



CLIMATE COMMITTEE

AGENDA - FINAL

Tuesday, November 29, 2022

9:00 AM

Please join from your computer, tablet or smartphone.

<https://us06web.zoom.us/j/83319102583?pwd=SnBtZlJQM3hIQkNTSszZPZi9ISkNDZz09>

TO USE YOUR TELEPHONE

Meeting ID: 833 1910 2583

Passcode: 843338

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1.0 Call to Order and Introductions

2.0 Agenda Changes and Announcements

2.01 Requests for agenda changes

[22-545](#)

ACTION REQUESTED: Information

2.02 Executive Director’s announcements

[22-546](#)

ACTION REQUESTED: Information

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

3.0 Approval of Minutes

3.01 Minutes from September 27, 2022

[22-547](#)

ACTION REQUESTED: Approval

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

4.0 New Business

4.01 CMAP's proposed strategic direction

[22-548](#)

PURPOSE & ACTION: Over the past year, CMAP developed a strategic direction for FY2023-FY2027 to refine its approaches to implementing ON TO 2050, with significant input from the agency's committees and staff. Members will hear an overview of how CMAP proposes to achieve its goals and objectives related to climate.

ACTION REQUESTED: Discussion

4.02 2023 Climate Committee meeting schedule

[22-552](#)

PURPOSE & ACTION: CMAP staff will outline the committee's proposed schedule.

ACTION REQUESTED: Approval

Attachments: [2023 Climate Committee Schedule](#)

4.03 2023 Climate Committee work plan

[22-563](#)

PURPOSE & ACTION: Staff will lead a discussion of the 2023 work plan for the Climate Committee.

ACTION REQUESTED: Discussion

4.04 Mobility recovery update and development of the transit system report

[22-549](#)

PURPOSE & ACTION: CMAP is required by Public Act 102-1028 to develop a report for the Illinois General Assembly on the future of transit funding, in coordination with the Regional Transportation Authority. CMAP staff will review the agency's ongoing work to prepare for this project as well as an update on its related Mobility Recovery initiative, including a preview of the project's final recommendations.

ACTION REQUESTED: Discussion

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

4.05 Water work plan overview

[22-551](#)

PURPOSE & ACTION: CMAP staff will review and lead a discussion of the agency's approaches to its water resources goals. Topics will include water governance, water supply planning, and watershed planning.

ACTION REQUESTED: Discussion

5.0 Committee Member Updates

6.0 Other Business

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.






8.0 Next Meeting

Following approval of item 4.02, the next meeting will be Tuesday, January 24, 2023.

9.0 Adjournment

Greenhouse gas emissions inventory launch metrics

Goal: Announce and share regional- and county-wide emissions data with local governments and other stakeholders, and provide guidance and resources on what to do with the data.

	<p>Newsletters</p> <p>246 clicks</p> <p>In top three most-clicked links in 5 of 5 newsletters</p>
	<p>Social media</p> <p>3,327</p> <p>impressions on CMAP posts</p>
	<p>Website pageviews</p> <p>1,111</p> <p>Greenhouse gas emissions inventory</p>
	<p>How-to article pageviews</p> <p>187</p> <p>Article about how communities can use their data</p>
	<p>Notable mentions</p> <p>Kane County Board meeting Regional Transportation Authority blog post</p>



Chicago Metropolitan Agency for Planning

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October 13, 2022

Stephanie Pollack
Deputy Administrator, Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

RE: Docket No. FHWA-2021-0004, Greenhouse Gas Emissions Measure

Dear Deputy Administrator Pollack,

Thank you for the opportunity to comment on the U.S. Department of Transportation’s 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).

As the comprehensive regional planning organization of northeastern Illinois, the Chicago Metropolitan Agency for Planning (CMAP) is committed to securing a regional transportation system that is climate resilient and reduces emissions. ON TO 2050, the region’s long-range plan, [identified the need to intensify regional climate mitigation efforts](#) and [set GHG reduction targets](#) 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 and is working on several complementary projects, such as an [updated regional greenhouse gas inventory](#), [local emissions summaries for the region’s counties and communities](#), and a transportation emissions mitigation plan.

CMAP supports this NPRM and intends to set emissions reduction targets on the NHS as part of a larger process of setting regionwide transportation sector targets.

Board Members

- Gerald Bennett, Chair
- Frank Beal
- Matthew Brolley
- Karen Darch
- Paul Goodrich
- James Healy
- Nina Idemudia
- John Noak
- Rick Reinbold
- Nancy Rotering
- Stefan Schaffer
- Carolyn Schofield
- Anne Sheahan
- Matthew Walsh
- Diane Williams

Non-voting Members

- Leanne Redden
- Abolfazl Mohammadian

Executive Director

- Erin Aleman

The Hon. Stephanie Pollack
October 13, 2022
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Please see below for CMAP's primary recommendations in response to this NPRM:

1. FHWA should require emissions reduction targets on all public roads, instead of only the NHS subset, and should encourage states and regions to set comprehensive targets for all mobile source emissions, to ensure progress towards the Administration's net-zero goal.
2. CMAP urges that MPOs have the flexibility to develop their own estimates for greenhouse gas emissions, to allow for methodologies that reflect local conditions and data. Additionally, the reporting requirements for this measure should be consistent with the requirements for transportation conformity.
3. CMAP urges that FHWA provide enhanced and direct technical assistance to states and MPOs to implement the proposed rulemaking in a timely manner, including guidance on how best to incorporate the Greenhouse Gas Emissions Measure within Carbon Reduction Program goals and funding.
4. Finally, if states and MPOs are not meeting established emissions reduction targets, FHWA should require that they report on actions to be taken to achieve those targets, and they should be required to obligate a percentage of funds towards projects that are proven to reduce emissions.

The transportation sector is one of the leading contributors of GHGs in the region, with [27% of regional greenhouse gas emissions coming from on-road passenger and commercial vehicles](#), and with [56% of annual vehicle miles travelled \(VMT\)](#) in the region occurring on the NHS. Setting, tracking progress towards, and ultimately achieving a net-zero target for roadway travel on the NHS, consistent with the Administration's goal to achieve net-zero emissions economy-wide by 2050, is critical to slowing the worst impacts of the climate crisis.

Sincerely,



Erin Aleman
Executive Director

CMAP did not prepare a response to every question within the Notice of Proposed Rulemaking. The answers below aim to provide both technical and policy feedback, to support successful implementation of the Greenhouse Gas Emissions Measure in northeastern Illinois.

