall be entitled to collect its reasonable costs incurred to provide such data.

**Status:** Sent to the Governor on 6/13/2024

[SB771 SFA1/SB3669](#): **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. Provides provisions concerning: exemptions; wetlands delineation, classification, notification, permits and veto; general permits; appeal of final decisions made by the Department of Natural Resources and judicial review; investigation and enforcement; and county authority. Creates the Wetlands and Small Streams Advisory Committee and establishes duties and rules for the Committee. Creates the Wetlands and Small Streams Protection Fund.



Provides for permit review fees. Defines terms. Makes conforming changes in the State Finance Act and the Illinois Environmental Protection Act. Effective immediately.

**Status:** SB771 SFA1 referred to Senate Assignments on 6/26/2024; SB3669 re-referred to Senate Assignments on 4/12/2024

**SB2628: TRANSPORTATION-FLOOD INSURANCE** (Sen. Koehler/Rep. Chung)

**Description:** Amends the Rivers, Lakes, and Streams Act. Requires the Department of Natural Resources 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. Provides that State agencies that administer grants or loans for financing a development within a special flood hazard area, are responsible for regulating or permitting a development within a special flood hazard area, or engage in planning programs or promoting a development within a special flood hazard area shall cooperate with the Department to ensure that participants in their programs are informed of the existence and location of special flood hazard areas and of any State or local floodplain requirements that are in effect in such areas. Provides that the Department may enter into a memorandum of understanding with a State agency to outline procedures and processes to review proposed development activity on State-owned property located in a special flood hazard area. Allows the Department to enter into memorandum of understanding that provide for alternative approvals for the issuance of permits. Allows the Department of Natural Resources to adopt emergency rules.

**Status:** Sent to the Governor on 6/21/2024

**SB2743: WATER PLAN TASK FORCE ACT** (Sen. Ellman/Rep. A. Williams)

**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. Provides that the Task Force shall develop and maintain a publicly available website or portal that summarizes projects of the Task Force. Requires the Task Force to meet not less than once per quarter each calendar year. Enumerates the authority granted to the Task Force.



**Status:** Sent to the Governor on 6/20/2024

**SB2781: FORESTS-WETLANDS-PRAIRIES** (Sen. Ventura/Rep. Huynh)

**Description:** Creates the Forests, Wetlands, and Prairies Act. Provides that the Department of Natural Resources shall prepare and maintain a comprehensive Forests, Wetlands, and Prairies Grant plan for the preservation and enhancement of forests, prairies, and wetlands in Illinois. Provides that the Department of Natural Resources, pursuant to the comprehensive plan and subject to appropriation, shall establish and administer a Forests, Wetlands, and Prairies Grant Program to restore degraded forest lands and native prairies, and to promote the growth of native vegetation that remove carbon dioxide from the atmosphere and help to mitigate the impact of climate change. Provides that units of local government are eligible to submit a grant proposal in a format and at a time prescribed by the Department of Natural Resources. Provides that grants may be used by units of local government to fund: (1) local projects restoring or expanding forests, wetlands, prairies, or other natural landscapes demonstrated to absorb carbon dioxide from the atmosphere; (2) education and marketing regarding local projects or steps community members may take to promote the growth of native vegetation that removes carbon dioxide from the atmosphere; and (3) any other purpose approved by the Department of Natural Resources that advances the State goal that there be no overall net loss of the State's existing forest, prairie, or wetland acres or their functional value due to State-supported activities. Provides that the Department of Natural Resources may use an amount not to exceed 2% of the moneys appropriated for the Healthy Forests, Wetlands, and Prairies Grant Program for administrative costs. Provides that the Department shall use an amount of not less than 75% of the moneys appropriated for the Program to disburse as grants. Provides that moneys in the Healthy Forests, Wetlands, and Prairies Grant Fund shall be used by the Department for advancing the purposes of the Act. Amends the Department of Natural Resources Act and the State Finance Act to make conforming changes.

**Status:** Sent to the Governor on 6/20/2024

**SB3716: LAKE MICH MONITORING-REPORTING** (Sen. Johnson/Rep. Du Buclet)

**Description:** Amends the Rivers, Lakes, and Streams Act. Removes a provision requiring the Environmental Protection Agency to work with the City of Chicago and affected units of government for specified concerns. Removes a provision that require the Environmental Protection Agency to conduct water quality and lakebed surveys to evaluate the ecology and the quality of water in Lake Michigan. Removes a provision concerning reporting requirements. Provides that the Environmental Protection Agency shall regularly monitor water quality from nearshores, harbors, and public water supply intakes in Lake Michigan and provide an executive summary biennially on conditions of the water quality in Lake Michigan to the Governor and members of the General Assembly.



