



**CLIMATE COMMITTEE**

**AGENDA - FINAL**

Tuesday, September 27, 2022

9:00 AM

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

**<https://us06web.zoom.us/j/89888197226?pwd=ZE9DRlJMYXZCNmdTc0FYTFJ4OG9pZz09>**

**TO USE YOUR TELEPHONE**

**Meeting ID: 898 8819 7226**

**Passcode: 866298**

**One tap mobile**

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**1.0 Call to Order and Introductions**

**2.0 Agenda Changes and Announcements**

**2.01 Requests for agenda changes**

**[22-441](#)**

ACTION REQUESTED: Information

**2.02 Executive Director's announcements**

**[22-442](#)**

ACTION REQUESTED: Information

**3.0 Approval of Minutes**

**3.01 Minutes from May 24, 2022**

**[22-370](#)**

ACTION REQUESTED: Approval

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

**4.0 New Business**

**4.01 November Meeting Date**

**[22-369](#)**

PURPOSE & ACTION: Reschedule the November 22, 2022 meeting date to November 29, 2022 due to member availability.

ACTION REQUESTED: Approval

**4.02 Strategic Direction Update**

**[22-366](#)**

PURPOSE & ACTION: CMAP staff will provide an update on development of the agency's Strategic Direction, including approaches and objectives of the Climate focus area.

ACTION REQUESTED: Discussion

**4.03 State and Federal Legislative Agenda****[22-367](#)**

PURPOSE & ACTION: CMAP staff will update the committee on relevant legislative activities and bill actions in the Illinois General Assembly and United States Congress.

ACTION REQUESTED: Discussion

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

**4.04 Climate Resilience Workplan Overview****[22-368](#)**

PURPOSE & ACTION: CMAP staff will review and lead a discussion of the agency's approaches to its climate resilience goals. Topics will include the Resilience Improvement Plan for the regional transportation system, updating the Flood Susceptibility Index, and incorporating equity in flood resilience investments.

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 4.01, the next meeting will be Tuesday, November 29, 2022.

**9.0 Adjournment**



## CLIMATE COMMITTEE

### MEETING MINUTES - DRAFT

Tuesday, May 24, 2022

9:00 AM

Please join from your computer, tablet or smartphone.

Join Zoom Meeting: <https://us06web.zoom.us/j/2774540445?pwd=TI4SE9xOUFPRnBuRGJFbnBXQ2JQZz09>

Meeting ID: 277 454 0445

Passcode: 939432

#### 1.0 Call to Order and Introductions

Chair Durnbaugh called the meeting to order at 9:08 a.m.

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

**Staff Present:** Brian Daly - Climate Committee staff co-liaison, Jaemi Jackson - Climate Committee staff co-liaison, Erin Aleman, Amy McEwan, Sema Abulhab, Carolyn Back, Sarah Buchhorn, Ryan Ehlke, Alex Ensign, Jane Grover, Julia Hage, Kasia Hart, Alexis McAdams, Tim McMahan, Martin Menninger, Jason Navota, Jared Patton, Yousef Salama, Elizabeth Scott, Leo Torres, Jennie Vana, Blanca Vela-Schneider

**Others Present:** Michael Fricano - Central Council of Mayors, Richard Greenfield - MWRD, Marla Kindred - Jacobs Engineering, Collin Pearsall, David Powe - Active Transportation Alliance, Robert Israel, Phone Number 979.540.7395, Phone Number 630.327.4193, Phone Number 847.705.4627

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, Mary Nicol, Naomi Davis, Raed Mansour, Stacy Meyers, Ted Penesis, Thomas Maillard, and Vanessa Ruiz

**Absent:** Martha Dooley, and Paul May

#### 2.0 Agenda Changes and Announcements

##### 2.01 Requests for agenda changes

[22-233](#)

There were no requests for agenda changes.

Staff Liaison Daly reminded members that if they are unable to attend committee meetings then can send a substitute. However, the substitute will not be able to vote on any matters.

Chair Durnbaugh requested committee members complete the Open Meetings Act training if they have not done so already.

Staff Liaison Daly noted that if a committee member has any challenges with the Open Meetings Act training website, they can reach out to staff for assistance.

## 2.02 Executive Director's announcements

[22-234](#)

Director Aleman said her goal is to attend every committee meeting as often as possible to provide insights on the other committees and the board and allow the opportunity have discussions.

Director Aleman provided an update on the ON TO 2050 Plan update. The plan update is slated for approval in October. The plan is still built upon the core values of inclusive growth, resilience, and prioritized investment, and takes into account what has changed since it was adopted in 2018. The update meets federal requirements and updates data to make adjustments to the regionally significant projects and the financial plan given new economic projections and funding.

Director Aleman discussed new economic development tools and coordination with county-level efforts. She touched upon the Americans with Disabilities Act (ADA) program and introduced Linda Mastandrea as the new director.

Member Vanessa Ruiz joined at 9:13 a.m.

Member Naomi Davis joined at 9:17 a.m.

Member Kanner asked if the McHenry County Economic Development Corporation is connected with the regional economic development coordination efforts.

Director Aleman answered that they are connected and meeting with CMAP monthly.

## 3.0 Approval of Minutes

### 3.01 Minutes from March 29, 2022

[22-235](#)

**Attachments:** [DRAFT Climate Committee Minutes 03.29.2022](#)

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

Staff Liaison Daly called roll.

A motion was made by Thomas Maillard, seconded by Cynthia Kanner, that the agenda item be approved. The motion carried by the following vote:

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

**Absent:** Martha Dooley, and Paul May

**Abstain:** Stacy Meyers

**Not Present:** Edith Makra, and Jen Walling

## 4.0 New Business

### 4.01 Strategic Direction Approaches and Measures

[22-245](#)

Staff member Alex Ensign, Director of Strategic Alignment and Innovation, shared feedback received for the Strategic Direction in the climate focus area following the last Climate Committee meeting. They presented the original versions and revised versions of the approaches based on committee feedback. They asked if any committee members had any comment to further refine Approach 2.1.

Member Bondie-Keenan said it's an improvement, but doesn't see key suggestions reflected in the revised versions and it would be helpful to see the document and glossary in context. Graphics would help show how the actions play into each other.

Member Meyers said that the one thing that is missing is how they are aligned with the global and national approach. If you look at IPCC and UN approach, climate change, biodiversity loss, and pollution are intertwined. Need to consider a nature-based approach and make clear that these areas are not siloed.