A. Establishing Targets That Lead to Improved Environmental Performance

NPRM Prompt: The proposed measure is intended to support the national policy established under section 1 of [E.O. 13990](#) and [E.O. 14008](#) and at the Leaders Summit on Climate. This policy calls for GHG emissions reductions of 50 to 52 percent below 2005 levels by 2030 and for the U.S. to achieve net-zero emissions by 2050. FHWA encourages comments that address whether the proposed measure would support those national policies, the ways in which the proposed measure would do so or why it would not, and whether the final rule should contain any other provisions to better support those national policies.

CMAP's long-range plan, ON TO 2050, recognizes the need to transform our transportation systems to reduce emissions and establishes a long-term GHG reduction target in line with the Paris Agreement. CMAP has been exploring establishing transportation subsector GHG reduction targets (including on-road, rail, waterborne navigation, aviation, and off-road), and a corresponding strategy to achieve those objectives. CMAP sees value in setting long-range transportation GHG reduction targets for the entire region and will likely calculate the proposed measure for the NHS in the MPO area as a component of that larger process.

Overall, CMAP believes this GHG performance measure is a critical step in the effort to reach net-zero by 2050. CMAP urges FHWA to encourage target-setting for all mobile source emissions. Additionally, FHWA should require targets for all public roads, as opposed to only the NHS subset, as is required for the safety performance measure. 23 U.S.C. 150(b)(1) sets a goal to achieve a significant reduction in traffic fatalities and serious injuries on "all public roads," and FHWA requires that safety targets be set on all public roads. Taking this same approach for greenhouse gas emissions will establish more comprehensive reduction targets, and will help ensure progress towards the Administration's net-zero goal.



NPRM Prompt: FHWA is proposing to require declining targets for reducing tailpipe CO₂ emissions compared to the reference year. State DOTs would establish 2- and 4-year statewide targets, and MPOs would establish 4-year targets for the metropolitan planning area. In addition, MPOs would establish 4-year targets for select urbanized areas jointly with other applicable MPOs. However, it may be appropriate to implement improving targets that are structured to support longer-term GHG reduction goals. FHWA encourages comments on how to structure improving targets for the GHG measure, as well as the associated reporting and significant progress requirements in [23 CFR part 490, subpart A](#).

Below are CMAP’s technical comments and follow-up questions on how to structure targets and on measuring progress towards those targets.

Reference Year: Establishing 2021 as a reference year is problematic, as that was not a typical year for travel due to the impacts of COVID-19. Transit trips were significantly impacted by COVID-19, to the point that the federal government provided significant operating assistance to transit providers to offset the loss of ridership. [Vehicle mile travelled \(VMT\) on the NHS system for 2021 was also depressed by the impacts of COVID-19](#), thus having a reference year with historically low VMT may impact the ability to achieve meaningful GHG targets. A more representative reference year would be 2019. Some MPOs—including CMAP—have already developed GHG inventories for 2019, and [FHWA references 2019 as part of this NPRM](#). It would be preferable to use 2019 as a more representative reference year, or MPOs should have the flexibility to determine a reference year that can be mutually agreed upon by the MPO, the state DOT, and FHWA.

2030 Reduction Setting: The goal of a 50%-52% reduction from 2005 to 2030 is laudable, however it would require a calculation of emissions already reduced between 2005 and the reference year, to then be able to set targets based on the remaining emissions reduction gap. CMAP urges for guidance on calculating GHGs from 2005 to both the reference year and future years. Otherwise, setting targets based on achieving net-zero GHGs by 2050 would be appropriate. The data requirements shown in section 490.509 would need to be made available for 2005 and the reference year so that the baseline data is known to both state DOTs and MPOs.

Scope: The measure proposes that states DOTs and MPOs calculate and report tailpipe emissions on all public roads, to then calculate tailpipe emissions on the NHS. CMAP recommends that “all public roads” be defined as any highway, road, or street under the jurisdiction of and maintained by a public authority and open to public travel, including non-State-owned public roads and roads on tribal land, as defined for the Highway Safety



Improvement Program (23 CFR 924.3). CMAP recommends that FHWA provide clarifying guidance as such.

Fuel Calculation vs. MOVES Model: Using the fuel calculation may be appropriate for states, but MPOs should be provided the flexibility to use more precise methods suited to their needs, particularly those in nonattainment areas. While the use of an FHWA provided emissions factor each year would provide consistency in the calculations across the country, it is an imprecise method that does not consider local conditions, vehicle/fleet composition, inspection and maintenance programs in nonattainment areas, etc. Vehicle types and vehicle performance can impact GHG emissions, [as stated by the US EPA](#). Additionally, understanding fuel consumption is key, but it would be challenging to predict fuel consumption without knowledge of the fleet mix at future points in time. Finally, the fuel calculation does not capture other vehicle impacts on producing GHGs, [such as idling](#).

CMAP urges for MPOs to have the flexibility to develop their own estimates for greenhouse gas emissions. MPOs in nonattainment areas are required to use MOVES (outside of California) and can develop emission rates that are reflective of local conditions and data. MPOs should be allowed to decide on how best to approach this measure, in consultation with state DOTs, but concurrence from the state on methodology should not be required.

If an MPO should choose to use MOVES, the inputs for GHG target-setting should be the same or similar to those used for transportation conformity, and when they are different that should be documented. This would enable consistency in an MPOs approach without the burden of having to do extra work for this performance measure. For example, MPOs use travel demand models, which likely do not cover all public roads, but remain very useful for estimating emissions in MOVES. Setting 4-, 8-, or even 20-year targets using MOVES would enable MPOs to incorporate anticipated changes in the transportation network, land use, socioeconomic forecast, etc., along with regulatory changes that are built into MOVES in a way that is both consistent with the MPO planning process and incorporates the best use of existing data, information, and resources.



NPRM Prompt: For example, FHWA seeks comment on potentially introducing a new requirement for State DOTs and MPOs to establish 8- and 20-year targets at the beginning of each 4-year performance period. These targets could inform decision-making to support of longer-term GHG reduction goals. The 8- and 20-year improving targets established as part of the first 4-year performance period would indicate a reduction as compared to the reference year, while subsequent 8- and 20-year targets would indicate a reduction as compared to previous 8- and 20-year targets. These targets could inform decision-making to support of longer-term GHG reduction goals. FHWA also seeks comments on how these targets could align with and inform existing transportation planning and programming processes.

8- and 20-Year Targets: As noted above, providing MPOs the flexibility to calculate GHG emissions is critical to target-setting, particularly if FHWA will require longer term targets (8-year or 20-year). Transportation conformity calls for modeling years to not be more than 10 years apart, which is similar to an 8-year and 20-year target. A target of 2050 (or the LRTP horizon year) would also be appropriate for target-setting, and it would align with the Administration's goal of net-zero by 2050. Targets set beyond the 4-year period, however, should be established by the MPO and not required as part of this NPRM, as is the case with all other performance measures.