**Status:** Sent to the Governor on 6/21/2024

### **Transit and Bike/Ped**

#### **HB4489: BIKE/PEDESTRIAN PATH FUNDING** (Rep. Ness/Sen. Jones, III)

**Description:** Amends the Illinois Highway Code. Provides that the Department of Transportation shall establish and solely fund bicycle and pedestrian ways in conjunction with the construction, reconstruction, or other change of any State transportation facility in an unincorporated area of a county that is located within one mile of a municipality with a population of over 50,000 (in addition to in or within one mile of a municipality with a population of over 1,000 people). Allows a county (in addition to a municipality) to opt out of bicycle and pedestrian way construction by passing a resolution stating that a bicycle or pedestrian way does not fit within its development plan.

**Status:** Referred to Senate Assignments on 6/26/2024

#### **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:** Re-referred to Senate Assignments on 5/3/2024

#### **SB3202 – BIKEWAY ACT-TRANSPORT PLAN** (Sen. Toro/Rep. LaPointe)

**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:** Sent to the Governor on 6/14/2024

#### **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:** Re-referred to Senate Assignments on 5/3/2024



## MEMORANDUM

**To:** Climate Committee  
**From:** CMAP Staff  
**Date:** Thursday, July 18, 2024  
**Subject:** Climate Action Plan for the Chicago MSA  
**Purpose:** Provide update on the Climate Action Plan for the Chicago MSA  
**Action Requested:** Information

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

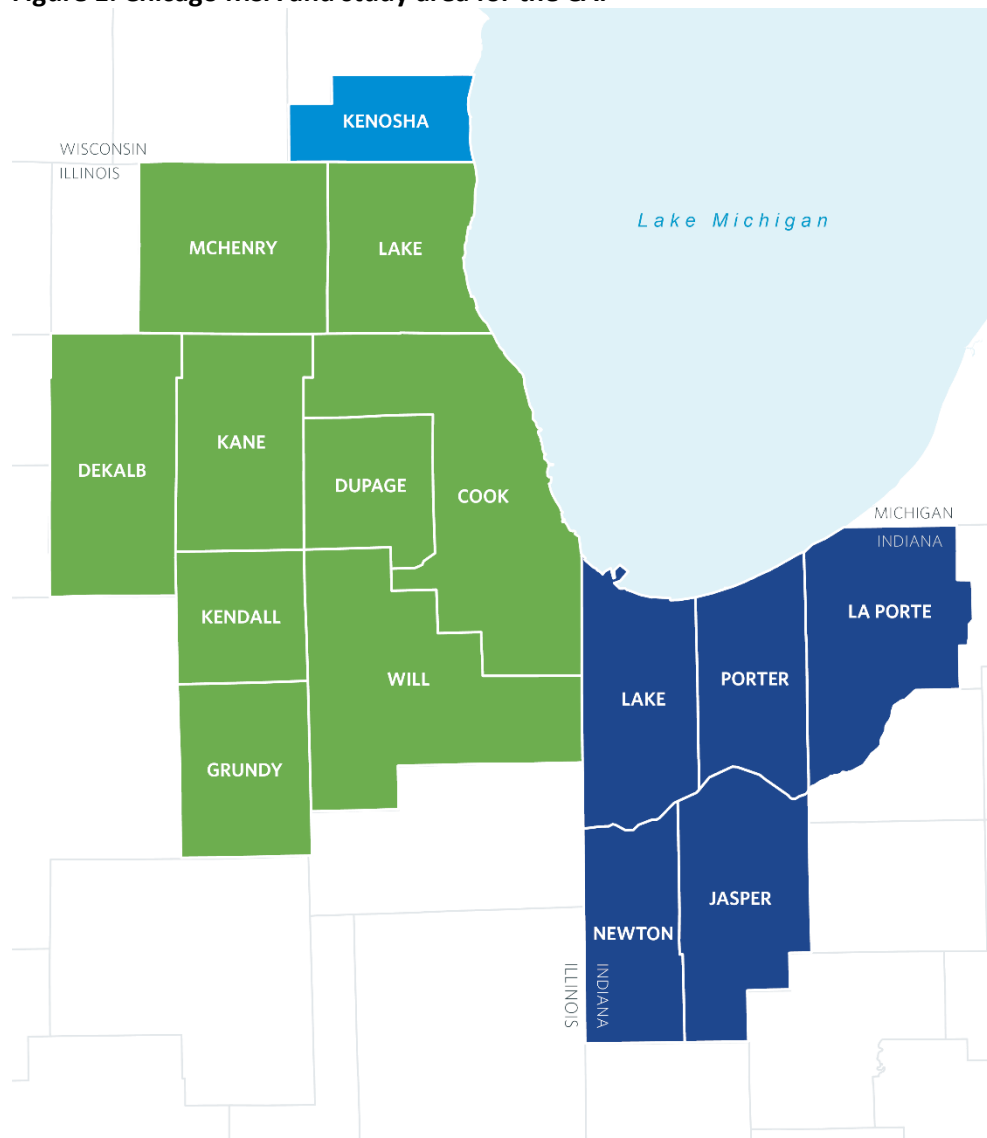
By July 2025, the CAP must engage a broad array of stakeholders, estimate the effectiveness of potential reduction measures, and lay out a strategy to address all significant GHG sources, sinks, and sectors. The overarching goal is to define the steps needed for the Chicago MSA to achieve the national goals of 50-52 percent below 2005 levels by 2030 and net-zero emissions no later than 2050. Per CRPG requirements, the CAP will identify GHG reduction targets and establish targets for each sector. It will also assess the benefits that could be achieved through the reduction of criteria air pollutants as well as co-benefits to disadvantaged communities that are marginalized, underserved, and overburdened by pollution.