Director Aleman responded that the strategic direction is constrained by funding and staff expertise and there are higher level approaches of how to accomplish these goals and objectives.

Member Meyers said nature-based solutions are a driver to ensure we have a sustainable region and wondered how this could be included in the strategic plan, especially with the potential funding under IIJA and CEJA.

Chair Durnbaugh asked how the feedback will be refined and integrated.

Staff member Ensign said the goal of the process is to have workshops to understand how the focus areas intertwine. Their team will use the feedback to drive conversations with staff and a draft version will be published and shared with the committees.

Director Aleman said that hopefully more comprehensive details will be presented as well to understand the bigger picture.

Member Mansour asked if the plan could acknowledge the areas that are relevant in climate then state the lane the plan wants to go.

Staff member Ensign noted that there will be substantive narrative and context presented before the plan launches into the goals and objectives.

### 4.02 Climate Mitigation Workplan Overview

[22-236](#)

Staff Liaison Daly said the theme for this meeting is mitigation and that Staff Director Jason Navota would provide an overview of the work that they are doing in this area.

Director Navota presented the CMAP FY21-23 Climate Focus Area Work Plan. He reminded the committee about the environment goals of: A region prepared for climate change, Integrated approach to water resources, and Development practices that protect natural resources. He said the

implementation includes many partners and action items and the work is focused on areas that CMAP can address given limited resources. The FY21 Climate Focus Area work Plan included: 1. Climate multi-year implementation planning; 2. Transportation GHG emissions mitigation strategies; 3. Climate mitigation and adaptation technical assistance; 4. Climate data inventory and refinement; and 5. GHG reporting and performance monitoring. This year three additional projects were added for FY22: 6. Electric vehicle infrastructure strategy; 7. Regional greenhouse gas inventory; 8. Regional transportation vulnerability assessment. Projects for FY23 include: 1. Regional climate planning and coordination (ongoing); 2. Regional transportation mitigation planning (ongoing - new emphasis); 3. Integrating resilience into planning practices; 4. Electric vehicle infrastructure plan (ongoing - new emphasis); and 5. Regional transportation vulnerability assessment (ongoing).

Director Navota then presented new funding that is coming through with the IIJA program including the Carbon Reduction Program and PROTECT Program. They are in conversations to understand what CMAP's role will be in these programs.

Director Navota said they are exploring how the existing funding programs work and how might they be modified to better direct new funding that meet the criteria of federal and state funding and support green infrastructure. It is an element staff is looking to amend to direct increased resiliency into the program.

Staff member Jared Patton presented on the Regional Greenhouse gas inventory. This is the third inventory: the other years were 2010 and 2015 and looked at emissions from buildings, transportation, and waste and wastewater at the county level. The inventories help track progress toward the target to reduce GHGs by 80 percent below 1990 levels by 2050. This inventory is using 2019 data and also includes takeoffs/landings at Midway and O'Hare airports and a new emissions factor for electricity. Data is provided on a local level and it is requested that the community summaries are shared and suggestions are provided for how to integrate the data into CMAP's work.

Staff member Martin Menninger presented on the transportation mitigation project. The project is focused on on-road emissions from passenger cars, passenger trucks, and combination long-haul trucks. It looked at a variety of scenarios to reduce emissions including improving system efficiency, reducing demand, mode shift, vehicle fuel and technology, and land use. Many strategies to reduce GHG also reduce other pollutants. Travel demand is relatively inflexible and changes in emissions are relatively small for the region as a whole. Takeaways include that strategies are representative of different categories and policy priorities, that while each strategy has a small overall impact, they can complement each other; modeling tools are getting better, and that they are working towards a regional target with the strategies.

Member Jen Walling joined the meeting at 10:26 a.m.

Staff Liaison Daly presented on the electric vehicle charging infrastructure strategy. The project is focused on publicly accessible charging infrastructure and identifies ways to utilize implementation levers to overcome gaps that the private market and other public programs are unlikely to address. There are different levels of chargers and charging network is concentrated in downtown Chicago. Implementation barriers to public charging infrastructure include financial, market, regulatory, planning and information, and technological. A forum was held in February with 30 participants and findings included that freight and MHDV are underrepresented, financial barriers are significant, there's an importance to focus on overall mobility needs, the importance of engagement, and the need for capacity building. Future work includes funding and programming; supporting partner

implementation; exploring the role of CMAP in freight, fleet, and MHDV; convening and coordinating with partners, and continuing to explore policy and regulatory needs.

Staff Liaison Daly said he would address the questions in the chat. He asked if Member Davis would like to speak to her chat comment about a book recommendation.

Member Davis discussed Shalanda Baker's book, Revolutionary Power, and how it provides a step-by-step look at how equity must be implemented and how traditional approach to areas such as climate mitigation perpetuate inequities. Committee members will also get an invitation to attend the Black Energy Justice Retreat in July and are requesting people at the table to help implement a clean, flexible, affordable microgrid in West Woodlawn.

Member Mansour noted that there was a slide that showed emissions goals and those goals will likely be changing if the EPA tightens regulations.

Member Meyers asked how TDL will be integrated into the picture.

Staff member Patton responded that the MOVES transportation model factors on-road and off-road transportation and that any heating or electricity use that happens on site would be measured through utility data. So most if not all those emissions should be captured.

Member Meyers asked what the land use study will entail.

Staff member Patton said the current inventory process does not include land uses and acknowledged that it has a big impact.

Meyers said how land use complement has a significant impact. She asked how equity would be integrated into the analysis.

Staff member Patton said the inventory itself is a snapshot in time to figure out where we are. Then we can do follow-up analysis. The hope is that by providing this analysis for communities, we can help move the needle.

Member Meyers said she is following IPCC and UN reports that revised the projections and timelines for acting in order to reach targets. How is this going to be accounted for or adjusted?

Director Navota responded that it is a challenge and there is no solid answer. We are aware of the changes and welcome thoughts on how to approach it.

Member Meyers reiterated that looking at land use studies has a lot of power and the industries that depend upon where roads are sited has a significant effect on carbon. Looking at siting land use and transportation ensures we're not sacrificing Peter to pay Paul.

Staff Liaison Daly recognized that comments were received on the chat from members of the public. He will correspond directly about specific EV data.

Chair Durnbaugh asked staff when each of the items will be shared with the public.

Director Navota said the GHG inventory is wrapping up in stages and will be released or announced in

August or September. The other projects going are in process and there aren't deliverables per se. They will provide project updates in the CAMP bi-weekly newsletter.