NPRM Prompt: Besides requiring targets that reduce GHGs over time, are there any specific ways the proposed GHG measure could be implemented within the framework of TPM to better support emissions reductions to achieve national policies for reductions in total U.S. GHG emissions?

Capturing GHGs from Electric Vehicles:

Under the current proposed rule, EVs would be represented as zero emissions, which would not accurately represent their impact on the regional power pool and associated greenhouse gas emissions. It is important to acknowledge the challenge of addressing all emissions from on-road travel (for both fossil fuel vehicles and electric vehicles), including upstream emissions, which are technically challenging to measure and often outside the influence of MPOs and states.

While measuring tailpipe emissions is the most straightforward approach for this measure, emissions from EV use should be accurately tracked and accounted for in regional greenhouse



gas inventories, and those emissions should be addressed with appropriate reduction strategies that target the energy sector.

NPRM Prompt: Finally, this NPRM proposes that when there are two or more MPOs with metropolitan planning area boundaries that overlap any portion of an urbanized area, and the urbanized area contains NHS mileage, the MPOs would be required to establish a joint urbanized area target in addition to metropolitan planning area targets. FHWA invites comments on the following questions:

- a. In instances that MPOs are establishing a joint urbanized area target, should FHWA require that the individual MPO-wide targets be the same as the jointly established urbanized area target?

Outputs from our travel model that are used for MOVES emissions rates are calibrated to reflect travel in our MPO boundaries. Splitting the urbanized and non-urbanized modeling results apart lowers the confidence and makes them more difficult to communicate the results. Strategies to reduce emissions could be quite different in urbanized and non-urbanized parts of the MPO area. Requiring that different geographies have the same target could double the amount of work and result in a less comprehensive approach.

- b. In cases where there are multiple MPOs with boundaries that overlap any portion of an urbanized area, and that urbanized area contains NHS mileage, should each of those MPOs establish their own targets, with no requirement for a joint urbanized area target?

Requiring that MPOs set “additional” joint targets for urbanized areas is unnecessary since MPOs will have already set targets for the MPO area. While urbanized areas may include more than one MPO, MPO boundaries do not overlap, thus targeting setting at the MPO-level is appropriate, whereas additional target-setting for the urbanized areas is duplicative, burdensome, and unnecessary to achieve the goals of reducing GHGs, and would not be used in the decision-making process at the MPO level. It appears that MPOs would need to set targets for 2030 and 2050 to correspond with the Administration's climate goals, to then set 4-year targets to reach those longer-term goals. Urbanized areas and MPO boundaries change and have likely changed since 2005. How would this be treated in terms of establishing a reduction from 2005 levels on the NHS system?

In addition, the rule currently allows flexibility in estimating emissions for MPOs. If two MPOs are to set joint targets, but use different methods of estimating GHG, the resulting target will be meaningless to both.



- c. **Are there other approaches to target setting in urbanized areas served by multiple MPOs that would better help MPOs reach net-zero emissions?**

Urbanized area is not a useful geography for setting targets and should not be used. It is unclear if fuel sales data is available at the geography needed to calculate the emissions for urbanized area. Other methods, such as MOVES are calibrated to MPO boundaries, not urbanized areas. Combining data gathered using different methods from across MPOs will result in targets that are not meaningful.

B. Summary of and Request for Comments on the Regulatory Impact Analysis

NPRM Prompt: Would the proposed measure change transportation investment decisions and if so, in what ways? For State DOTs and MPOs that have already implemented their own GHG measure(s), FHWA welcomes information on the impact and effectiveness of their GHG emissions measure(s).

Performance-Based Programming: CMAP has been a leader in performance- and data-driven decision making, as the agency continues to implement performance-measurement requirements established by MAP-21 (Moving Ahead for Progress in the 21st Century). CMAP's adopted performance targets are tied directly to ON TO 2050's policy priorities, and they are linked to several of the plan's longer-term indicators, whose targets are set for 2050. Additionally, although it is not required, CMAP tracks greenhouse gas emissions projections as part of the air quality conformity process, for informational purposes.

A federally required Greenhouse Gas Emissions Measure would help to further incorporate greenhouse gas emissions reductions into CMAP's performance-based programming, including for funding sources not directly tied to air quality. This will ensure an agency-wide approach to greenhouse gas emissions reductions, extending beyond air quality funding and conformity analysis.

Finally, it should be noted that the Carbon Reduction Program directs states DOTs to develop Carbon Reduction Strategies. CMAP will develop a similar strategy for the region which will incorporate GHG reduction targets and outline the agency's programmatic priorities to address GHG emissions, based on the Metropolitan Chicago's unique context. CMAP intends to use its Carbon Reduction Program sub-allocations to assist in implementing that plan.



Performance Target Reporting and Penalties: Requiring states and MPOs to calculate greenhouse gas emissions and set reduction targets is an important step to encourage action to address the growing climate crisis. However, without any enforcement mechanism associated with failing to comply with this performance measure, it is hard to expect any significant progress on emissions reductions towards the 2030 and 2050 goals. The NPRM notes [the following](#) on the National Highway Performance Program (NHPP):

...the Infrastructure Investment and Jobs Act (IIJA) ([Pub. L. 117-58](#), also known as the “Bipartisan Infrastructure Law”), amended [23 U.S.C. 119](#) to indicate that one of the purposes of the NHPP is “to provide support for activities to increase the resiliency of the National Highway System to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters.” IIJA Section 11105.

As such, this proposed Greenhouse Gas Emissions Measure would be directly implementing one of the purposes of the NHPP, by reducing transportation emissions to slow the worst impacts of the climate crisis, therefore increasing the resiliency of the NHS.

Accordingly, if a state or MPO is not making progress towards its emissions reduction targets, they should be required to include as part of their performance target report a description of the actions they will take to achieve those targets, as outlined in 23 U.S.C. 150(e).

Additionally, 23 U.S.C. 119(f)(1)(A) says that if a state reports that the condition of the Interstate System has fallen below the minimum condition level, they are required to both obligate a percentage of funds and transfer additional funds towards the purposes of the NHPP. The same penalty should be established for states and MPOs under the Greenhouse Gas Emissions Measure; if established reduction targets are not met, they should be required to obligate a percentage of NHPP funds towards NHPP-eligible projects that are proven to reduce emissions towards targets.



**CLIMATE COMMITTEE
MEETING MINUTES - DRAFT**

Tuesday, September 27, 2022

9:00 AM

Please join from your computer, tablet or smartphone.