Since the April Climate Committee meeting, the project team has made significant progress in the following areas and will provide an update at the July meeting.

## Planning area

CMAP staff expanded the planning area beyond the Chicago MSA to include La Porte, Indiana (Figure 1). This change was made to ensure the CAP covers NIRPC's entire jurisdiction and provides that agency with a more useful tool for implementation. When accounting for La Porte County, the population of the new planning area increased to 9.7 million people with 4.9 million people employed, spanning three states, 15 counties, and 364 municipalities.

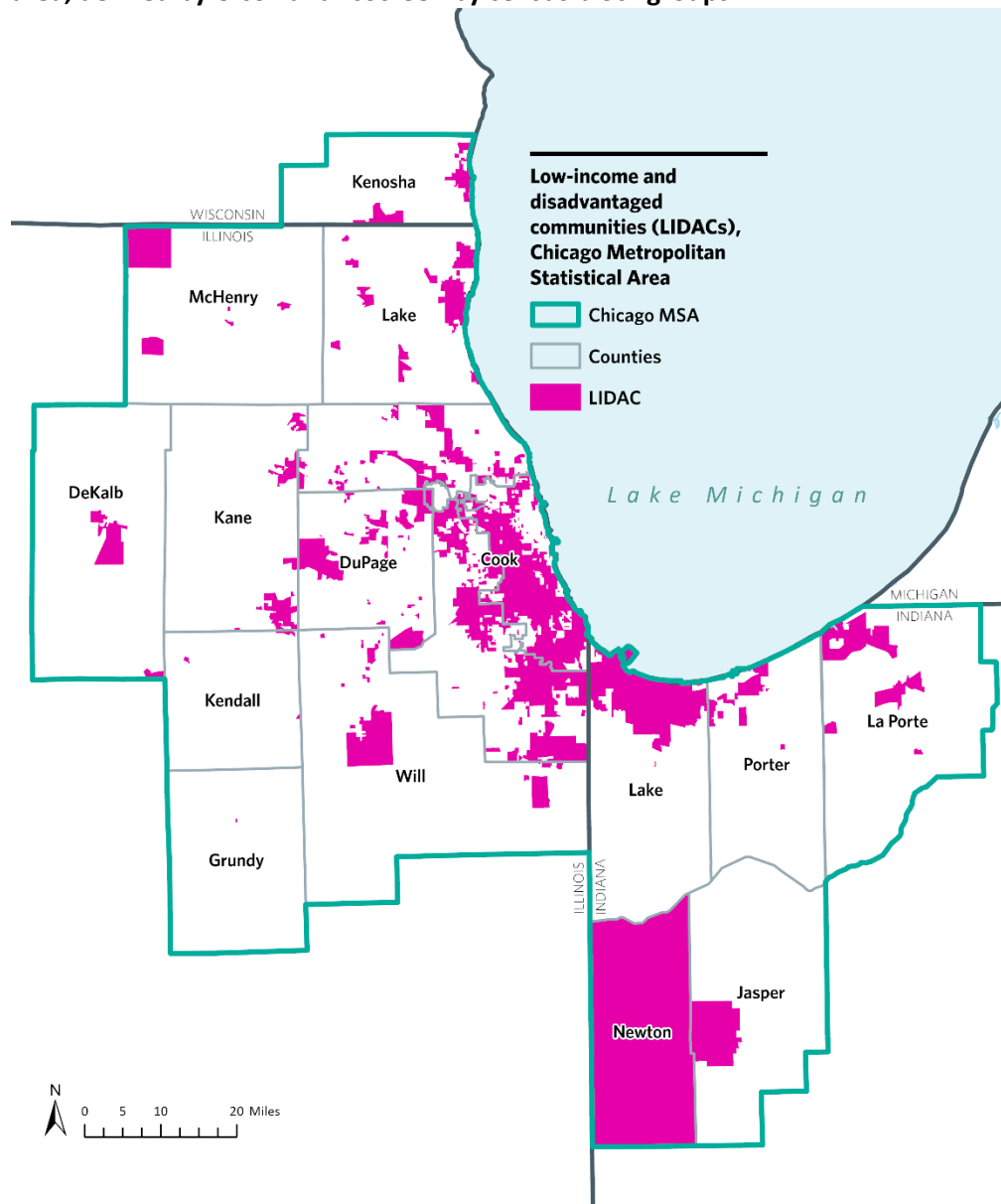
**Figure 1. Chicago MSA and study area for the CAP**



