



CLIMATE COMMITTEE

AGENDA - FINAL

Thursday, July 23, 2026

1:00 PM

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

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 CMAF'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 CMAF at least five days before the meeting by email (info@cmap.illinois.gov) or phone (312-454-0400).

1.0 Introductions**1.01 Zoom announcements****2.0 Announcements****2.01 Request for changes****2.02 CMAP Updates****3.0 Items for discussion****3.01 Legislative update**[26-235](#)

PURPOSE & ACTION: An update on recent federal and state legislative activity by the CMAP intergovernmental affairs team.

ACTION REQUESTED: Information

Attachments: [Leg. Update Memo](#)

3.02 Energy to communities update[26-216](#)

PURPOSE & ACTION: CMAP seeks to update the Climate Committee on the progression of the agency's transportation decarbonization modeling project by providing an overview of the project, a status update, and a discussion about preliminary findings. This memo provides a brief overview of the project and updates regarding modeling.

ACTION REQUESTED: Information

Attachments: [Energy to Communities Memo](#)

3.03 GHG Inventory updates[26-229](#)

PURPOSE & ACTION: The project team will update the Climate Committee on the 2025 update of the regional greenhouse gas inventory. At the July workshop, staff will provide an overview of the project and lead a discussion about how the inventory update can best serve the region.

ACTION REQUESTED: Information

Attachments: [GHG Inventory Memo](#)

3.04 Member presentation (Molly Kershaw and Nathan Grider)[26-234](#)

PURPOSE & ACTION: IDNR staff will update the committee on IDNR's ongoing work.

ACTION REQUESTED: Information

4.0 Member updates**5.0 Public Comment**

6.0 Next Workshop

The next meeting of the Climate Committee will occur as a virtual workshop on Thursday, October 22 from 1 pm to 2:30 pm.

7.0 Close of workshop



Chicago Metropolitan
Agency for Planning

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cmap.illinois.gov | 312-454-0400

MEMORANDUM

To: CMAP Climate Committee

From: CMAP Intergovernmental Affairs Staff

Date: July 10, 2026

Subject: Legislative update

Action Requested: Information

FEDERAL

Surface transportation reauthorization

In late May, the House Transportation and Infrastructure Committee passed bipartisan surface transportation reauthorization legislation (the BUILD America 250 Act) out of committee. This legislation would authorize \$580 billion for surface transportation programs over the next five fiscal years (FY27-31), covering funding for federal highways, bridges, and transit. The bill would serve as the successor to the Infrastructure Investment and Jobs Act (IIJA), which is set to expire at the end of FY26 (September 30).

Given that FY26 ends on September 30, it is increasingly likely Congress will pursue a continuing resolution (CR) while both chambers continue to debate reauthorization legislation and FY27 appropriations. If a CR is passed, then the increased resources available under IIJA via advance appropriations will no longer be available, and funding levels will fall to the level appropriated for FY26.

Water Resources Development Act (WRDA)

On June 26, 2026, the House Transportation and Infrastructure Committee released the Water Resources Development Act (WRDA) of 2026, a bipartisan bill that Congress considers every two years to authorize U.S. Army Corps of Engineers water resources projects and related policies nationwide. Historically, the Chicago region has benefited from major, long-term Corps projects advanced through WRDA, including the Brandon Road Interbasin Project, which was authorized in WRDA 2020 to prevent invasive carp from entering the Great Lakes.

The House draft of WRDA 2026 includes several Chicago-specific provisions – such as measures related to the Chicago Harbor Lock, the Chicago Area Confined Disposal Facility, and the Brandon Road project – but it does not include the Chicago Area Waterway System Restoration and Recreation (CAWSRR) project. This project was developed in partnership with the City of Chicago’s Department of Planning and Development, the Metropolitan Water Reclamation District of Greater Chicago, the Illinois Department of Natural Resources, the Forest Preserve District of Cook County, and the Chicago Park District, and would serve as a unified, comprehensive plan to restore aquatic habitats and increase

public access and recreation along river corridors throughout the Chicago area. The U.S. Army Corps of Engineers has not yet issued a Chief's Report, which is typically the final planning milestone before Congress considers authorizing construction in a future WRDA.

