



## CLIMATE COMMITTEE

### MEETING MINUTES - FINAL

Tuesday, November 29, 2022

9:00 AM

Please join from your computer, tablet or smartphone.

<https://us06web.zoom.us/j/83319102583?pwd=SnBtZlJQM3hIQkNTSszPZi9ISkNDZz09>

#### TO USE YOUR TELEPHONE

Meeting ID: 833 1910 2583

Passcode: 843338

One tap mobile

+13126266799,,83319102583#,,,,\*843338# US (Chicago)

### 1.0 Call to Order and Introductions

Chair Durnbaugh called the meeting to order at 9:02 a.m.

Staff Liaison Daly provided virtual meeting logistical announcements for the Zoom platform.

*Staff Liaison Daly called roll.*

**Present:** Aaron Durnbaugh, Deborah Stone, Cynthia Kanner, Edith Makra, Elena Grossman, Elizabeth Kocs, Jack Chan, Marcella Bondie Keenan, Martha Dooley, Mary Nicol, Naomi Davis, Paul May, Raed Mansour, Thomas Maillard, Vanessa Ruiz, Matthew Santagata, and Chris Young

**Absent:** Jen Walling

**Staff Present:** Brian Daly - Climate Committee staff co-liaison, Jaemi Jackson - Climate Committee staff co-liaison, Erin Aleman, Amy McEwan, Bill Barnes, Kelsey Pudlock, Ryan Ehlke, Tim McMahon, Kasia Hart, Alex Ensign, Alexis McAdams, Jason Navota, Nora Beck, Jared Patton, Julie Burros Jennie Vana, Laura Wilkison, Blanca Vela-Schneider, Holly Hudson, Joan Smedinghoff, Katie Piotrowska, Craig Heither, Daniel Comeaux, Dominick Argumedo, Ethan Jantz, Laurent Ahiablame, Leo Torres, Linda Mastandrea, Michael Brown, Natalie Kuriata, Noah Harris, Phoebe Downey, Teri Dixon

**Others Present:** Andrew Hayes, Cary McElhinney, Danielle Gallet, David Powe, Heidi Lichtenberger, Ivy Klee, Jada Porter, Joe Surdam, Kristina Murphy, Liz Chase, Robert Israel, Ryan Fidell

### 2.0 Agenda Changes and Announcements

Member Ruiz joined at 9:04 a.m.

Member Kòcs joined at 9:07 a.m.

## 2.01 Requests for agenda changes

[22-545](#)

Chair Durnbaugh relayed that staff requested to move item 4.01 CMAP's Strategic Direction to after item 4.05 CMAP's water resources work plan. These two items are directly related and reordering these items will facilitate a more informed discussion.

*A motion to move agenda item 4.01 was made by Member Bondie Keenan and seconded by Vice-chair Stone. The motion carried.*

**Aye:** Aaron Durnbaugh, Deborah Stone, Cynthia Kanner, Edith Makra, Elena Grossman, Elizabeth Kocs, Jack Chan, Marcella Bondie Keenan, Martha Dooley, Mary Nicol, Naomi Davis, Paul May, Raed Mansour, Thomas Maillard, Vanessa Ruiz, Matthew Santagata, and Chris Young

**Absent:** Jen Walling

Chair Durnbaugh welcomed two new members to the Climate Committee: Matthew Santagata and Chris Young.

Member Santagata introduced himself and discussed his work around climate change resiliency and other work at Openlands.

Member Young discussed his role at the Illinois Department of Natural Resources including his work as the Climate Action Implementation Lead for the agency.

## 2.02 Executive Director's announcements

[22-546](#)

**Attachments:** [GHG launch metrics](#)  
[CMAP comments on Notice of Proposed Rulemaking](#)

Chair Durnbaugh noted that Executive Director Erin Aleman could not be at the meeting and Amy McEwan and Bill Barnes would provide an update.

Amy McEwan, Deputy Executive Director, welcomed to the Climate Committee Bill Barnes, Interim Deputy of Regional Policy Implementation.