Source: CMAP, 2024.

The CPRG program is covered under the Justice40 initiative,<sup>i</sup> which seeks to ensure that 40 percent of federal benefits flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution. The Priority Climate Action Plan (PCAP) process discussed previously with this Committee required the identification of communities using Climate and Economic Justice Screening Tool (CEJST) and USEPA’s Environmental Justice Screening and Mapping Tool (EJScreen).<sup>ii</sup> CMAP staff updated the PCAP community identification to reflect the planning area change (Figure 2). When accounting for La Porte County, the percentage of regional population residing in a LIDAC area increased from 3.7 million to 3.8 million. The percent of the total population decreased from 40 percent to 39 percent.

**Figure 2. Low-income and disadvantaged communities in the Chicago metropolitan statistical area, defined by CEJST and EJScreen by census block groups**



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

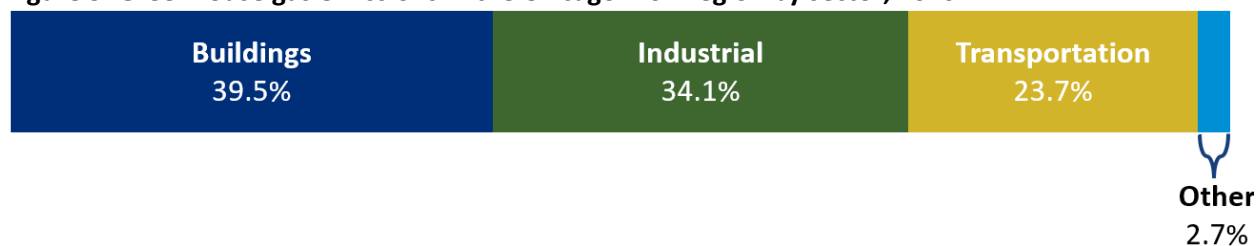
## Greenhouse gas inventory

CMAP staff updated the 2020 GHG inventory that was developed in accordance with USEPA guidance through the PCAP. Recent updates include:

- Addition of emissions from La Porte County, Indiana
- Addition of emissions from aviation activity
- Accounting for carbon sequestration such as land use conversion, wetlands, and other carbon sink sources
- Addition of agriculture emissions from soil management, enteric fermentation, and field burning
- Reclassify emissions previously identified as “energy generation facilities” to the industrial sector

After accounting for these changes, the 15 counties in the Chicago MSA produced approximately 168 million metric tons of carbon dioxide equivalent (MMTCO<sub>2</sub>e) of GHG emissions. This represents an increase of eight million metric tons. Figure 5 provides the updated greenhouse gas emissions inventory for the Chicago MSA region, broken down by the following sectors: residential and commercial buildings, industrial, transportation, and other. Carbon sequestration is estimated to reduce emissions by 2.86 MMT CO<sub>2</sub>e annually.