STATE

FY27 budget, BIMP, and revenue omnibus

On June 16, Governor Pritzker signed the FY27 budget ([P.A. 104-0464](#)) into law, providing \$55.9 billion for operating expenses, along with the budget implementation bill (BIMP) ([P.A. 104-0466](#)) and a revenue omnibus package ([P.A. 104-0468](#)). Key provisions of the revenue omnibus legislation include a Net Operating Loss (NOL) deduction cap, a new digital ad tax, new social media platform fees, and a 6-month suspension of the inflationary increase of the state motor fuel tax. Collectively, the revenue sources identified in P.A. 104-0468 are expected to generate roughly \$800 million in funding for FY27. Included in this figure is also a one-time transfer of \$150 million to the General Revenue Fund (GRF) from motor fuel sales tax revenue.

The FY27 budget includes several funding allocations that support continued CEJA implementation and expands available resources for water quality and infrastructure improvements. Most notably, this year's budget provides \$378 million in grants for operations and contracts that advance Illinois' clean energy transition, as well as roughly \$1.2 billion in funding to replace lead service lines and remove contaminants from drinking water.

Northern Illinois Transit Authority Act clean-up

The General Assembly passed [HB2335](#), the NITA trailer bill, which addresses technical errors, extends deadlines for required reports and the completion of reconstruction for certain transit stations. The legislation also ensures that board representation remains in place from June 1, 2026, when NITA takes effect, through September 1, 2026, when the terms of current RTA, CTA, Metra, and Pace board members expire.

Clean and Reliable Grid Act clean-up

As follow up to the Clean and Reliable Grid Act (CRGA) ([Public Act 104-0458](#)), the General Assembly passed a CRGA clean-up omnibus ([HB1700](#)), which includes targeted improvements to battery storage incentives, protects funding for Illinois Solar for All, and clarifies energy efficiency provisions to expand consumer access and maintain agreements reached during CRGA negotiations.

CMAP staff will conduct a full analysis of the FY27 budget legislation, as well as other key legislative measures that advanced this session to assess their impact and determine how they align with regional priorities.

General legislative activity

The General Assembly concluded its spring session on June 1 and is scheduled to convene for veto session on November 17-19 and December 1-3.

In addition to the measures identified above, CMAP staff tracks legislation before the General Assembly that impacts the region and is relevant to the agency's work. The following has been identified by CMAP staff as key pieces of legislation that advanced during the spring legislative session and may be of interest to the CMAP Climate Committee.

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

Bike and Pedestrian

SB3484 – MICROMOBILITY/E-BIKE SAFETY (Sen. Villivalam/Rep. B. Hernandez)

Description: Amends the Illinois Vehicle Code. Sets forth titling requirements for (i) a motor driven cycle that is powered by an electric motor with a nominal power rating of greater than 750 watts but less than or equal to 8,000 watts and (ii) a gas-powered bicycle capable of operating at speeds greater than 28 miles per hour. Excludes electric micromobility devices from titling, registration, license or permit, and liability insurance policy requirements. Establishes signage requirements notifying users of areas where the operation of motor driven cycles is strictly prohibited. Sets forth the operation of toy vehicles, motor driven cycles, and electric micromobility devices in the State. Prohibits low-speed gas bicycles and low-speed electric bicycles from being operated by a person under the age of 18 with a passenger unless the passenger is a sibling, stepsibling, child, or stepchild of the operator. Establishes where a low-speed gas bicycle may be operated. Allows the Department of Natural Resources and park districts, forest preserve districts, conservation districts, and transit districts to regulate the use of low-speed electric bicycles on their properties. Defines terms. Makes other changes. Makes conforming changes in the Micromobility Fire Safety Act and the Consumer Fraud and Deceptive Business Practices Act. Effective January 1, 2027.