Staff Liaison Daly said information usually comes out in spurts of activity at committee meetings. He encouraged members to review meeting recordings and presentations available on YouTube.

Chair Durnbaugh asked if there is information on the modeling program.

Director Navota said there is nothing publicly available yet.

Member Makra said she is excited about the greenhouse gas inventory summaries. For adaptation, she asked why there are no actions related to extreme heat for vulnerability.

Director Navota said we are in the process of figuring out how to do a heat susceptibility index. There are people at Argonne already doing this work and some others. It is on the agenda and the degree to which it is addressed on the regional vulnerability assessment project; however, it doesn't have the same special specificity as something like urban flooding, which is very measurable.

Member Makra suggested that this be reflected in the work plan.

Staff Liaison Daly said the committee will be talking more about vulnerability at the next meeting.

Member Makra asked about the transportation mitigation strategies. It seems CMAP is still looking for its place in this area. There's a lot of work going on very rapidly and she is struck by the disconnect between the GHG emissions reporting and the focus on a yet undefined role of EV charging and no mention of vehicle miles traveled for mitigation. Looking particularly at the use of freight and single occupancy vehicles noting that CMAP sits on a lot of transportation funding and is making decisions to expand road miles and continues to invest in infrastructure that supports single-occupancy vehicles but not seeing a strategy to reduce vehicle miles traveled.

Director Navota said we are not ignoring the potential to reduce VMTs or the impact of land use. What we're trying to do is model strategies to see what are the most effective.

Staff member Menninger said reducing VMTs is part of the solution. What one issue is that it is not going to get us all the way. There are parts of the region where transit expansion is not practical, so we need to find the right strategies for the right communities.

Executive Director Aleman noted that some of the transportation strategies are within the transportation focus area. We have a project underway that is looking at mobility recovery across the region. Even when the stay-at-home orders were in effect, we did not see our air quality improve as much as other regions with big ports, partly because freight movement continues to be a big part of our economy. Another concern is that traffic has increased year over year and people are moving around more at all hours of the day. These are things we are looking at actively and how to operationalize things like complete streets in suburban areas and we can bring those projects to this committee to discuss.

Director Navota said there is also a project to save transit, which is necessary if we want to reduce VMTs.



Chair Durnbaugh apologized that he could not get to all the questions due to time constraints.

## 5.0 Other Business

Member Mansour shared an update on the City of Chicago's Climate Action Plan. It was released in May and the city launched the Our Roots program to equitably plant trees. They also won a grant with CDPH and Northwestern to build a heat vulnerability index and are working to build a heat map. The City also released the Microsoft research project about air quality.

Staff Liaison Daly encouraged participants to look at the chat.

Chair Durnbaugh reiterated that the meeting is being recorded.

## 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.

Staff Liaison Daly acknowledged public comment from Robert Israel from Northbrook and Collin Pearsall.

Collin Pearsall commented on the Regionally Significant Projects. Active transportation advocates are frustrated that the addition of more lane miles and arterial highways are being considered on the RSP lists. Adding roadway capacity increases vehicle throughput and has negative impacts to the environment and safety. Need to maintain existing roadways and focus on slimming roads through road diets and getting people out of cars.

David Powe thanked CMAP and the committee for their work to decrease emissions in the region and improve mobility.

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

09:37:01 - Committee Member Edith Makra, Metropolitan Mayors Caucus: Apologies for my spotty participation this morning. I'm at a conference and connecting as best I can

09:37:51 - Robert Israel: Hi all. I am Bob Israel, Trustee for the village of Northbrook and semi-retired Civil/Transportation Engineer. I am one of the co-authors of I-LAST (Illinois Livable and Sustainable Transportation manual), and recently co-chaired, and gained approval, of a Climate Action Plan for the Village of Northbrook <https://www.northbrook.il.us/993/Climate-Action-Plan>. I believe that it would be a good idea to use some grant funding through County, CMAP, or the State to assist the local municipalities to go through the process of developing localized CAPs which will address the overarching goals of the regional Climate Action Plan and would love to hear your thoughts on this idea.

Please feel free to contact me at [Robert.israel@northbrook.il.us](mailto:Robert.israel@northbrook.il.us)

09:38:09 - Robert Israel: Great Conversation! (sic)

09:41:36 - Jason Navota, CMAP: Thanks Robert, good suggestion. One related note that CMAP will soon release our Regional Greenhouse Gas Inventory for 2019, as well as individual municipal- and Chicago Community Area GHG inventories that communities can use. The data will be made available to communities as well.

09:53:32 - Committee Member Naomi Davis, Blacks in Green: To center this work in equity and honor the Biden Justice40 approach to prioritizing climate investment on frontline/EJ communities, Blacks in Green strongly recommends everyone on this committee read Dr. Shalanda Baker's book, REVOLUTIONARY POWER.

09:54:54 - Committee Member Cynthia Kanner, Environmental Defenders: Thank you, Naomi!

09:58:27 - Committee Member Naomi Davis, Blacks in Green: Dr. Baker and Dr. Tony Reames will be headlining our Black Energy Justice Retreat on July 28, 29, 30 - federal and state resilience money should be invested according to our stated commitments to mitigating the harms to frontline communities and buffering Black/Brown communities from harms by transportation and other industries in the region.

10:05:07 - Committee Member Naomi Davis, Blacks in Green: Blacks in Green has a very robust green infrastructure plan, led by our team member David Yocca, a landscape architect. It is fundamental to our Sustainable Square Mile model and supports our system G-O-D, Garden Oriented Development

10:05:50 - Committee Member Marcella Bondie Keenan, Sustainability Coord., Vlg of Oak Park: Q for the end: curious as to why traffic safety projects broadly aren't eligible to score higher within its category for including gsi (safety, ofc, being an important form of resilience)

10:13:36 - Kate Evasic (she/her), CMAP: Good question, Marcella. You are right and that is a change we are looking into this cycle. We have 5 planning factors, inclusive growth is applied to all of the project types and then a combination of the other 4 factors (green infrastructure, complete streets, freight movement, and transit-supportive land use) are applied to a subset of project types.

10:19:59 - David Powe (he/him) Active Transportation Alliance: Are there opportunities for the public to be involved in shaping how the model is being updated?

10:21:41 - Committee Member Raed Mansour, CDPH: EPA is proposing tightening PM2.5 and NO2 significantly, especially for trucks and buses. For PM2.5, they are hinting that there are no safe levels.

