



CLIMATE

MEETING MINUTES - FINAL

Tuesday, March 29, 2022

9:00 AM

Please join from your computer, tablet, smartphone, or phone.

<https://us06web.zoom.us/j/88360583558>

Dial in: (312) 626 6799, Meeting ID: 883 6058 3558

1.0 Call to Order and Introductions

Chair Durnbaugh called the meeting to order at 9:04 a.m.

Present: Aaron Durnbaugh, Deborah Stone, Cynthia Kanner, Edith Makra, Elena Grossman, Elizabeth Kocs, Jack Chan, Marcella Bondie Keenan, Martha Dooley, Mary Nicol, Naomi Davis, Raed Mansour, Ted Penesis, Thomas Maillard, and Vanessa Ruiz

Excused: Paul May

Absent: Jen Walling

Non-Voting: Stacy Meyers

Staff Present: Brian Daly - Climate Committee Liaison, Jaemi Jackson - Climate Committee Liaison, Erin Aleman, Sema Abulhab, Carolyn Back, Nora Beck, Austen Edwards, Ryan Ehlke, Alex Ensign, Kate Evasic, Jane Grover, Amy McEwan, Tim McMahon, Jason Navota, Jarod Patton, Jamie Pew, Stephane Phifer, Kelsey Pudlock, Blanca Vela-Schneider, Laura Wilkison

Others Present: Eric Czarnota, Kendra Johnson - NWMC, Kris Murphy, Carolyn Schofield, Joe Surdam, Phone Number 515.423.7567, Phone Number 936.304.8549, Phone Number 847.705.4627

2.0 Agenda Changes and Announcements

Staff provided virtual meeting logistical announcements for the zoom platform.

Staff Liaison Daly called roll.

2.01 Requests for agenda changes

[22-159](#)

There were no requests for agenda changes.

2.02 Executive Director's Announcements

[22-150](#)

Director Aleman welcomed committee members and asked them to introduce themselves and name one thing they are looking forward to in the spring.

Committee members and staff liaisons introduced themselves and discussed spring plans.

Member Elena Grossman joined at 9:09 a.m.

Member Vanessa Ruiz joined at 9:11 a.m.

Director Aleman provided a review of CMAP's function, including transportation programming, research and innovation, policy development, planning resources, and civic coordination.

3.0 Approval of Minutes

No minutes were approved as this is a new committee.

4.0 New Business

4.01 CMAP's Strategic Direction and the Committees

[22-156](#)

Attachments: [4.1 Climate Strategic direction and committees presentation 2022-03-29](#)
[Climate Committee by-laws 2022-01](#)

Staff Liaison Jackson walked the committee through a presentation that outlined the strategic direction of the organization and the roles and duties of the Climate Committee members. The presentation briefly reviewed the workplan and meeting schedule. Liaison Jackson noted that future meetings may take place in-person dependent upon the status of the Governor's disaster declaration.

4.02 2022 Climate Committee work plan and schedule

[22-149](#)

Attachments: [4.2 2022 Climate Committee work plan and schedule](#)

Chair Durnbaugh requested a motion to approve the 2022 Climate Committee work plan and schedule. The motion was made by Member Dooley and seconded by Member Penesis. Staff called a role. The motion carried by the following votes:

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

Excused: Paul May

Absent: Jen Walling

Non-Voting: Stacy Meyers

4.03 Strategic Direction Approaches and Measures

[22-158](#)

Attachments: [4.3 Climate Committee Strategic Direction Memo](#)

CMAP staff member Ryan Ehlke introduced the Strategic Direction Climate Focus Area for discussion and provided discussion ground rules. Ehlke stated the climate goal as: "A region that takes action to mitigate and adapt to the effects of climate change and preserves high-quality water resources." The goal includes three objectives, including: "Greenhouse gases from transportation reduced", "Network more resilient against flooding and extreme weather", and "Water resources protected and sustainably managed."

Ehlke reviewed the Theory of Change framework, which explains how our actions are causally linked to the outcomes we create. It is a way of seeing cause and effect in our activities. He provided an example of a goal, objective, and IF, AND, and THEN statement.

Staff Liaison Jackson walked the Committee through the first approach to Objective One: "Reduce the Transportation system's greenhouse gas (GHG) emissions."

Member Dooley asked what are the transportation methods? Staff noted that this can include all types of vehicles.

Member Bondie Keenan asked who are the implementers?