**Figure 5. Greenhouse gas emissions in the Chicago MSA region by sector, 2020**



Source: CMAP, 2024.

## Stakeholder engagement

CCAP stakeholder engagement is 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. Since the Climate Committee’s last meeting, CMAP has refined the stakeholder engagement approach and convened the steering committee and three working groups in June and July.

### ***Steering committee***

The steering committee includes regional implementers, subject matter experts, and leaders from impacted communities across the 15-county Chicago MSA. The steering committee held its first meeting on June 11, 2024, and will meet quarterly, between June 2024 and July 2025 to focus on plan development and implementation. Members will not vote on the plan. Rather, they will serve as resources to inform its development. Nine committee members will serve as representatives of the sector working groups and CMAP Climate Committee. More members will be invited to serve as representatives on the working groups, if interested.



## **Working groups**

Supporting the steering committee's work will be four working groups and a series of workshops – each with their own sector or stakeholder focus. It is CMAP's intent that the working groups contain public and private implementers, subject matter experts, and equity champions. Together, they will be responsible for reviewing and proposing strategies, goals, and targets, sharing data and resources as needed, and providing guidance on sector-specific messaging. The working group's efforts to craft reduction strategies will run parallel to one another as well as similar efforts in topical workshops on energy generation, freight, agriculture, and other ad hoc meetings. Additionally, the NIRPC Environmental Management and Policy Committee, MMC Environment Committee, this Committee and CMAP's Community Alliance for Regional Equity will be involved in proposing and considering mitigation strategies. The CAP team will continue to coordinate and collaborate with the States of Illinois, Indiana, and Wisconsin to minimize redundancies in outreach and maximize consistency in the analysis and conclusions of the respective plans.

The three sector working groups held their first meetings in July. The CAP team has made progress on identifying members and roles for the equity working group, which will be convened later this summer. The CAP team is also in the process of refining the approach for engaging 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. Updates on this work will be provided at a future meeting.

## **Guiding principles**

Developing a set of guiding principles confirms the values undergirding this regional planning process and will guide each and every one of us as we navigate the challenging questions and policy decisions that lie ahead. CMAP also believes that communicating these principles to larger audiences will give them appropriate context to the plan's development.

The CAP project team has developed the following draft guiding principles:

- **Center equity.** With equity at the core of the planning process, we seek to reduce existing disparities for underserved and marginalized communities, design strategies to maximize co-benefits, and advance an inclusive transition.
- **Seek transformational change.** Rather than considering existing conditions, potential strategies, or implementers in isolation, we will focus on understanding root causes, recognizing interconnections, and enhancing effectiveness.
- **Focus on zero.** We seek to identify strategies that get as close to zero GHG emissions as quickly as we can to reach science-based targets and avoid the worst impacts of climate change.
- **Plan for action.** We will prioritize actions that move the region towards short and long-term goals. We will work with stakeholders to ensure plan recommendations are relevant, realistic, and actionable.

The project team will solicit feedback from the steering committee and other stakeholders to incorporate into a final version of the CAP's guiding principals.

## Emissions sector research

The CAP team will develop “decarbonization briefs” to understand each emissions sector and inform both modeling and engagement efforts. The decarbonization briefs will cover the following sectors:

- Buildings
- Industry
- Transportation
- Energy generation
- Waste and materials management
- Water and wastewater
- Agriculture and working lands
- Natural lands and other sinks

This work involves reviewing the 2020 GHG inventory, summarizing existing conditions and drivers of emissions increases/decreases, and identifying public health, environmental, and other community impacts for each sector. The CAP team will research existing climate action plans and policies in the states and region as well as national resources, and outline emissions reduction strategies and measures, including implementation authority, rate, timeline, and community co-benefits to inform emissions modeling.

The CAP team has completed significant research in the buildings, industry, transportation, and energy generation sectors and has begun preliminary research into the other four lower emissions sectors. This work has explored the various sources of emissions, the distribution of those emissions, the factors driving emissions increases/decreases, and key stakeholders involved. As part of these efforts, the team is outlining the universe of known reduction strategies and identifying priority approaches with working group involvement.