<https://us06web.zoom.us/j/89888197226?pwd=ZE9DRIJMYXZCNmdTc0FYTFJ4OG9pZz09>

**TO USE YOUR TELEPHONE
Meeting ID: 898 8819 7226
Passcode: 866298
One tap mobile
+13126266799,,89888197226#,,,,*866298# US**

1.0 Call to Order and Introductions

Chair Durnbaugh called the meeting to order at 9:03 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, Jen Walling, Marcella Bondie Keenan, Martha Dooley, Mary Nicol, Raed Mansour, Thomas Maillard, and Vanessa Ruiz

Absent: Naomi Davis, and Paul May

Staff Present: Brian Daly - Climate Committee staff co-liaison, Erin Aleman, Amy McEwan, John Carpenter, Tim McMahan, Kasia Hart, Ryan Ehlke, Alex Ensign, Kate Evasic, Alexis McAdams, Kelsey Pudlock, Martin Menninger, Jason Navota, Nora Beck, Jared Patton, Julie Reschke, Jennie Vana, Laura Wilkison, Sarah Buchhorn, Blanca Vela-Schneider, Aspen Walters, Bill Barnes

Others Present: Rebecca Judd, Donnelley Foundation; Heidi Lichtenberger; John Donovan, FHWA; Audrey Wennink, MPC; Tom Rickert, Kane County; Kaci Crowley, Kane / Kendall County Council of Mayors, Garland Armstrong

2.0 Agenda Changes and Announcements

Member Grossman joined at 9:06 a.m.

Member Ruiz joined at 9:06 a.m.

Member Bondie Keenan joined at 9:09

Member Dooley joined at 9:12

2.01 Requests for agenda changes

[22-441](#)

There were no requests for agenda changes.

Chair Durnbaugh welcomed back the committee members following a summer break. He reminded members of the roles and responsibilities of the Climate Committee to contribute to the agency's mission and support the implementation of the agency's strategic direction, the long-range transportation plan, and climate-related initiatives. The committee meets once per quarter and each meeting has a theme: the Strategic Direction, climate mitigation workplan, climate resilience workplan, and water resources. He thanked members for their commitment.

Chair Durnbaugh announced the departure two committee members. Stacy Meyers accepted a position at the US EPA and Ted Penesis retired from the Illinois Department of Natural Resources.

2.02 Executive Director's announcements

[22-442](#)

Executive Director Erin Aleman provided a recap of the September 14th CMAP Board meeting. The Board discussed how the region recovers from the pandemic as it relates to the transportation sector, how travel patterns are changing, how transportation systems impact greenhouse gas emissions and air quality across the region, and the potential emissions and air quality impact if more people are choosing to drive over taking the train. She expects to bring big picture policies to the Climate Committee to discuss how these changes should be approached.

Executive Director Aleman discussed how the agenda for this meeting includes items that will refine approaches to the work plan to ensure it is strategic and aligns with work as an agency. The Climate Committee will hear about CMAP's Strategic Direction, how climate work is part of State and Federal legislative agendas, CMAP's resiliency plan, and the agency's greenhouse gas inventory.

The greenhouse gas inventory data will be released publicly using 2019 data. The data shows that between 2010-2019, overall greenhouse gas emissions decreased by 9%. While it is making progress, it needs to focus on decreasing the emissions by 5% annually through 2050. The agency is committed to arming partners with data and analysis to improve the environment and our health and well-being. The goal from 2050 plan is to reduce greenhouse gas emissions by 80%, relative to 2005 levels by 2050, which aligns with the Paris Agreement. Data will be on CMAP webpage: [cmap.illinois.gov/data/greenhouse-gas-inventory](https://www.cmap.illinois.gov/data/greenhouse-gas-inventory) <<https://www.cmap.illinois.gov/data/greenhouse-gas-inventory>>

At Regional Economy Committee yesterday, they discussed that the County Board Chairs are working with the City of Chicago and economic development leaders across the region to achieve consensus around regional economic development collaboration. With new funding through IJA and the climate bill, there's an opportunity to move the needle. We are stronger together.

3.0 Approval of Minutes

3.01 Minutes from May 24, 2022

[22-370](#)

Attachments: [DRAFT Climate Committee Minutes 05.24.2022](#)

Chair Durnbaugh requested a motion to approve the March 29, 2022 committee meeting minutes.

The motion was made by Member Kanner and seconded by Member Maillard.

Staff Liaison Daly called roll.

The motion carried.

Aye: Aaron Durnbaugh, Deborah Stone, Cynthia Kanner, Edith Makra, Elena Grossman, Elizabeth Kocs, Jack Chan, Jen Walling, Marcella Bondie Keenan, Martha Dooley, Mary Nicol, Raed Mansour, Thomas Maillard, and Vanessa Ruiz

Absent (NV): Naomi Davis, and Paul May

4.0 New Business

4.01 November Meeting Date

[22-369](#)

Chair Durnbaugh requested a motion to approve changing the scheduled meeting of the Climate Committee from November 22, 2022 to November 29, 2022.

The motion was made by Member Dooley and seconded by Member Koch.

Staff Liaison Daly called roll.

The motion carried.

Aye: Aaron Durnbaugh, Deborah Stone, Cynthia Kanner, Edith Makra, Elena Grossman, Elizabeth Kocs, Jack Chan, Jen Walling, Marcella Bondie Keenan, Martha Dooley, Mary Nicol, Raed Mansour, Thomas Maillard, and Vanessa Ruiz

Absent: Naomi Davis, and Paul May

4.02 Strategic Direction Update

[22-366](#)

Alex Ensign, Director of Strategic Alignment and Innovation, presented an update on the agency's Strategic Direction.

Their team held 10 internal workshops to provide feedback on the focus areas of climate, transportation, and the regional economy. The workshops were used to identify tensions and synergies across different areas and connect specific projects to approaches. These workshops along with committee feedback helped develop a revised version of the Strategic Direction. The plan is to present a draft version to committees in November and present to the Board for approval in January.

4.03 State and Federal Legislative Agenda

[22-367](#)

Attachments: [2023 Federal Advocacy Agenda Draft 2022-09-19](#)
[2023 State Advocacy Agenda Draft 2022-09-19](#)

John Carpenter, Legislative Affairs Director, opened the presentation on the CMAP State and Federal advocacy agendas. The items fall into the three categories of transportation, climate and regional economic competitiveness. The Federal focus is on seeking funding from and implementation of the Infrastructure Investment and Jobs Act (IIJA). The State focus is seeking legislation to fulfill requirements of the Regional Planning Act. The funding is typically limited to transportation, and they are seeking diverse funding to work on non-transportation initiatives.