10:23:40 - Committee Member Stacy Meyers, Openlands: On the greenhouse gas inventory, I have a few questions please: (1) How does this account for the TDL industry (intermodals and warehousing), both as a source and as a driver of land use and transportation changes? (2) How will land use be analyzed? Will this include how to complement carbon sinks, natural values, and community health? (3) How is equity going to be integrated into the analysis? (4) How is this going to be updated to reflect the report that came out two weeks ago regarding the need to cap emissions by 2025?

10:23:49 - Committee Member Mary Nicol, CDOT, she/her: Are tesla chargers considered in that count? Asking as they are limited for tesla only use

10:26:10 - Robert Israel: All - I apologize, but I have another meeting at 10:30 and will jump off. This is a great committee with a great mission. I would ask that you consider opportunities to continue to think regionally and act locally. Acting locally should incorporate motivating local municipalities to adopt actions, including complementary actions, to achieve your goals. Thank you.

10:26:23 - Martin Menninger, CMAP: @David Powe - feel free to email me more details about how you want to be involved in the modeling. (mmenninger@cmap.illinois.gov) The emissions modeling specifically is discussed at our Tier II committee.

<https://www.cmap.illinois.gov/committees/other-groups/tier-ii-consultation>

10:26:36 - Committee Member Edith Makra, Metropolitan Mayors Caucus: How much of the total region do EDAs represent, either in area or population? In other words, what should the target for EVCS in EDAs be?

10:27:21 - Committee Member Naomi Davis, Blacks in Green: True

10:28:15 - Committee Member Naomi Davis, Blacks in Green: The EV industry must also be about building supply chain enterprises and EV owners

10:28:23 - Vice Chair Deborah Stone, Cook County: striking to me the increase in shipping as a percent of the transportation slice of GHG emissions. How does this get into the economic development discussion?

10:30:09 - Committee Member Marcella Bondie Keenan, Sustainability Coord., Vlg of Oak Park: the other aspect of EVs is the impact on the Global South, where the necessary minerals are being extracted, sometimes using labor practices that are problematic to say the least. I recognize this isn't CMAP's charter, but is there an opportunity for regional coalition and collaborative action to drive recycling of batteries and e-waste, to lessen the global impact?

10:30:39 - Collin Pearsall: Hi, I wanted to comment on the Regionally Significant Projects aspect of CMAP's plans. I and other advocates for active transportation are frustrated that addition of more lane miles of arterials and highways is being considered in the RSP list. We need fewer lane miles, not less! The assertion that reducing congestion reduces emissions is nonsense. Adding road capacity increases vehicle throughput and speed, which has many negative impacts that more than offset increases in vehicle efficiency gained by reducing congestion. More lane miles, higher vehicle volumes, and higher speeds add to storm water runoff, particulate and GHG emissions, noise, safety, you name it.

10:30:42 - Collin Pearsall: News just broke that road fatalities in the US went up 18% from 2019 to 2021, the largest 2 year increase in 75 years. We must move to reduce vehicle throughput and household VMT in light of this. Not only that, but how can we afford to maintain new road lane miles, especially when they're being driven on at higher speeds due to (temporarily) reduced congestion? We can barely maintain the roads we have already. We will have a better road system if we focus on slimming down with road diets and getting people out of cars and off the road, not putting more vehicles on it to fill the additional lanes, as always happens.

10:32:00 - Committee Member Marcella Bondie Keenan, Sustainability Coord., Vlg of Oak Park: YES! I was hoping for an invite, Naomi

10:32:58 - David Powe (he/him) Active Transportation Alliance: Collin, well said!

10:33:53 - Julia Hage: Thank you Naomi for speaking to the necessity of structural change in terms of equity

10:34:14 - Jared Patton, CMAP (he/him): Hi Stacy, here are some thoughts:

Warehousing and intermodal emissions are calculated through a combination of transportation models (on-road/off road emissions) and utility data (building emissions).

The inventory following the GPC-Basic protocol, which does not include land use/sinks.

More detailed, equity-focused assessments will happen once the data has been finalized. The local summaries are intended to make climate-planning accessible to communities that do not have a budget to hire consultants/sustainability staff.

The inventory is a snapshot in time. Additional modeling/mitigation planning will help us move the needle a little more.

10:35:10 - Committee Member Marcella Bondie Keenan, Sustainability Coord., Vlg of Oak Park: I agree with Collin regarding the use of congestion mitigation as a trump card (no pun intended) for why we can't reduce traffic speeds via various complete streets strategies

10:35:31 - Committee Member Cynthia Kanner, Environmental Defenders: Is there any data regionally on how idling contributes to emissions numbers?

10:38:01 - Committee Member Naomi Davis, Blacks in Green: Who has data on or relations with Norfolk Southern in Woodlawn-Washington Park-Englewood?

10:40:50 - Committee Member Elizabeth Kocs, UIC: Unfortunately I missed the first part of the meeting so my question may have been discussed. How are hard to decarbonize sectors being included in the modeling, if they are being included? And their proximity to EJ communities?

10:41:11 - Committee Member Naomi Davis, Blacks in Green: speaking of sacrifice:

<https://chicago.suntimes.com/2022/5/18/23124247/environmental-justice-pollution-coalition-end-sacrifice-zones-lori-lightfoot>

10:42:21 - Committee Member Marcella Bondie Keenan, Sustainability Coord., Vlg of Oak Park: Similar to Elizabeth's q, what did the scenario modeling show about the likelihood of success to reach net zero by 2050, for 1) educational approach, 2) incentive approach, 3) legislative mandate approach

10:43:31 - Committee Member Naomi Davis, Black in Green, I know the balance of tensions with communities was addressed at the top of the zoom, but please know that SACRIFICE ZONES and CUMMULATIVE IMPACTS of pollution on frontline communities will require critical focus on our part. The voices of our communities will not be denied as interrupters to business as usual. Your braintrust commitment to solutions with real metrics is requested.

10:45:48 - Committee Member Cynthia Kanner, Environmental Defenders: Defenders are bringing charging stations to McHenry County over the past two plus years. Looking at Harvard, IL next possibly. Currently have donated through grants stations in Woodstock, the County gov and Crystal Lake.

10:45:50 - Vice Chair Deborah Stone, Cook County: Cook County is working on filling gaps in "charging station deserts" especially in the South and West suburbs, with emphasis on areas with multifamily residential, lower income, and community desires

10:46:11 - Committee Member Thomas Maillard, City of Waukegan (He/Him: Here, here on the pending GHG data announcement. Waukegan is looking forward to this information.