Status: Passed both Houses on 6/1/2026

Climate Mitigation & Resilience

HB5070 – EPA-FEDERAL BACKSTOP (Rep. Williams/Sen. Ellman)

Description: Prevents the Illinois Pollution Control Board from automatically adopting federal environmental regulations that weaken existing protections in the state.

Status: [Public Act 104-0510](#)

SB2980 – CLIMATE DISPLACEMENT-REPORT (Sen. Guzman/Rep. Du Buclet)

Description: Changes the dates on which various reports created by the Climate Displacement Task Force are to be submitted to the General Assembly

Status: Sent to the Governor on 6/18/2026

SB3272 – RENEWABLE ENERGY ACCESS PLANS (Sen. Cunningham/Rep. Hoffman)

Description: Provides that, to assist and support the Illinois Commerce Commission in the development of renewable energy access plan updates, the Commission may retain the services of technical and policy experts with relevant expertise and experience. Provides that the procurement is exempt from the requirements of the Illinois Procurement Code. However, the procurement process for the services of technical and policy experts with relevant expertise and experience shall be conducted in a manner that is substantially in accordance with the requirements of the Procurement Ethics and Disclosure Article of the Illinois Procurement Code.

Status: Sent to the Governor on 6/18/2026

SB3772 – EPA-ENVIRONMENTAL JUSTICE (Sen. Villanueva/Rep. Jimenez)

Description: Amends the Environmental Protection Act. Makes findings about the imposition of disproportionate and adverse effects on communities in areas of environmental justice concern. Defines terms. Applies to the following permits for which an owner or operator applies on or after January 1, 2026: (1) a construction permit for a new source that is to be located in an area of environmental justice concern and that is required to obtain from the Agency a CAAPP permit or a Federally Enforceable State Operating Permit; (2) a construction permit for any existing source that is located in an area of environmental justice concern, that possesses a CAAPP permit or a Federally Enforceable State Operating Permit issued by the Agency, and that seeks an increase in annual permitted emissions; or (3)

a construction permit for any existing source that is located in an area of environmental justice concern, that seeks an increase in annual permitted emissions, and that will for the first time require a new CAAPP permit or a Federally Enforceable State Operating Permit issued by the Agency. Requires the Environmental Protection Agency to evaluate the application for affects on environmental justice and may suggest additional testing or changes in the application. Requires that the Agency to conduct an evaluation of the prospective owner's or operator's prior experience in owning and operating sources of air pollution before it may issue a construction permit. Makes other changes. Creates the Office of Environmental Justice within the Environmental Protection Agency. Effective immediately.

Status: Passed both Houses on 5/30/2026

Water Resources Management

HB2955 – EPA-PFAS WASTEWATER (Rep. Rashid/Sen. Villivalam)

Description: Creates the PFAS Wastewater Citizen Protection Act. Creates the PFAS Wastewater Citizen Protection Committee for specific purposes. Provides that the Committee shall submit a PFAS Action Plan to the Governor's Office, the General Assembly, and the Environmental Protection Agency no later than one year after the effective date of the Act. Provides that the Committee shall continue to periodically meet and shall annually update the PFAS Action Plan and submit annual reports with certain requirements. Provides for membership of the Committee. Provides that the Prairie Research Institute's Illinois Sustainable Technology Center shall provide technical assistance to the Committee. Makes findings and declares policy. Defines terms. Provides that the Act is repealed on December 31, 2044.