Deputy Barnes discussed the Regional Greenhouse Gas Inventory. Launched in September this year, CMAP's overall emissions in northeastern Illinois decreased by 9% between 2010-2019. Local partners are encouraged to use the data to develop sustainability action plans and CMAP is available to present data.

Deputy Barnes discussed the FHWA notice of proposed rulemaking (NPRM) to amend the national performance management measures to require that states and metropolitan planning organizations (MPOs) set declining greenhouse gas (GHG) emissions targets for roadway travel on the National Highway System (NHS). Input from the Climate Committee will assist with the goal of reducing greenhouse gas emissions by 80% below 1990 levels by 2050. CMAP intends to continue setting GHG reduction targets in future plan updates.

Deputy Executive Director McEwan discussed the mobility recovery effort. Set into motion two years ago, the recommendations from the report align with ON TO 2050 and support the next phase: a Plan for Action for Regional Transportation (PART). PART includes research, data and analysis, and facilitated regional conversations. More information will be coming in the coming months.

Deputy Executive Director McEwan promoted CMAP's Regional Excellence Awards to recognize and spotlight work in the region. There is a focus on equity and resilience. The award category that aligns with this

committee is the Regional Resilience Award, which recognizes a plan, project, or initiative that helps communities prepare for and recover from economic or environmental challenges. Nominations close on December 16.

Member Young requested a link to the nominations page be placed in the chat.

*Executive Director's report was given.*

### 3.0 Approval of Minutes

#### 3.01 Minutes from September 27, 2022

[22-547](#)

**Attachments:** [DRAFT Climate Committee Minutes 09.27.2022](#)

Chair Durnbaugh requested a motion to approve the September 27, 2022 committee meeting minutes.

*The motion was made by Member Dooley and seconded by Member Kanner. Staff Liaison Daly called roll. The motion carried.*

**Aye:** Aaron Durnbaugh, Deborah Stone, Cynthia Kanner, Edith Makra, Elena Grossman, Elizabeth Kocs, Jack Chan, Marcella Bondie Keenan, Martha Dooley, Mary Nicol, Naomi Davis, Paul May, Raed Mansour, Thomas Maillard, Vanessa Ruiz, Matthew Santagata, and Chris Young

**Absent:** Jen Walling

### 4.0 New Business

Chair Durnbaugh reiterated that item 4.01 would be moved later in the agenda.

#### 4.02 2023 Climate Committee meeting schedule

[22-552](#)

**Attachments:** [2023 Climate Committee Schedule](#)

Chair Durnbaugh presented the 2023 Climate Committee meeting schedule. Meetings will continue to be held on Tuesdays and occur in January, April, July, and October.

Chair Durnbaugh requested a motion to approve the 2023 Climate Committee meeting schedule.

Member Dooley asked if the meetings would be held virtually.

Staff Liaison Daly said for the time being as long as the Governor extends the emergency declaration, meetings will be held virtually. It is a month-by-month decision and we don't know when that may change. If the emergency declaration is not extended the Open Meetings Act requires meetings to be in-person. Staff will try to provide advance notice if that is the case.

*The motion was made by Member Dooley and seconded by Member Bondie Keenan. Staff Liaison Daly called roll. The motion carried.*

**Aye:** Aaron Durnbaugh, Deborah Stone, Cynthia Kanner, Edith Makra, Elena Grossman, Elizabeth Kocs, Jack Chan, Marcella Bondie Keenan, Martha Dooley, Mary Nicol, Naomi Davis, Paul May, Raed Mansour, Thomas Maillard, Vanessa Ruiz, Matthew Santagata, and Chris Young

**Absent:** Jen Walling

#### 4.03 2023 Climate Committee work plan

[22-563](#)

Member Maillard joined at 9:19 a.m.

Chair Durnbaugh noted that this year the committee discussed the Strategic Direction, reviewed CMAP's climate mitigation work, climate resilience work, and later will be hearing about the agency's water resources work. Staff would like to hear the pressing issues impacting the work of committee members and how can CMAP serve as a resource.

Staff Liaison Jackson asked the committee if there are topics or areas of focus that the committee should focus on in 2023.