Tim McMahon, Legislative Affairs Senior, presented the Federal agenda. Priority focus across the agenda is the successful implementation of IIJA. The transportation recommendations include increasing local access to federal funds, safe and complete streets, and sustainably funding the transportation system. The climate recommendations include increasing local access to federal funds, reducing emissions, strengthening federal

emissions standards, and a region-wide resilience plan. The regional economic competitiveness section involves inclusive economic growth, increased opportunities for comprehensive planning support and improved housing support, and mitigating impacts of increased freight movement on communities.

Kasia Hart, Legislative Affairs Senior, presented the state agenda. The transportation recommendations include funding and finance reform; promoting traffic safety, safe walking and cycling infrastructure; and innovation and transparency, which involves instituting performance-based management for IJJA implementation. The climate focus area includes regional solutions to water resource management; reducing emissions from the transportation sector and supporting local governments' efforts to reduce emissions. The regional economic competitiveness area includes local and regional tax policy; data standardization and transparency; innovative service delivery; and equity in fees, fines, and fares.

Director Carpenter discussed next steps. In September, the draft agendas were presented to the Council of Mayors, Transportation Committee, Climate Committee, and Regional Economy Committee. The updated draft will be presented to the Board in November and the final draft in January for approval. Comments from the Climate Committee are welcome.

Member Dooley asked when comments should be submitted by and to whom they should be submitted. Director Carpenter requested they be received in October and can be emailed to John, Tim, or Kasia: Jcarpenter@cmap.illinois.gov <<mailto:Jcarpenter@cmap.illinois.gov>>, tmcmahon@cmap.illinois.gov <<mailto:tmcmahon@cmap.illinois.gov>>, khart@cmap.illinois.gov <<mailto:khart@cmap.illinois.gov>>.

Member Maillard asked how a community can pursue support for a climate equity funding opportunity.

Director Carpenter said to direct those questions to Kasia.

4.04 Climate Resilience Workplan Overview

[22-368](#)

Kate Evasic, Senior Planner, presented on CMAP's climate resilience strategy. Planner Evasic discussed an overview of CMAP's climate approach that includes reducing greenhouse gas emissions, enhancing climate resilience, and sustainably managing water resources.

The Transportation Resilience Improvement Plan is the first project. The goal of the project is to develop a data-driven understanding of system vulnerability to climate change. The project includes developing vulnerability and criticality scores and integrating climate resilience into management and investment decisions. The resilience plan will outline priorities and allow the region to compete for funding from the Federal infrastructure bill.

Vulnerability and criticality are two measures of resilience. Vulnerability is based on exposure to extreme weather, sensitivity to climate effects, and adaptive capacity to cope with impacts. Criticality measures the importance of a transportation asset related to its use and operation, socioeconomic service, health and safety, and emergency preparedness. The end goal is to ensure resilience is incorporated into all work at the agency, which will be included in a Transportation Resilience Improvement Plan.

Kelsey Pudlock, Planner, presented an update of the Flood Susceptibility Index (FSI). This project is partly funded by a Senate earmark. Four years ago, CMAP developed an index for urban and riverine flooding and scored susceptibility on a score of 1 to 10. This project will refine the 2018 methodology and flood-related factors. The project will engage partners and decision makers and help to prioritize flood mitigation investments in high-risk areas.

Planner Evasic presented the Equitable Flood Resilience Investments Project. It is a one-year project funded by an earmark that has three focus areas. One focus area is engagement, which looks to hear from counties and large municipal stormwater management agencies and community partners that represent communities disproportionately impacted by climate change. The second focus area is to identify communities most impacted by flooding. The third focus area is the development of a guide to incorporate equity into decision making. The work is important for the region as basement flooding and sewer backups are getting worse. A study by CNT found that 80% of insurance payments for flooding Chicago were in communities of color.

Alexis McAdams, Analyst, presented on the Heat Vulnerability Index (HVI) Project. The project aims to build a methodology to identify areas that experience higher heat exposure and the location and density of vulnerable populations. It supports parallel HVI efforts by local partners and related CMAP projects and will include a web-based data exploration tool using an ArcGIS online map or dashboard. The HVI approach combines three elements: exposure, sensitivity, and adaptability. Exposure includes high temperatures and how the environment holds and releases heat, or the urban heat island effect. Sensitivity involves quantifying and locating sensitive populations. These populations are not inherently sensitive to heat, but rather may lack the resources or access to resources to handle high events. Adaptability describes strategies to cope with high heat in the short term and the long term. This is the hardest element to quantify and the team is looking for input from community partners. These elements will be put together into a scoring system yet to be identified.

Planner Evasic presented on the internal project to integrate resilience into planning practices. The project will develop and share climate resources throughout the agency, identify changes to internal processes, and update an existing technical assistance climate guide.

Member Kanner asked how CMAP is incorporating local efforts, such as local food production, into the climate focus area and how the health of our watersheds is incorporated into the plan.

Planner Evasic said local food was included in the GO TO 2040 plan and less so in the ON TO 2050 plan. It is not reflected in CMAP's resilience work. The projects are regionally focused but they are always looking to ground it into what is happening locally.

Staff Liaison Daly noted that how to focus on localism is a good strategy for resilience. We want to encourage local food systems among our partners. He can share information with Member Kanner on current efforts including the American Farmland Trust and Illinois Association of Regional Councils. It's part of the conversation in the region, even if CMAP is not actively pursuing this topic.

Member Mansour discussed non-government community resilience hubs, which are becoming more common, and can be more desirable than a government cooling center. He hopes CMAP can attend a research sharing. Other organizations have developed HVI prototypes using health data such as high blood pressure as a risk factor. The City of Chicago is looking at this using death certificates. Regarding the FSI presentation, it is part of many indicators Chicago uses to help identify tree planting locations.

Member Makra asked Member Mansour to expand on the community cooling center.

Member Mansour said examples use existing infrastructure that are not traditionally used as cooling centers. The facility can have knitting classes and video games and include other activities and resources so you don't just sit in a folding chair. The community hub would provide more than just a cooling center.

Member Makra stated that it may not be the government approach, but maybe public agency such as a park district could provide these activities, which could make a public sector approach more appealing. She asked staff if they could talk more about potential technical assistance or federal funding available for communities for heat response planning and action.

Planner Evasic noted that the Healthy Streets Program has funding for tree assessments to identify where tree plantings are most needed and is a national grant program. We can look at potential interest to pull together assessments for several municipalities. We are continually trying to expand our funding and this applies to the climate work.