10:46:11 - Martin Menninger, CMAP: @Elizabeth Kocs --- We have staff specifically looking at freight. Equity is front of mind in our work. We have a number of measures that look at impact on EJ communities separate from the region totals. But we are also thinking about how to insure that communities that have historically impacted the most are the first to see benefits.

10:47:42 - Committee Member Marcella Bondie Keenan, Sustainability Coord., Vlg of Oak Park: Hopefully you are using land surface temp satellite data?

10:48:22 - Committee Member Marcella Bondie Keenan, Sustainability Coord., Vlg of Oak Park: I think urban heat islands are pretty responsive to microclimates created by low albedo surfaces / vegetation. so seems we can address spatially, no?

10:49:50 - David Powe (he/him) Active Transportation Alliance: Well said, Edith. Active Transportation Alliance seconds your concerns related to expanding road miles that support single occupancy vehicles.

10:50:15 - Staff Liaison Brian Daly, CMAP (he/him): Great point, Marcella. The heat vulnerability index is incorporating both data on exposure to heat and social and demographic factors that affect vulnerability, which have some strong spatial concentrations.

10:50:19 - Committee Member Elizabeth Kocs, UIC: Thank you. Will the modeling include industry / stationary sources?

10:52:09 - Committee Member Ted Penesis, IDNR: Has the increase in remote working affect the mitigations plans? The emphasis on single-use occupancy vehicles should be reduced in the analysis.

10:52:16 - Committee Member Raed Mansour, CDPH: Edith and Jason, we just won a grant to work with Northwestern University through their Buffett Institute for Global Affairs to build a heat vulnerability index with community partners and extend this to adopted regionally and globally. We are completing work with NASA Goddard to create hot spots since 1980 to present too. We are still organizing community partners and I can reach out to you if interested.

10:52:47 - Collin Pearsall: Places like Toronto I think show what's possible with bus ridership in the suburbs. We have a long way to go.

10:54:32 - David Powe (he/him) Active Transportation Alliance: Traffic is increasing, but CMAP's recently updated list of regionally significant projects includes projects that would add 122 miles to our expressway systems and 55 miles of new lanes on arterial streets. The agency claims that adding this new highway capacity would, in fact, lower carbon emissions by speeding up vehicles. According to analysis by the Metropolitan Planning Council, the additional traffic these expansions would create

will generate an additional 1.1 billion vehicle miles traveled per year and 7.7 million tons of direct CO2 emissions by 2050. As a steward of public funds, should CMAP prioritize projects that add new lanes of traffic in a region that is already in non-compliance with emissions reduction goals?

10:54:57 - Committee Member Stacy Meyers, Openlands: David, agree.

10:55:23 - Committee Member Stacy Meyers, Openlands: Induced demand.

10:55:37 - David Powe (he/him) Active Transportation Alliance: If we want to encourage biking and walking (which are great ways to lower emissions) then we should also seek to slow down vehicles traveling through our communities. This weekend, there was a huge traffic jam in the West Loop, where I live, and I've never felt safer as I biked home from River North. Countless traffic studies show that vehicles traveling at higher speeds are associated with an increase in pedestrian, cyclist, and passenger fatality rates. According to the city's website, more than 2,000 people are killed or seriously injured in traffic crashes in Chicago each year, with an average of five people seriously injured each day and one person killed every three days. Lower vehicle speeds keep fatality rates low.

10:55:42 - David Powe (he/him) Active Transportation Alliance: Increasing the speed of vehicular traffic on, say, North DuSable Lake Shore Drive, may lead to less fender benders. But the wrecks that will happen are more likely to be fatal. Shaving time off people's commutes should not be done at the expense of increasing traffic fatalities. I applaud the work this team is doing to update the models and formulas that are used to select which projects are prioritized across the region. I look forward to working with CMAP on how it can update its formulas and models to truly address the climate crisis, countless road deaths, and massive inequities across our region.

10:56:09 - Committee Member Cynthia Kanner, Environmental Defenders: May be out of scope for this group, but looking at the ability for people to work where they live decreases commuting and VMT - many who work in McHenry County cannot afford to live here as an example.

10:56:59 - Committee Member Edith Makra, Metropolitan Mayors Caucus: Congrats Raed!

10:57:09 - Committee Member Raed Mansour, CDPH:

[https://www.chicago.gov/content/dam/city/sites/climate-action-plan/documents/CHICAGO\\_CAP\\_20220429.pdf](https://www.chicago.gov/content/dam/city/sites/climate-action-plan/documents/CHICAGO_CAP_20220429.pdf)

10:57:31 - Yousef Salama, CMAP: Thank you Raed.

10:57:56 - Committee Member Raed Mansour, CDPH:

<https://www.chicago.gov/city/en/sites/our-roots-chicago/home.html>

10:58:11 - Committee Member Raed Mansour, CDPH:

<https://www.microsoft.com/en-us/research/urban-innovation-research/>

10:58:39 - Committee Member Elizabeth Kocs, UIC: Thank you! I need to sign off soon.

11:01:22 - Committee Member Raed Mansour, CDPH: Thank you!

## **7.0 Next Meeting**

The next meeting will be Tuesday, September 27, 2022.

Chair Durnbaugh noted that the next meeting would be on September 27, 2022.

## **8.0 Adjournment**

Chair Durnbaugh adjourned the meeting at 11:01 a.m.

Respectfully submitted,

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

## **2023 Federal Advocacy Agenda – DRAFT for discussion (as of 9/19/2022)**

*\*Subject to change based internal and external feedback during review period*

### **Introduction**

Northeastern Illinois and its communities have experienced drastic and defining changes over the past four years since adopting the region's long-term comprehensive plan, ON TO 2050. A global pandemic disrupted economies, deepened inequities, and changed the ways people move throughout the region. But northeastern Illinois has new opportunities to make transformative investments in the region with the unprecedented funding from the Infrastructure Investment and Jobs Act (IIJA). Guided by three principles — inclusive growth, resilience, and prioritized investment — ON TO 2050, and the updates to the plan, provides a vision for how to overcome these new and persistent challenges and foster a more inclusive and thriving region.

As the region's federally designated metropolitan planning organization (MPO), the Chicago Metropolitan Agency for Planning (CMAP) will take full advantage of new opportunities provided within the IIJA to address challenges facing the region. The region's transportation system requires adequate funding and bold action to address today's problems and anticipate tomorrow's opportunities. The region must take immediate and coordinated action to mitigate climate change by reducing emissions while we adapt to our already changing weather patterns. Additionally, the region's economy is not keeping up with peers and is held back by vast and entrenched inequity.