Staff responded that they could be municipal partners and other agencies and organizations.

Mr. Megquier discussed the theory of change and suggested to add a line under the THEN to include what we assume to be true, because faulty assumptions can derail the IF/THEN process.

Executive Director Aleman noted that there are lots of indicators from the ON TO 2050 plan that support the objectives. This exercise is trying to figure out a bite-size approach to operationalize the plan.

Chair Durnbaugh asked about the timeline of the approaches we are discussing.

Member Nicol asked when we say transportation mitigation, are we talking about VMTs? This is something we need to spell out a bit more.

Member Kocs said she likes the idea of including assumptions. We should identify geographic areas that should be targeted to reduce emissions and the objective should indicate prioritization rather than making it implicit.

Member Penesis asked why we are limiting the discussion to the transportation system rather than including energy and industrial complexes. Several specific geographic areas experience environmental justice issues from a variety of emissions sources.

Staff responded that CMAP is thinking about those sources, but recognizes it has the greatest leverage around the transportation system.

Member Bondie Keenan said the framework doesn't capture reality of how decisions are made, particularly at municipal level. Needs to be something besides data and modeling. More about the political will. How does CMAP move the needle?

Mr. Megquier suggested that AND should include a critical number of implementers in prioritized communities. For example, the assumption that if 5 communities come forward, then we would reach the THEN statement. This will require a critical number of communities.

Member Kanner noted that this is just a start. She said we are going to be digging into this more to connect this. And filling in the dots. She discussed her organization's role as an implementer as an example of the kind of effort the committee can connect across the region.

Member Makra said that in respecting that CMAP is not an advocacy organization we should add something about a vision and include convincing evidence to make a strong case for participation.

Member Mansour said he is stuck on the objective and said we need to ask why are we reducing emissions? The objective doesn't get to goal of public health equity. It alludes to quality of life, but needs to connect it to goals

Vice-chair Stone said it would be helpful to go through some of the other objectives and then come back. Focus is on only GHG, but land use and economic development issues are key to climate. It would be helpful to see how other approaches address those topics

Director Aleman noted that CMAP wants to provide a bite-size approach. What is CMAP's role? CMAP will take comments on the full set of objectives over the coming weeks.

Chair Durnbaugh said that this is a nearer-term set of actions.

Member Dooley liked the statements generally, but for measurements there should be reporting on a local level to allow local partners to report their progress, gain buy-in from elected officials, and promote their successes. On the community level we should provide GHG emissions data, then be able to track and report improvement. One measure could track the number of communities that have policies to reduce GHG and reduction of VMTs.

Member Makra reiterated possible performance measures to track reduction of GHGs and VMTs.

Member Grossman asked if there could there be an additional column. The first could list activities, the second short-term and medium-term outcomes and measurements, then a third column with long-term goals. This format would tie measurements to a long-term vision.

Member Bondie Keenan said staff should look at how to message these approaches to implementers. Implementers don't always connect to GHGs but may connect to other measures. Data should be presented in a more holistic way that can be packaged for different audiences. Communities can benefit from a consistent approach to modeling GHG emissions, including being able to pull out freight data separately. A big way CMAP can make a difference is in land use planning. Another metric may include the amount of sprawl or number of greenfields that were urbanized.

Member Chan said to look at measuring data at a local or municipal level, which is important in calibrating emissions models. How can monitoring can be achieved in the region?

Member Dooley asked if it is possible to look at different metrics for different partners, such as local communities and for mass transit. Some partners are looking to do fleet transition plans. How many are taking advantage of funding coming available thru IJJA?

Chair Durnbaugh said he thinks about different metrics for different purposes. Some show what you're trying to do (leading indicators), and some show you're making an impact (lagging indicators).

Member Kanner said it is great to know where we're at. What's the baseline. Schools should be part of this as they electify their school buses. Where are they starting from?

Member Naomi Davis joined at 10:23 a.m.

Liaison Jackson asked if there was any further comments. Hearing none, she passed the discussion to Brian Daly.

Staff Liaison Daly walked the Committee through the second approach to Objective One: "Reduce the Transportation system's greenhouse gas (GHG) emissions."

Mr. Megquier wanted to consider what assumptions are these based on. He suggested there needs to be clarity on what is the problem we are looking to solve. Not all will agree. He noted that it feels like

jumping in the middle without knowing where we started and where we're trying to get to. Who are the audience that we need to engage to be successful at implementing these objectives?