Member Kanner would be interested in hearing more about issues surrounding habitat loss related to climate change.

Staff Liaison Daly said he knows that there is interest in broader discussion on land use.

Member May stated that there is a vacuum in the area of strategic planning on water and encouraged that topic to be part of the platform.

Member Mansour said they are working with IDOT and EPA to create vegetative barriers around schools near highways and roadways. Is CMAP part of this discussion?

Member Bondie Keenan is curious about 30x30 and biodiversity at the local level and also supporting Justice 40 and how investments are spread across different populations.

Member Makra is interested in how tools developed by CMAP can be used by municipalities and how there may be technical assistance for empowering communities to do their own climate action plans. Another suggestion is how federal and state funding can be leverage for climate action.

Member Nicol asked if the GHG inventory provided a sense of problematic trends.

Staff Liaison Daly noted that there is enough information to help identify trends.

Chair Durnbaugh appreciated the structure of the meetings. Would like to lift up mitigation as a standing topic in meetings.

Member Kòcs wanted to follow up on Justice40. It applies to all Federal investments and it would be interesting to see how that filters down into state and local levels and how investments are being utilized. Justice40 should be kept in the forefront of discussions.

Vice Chair Stone emphasized Chair Durnbaugh's point about mitigation and the need to lift up CMAP's influence on carbon-increasing transportation and land use projects. CMAP has certain roles and levers to influence what's going on in the region. This committee should influence CMAP's core work in the region.

Member Bondie Keenan appreciated ADA training. Accessible, reliable and affordable transit system is relevant from a transportation aspect.

Staff Liaison Daly asked if members had a preference for organizing the meeting by topic as was done in 2022 and the format in which topics are presented?

Member Bondie Keenan suggested presentations with facilitated discussions.

Staff Liaison Daly asked if committee members would be interested in presenting their work.

Chair Durnbaugh said he was not sure that would add a lot and everyone is doing great work. There may be other ways that CMAP could facilitate that information sharing. It is not clear how Climate Committee discussions are informing CMAP Board and policy decisions or if committee is being informed about these decisions. Are there ways that the committee could deliberate or provide feedback for decisions being made?

Bob Israel from the Village of Northbrook said he wanted to endorse materials Edith Makra is bringing up. Having gone through CMAP material for several years, going at the issue from a local level made a consequential difference on how we do things. The Village of Northbrook adopted a Climate Action Plan and has reduced carbon footprint by 10% and measurable amounts. Getting together four times a year limits progress.

Member Dooley said she liked the topic structure of the meetings, but wants to be open to adding other things on the agenda. Doesn't want to restrict the agenda based on topic.

David Powe from Active Transportation Alliance said not enough is being done to stop construction of dangerous, polluting roadways across the region. He requested members of the committee use their influence and position to push CMAP, IDOT, CDOT, Cook County, and all regional DOTs to stop expanding roadways and start building a more sustainable world.

*This agenda item was discussed.*

#### **4.04 Mobility recovery update and development of the transit system report**

[22-549](#)

**Attachments:** [Mobility Recovery and the ILGA report Nov 4 FINAL](#)

Staff member Daniel Comeaux presented an update on the project addressing the regional response to the pandemic's transportation impacts and the future of the transit system.

The first phase is research on the impacts of the COVID-19 pandemic on the region's transportation system, called Mobility Recovery. This project grappled with medium-term transportation challenges and how the region could still make progress towards its goals. The project team has done research and stakeholder engagement and assessed COVID-related changes to jobs, housing, and transportation patterns. The team then took that research and did modeling of post-COVID transportation scenarios to evaluate financial implications of shifts and identify potential responses and develop a recommended list of strategies.

Some initial findings are that remote work is expected to grow significantly. Pre-COVID the telework estimate was 6-8% on an average weekday. Post-COVID 2023 telework estimate is 13-23% on an average weekday in the region. This means fewer commute trips to the Loop and other regional employment centers, but more trips around their homes.

Recommendations fall into three categories: Invest in a stronger and more financially secure transit system; Enable expanded travel by safe, active modes; and Balance the benefits and impacts of e-commerce and other freight activity.