## Next steps

During the next Climate Committee meeting, CMAP will provide updates on the following next steps:

- Sector research, focused on agriculture and working lands, natural lands and other sinks, and water and wastewater.
- Key findings and discussions from steering committee and working group meetings.

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<sup>i</sup> The White House, “Justice40 A Whole-of-Government Initiative,” accessed May 31, 2024, <https://www.whitehouse.gov/environmentaljustice/justice40>.

<sup>ii</sup> Note: USEPA refers to this population as Low Income and Disadvantaged Communities or LIDAC.



## MEMORANDUM

**To:** Climate Committee

**From:** CMAP Staff

**Date:** July 17, 2024

**Subject:** Plan inventory for the 2026 Regional Transportation Plan

**Action Requested:** Information

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One of the first steps in the multi-year effort to develop the 2026 Regional Transportation Plan (RTP) is to review transportation plans adopted in the region to better understand the current transportation goals in northeastern Illinois.

Currently, ON TO 2050's Mobility Chapter, Financial Plan, Regionally Significant Projects (RSPs), and relevant appendices serve as the transportation plan for this region. We are federally required to update the RTP every four years. The next RTP will maintain the 2050 planning horizon year and look to the ON TO 2050 plan as a preliminary foundation.

In the RTP development, CMAP must demonstrate consistency with the visions of national, state, and regional governments, in addition to complying with federal and state requirements.

CMAP reviewed and summarized 29 plans from the county, regional, state, and federal levels that will help frame conversations with stakeholders about the overall vision of the 2026 RTP as well as its potential goals, objectives, and strategies.

CMAP aims to uplift the current priorities of transportation partners and incorporate federal, state, regional, and local priorities in this early stage of the RTP development.

The inventory of the 29 partners' plans revealed common themes across shared priorities that have been organized into nine distinct goals listed below. While not every plan included each of these goals, this list is intended to generally represent the overarching goals that guide long-range transportation plans in northeastern Illinois.

1. Increase mobility and accessibility
2. Enhance multimodal connections
3. Preserve the existing transportation system
4. Improve safety and security
5. Mitigate climate change, enhance resilience, and protect the environment
6. Advance equity and environmental justice
7. Support economic growth and competitiveness
8. Optimize efficient freight system management and mitigate risks

## 9. Strategically govern, fund, and operate the system

### **Next steps**

CMAP will coordinate with board members, committee members, and transportation stakeholders to explore the following questions:

- Which goals remain relevant to the transportation needs and priorities of today?
- Are there transportation goals or approaches to certain topics that need to evolve to better reflect the current landscape?
- Are there any gaps or emerging trends that require the region to form consensus around new transportation solutions?

CMAP has started conducting outreach and engagement to inform these questions and the broader RTP vision. Over the past month, CMAP has engaged with the Community Alliance for Regional Equity (CARE) and the Future Leaders in Planning (FLIP) to share information about the RTP process and provide opportunities for input. Throughout this summer, staff will request individual meetings with relevant federal and state agencies, county governments, City of Chicago, transit agencies, and other stakeholders to discuss their transportation priorities.

Additional opportunities to receive feedback include disseminating a public survey and opening an online portal where governments, advocacy organizations, community groups, or other entities can submit materials they would like CMAP to consider, such as research, plans, ideas, policy positions, or other relevant materials.