Status: Sent to the Governor on 6/26/2026

HB4418 – EPA-STORMWATER-PLASTIC PELLET (Rep. Mason/Sen. Morrison)

Description: Amends the Environmental Protection Act. Provides that one year after the effective date of the amendatory Act, the Agency shall develop and begin implementation of requirements for a Stormwater Pollution Prevention Plan or other similar best management practice requirements, to be included in National Pollutant Discharge Elimination System (NPDES) permits issued to facilities regulated under certain federal regulations. Provides that these requirements apply to the control of plastic pellets or other preproduction plastic materials, in stormwater runoff from these facilities.

Status: Sent to the Governor on 6/26/2026

SB3917 – EPA-WASTE DISCHARGE PERMIT (Sen. Fine/Rep. Faver Dias)

Description: The bill strengthens transparency and accountability by requiring expanded PFAS testing in wastewater and ongoing monitoring at major facilities. It provides that all National Pollutant Discharge Elimination System permits authorizing a discharge from a facility designated by the Environmental Protection Agency and the United States Environmental Protection Agency as a major facility, shall, at a minimum, require for publicly owned treatment works, periodic sampling of influent, effluent, and biosolids for all perfluoroalkyl and polyfluoroalkyl substances for which there are accredited wastewater analytical methods and, for all other facilities, periodic effluent sampling for all perfluoroalkyl and polyfluoroalkyl substances for which there are accredited wastewater analytical methods. Provides that the Agency shall require any NPDES permit application for a discharge of wastewater that has potential to contain perfluoroalkyl and polyfluoroalkyl substances to fully characterize the discharge through sample results for all perfluoroalkyl and polyfluoroalkyl substances for which there are accredited wastewater analytical methods.

Status: Sent to the Governor on 6/18/2026

SB4025 – EPA-LEAD SERVICE LINE REPLACE (Sen. Villivalam/Rep. Olickal)

Description: Provides that an owner or operator of a community water supply may, by an additional method approved by the State, give written notice of the existence of lead service lines

that are connected to buildings. Provides that an owner or operator of a community water supply that performs at least 4,000 lead service line replacements per year or exceeds a statutorily prescribed lead service line replacement rate is exempt from a provision that prohibits partial lead service line replacements. Provides that, in a municipality with a population of more than 1,000,000 inhabitants, the owner of a private property upon which there is located a renter-occupied building, a building that is used as a day care, or a multi-dwelling building must allow the community water supply access to replace the lead service line on the private side of the property.

Status: Sent to the Governor on 6/26/2026



MEMORANDUM

To: Climate Committee
From: CMAP Staff
Date: Thursday, July 23, 2026
Subject: Energy to Communities
Action Requested: Discussion

CMAP seeks to update the Climate Committee on the progression of the agency's transportation decarbonization modeling project by providing an overview of the project, a status update, and a discussion about preliminary findings. This memo provides a brief overview of the project and updates regarding modeling.

Project overview

CMAP, Commonwealth Edison (ComEd), and the Respiratory Health Association are partnering through the U.S. Department of Energy's Energy to Communities (E2C) In-Depth Partnerships Program to better understand how the region can decarbonize the transportation sector and how it will impact the electric grid. Working with Argonne and Oak Ridge National Laboratories, the project examines the interaction between transportation and electricity and seeks to identify pathways toward a net-zero transportation sector by 2050.

Over the course of the three-year project (2024-2027), the team is testing a range of transportation decarbonization strategies – including vehicle electrification, transit expansion, road usage pricing, and freight strategies – to better understand their impacts on greenhouse gas emissions, electricity demand, grid infrastructure, and transportation outcomes. Rather than identifying a single best scenario, the project is designed to illuminate the benefits, tradeoffs, and synergies associated with different strategy combinations.

The project will conclude in early 2027 with a set of findings and implementation insights for transportation agencies, utilities, local governments, and other regional partners. CMAP intends to use these results to strengthen future updates of the Comprehensive Climate Action Plan for Greater Chicago, inform the agency's long-range transportation planning and legislative priorities, and help regional decisionmakers better coordinate transportation and energy investments.