The second phase of research, Plan of Action for Regional Transit (PART), is developing recommendations to advance the needs of the Chicago region's transit system post-pandemic. The project comes out of a state mandate Public Act 102-1028. It builds on prior work from the Mobility Recovery Report, ON TO 2050, fees, fines, and fares report, and work from Pace, RTA, and Metra.

The project timeline includes convening a steering committee in January 2023. The Report of

recommendations are submitted to the legislature January 1, 2024 but needs to be approved by CMAP Board and MPO in October 2023. The team will be meeting with and presenting updates to CMAP public bodies throughout the year.

Staff member Comeaux asked the committee: How does a healthy transit system support our region's response to climate change?

Chair Durnbaugh is interested in how GHG information going to be quantified in the report.

Staff member Comeaux expects GHG modeling will be included in the travel models.

Member Makra said reducing VMTs is an important response. She noted the role of active transportation for resilience.

Staff member Comeaux highlighted trends and data regarding transit and climate. He asked the committee several discussion questions: What do you see as the value of transit to achieve the region's climate goals, how can we best make that case to the public and other stakeholders, and what emissions-related or other environmental effects to expect to see as a continued result of the pandemic?

Member Dooley asked if there is less travel on roadways, would the reduction in maintenance and material contribute to a better climate?

Staff member Comeaux said that while there was a reduction, VMT has returned to pre-pandemic levels. Member Bondie Keenan said making the case for transit doesn't have to do with the lack of climate awareness but challenges around service. There's also the perception that when you're in your car you're in a COVID-free bubble. For last question, she noted a large increase in plastic and upstream impacts is that they are made from fossil fuels and the sites are in global and national EJ communities.

Member Kanner asked if there is a component advocating for more electric vehicles. There is also an overall need for energy reduction and use across the board.

Staff member Comeaux said the project is not focused on personal vehicle electrification but they are thinking about how transit vehicle electrification could be one strategy. In terms of broader energy use, that falls outside the scope of this project.

Member Dooley asked about energy use at transit stops and how that could reduce overall costs.

Chair Durnbaugh said to provide Daniel with any additional feedback.

*An update was provided.*

#### **4.05 Water work plan overview**

[22-551](#)

Nora Beck, Climate Program Lead, presented the agency's water resources work. She provided a background of the ON TO 2050 principles of resilience, inclusive growth, and prioritized investments. Water resources work spans the agency's core areas of land use and transportation planning, policy and data research, government coordination, and transportation programming. Water resource projects include regional water demand forecasting; groundwater governance exploration; Northwest Water Planning Alliance Water Supply Sustainability Plan; water quality management, and watershed planning. Water resources work is supported by the Illinois Department of Natural Resources and the Illinois Environmental Protection Agency.

Program Lead Beck provided a history of water supply in the region. CMAP developed a regional water demand

forecast for 2050 water demand for groundwater dependent municipalities. Despite projected population and employment increases, water withdrawals are expected to remain stable. The long-term sustainability of water supply depends on the location of the demand and source of water. Demand for water between 2011-2020 in areas using shallow aquifer and sandstone aquifer and projected to increase by 33% and 35%, respectively. There is a projected 9% drop in withdrawal for Lake Michigan.

CMAP explored the governance of groundwater to inform a regional and state conversation about how to coordinate efforts to ensure all communities in the region have a sustainable supply of water. Work selected by Stephen Foster helped guide the work and worked with an advisory committee of how water supply governance could be structured. They also looked at groundwater management plans and case studies.

CMAP is looking to work with the Northwest Water Planning Alliance (NWPA) to develop a water supply sustainability plan. The plan will outline strategies to establish a water use sustainability goal, reduce water use, estimate performance strategies for reaching the goal, and work to build consensus around needed strategies and voluntary reduction targets.

Staff member Holly Hudson presented CMAP's water quality management work. She provided a history of water quality management planning. CMAP is the designated areawide water quality management agency.