Liaison Daly suggested for the AND statement, identifying whom to coordinate solutions with and whom to support. Tying objectives explicitly to ON TO 2050 can help frame them.

Member Penesis said it should be looking at the bigger picture and asked if we can expand the AND to "encourage" the use of electric vehicles. Encouraging government entities to purchase electric vehicles. Again, who are our audiences? Local elected officials? Or state elected officials to make state laws?

Member Nicol asked how are you defining "equitable."

Liaison Daly agreed there needs to be defining at the onset and defining throughout the process.

Member Makra said she is not seeing a flow from IF to AND and THEN. Is beneficial electrification enabled or are emissions reduced? The THEN may be over-promising.

Liaison Daly said EVs are part of a suite of tools. We don't want it to get lost.

Member Dooley asked what do EVs do for the overall energy consumption, outside of GHG reduction. Should that be part of what we're measuring?

Member Kocs said we need to clarify the goal then add a transportation component. With regard to the equity definition, we need to say here are the assumptions, and that we're only focusing on transportation and not focusing on other industries. Use the data that we have to better understand the role of transportation emissions in the region.

Member Davis said she heard there is still new investment in diesel transit and that clean energy buses are being deployed in whiter and wealthier neighborhoods. We need to get to recommendations that avoid these things from repeating. What kind of incentives and decision-making criteria are out in the marketplace? There is equity lip-service and equity built into policies.

Liaison Daly said the AND statement could be expanded to procurement. He acknowledged items in the chat:

Naomi Davis: FACT FINDING -- I hear a rumor that City of Chicago just spent ?\$60M on a new fleet of diesel powered buses. Is this true? Also hearing that clean energy buses are deployed in whiter/wealthier neighborhoods. Is this true?

Marcella Bondie Keenan: I believe CTA has one zero-emission bus running along Chicago Ave, which includes the West side.

Chair Durnbaugh: CTA's bus electrification roadmap:

[https://www.transitchicago.com/cta-unveils-first-ever-roadmap-for-conversion-to-an-all-electric-bus-system-by-2040-/](https://www.transitchicago.com/cta-unveils-first-ever-roadmap-for-conversion-to-an-all-electric-bus-system-by-2040/) Does PACE have a similar report?

Mary Nicol: CTA has 6 busses running on the #66 Chicago route

[https://www.transitchicago.com/cta-unveils-new-electric-buses-as-part-of-citys-green-initiatives-/](https://www.transitchicago.com/cta-unveils-new-electric-buses-as-part-of-citys-green-initiatives/)

Elizabeth Kocs: CTA has 9 electric buses in service in 2021, with 14 more coming online in 2022

Mary Nicol: I believe the roadmap gets into the transition timeline and purchases. But yes, their plan include diesel purchases to fill the gap

Member Nicol said the CTA is trying to go all electric, but there is a financial gap between diesel and electric bus costs.

Member Grossman discussed measuring equity. There are a number of existing climate and equity indices and we should look at existing indices. The NAACP and other cities have created their own. There are lots of existing resources to tap into to include in the measurements.

Mr. Megquier said he was not sure if CMAP can influence in this area. The a difference between diesel and electric is not just a financial cost but also an environmental cost. This should be considered in the measurement of the full cost.

Chair Durnbaugh said that CMAP has role in transportation funding. Resources are great but requirements can help move us forward.

Member Penesis reiterated the question of our audience. Federal government comes into play and the cost to buy charging systems is out of the price range of some local municipalities and individuals. There could be a possible pilot project.

Member Kanner asked how to connect all the communities in IF and AND statements. They should bring connectivity and access to all the communities. This is the key to improving lives of all.

Staff member Ehlike ended the discussion with a short closing presentation. He noted that Climate Committee Members would be provided a survey to provide additional input. Surveys are due to CMAP staff on April 13, 2022.

5.0 Other Business

There was no other business before the Climate Committee.

6.0 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.

Liaison Daly said no public comments were received prior to the meeting. He acknowledged that there was a comment in the chat box from an Iowa area code number that suggested Illinois should have a recycling deposit to keep it clean. There was no additional public comment received.

7.0 Next Meeting

The next meeting will be May 24, 2022, at 9:00 a.m.

Chair Durnbaugh noted that the next meeting would be on May 24, 2022.

8.0 Adjournment

At 10:52 a.m., Chair Durnbaugh adjourned the meeting.

Respectfully submitted,

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