Member Grossman said social connectedness and mental health are missing from vulnerability assessments. She asked if CMAP is seeking out local thoughts from identified vulnerable communities to see what they feel are threats as it relates to heat and flooding?

Planner Evasic said they are doing this for the FSI by talking to community groups. Heat is an area that is focused on in the index, but the next step is to do similar work to speak with community members.

Member Bondie Keenan asked about the GHG emissions dashboard. We need to reach net zero emissions by 2050 to avoid the worst of climate change impacts, which is a far step from the identified 20% reduction. Would CMAP consider revising goals to reflect this?

Planner Nora Beck said they have been looking at updating the indicator. There is a Regional Transportation Emissions Reduction Project that is just launching to investigate this further to identify strategies.

Vice Chair Stone commented on the resilience hubs idea. She noted that it is not so much whether it is public or private but who is in the driver's seat in saying where the location should be. An example would be for Cook County to move away from the County courthouse and resources are spent to get people there. It could be located in a community-based location with all the supplies and as people go there on a day-to-day basis they would know they could go there for a cooling center if the need arises.

5.0 Committee Member Updates

Member Bondie Keenan reported that the Village of Oak Park adopted a Comprehensive Sustainability and Climate Plan. Sets a goal for a net zero by 2050 and a 60% reduction by 2030. They also declared a climate emergency and are putting money toward more vulnerable community members.

Member Grossman announced that the UIC School of Public Health in partnership with the Metropolitan Mayors Caucus are starting a Climate and Health Institute. She also updated the committee on a Department of Energy Community Research on Climate and Urban Sciences (CROCUS) grant that is studying climate change, climate resilience, and environmental justice on a neighborhood scale.

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.

Garland Armstrong commented that CMAP should ensure the disability community are involved and made

aware of the issues being faced by climate issues.

Staff Liaison Daly noted that there was an ADA presentation to the Regional Economy Committee yesterday and it is a great place to start to understand the work CMAP is doing.

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

09:07:40 - Member Grossman: Hi Everyone. I missed roll call. Sorry I am late, but I am here.

09:08:12 - Staff Liaison Daly: Welcome, Elena

09:08:40 - Member Ruiz: Good morning, Brian I just called you as I couldn't find the link, please disregard I am here!

09:08:59 - Staff Liaison Daly: Thanks, Vanessa! Welcome.

09:32:49 - Vice Chair Stone: Naomi having trouble logging in can someone on staff help her>

09:33:16 - Member Maillard: Where would you like comments emailed?

09:34:25 - Senior Specialist, McMahon, CMAP : tmcmahon@cmap.illinois.gov for federal khart@cmap.illinois.gov <<mailto:khart@cmap.illinois.gov>> for state
Thank you all!

09:35:11 - Analyst Ehlke: Deborah - I'll reach out to Naomi to see if we can get her logged in

09:53:42 - Member Mansour: Kelsey, CDPH uses the FSI as one of the indicators to identify priority communities for tree planting to improve urban canopy.

09:55:01 - Planner Pudlock: Raed, that's great to hear! I'll follow-up with you to learn more.

10:02:36 - Member Mansour: Great work Alexis, hope to get your input on our plan for a public health based HVI.

10:05:44 - Member Bondie Keenan: What are the 2030 and 2050 GHG reduction goals?

10:06:52 - Planner Beck: Marcella, here's a link to our current GHG indicator:
<<https://www.cmap.illinois.gov/2050/indicators/greenhouse-gas-emissions>>

10:09:12 - Vice Chair Stone: Reid, Cook County is working with some local communities on Resilience Hubs pilots

10:09:55 - Member Makra: Raed, please better explain the approach of the Community Resilience Hub

10:14:30 - Analyst McAdams CMAP: Thanks Raed! You're right that the detailed health risk factors are missing from our analysis and that is a drawback of our approach, but I'm glad someone in NE IL is looking into this! Looking forward to catching up soon to compare notes on our HVI approaches

10:15:11 - Member Mansour: Exactly, to expand the definition - agree.

10:15:56 - Member Mansour:

<https://www.theguardian.com/us-news/2022/sep/23/california-extreme-heat-resilience-centers>

10:19:01 - Member Mansour: Elena, the DPI prototype HVI takes into account Mental Health too. I'll loop back to you on this.

10:20:17 - Member Grossman: Thanks, Raed

10:22:37 - Member Mansour: Summary of the recent project award for working on extreme weather (heat and flooding) that has not started yet:

<https://buffett.northwestern.edu/research/global-working-groups/defusing-disasters.html>

10:23:33 - Planner Pudlock: Raed, thanks for sharing

10:24:21 - Member Grossman: There is also a lot of research that there is a lot of stigma around going to cooling centers so rethinking and reimagining them is a great idea

10:25:34 - Member Makra: Marcella, I know you are familiar with the emissions reduction targets established in the Climate Action Plan for the Chicago Region. There are detailed targets tied to objectives beginning on page 25.

<https://mayorscaucus.org/wp-content/uploads/2021/12/Climate-Action-Plan-For-the-Chicago-Region-2021-by-MMC-NOAA.pdf>

10:26:28 - Director Ensign: Congratulations on the Oak Park plan, Marcella! I was impressed both with the content and how well it was presented through a StoryMap.

10:26:53 - Member Makra: The four municipalities working in the Climate and Health Institute include Waukegan, Aurora, Chicago Heights, and Hanover Park.

10:28:40 - Member Bondie Keenan: Edith, the regional plan makes a good point that innovation is needed to address the remaining 20% I will say that the IPCC indicates that the net zero goal is, in a sense, non-negotiable. Perhaps the region can be a force in driving the needed innovation, and CMAP can have a role in that.

10:30:17 - Member Makra: Here is the announcement of the Community Research on Climate and Urban Science (CROCUS) led by Argonne. We are proud to be a part of the project. <https://www.anl.gov/crocus>

10:34:08 - Member Mansour: Thank you!

10:34:16 - Member Grossman: Thank you!

10:34:17 - Member Makra: Thanks

8.0 Next Meeting

Following approval of item 4.01, the next meeting will be Tuesday, November 29, 2022.

9.0 Adjournment

Chair Durnbaugh adjourned the meeting at 10:34 a.m.

Respectfully submitted,

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



MEMORANDUM

To: Climate Committee
From: CMAP Staff
Date: November 29, 2022
Re: 2023 Climate Committee Schedule
Action: Approval

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

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

Proposed Committee Meeting Structure

The quarterly meeting structure facilitates the Committee's work by focusing on CMAP's climate goal to be "a region that takes action to mitigate and adapt to the effects of climate change and preserves high-quality water resources." Quarterly meetings will be organized by thematic objectives to achieve this goal.