Through various funding sources, CMAP is implementing the Areawide Water Quality Management Plan strategy. This includes providing technical assistance throughout the region for watershed-based plan development and implementation; regional coordination and participation in water quality improvement activities; water quality management plan consistency reviews; and designated management agency guidance review.

All human activity impacts watersheds. Most of the region has a watershed plan and recommendations in watershed plans are eligible for federal Clean Water Act grant funds. CMAP has facilitated and developed watershed plans throughout the region.

Staff member Daly noted questions in the chat, including a link to the municipal forecast and Member Makra asked about the difference in definitions between absolute and reasonable use.

Program Lead Beck answered that the State had a doctrine of absolute use of water. If you owned property, you could use water on site, regardless of how it impacted neighbors. The Water Resources Act changed it to reasonable use, which placed some restrictions that water use can't be wasteful or malicious.

Chair Durnbaugh asked how impacts of climate change are incorporated in the water discussions.

Program Lead Beck said they want to include climate scenarios in the update to water demand projections. Another thing that CMAP explored in GO TO 2040 was the water and energy nexus and the energy in water distribution. CMAP wants to explore how reducing water use can reduce energy associated with it.

Staff member Hudson said it ties into stormwater management activities and regional flooding and climate impacts for more intense rainfall periods and impacts to runoff and pollutants. There is an opportunity to incorporate more of these considerations in our watershed plans, comprehensive plans, and other local plans.

Member May said there is a vacuum in the water sector in the metro area. As mentioned the Northwest Water Planning Alliance is doing excellent work and it is interesting to look at the graph showing potential Lake Michigan usage. It's a unique situation that underpins how the region functions. He suggested there needs to be long-term thought to position our region so that as technology advances there is the ability to have reuse. CMAP should also look at the water sector fragmentation and how wastewater and stormwater can be more closely tied together.

Member Kanner asked whether dam removal and region-wide sensible salting was part of the scope.

Program Lead Beck said the Northwest Water Planning Alliance is working with the Conservation Foundation on sensible salting and they are issuing guidance to owners of large parking lots and sidewalks. County transportation departments are also looking to reduce.

Staff member Hudson said all watershed plans look at opportunities for dam removal. The Army Corp of Engineers is renewing their study of Fox River watershed dams. Also looking at road crossings that sometimes act as dams for aquatic life movement and flooding. DuPage River and Salt Creek work group is doing work on sensible salting and education. Tollway is also doing some new things in that area.

Member Mansour commented that if they are to look at the possible offshore wind turbines then they would need to look at water quality and biodiversity. Ohio had some issues and wanted to know if CMAP is looking at that.

Program Lead Beck said they are aware of these issues but have not yet looked at this particular area.

Chair Durnbaugh asked if there was another way for the committee to provide feedback. Program Lead Beck said yes.

*The plan overview was given.*

#### **4.01 CMAP's proposed strategic direction**

[22-548](#)

Alex Ensign, Director of Strategic Alignment and Innovation presented on the Strategic Direction progress. Feedback from the committee has been incorporated into the revisions. The full draft of the Strategic Direction is currently under executive review. Director Ensign informed the Committee that they will lead a more extensive discussion of the strategic direction at a future meeting.

*This item was discussed.*

#### **5.0 Committee Member Updates**

Vice Chair Stone said she put a link the chat to learn more about Cook County's electric vehicle charging station project to reduce charging deserts and to share the link with community members who might want to nominate sites.

Member Makra announced the region received a Carbon Disclosure Project (CDP) score of A- related to work on the Climate Action Plan for the Region. The global average is a D. She thanked CMAP because they relied on CMAP data for the reporting. The Metropolitan Mayors Caucus received an award from the Climate Registry called the Climate Leadership Award and also received a national award from the American Planning Association.

#### **6.0 Other Business**

Chair Durnbaugh noted there was no other business before the committee.

#### **7.0 Public Comment**

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the public comment period will immediately follow the last item on the agenda.

Chair Durnbaugh asked staff if there was any public comment received.

Staff Liaison Daly responded that no public comments were received in advance of the meeting.