To address those challenges, the federal agenda aligns with CMAP's three core focus areas: Transportation, Climate and Regional Economic Competitiveness.

### **Transportation**

The \$1.2 trillion Infrastructure Investment and Jobs Act offers an incredible opportunity to strengthen the transportation system in northeastern Illinois. It provides more funding for the region's transportation programs to address the ways people travel, challenges with congestion, air quality and resilience, and improvements that can keep bicyclists and pedestrians safe. MPOs like CMAP were established to bring together government officials from across entire regions to prioritize projects, ensure federal funding is being obligated in a timely manner, and track the progress of federally-required performance targets for the transportation system.

As Congress and the Administration continue to work with state and local agencies on IIJA implementation, CMAP is ready and has the capacity to work with state and federal partners to address the region's safety, emissions, and resilience challenges. To do this, MPOs still need increased flexibility and direct access to federal funding to better address those challenges facing major metropolitan regions.

### **Increase local access to federal resources for successful IIJA implementation**

*CMAP supports:*

- Fully funding newly authorized programs within the IIJA, such as the Healthy Streets program for resilience improvements and the Active Transportation Infrastructure Investment program for bicycle and pedestrian infrastructure.
- Increasing transparency and coordination with regions around new IIJA Carbon Reduction and PROTECT resilience formula funding to ensure those programs are not being transferred or flexed to fund projects with minimal carbon reduction impact and resilience improvements.



- Establishing a pilot program that gives direct funding and project selection authority to large MPOs for a portion of funding allowing regions to directly address carbon reduction, resilience, and safety.
- U.S. Department of Transportation (DOT) providing a formal schedule for when grant awards will be announced following the application window for competitive grants and giving successful grantees a target date for a completed grant agreement. All of this should be available on a publicly accessible dashboard to identify and address delays in the time between grant awards and grant contracts.

### **Increase local support for safe and complete streets**

#### *CMAP supports:*

- Expanding MPO programming authority for Highway Safety Improvement Program (HSIP) funds, reflecting responsibilities for achieving Federal Highway Administration Safety Performance Management goals, and making the 15 percent vulnerable road user (for safety improvements for non-motorist) set-aside for HSIP permanent.
- Identifying dedicated resources to provide local governments with comprehensive Americans with Disabilities Act (ADA) support.

### **Sustainably fund the transportation system**

#### *CMAP supports:*

- Increasing the federal motor fuel tax rate, indexing it with inflation, and developing new innovative funding mechanisms, such as a national per-mile road usage charge and federal freight transportation fee in the long term.
- Requiring the Federal Highway Administration (FHWA) develop a highway formula modernization report recommending changes to better align apportionment formulas to support states and MPOs in meeting national surface transportation and performance measurement goals.
- Offering greater flexibility for states and regions to impose user fees by removing federal restrictions on tolling the interstate system and removing restrictions on commercial activity on the Interstate system.

### **Climate**

As northeastern Illinois works to build more financial and operational resilience into the day-to-day reality of roads and rails, the region must simultaneously commit to reducing emissions. Much work remains to respond to the risks of climate change posed by the emissions generated by our transportation system. To prevent the most severe impacts of climate change, northeastern Illinois needs to reduce greenhouse gas emissions by approximately 10 percent annually to approach net zero by 2050. As more commuters have turned to driving over transit due to the pandemic, CMAP analysis indicates gridlock and longer travel times may cost the region \$1.2 billion annually in productivity costs. Enhancing federal support for transit and other carbon-reducing modes of transportation will be key to addressing congestion, enhancing the region's resilience, and meeting regional emissions goals.

Northeastern Illinois is home to the second largest transit agency with the second most transit travel in the country. At the height of the pandemic, Congress reinforced the necessity to support transit systems nationwide by providing direct operating assistance over three COVID relief funding packages from March 2020 to March 2021. The region received more than \$3.37 billion over that period to make up for

lost public funding and operating revenues. This funding will not be able to sustain the region's transit system indefinitely with an expected budget shortfall of \$730 million beginning in 2026.

### **Strengthen federal standards and support transit to reduce emissions and congestion**

#### *CMAP supports:*

- Increasing funding for transit from the Highway Trust Fund and other transportation system user fees.
- Prioritizing current funding streams for mass transit systems with the greatest infrastructure needs and highest number of passengers and increasing federal support to these systems for operating costs.
- Revising federal requirements to eliminate the funding disparity between transit projects and highway projects, such as increasing the federal share under the FTA's New Starts program from 60 to 80 percent for projects extending the transit system.
- Providing greater flexibility to use toll revenues to pursue multimodal transportation system and carbon reduction strategy goals such as providing high-speed, high-reliability transit service to improve expressway corridors.
- Adopting aggressive post-Model Year 2026 emission standards to continue the acceleration of a transition to low and zero emissions fleets.
- Creating a uniform Buy America waiver process across U.S. DOT's agencies (FHWA, FTA) for projects that are proven to substantially improve air quality.

### **Plan for a climate resilient future**

#### *CMAP supports:*

- Allowing MPOs to use Resilience Improvement Plan to qualify for the 90 percent federal share for formula funds within the urbanized area covered by the plan.
- Increasing eligibility and coordination for water, wastewater and stormwater infrastructure and planning funding to regions. The U.S. Environmental Protection Agency should leverage the ability of regional planning agencies to assist disadvantaged communities in accessing federal and state funds.
- Modernizing policies related to flooding, including making risk information available for property sales and reforming the National Flood Insurance Program to develop long-term solutions for properties that suffer repetitive losses or are at high risk of flooding such as FEMA's Risk Rating 2.0 system.
- The National Oceanic and Atmospheric Administration providing regular updates of its precipitation reports, Atlas 14, to ensure future planning and investment decisions are able to withstand the impacts extreme weather events.
- Increasing investments that maintain the health, recreational use, and economic benefits of Lake Michigan and the Great Lakes by providing long-term stable funding for the Great Lakes Restoration Initiative.

### **Regional Economic Competitiveness**

Northeastern Illinois will thrive by making the region more competitive, expanding economic opportunity, and reducing inequity. With six Class I railroads, one of the nation's largest and fastest-growing air-cargo hubs, and the only maritime connection between the Great Lakes and the Mississippi River system, and more than \$3 trillion in goods moved annually, the region remains North America's

freight hub. This massive concentration of freight activity in northeastern Illinois provides a competitive advantage that helps to drive the national economy. However, this level of freight activity raises significant infrastructure challenges, including increased congestion and emissions directly impacting communities and passenger rail networks.