## MEMORANDUM

**To:** CMAP Climate Committee

**From:** CMAP Staff

**Date:** July 18, 2024

**Subject:** Update on Environmental Justice Framework

**Action Requested:** Information

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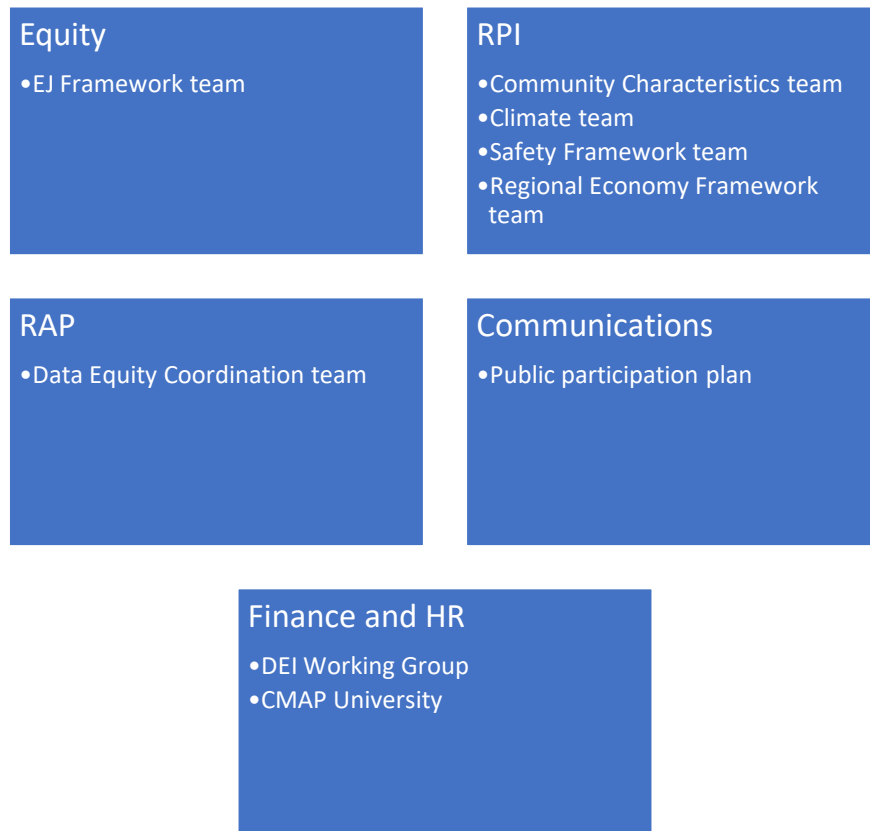
The Agency launched the Environmental Justice Framework (EJ) project in January of 2024 with the goal of collating current activities, identifying opportunities to enhance EJ and make recommendations. A team of planners, analysts and statisticians is working with internal and external stakeholders to identify best practices and identify pathways for implementation. Staff will provide an overview of our initial findings and request suggestions for external subject matter experts who can provide additional feedback.

### Background

CMAP affirmed its commitment to equity by launching the Equity program area in January of 2024. The five-year effort aims to understand the needs of disinvested communities and deliver the most critical technical assistance at the intersection of capacity building, climate, and equitable quality of life. The framework is the first major project and will help define the goals, outcome and activities for EJ work at CMAP

### What we've heard so far

The EJ framework team, using snowball sampling, interviewed 8 CMAP project teams representing every division. The question script asked open ended questions with the goal of understanding staff knowledge of EJ requirements, which programs meet what requirements and what support they'd need in furtherance of environmental justice.



Asking open ended questions, the EJ team collated our notes and organized the feedback into 5 sections: Internal coordination and training, Policy analysis, Data collection, Analysis and visualization, Programming investments and Community engagement. A summary is included below:

Internal coordination + training	Policy Analysis	Data collection, analysis, visualization, and sharing	Programming investments	Community engagement
<ul style="list-style-type: none"> <li>• Framework is first comprehensive effort to coordinate EJ efforts across CMAP</li> <li>• Centralizing resources, rules and obligations could save staff time</li> </ul>	<ul style="list-style-type: none"> <li>• EJ policy is distributed across Title VI and not explicitly mentioned in CMAP materials</li> <li>• Framework will recommend clarifying which programs and processes meet EJ obligations</li> </ul>	<ul style="list-style-type: none"> <li>• CMAP possess rich collection of data sources concerning EJ topics</li> <li>• Various tools need to be organized, regularly updated and have explanations of when and how to use them</li> </ul>	<ul style="list-style-type: none"> <li>• No comprehensive, plain language explanation of how transit investments meet EJ goals</li> <li>• Create 'Citizen Guide' explaining EJ efforts and how RSP meets obligations</li> </ul>	<ul style="list-style-type: none"> <li>• Public Participation plans meet with diverse groups for RTP</li> <li>• Clarify how engagement practices lead to changes in investment strategy</li> <li>• Provide trainings on EJ tools</li> </ul>

## **Next steps**

The EJ framework team is producing the first draft of its memo and will meet with internal and external stakeholders for additional feedback.

Simultaneous to the revisions, the EJ team will select one recommendation and implement it before the end of the 2024 calendar year.