*The full meeting Zoom chat that includes public comment is below:*

09:08:45 - Member Kocs: Elizabeth Kocs is present

09:09:12 - CMAP Meetings: Thanks, Elizabeth!

09:09:12 - Jaemi Jackson: Thank you Elizabeth! Noted and welcome

09:12:06 - Jared Patton, CMAP (he/him): The GHG inventory and local summaries can be found here: <https://www.cmap.illinois.gov/data/greenhouse-gas-inventory>

09:18:54 - Jennie Vana, CMAP: <https://www.cmap.illinois.gov/regional-excellence-awards>

09:27:06 - Mary Nicol, CDOT, she/her: +1 for engaging more around justice 40 projects

09:27:15 - David Powe, ATA: I'm not a committee member, but I represent Active Transportation Alliance's 20K+ members. We would like to see the committee explore how CMAP can incorporate induced demand into their regional planning process. The recent ON TO 2050 Plan update rubber stamped hundreds of miles of roadway expansions across our region. As noted earlier, GHG emissions have increased across Chicagoland only for the transportation sector. We see roadway expansions as counter to the climate goals being discussed in this meeting.

09:32:12 - Jared Patton, CMAP (he/him): Exactly right, Brian. We have dug into the regional data a little more than the local data. Regionally, the two concerning trends are transportation emissions continuing to increase (more driving) and the lack of progress reducing natural gas emissions (from heating/cooking). We hope to study the local data more in the coming months.

09:32:59 - Edith Makra, she/her: I'd also like a good discussion on EJ. I feel we lack capacity at the local level-especially outside of Chicago. We have to be ready to receive and manage Justice 40 funds as well as state funds.

09:35:03 - Elizabeth Kocs GTI Energy: I am happy to share my knowledge on J40

09:35:42 - Elizabeth Kocs GTI Energy: I've held workshops for industry, internal and externals groups too.

09:37:30 - Jason Navota - Chicago Metropolitan Agency for Planning (CMAP): Is everyone aware / has anyone used or explored the new CEJST tool? <https://screeningtool.geoplatform.gov/en/#8.27/41.724/-87.771>  
<<https://screeningtool.geoplatform.gov/en/>>

09:39:16 - Cary McElhinney: second that:

<https://www.whitehouse.gov/ceq/news-updates/2022/11/22/biden-harris-administration-launches-version-1-0-of-climate-and-economic-justice-screening-tool-key-step-in-implementing-president-bidens-justice40-initiative/>

09:56:06 - Robert Israel: Some thoughts on supporting municipally driven Climate Action Plans which, in turn, supports the CMAP goals for your consideration

10:07:25 - Marcella Bondie Keenan: transportation is a larger contributor to a household carbon footprint than the energy use of the home?

10:15:14 - Jared Patton, CMAP (he/him): Transportation vs. building emissions depends on a number of factors, and is probably different in different parts of the region. In most cases, building emissions are probably greater. Federal inventories typically split natural gas and electricity emissions into different buckets. When you do that, transportation emissions generally represent a plurality.

10:17:07 - Jared Patton, CMAP (he/him): One interesting finding from our regional inventory was that electricity and natural gas consumption have increased, but electricity generation has become less carbon intensive, resulting in a net decrease in emissions, despite greater demand.

10:17:55 - Marcella Bondie Keenan: In terms of communicating the mitigation value of transit, an emissions reduction scenario analysis and infographic for mode shift from ICE to transit would be good for the policy wonks; this must be compared against the 2030 and 2050 goals. For the general public, person-level infographics would work - maybe take a page from Meatless Monday, and suggest Car-Free Sunday, and communicate the climate mitigation reduction if everyone did that.

10:20:31 - Marcella Bondie Keenan: there's also the adaptation value of a resilient and accessible transit system - a way to quickly move a large number of people away from the site of a climate disaster.

10:23:10 - Edith Makra, she/her: Nora, please define "water use capture" and "absolute use"

10:25:44 - Marcella Bondie Keenan: is there a link to the municipal forecasts?

10:29:44 - Robert Israel: I apologize, but I must leave for another call. Thank you all for your efforts, intelligence, and good works.