Project updates

Over the past two years, the team has evaluated numerous transportation and electric grid strategies to better understand their individual impact on greenhouse gas emissions, electricity demand, and system performance. The analysis has examined strategies across several categories:

- Vehicle electrification
- Improved vehicle and network efficiency
- Mode shift through transit, active transportation, and land use change
- Road usage pricing
- Freight operations and efficiency
- Electric grid upgrades
- Distributed energy resources (i.e. batteries)

With this foundation in place, the project is now moving beyond evaluating individual strategies to test how they perform in combination. These integrated pathways represent ambitious combinations of actions designed to achieve the region's transportation decarbonization goals by 2050. By examining these aggressive pathways, the project can identify where strategies reinforce one another, where tradeoffs emerge, and what coordination across transportation planning, utilities, and public policy would be required to meet the regions' climate targets.

Next steps

Rather than reviewing the technical modeling process, the presentation will share the major insights emerging from the analysis and invites the climate committee to help interpret what those findings mean for regional decisionmakers. Committee feedback will help shape the project's final communication strategy, ensuring the results are translated into clear, actionable messages for the agencies, utilities, local governments, and other organizations responsible for implementing the region's transportation decarbonization efforts.



MEMORANDUM

To: CMAP Climate Committee
From: CMAP staff
Date: July 23, 2026
Subject: 2025 Regional Greenhouse Gas Inventory Update
Action Requested: Discussion

The project team will update the Climate Committee on the 2025 update of the regional greenhouse gas inventory. At the July workshop, staff will provide an overview of the project and lead a discussion about how the inventory update can best serve the region.

Project overview

Every five years, CMAP conducts its regional greenhouse gas (GHG) inventory to understand emissions in northeastern Illinois. As such, CMAP is currently developing the 2025 regional GHG inventory, updating data from the 2019, 2015, and 2010 emissions inventories. This inventory provides a summary of GHG emissions for the seven-county region of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will counties. It includes local emissions summaries for each of the region's seven counties, 284 municipalities, and 77 Chicago community areas. This inventory reflects emissions from the three most common human made GHG pollutants: carbon dioxide, methane, and nitrous oxide.

Historically, this inventory has provided emissions estimates for three sectors: stationary energy, transportation, and waste. However, this 2025 inventory update will also break out water and wastewater emissions as their own subsectors and will add agriculture emissions and emissions reductions from natural carbon sequestration. It also seeks to provide more details for different sub-sectors, such as a breakout of emissions related to different types of residential and commercial building types.

This 2025 GHG inventory update will result in a few key outputs. First and foremost, it will result in a regional inventory of 2025 greenhouse gas emissions, as well as updates to previous inventories, where needed. It will also include local summaries for the seven counties, 284 municipalities, and 77 Chicago community areas as well as the raw data. In addition to these core inventory products, there will be an emissions trend memo and a methodology report.

The project team anticipates completing data collection and analysis in late 2026, with the emissions trend memo and methodology report following shortly after. The team plans to publish the final 2025 inventory, local summaries, and raw data in early 2027.

Questions for discussion

The CMAP team seeks feedback from Climate Committee members on how this 2025 GHG inventory update can best serve their organizations' and their constituents' needs. To that end, please review these questions in advance of the discussion the committee will have during the July workshop.

- How do you plan to use this new inventory?
- What would you like to see from this inventory update?
- Do you have specific subsectors that you care most about (e.g., municipal buildings/operations)?
- As we improve our methodology and add new details, some numbers may become harder to compare directly to past inventories. How important is year-over-year comparability to you, relative to having more accurate or detailed information?
- How frequently would you like to see inventory updates moving forward?
- What format would you be most likely to engage with the inventory?

Next steps

Following the July workshop, the project team will incorporate feedback into the 2025 GHG inventory update and will plan to publish the new inventory early in 2027. A summary of how feedback shaped the inventory's direction will be included within the memo methodology.