Meeting Schedule

The Climate Committee of the Chicago Metropolitan Agency for Planning will convene at 9:00 a.m. at the Chicago Metropolitan Agency for Planning, 433 W. Van Buren Street, Suite 450, Chicago, Illinois, to conduct its regular meetings during calendar year 2023 upon the following dates:

January 24
April 25
July 25
October 24

MEMORANDUM

To: CMAP Transportation, Regional Economy, and Climate Committees

From: CMAP Staff

Date: November 9, 2022

Subject: Conclusion of Mobility Recovery and plans for upcoming transit system report

Purpose: Presentation on the agency's Mobility Recovery initiative, including a preview of the project's final recommendations and a review of CMAP's ongoing work to prepare for the development of the transit system report required by the Illinois General Assembly. The presentation will include an overview of potential opportunities for members of CMAP's working committees to engage in the report development process.

Action Requested: Discussion

In mid-2020, at the request of the region's seven County Board Chairs and the City of Chicago's COVID-19 Recovery Task Force, the Chicago Metropolitan Agency for Planning (CMAP) initiated a project to plan for the durable, medium- to long-term transportation challenges prompted or worsened by the COVID-19 pandemic. Through this project, referred to as the Mobility Recovery initiative, CMAP and stakeholders have worked together to understand these challenges and develop strategies for the region in response.

After two years of work, the Mobility Recovery effort is approaching its conclusion. This memo provides an overview of the anticipated final project recommendations, which include strategies to invest in a stronger and more financially secure transit system, to encourage safe and active travel, and to balance the impacts and benefits of increased freight and e-commerce activity.

CMAP is now planning for its upcoming work to advance these recommendations. As required by [Public Act 102-1028](#), CMAP is preparing to develop and submit a report of recommendations to the Governor and General Assembly of the State of Illinois on several topics related to the transit system of northeastern Illinois. This work will leverage the recommendations of the Mobility Recovery initiative, as well as other relevant efforts such as the RTA's strategic plan. The scope, timeline, and approach are outlined below.

Mobility Recovery initiative

Project background

The COVID-19 pandemic significantly reshaped the ways people and communities travel in the region, creating durable shifts in the number of people using the transportation system, as well as when and where they take their trips.

Travel patterns changed nearly overnight in March 2020, as residents adjusted to restrictions, closures, remote work, and online learning. In the pandemic's early months, compared to pre-COVID levels, car travel fell by nearly 50 percent, congestion by 40 percent or more, and regional transit ridership by as much as 80 percent, resulting in higher travel speeds and more traffic deaths on our roads.

Over the last two years of the region's recovery, much of that travel has resumed. However, the transportation system will need to accommodate new and different demands moving forward. For example, transit ridership remains well below 2019 levels, in part because more regional workers will continue to work remotely, at least part of the time, compared to pre-pandemic levels. But the transit system remains critical to the region's broader success. Residents, visitors, and regional businesses rely on the mobility and accessibility the system enables – for trips to work, to school, to healthcare, and so much more. Without sufficient fare revenue, transit services oriented around peak commute times need funding alternatives that ensure frequency, reliability, speed, and safety for all riders. To ensure the transportation system continues to provide access to opportunities throughout the region, officials must plan for a system that is operationally and financially resilient to these shifting demands.

While transit ridership has continued to regrow, trips by personal vehicles have already returned to near or above pre-pandemic levels. But many of those trips are now happening at different times, with fewer trips during the traditional “rush hour” and more spread out throughout the day. They are also happening in new places, with more trips based around the home and fewer around a place of work – leading to new demands for travel, including on active and sustainable modes, in communities throughout the region. And for some types of vehicles, like trucks, vehicle volumes quickly **exceeded** pre-COVID levels early in the pandemic, reflecting the significant increase in freight activities like e-commerce. While there are economic benefits to this activity, and to the region's broader role as the freight hub of North America, it comes with tradeoffs including increased emissions and impacts to air quality.

Based on these factors, CMAP embarked on developing a plan using research and data analysis along with stakeholder input to develop recommended strategies that address these transportation challenges.

Project approach

Over the last two years, staff and consultants have worked to develop a plan for the region to overcome the mobility challenges posed or exacerbated by the pandemic. This work included:

- Extensive stakeholder engagement through a steering committee and engaging the Transportation Equity Network (TEN)
- Policy research on relevant efforts in U.S. and global peer regions

- Travel modeling and assessment of shifts in transportation, travel patterns, housing, employment, and hybrid and remote work, including implications for congestion, emissions, and transportation system finances
- Development of recommendations for how the region should act in response to these shifts

Stakeholder Engagement

To guide the project, CMAP convened a steering committee of regional stakeholders from more than 30 organizations representing transportation agencies, the region’s transit service providers, the CMAP Board, counties, municipalities, civic groups, and advocacy organizations. The steering committee provided insights into the region’s needs, reacted to technical research, and offered guidance on implementation and solutions toward recovery from the pandemic. In addition to regular meetings, staff also met with steering committee members in one-on-one or small group discussions regularly over the project to gather additional feedback.

Six steering committee meetings
 2021: February, March, November
 2022: February, July, October

CMAP also recognized the importance of engaging directly with representatives of community groups in this work. To gather this feedback and input, staff also regularly met with members of the [Transportation Equity Network \(TEN\)](#). TEN members participated in five focus group events to help the CMAP and consultant team prepare for steering committee events and two large group workshops in April and August of 2022. Members shared firsthand accounts of how the pandemic had influenced their communities, articulated their expectations for change, and provided feedback on potential recovery policy and project recommendations. They also reiterated a consistent message that returning to the status quo would not be sufficient.

What is TEN?
 A coalition of community groups, equitable transportation advocates, civic organizations, and other stakeholders whose mission is to work with decision makers to embed racial equity and mobility justice into transportation through community-driven decisions and investments.

Report recommendations

This memo summarizes the report’s recommendations and supporting strategies (which fall into three broad categories). The final report will be published this fall and include additional details, context and visualizations presenting the rationale for their implementation.