To address these and other region-wide economic challenges, more comprehensive federal support should be given to MPOs. The federal government should continue, through agencies like the Economic Development Administration (EDA) and the U.S. Housing and Urban Development (HUD) in partnership with U.S. DOT, to support regional economies by providing increased funding for regional innovation, cluster-focused initiatives, and housing coordination. The federal government should also consider ways to ensure federal investments are comprehensive and strategic through increased coordination with regional transportation planning processes and state, county, and local economic plans.

### **Strengthen inclusive economic growth regionally**

#### *CMAP supports:*

- Amending the national highway goals in 23 U.S.C. § 150 to add a measure for how well the transportation system connects people to jobs and services.
- Creating a demonstration grant to provide reduced fares for low-income riders to help close transit equity gaps.
- Ensuring federal investments from the EDA are comprehensive and strategic through increased coordination with MPOs, especially in regions without an Economic Development District.
- Continuation of American Rescue Plan Act EDA programs and funding levels that supported regional economic development, such as the Build Back Better Challenge, the Good Jobs Challenge, and the Economic Adjustment Assistance program.
- Support place-based housing mobility solutions, including funding for regional housing authority-led efforts.
- Increasing funding for re-employment, skilling, and reskilling programs authorized in the Workforce Innovation and Opportunity Act (WIOA) that further the development, implementation, and expansion of career pathway programs.

### **Increase opportunities for comprehensive planning support**

#### *CMAP supports:*

- Requiring the FHWA and HUD to provide MPOs comprehensive technical assistance and support for the newly authorized regional housing coordination plan process, and ensuring MPOs have maximum flexibility to fund everything that is individually eligible within the housing coordination process.
- Making programs like the Thriving Communities Initiative permanent through the reauthorization process so that investment decisions across transportation, land use, and housing have long-term federal support from HUD and DOT.
- Providing targeted assistance and funding through programs like the Thriving Communities Initiative for community capacity building that includes Phase 1 engineering support, a key barrier for many disadvantaged communities in making projects a reality.
- Creating a joint office between DOT, HUD, and the EDA that provides comprehensive support to regions with federal funding opportunities at the intersection of transportation, housing, and economic development.

## **Support the flow of people and goods through the region and country**

### *CMAP supports:*

- Establishing a separate Office of Multimodal Freight within DOT to develop a comprehensive assessment of freight system needs with high quality data sets that will inform competitive and formula freight programs based on need and significant national impact.
- Requiring rail carriers to provide descriptions of how existing and future passenger rail service would be impacted in the event of a merger between rail carriers.
- Prioritizing communities that see increased freight traffic and delays due to Surface Transportation Board approved-rail mergers for programs that target mitigation against the negative impact of freight such as the Railroad Crossing Elimination Program.
- Creating a grade crossings data collection program that is transparent, regularly updated, uses quality public data, and supports communities most impacted by freight movement.

## **2023 State Advocacy Agenda – DRAFT for discussion (as of 9/19/2022)**

*\*Subject to change based internal and external feedback during review period*

### **Introduction**

Over the past two years, the region has continued to grapple with the prolonged impacts of the COVID-19 pandemic and the ongoing uncertainty about our future economic outlook. With a chronically underfunded transit system, persistent economic inequality, and the growing threat of climate change, the region's long-standing challenges remain.

At the same time, the pandemic has also fostered a greater spirit of innovation and collaboration. ON TO 2050, and the update to the plan, provides a vision for how to overcome these new and enduring challenges and foster a more inclusive and thriving region. The Illinois General Assembly and Administration have critical roles to play to ensure we can realize this vision.

ON TO 2050's three principles of inclusive growth, resilience, and prioritized investment guide the Chicago Metropolitan Agency for Planning (CMAP)'s State Advocacy Agenda. The priorities in the agenda are aligned with the themes of CMAP's strategic direction – transportation, regional economic competitiveness, and climate, with an emphasis on how these focus areas are connected and strengthened with sound planning and regional collaboration.

### **Administration & Funding**

The pandemic highlighted the importance of strengthening local capacity and regional coordination. The Regional Planning Act, CMAP's enabling legislation, outlines a broad range of planning activities for the agency to undertake, including integrating transportation and land use planning with housing, water resources management, economic development, and more. Work that does not have a direct transportation nexus often requires external funding from multiple sources, limiting the resources available to undertake comprehensive and integrated planning processes.

CMAP's enabling legislation pledged that "additional funding shall be provided to CMAP to support those functions and programs authorized by [the Regional Planning Act]" (70 ILCS 1707/62). With more flexible funding, CMAP will be better positioned to fulfill our legislative obligations. We will seek to expand our work on municipal capacity building, climate resiliency, and water resources management. Additionally, more flexible funding will allow all of the state's MPOs to be more responsive to the pandemic's shifting of local mobility, land use, and economic needs. Given the many opportunities this funding will unlock, this will be CMAP's primary legislative priority this session.

#### *CMAP supports:*

- Providing annual funding to support implementation of the Regional Planning Act and comprehensive planning for the state's MPOs
- Increasing data sharing and transparency by state and local agencies, especially in instances that could aid in COVID-19 recovery, to guide data-informed policymaking and regional collaboration

## **Transportation**

Earlier in 2022, Governor Pritzker signed into law Public Act 102-1028, which directs CMAP in coordination with the Regional Transportation Authority (RTA) to devise a comprehensive set of legislative recommendations for the long-term financial sustainability of the transit system. The transit system urgently needs comprehensive, sustainable sources of revenue for the region to recover from the pandemic and prosper in the future. Furthermore, traffic congestion in northeastern Illinois remains a significant challenge. Freight congestion in particular is only expected to increase, likely further impacting Black and Latino communities that are already disproportionately harmed by emissions from the transportation sector.

The passage of the federal Infrastructure Investment and Jobs Act presents a tremendous opportunity to address some of the state's longstanding mobility issues and transportation concerns exacerbated by the pandemic. This includes confronting the rise in traffic fatalities, which began climbing upward in 2010 and have continued to rise since the COVID-19 pandemic began. To complement federal funding opportunities, there are additional steps that can be taken to advance improvements in street design, the expansion of safe walking and biking infrastructure, and safety related policy changes.