10:32:43 - David Powe, ATA: Going back to the goals of CMAP and this committee, the most important thing our MPO can do is stop rubber stamping roadway expansions. CMAP needs to incorporate induced demand into its ON TO 2050 planning process. Expanding roads amidst climate and safety crises counters any minimum investments being made in our transit system.

Our transit boards are heading toward a fiscal cliff. I want to restate President Dorval Carter's quote that Daniel shared earlier: 1.5% of transportation emissions come from buses. 80% come from cars.

It's terrifying to younger generations to see our government agencies investing so heavily in roadways. Young people want to live in places that invest in transit, promote safety through expansive bike and pedestrian infrastructure, and reject deadly and destructive car-centric designs that we see across our region.

10:32:54 - David Powe, ATA: In the name of convenience, we are perpetuating a car-centered climate disaster. Please push your agencies and governing bodies to sufficiently fund transit, stop expanding roadways, and invest in active transportation options.

10:41:22 - Nora Beck: You can find all the details about our 2018 Regional Water Demand Forecast here: <https://www.cmap.illinois.gov/programs/water/supply-planning/resources/2050-water-demand>

10:46:07 -Deborah Stone: Great presentation Nora. Amazing that groundwater governance is even being discussed.

10:47:23 -Edith Makra, she/her: Incredible overview of CMAP's water supply and water quality work. Thank you, Holly & Nora. I love the history and context.

10:47:43 - Alexis McAdams CMAP (she/her): I second Edith's comment!

10:51:18 - Mary Nicol, CDOT, she/her: Since water management often is the responsibility of multiple municipal departments, best practices and case studies around how departments have worked together to achieve their goals would be useful

10:53:20 - Marcella Bondie Keenan: On the fourth question, the program could report out on the water-energy nexus, and how water conservation advances climate mitigation. Of course, facility resilience assessments are an important part of climate adaptation. On the third question, SEDAC, if you aren't already working with them.

10:54:19 - Marcella Bondie Keenan: Alongside the water reuse and salting topics, TA for site-specific water capture and reuse would be useful.

10:56:34 - Deborah Stone: Link for Cook County's electric vehicle charging station project - nominate a site, or share link with others. [www.cookcountyil.gov/EVCharging](http://www.cookcountyil.gov/EVCharging) <<http://www.cookcountyil.gov/EVCharging>>

10:57:19 - Marcella Bondie Keenan: Deb, I'm on it! I added a link to Sustain OP. Stay in touch with future outreach materials. <<https://www.sustainoakpark.com/electric-vehicles>>

10:57:21 - Edith Makra, she/her: In the interest of time, I'll respond to the discussion question here. One of the barriers to understanding climate impacts related to water supply and wastewater is the relatively low contribution to regional GHG - less than 3%. Emissions could be framed differently to better spotlight the impact of water-energy nexus. Possibly frame the emissions in terms of what local agencies have control over. This might boost the interest in water and climate. We don't have the same challenge on water quality because of the awareness around flooding and stormwater.

10:57:34 - Nora Beck: happy to chat more on our water resource program, please contact me at [nbeck@cmap.illinois.gov](mailto:nbeck@cmap.illinois.gov)

11:00:13 - Thomas Maillard (He/Him), City of Waukegan: The City of Waukegan encourages everyone to support our legislative efforts to remove Coal Ash from our Lake Michigan shores. For more info, please feel free to email me at [Thomas.maillard@waukeganil.gov](mailto:Thomas.maillard@waukeganil.gov)

11:01:36 - Marcella Bondie Keenan: I need to head out. Thanks for the good discussion.

11:02:18 - Cynthia Kanner: Happy Holidays!

11:02:29 - Aaron Durnbaugh: Yes, happy holidays!

## 8.0 Next Meeting

Chair Durnbaugh noted that the next meeting would be on January 24, 2023, as approved by the previous vote.

## 9.0 Adjournment

*Chair Durnbaugh adjourned the meeting at 11:02 a.m.*

Respectfully submitted,

Jaemi Jackson and Brian Daly, CMAP Climate Committee Co-Liaisons