Category	Recommendations
Invest in a stronger and more financially secure transit system	<p><i>Enable faster and more reliable bus service</i> Accelerate the installation of bus priority infrastructure; enable automated camera enforcement for bus lanes; support bus priority projects through increased staffing capacity</p> <p><i>Develop a more integrated and affordable transportation system</i> Integrate regional fare and transfer structures; improve integration between transit and complementary modes; fund and implement subsidized fares for travelers with limited incomes</p> <p><i>Identify and enacting new revenues for transit</i> Support public transit with new or additional revenues from the road system; consider broadening the state sales tax base; pursue additional reforms to increase public transit funding at the state level; reform the farebox recovery ratio requirement</p>
Enable expanded travel by safe and active modes	<p><i>Invest in infrastructure that increases the safety and attractiveness of active and sustainable modes</i> Promote the adoption of complete and safe streets; enable local camera enforcement for speeding and bike lane obstruction; build continuous networks of bike lanes, sidewalks, and paths</p> <p><i>Update development regulations and land use to reflect changing travel demand and make active and sustainable modes realistic choices</i> Pursue transit-oriented redevelopments of underutilized surface parking lots; incentivize transit-supportive land use and development in proximity to existing transit nodes</p>
Balance the benefits and impacts of e-commerce and other freight activity	<p><i>Accelerate the electrification of freight systems</i> Facilitate the electrification of freight vehicles in vulnerable communities; advance state regulations to accelerate electrification at a regional scale</p> <p><i>Work with employers to increase options for employee commutes</i> Promote transportation demand management (TDM) strategies and other investments that connect regional residents to warehousing, TDL, and other hard-to-access job opportunities; develop more comprehensive state and local requirements or incentives that promote access to regional opportunities</p>

Next steps

CMAA is now planning for subsequent work to advance the recommendations outlined above, both through its own activities and collaboration with regional implementers.

Staff anticipate that the bulk of the agency’s efforts on these topics in FY23 will be to implement the recommendations that relate to region’s transit system, specifically through the

development of the transit system report required by the Illinois General Assembly. This focus is reflective of the importance of the regional transit system to all of CMAP's goals, as well as the magnitude of the challenge facing the system. As that work proceeds, CMAP will continue to identify opportunities to advance all the recommendations outlined above, including through its funding programs, regional coordination, and preparation for the next regional planning process.

Transit system report

Project background

As required by [Public Act 102-1028](#), CMAP is now preparing to develop and submit a report of recommendations to the Governor and General Assembly of the State of Illinois on several topics related to the transit system of northeastern Illinois. The Act requires that the report will address changes to the recovery ratio, sales tax formula and distributions, governance structures, regional fare systems, and any other changes to State statute, Authority, or Service Board enabling legislation, policy, rules, or funding that will ensure the long-term financial viability of a comprehensive and coordinated regional public transportation system that moves people safely, securely, cleanly, and efficiently, and that supports and fosters efficient land use.

The report must also consider recommendations related to racial equity, climate change, and economic development, as well as the RTA's own strategic planning work. In addition, the Act requires that the report development include meaningful public engagement and the support of a steering committee composed of "representatives of business, community, environmental, labor, and civic organizations." Finally, the report must be approved by CMAP's Board and MPO Policy Committee prior to submission to the Governor and General Assembly on or before January 1, 2024.

In developing the report, staff and steering committee members will draw from the extensive body of work conducted on these topics in recent years, including the Mobility Recovery effort outlined above. Other inputs will include but will not be limited to:

- Invest in Transit and the RTA's ongoing strategic planning efforts
- COVID response efforts underway at CTA, Metra, and Pace
- Relevant prior CMAP work, such as Equity in Transportation Fees, Fines, and Fares
- Recommendations and principles from ON TO 2050

Project approach

CMAP is actively putting together an approach and team that can deliver the information requested on the timeline required by the State. CMAP will manage the overall project, coordinating as needed between consultants, staff, and stakeholders.

The development of the report will be guided by a steering committee, members of which will also serve on one of three topical working groups. More details on the content to be addressed by each of the three working groups is available in the "Anticipated deliverables" section below. CMAP staff are currently reaching out to potential steering committee members to round out membership within the three topical working groups.

Steering committee members will engage with CMAP staff, consultants, public sector subject matter experts, and the results of the public engagement process as they develop project recommendations.

CMAP staff will also ensure that both steering committee members and other regional stakeholders are kept apprised of the project's overall progress. In addition to the steering committee process, this will include regular presentations to CMAP's MPO Policy Committee, Board, and working committees, as well as other venues as needed (such as the RTA Board).

Additionally, CMAP will conduct meaningful public engagement as part of the report development process. Staff anticipate that this will include engagement with the public and community organizations via a public opinion survey, the CARE program, focus groups, and/or other techniques to be determined.

Anticipated deliverables

Project deliverables will include:

1. An approved report of recommendations to be submitted to the Illinois General Assembly that provides solutions to the immediate crisis in ways that also address longstanding problems. The report will set the context of the challenges facing the system and the consequences of inaction. The report's recommendations will give special attention to areas where the state has an important role in addressing these challenges, although areas of combined state and regional action will also be included. Topics to be explored within each working group will likely include:
 - a. **Defining the system we want (WG1)**, including
 - i. How to provide seamless transfers and affordable access across modes such as changes to the fare structures and transfer discounts,
 - ii. Investing in faster, more frequent, and more reliable bus service, and
 - iii. Incentivizing transit-supportive land use in the context of existing transit nodes, in support of ongoing preliminary conversations about regional rail
 - b. **Identifying how to pay for such a system (WG2)**, including
 - i. New revenues, such as a broader state sales tax base, new revenues from the road system, state funding reforms, and/or others
 - ii. Operational savings, such as assessing the cost implications of investments identified in WG1, and
 - iii. Maximizing the value of existing resources, including strategies to rebuild ridership and its associated fare revenue and other input into future fare revenue policies
 - c. **Determining how to implement this system (WG3)**, including:
 - i. Changes to governance and funding distribution necessary to support recommendations identified in WG1 and WG2
 - ii. Any other changes necessary to implement identified solutions
2. A steering committee that is highly engaged and prepared to champion recommendations
3. An approach to advancing identified recommendations alongside regional partners, including any required legislative, communications, or coordination activities

Timeline

Activity/Milestone	Timing
Complete scoping, procurement, and project planning	July – Dec. 2022
Engage Board, MPO Policy Committee, and working committees in project planning	Oct. 2022 – Dec. 2022
Milestone: Convene steering committee	Jan. 2023
<ul style="list-style-type: none"> • Hold steering committee and subcommittee meetings • Provide regular updates to the Board, MPO Policy Committee, and working committees • Conduct public engagement • Develop and finalize recommendations through the steering committee process, leveraging CMAP staff and consultant support 	Jan. – Sept. 2023
Milestone: Board and MPO approve report content	Oct. 2023
<ul style="list-style-type: none"> • Complete design of report document (if needed) • Socialize recommendations with potential champions and involved parties (e.g., members of the ILGA, state officials, regional stakeholders) 	Nov. – Dec. 2023
Milestone: Finalize and submit report to legislature	On or before Jan. 1, 2024