### **Transportation funding and finance reform**

#### *CMAP supports:*

- Developing a comprehensive strategy to identify and enact new long term, sustainable sources of revenue for transit
- Beginning the necessary steps, including implementing pilot projects, to replace the MFT with a road usage charge of at least 2 cents per mile indexed to an inflationary measure.
- Piloting different congestion pricing frameworks to assess how different options enhance mobility and limit impact on low-income drivers
- Instituting a regional fee on transportation network company (TNC) trips, and allowing anonymized trip data to be shared with third party transportation researchers and planners
- Providing incentives to employers to reduce VMT of their employees, and requiring employers of a certain size within the RTA service area to participate in the Transit Benefit Fare Program

### **Safe and complete streets**

#### *CMAP supports:*

- Expanding capacity at IDOT to address traffic safety concerns in a coordinated and comprehensive fashion, including through the creation of a new Safe and Complete Streets Coordinator position or similar role
- Creating a competitive grant program to incentivize municipalities to adopt road diets, design self-enforcing streets, and institute other traffic calming measures to improve traffic safety
- Giving municipalities greater ability to make safety related improvements by reducing the barriers municipalities encounter when seeking to lower speed limits
- Allowing additional municipalities to pilot automated technology to promote traffic safety in conjunction with instituting requirements to conduct an equity analysis assessing the impacts on communities of color, effectiveness in reducing speeding, and evaluating the opportunity to dedicate potential revenues to make safety related improvements in pilot areas
- Identifying dedicated resources to provide local governments with comprehensive ADA support

## **Innovation and transparency**

### *CMAP supports:*

- Instituting performance-based planning and project selection measures for IIJA funded investments and making these metrics publicly available
- Modernizing transportation funding decision processes to prioritize demonstrated system needs, align with federal funding and regional plans, and promote transparency
- Ensuring motor vehicle fuel tax revenues are able to support holistic transportation system needs

## **Climate**

The Climate and Equitable Jobs Act (CEJA) puts Illinois on a path toward a 100% clean energy future by 2050 by investing in renewable energy and promoting clean energy job creation. CEJA also includes important provisions to measure equity in access to clean energy resources and job training opportunities. In addition to CEJA, the Reimagining Electric Vehicles (REV) Act introduced new incentives to strengthen Illinois' competitiveness as a hub for electric vehicle manufacturing. Taken together, CEJA and REV Act put Illinois in a strong position to reduce emissions, especially from the energy sector, and build a clean energy workforce pipeline. Today, the transportation sector is the largest source of emissions in Illinois, highlighting the need to accelerate transportation mitigation efforts while protecting our communities from future climate risks.

The growing threat of climate change will also have a greater impact on local and regional water infrastructure needs. The region suffers major flood damage on an annual basis, degraded aquatic systems across the majority of the region, and water shortages in areas that are growing the fastest. Water infrastructure is expensive to maintain, and underinvestment can lead to economic, environmental, and public health challenges. Adopting a more integrated approach that coordinates planning and management of water supply, wastewater, and stormwater can help alleviate the burden municipalities individually and foster regional collaboration.

## **Integrated water resources management**

### *CMAP supports:*

- New, sustainable revenues to support state and regional water planning and enhanced coordination among the Illinois Department of Natural Resources, Illinois State Water Survey, Illinois Water Inventory Program, and regional partners
- Coordinating and standardizing community water supplier reporting requirements and improving data sharing across agencies and partners in support of an integrated water resources management approach
- Promoting equity in water infrastructure investments supported by the state revolving loan fund, including expanding capacity in low-income communities to promote access to loans
- Updating statewide design standards to reflect green infrastructure techniques and precipitation trends

## **Reducing transportation emissions**

### *CMAP supports:*

- Providing resources and incentives for local governments to complete Community Energy, Climate, and Jobs plans as described in CEJA
- Ensuring equitable deployment of and access to electric vehicle charging infrastructure across the region
- Establishing state transportation emissions reduction goals in alignment with federally required greenhouse gas emissions reduction targets and the state carbon reduction strategy

## **Regional Economic Competitiveness**

The COVID-19 pandemic has exacerbated long-standing challenges in the region's economy, including stagnating economic growth and pay disparities among communities of color. But the crisis has also created an opportunity to more intentionally rebuild the region and ensure economic growth reduces inequality and strengthens the region's resilience. Local governments will continue to play an essential role in recovery, and creating more opportunities for regional collaboration and shared service delivery will help foster a stronger and more resilient economy. Additionally, transit service has been integral to keeping our regional economy moving forward. Ensuring service is responsive to changing mobility needs and job opportunities will be key to a successful recovery.

Furthermore, while the official 2020 Census figures show overall population loss in Illinois, all seven counties in northeastern Illinois grew over the last 10 years. This growth is the result of a number of different demographic trends. The region is becoming more diverse even as many residents of color remain excluded from skilled, family-sustaining jobs and Black residents disproportionately leave the region to seek opportunity elsewhere. Our workforce is also getting older, as Baby Boomers age and birth rates decline—undermining efforts to sustain a strong tax base to support public services. To respond to these and other evolving trends and remain an economically competitive region, it is critical to prioritize strategic and sustainable development practices, improve access to high-quality jobs, and promote investment in disinvested areas.

## **Local and regional tax policy**

### *CMAP supports:*

- Modernizing the sales tax, including broadening the sales tax base to include additional services to increase funding for transportation, give municipalities more options to generate sufficient revenue from existing and desired development, and reduce economic distortions
- Increasing state revenue allocation to local governments and reforming state revenue disbursement criteria to reduce wide divergences across municipalities
- Allowing non-home rule municipalities to impose certain kinds of user fees to provide services and maintain infrastructure

## **Data standardization and transparency**

### *CMAP supports:*

- Requiring a regular audit of all tax abatements, diversions, and credits for economic development to assess their economic and fiscal impacts



- Giving research partners access to additional details about sales tax rebate agreements (including agreement text and amounts rebated) through data use agreements that protect proprietary business data
- Instituting TIF data reporting standards to allow planners and researchers to more easily assess TIF expenditures, impacts, and effectiveness across the region

### **Innovative service delivery**

#### *CMAP supports:*

- Providing funding for local governments to study implementation of consolidation and innovative partnerships, including shared services models
- Further enabling use of public private partnerships for infrastructure in the region, including providing resources for innovative financing, advancing design-build strategies, and promoting workforce equity

### **Equity in fees, fines, and fares**

#### *CMAP supports:*

- Authorizing local jurisdictions to create a pilot program to test income-based fines, escalating fines, or other alternative traffic enforcement structures that consider a driver's ability to pay that may be below the statutory minimum fine amount
- Expanding reporting of incidents of traffic violation fines and ticketing outcomes to allow for analysis with an equity lens