



Chicago Metropolitan Agency for Planning

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**Chicago Metropolitan Agency for Planning (CMAP)
Environment and Natural Resources Committee
Minutes
Thursday, February 4, 2016**

Offices of the Chicago Metropolitan Agency for Planning (CMAP)
Cook County Conference Room
Suite 800, 233 S. Wacker Drive, Chicago, Illinois

Committee Members

Present: Lynn Boerman – IDNR, Jack Darin – Illinois Sierra Club, Jackie Forbes – Kane County Division of Transportation, Joe Schuessler – MWRD, Deb Stone – Cook County Department of Environmental Control, Sean Wiedel – Chicago Department of Transportation, Moira Zellner – University of Illinois-Chicago

Absent: Ed Collins – McHenry County Conservation District, Martha Dooley – Village of Schaumburg, Jon Grosshans – U.S. EPA, Pete Harmet – IDOT, Stacy Meyers – Openlands, Wallace Van Buren – IAWA, Patricia Werner – Lake County Stormwater Management Commission,

Others Present: Mark Wagstaff M3, Elaine Bottomley, WCGL

Staff Present: Joe Szabo, Jason Navota, Kate Evasic, Kristin Ihnchak, Louise Yeung, Brian Daly, Nora Beck, Liz Oo, Elizabeth Irvin, Jesse Elam

1.0 Call to Order

Jack Darin called the meeting to order at approximately 9:30 a.m.

2.0 Agenda Changes and Announcements

- **Joint Meeting with Land Use Committee, April 14:** CMAP staff proposed scheduling a joint meeting with CMAP's Land Use Working Committee to address committee discussion about interacting with CMAP's different committees. The proposed date, Thursday April 14 at 9:30 am, was supported by committee members.

3.0 Approval of Minutes – January 7, 2015

A motion to approve the minutes of the November 4 meeting was made by Sean Weidel, seconded by Lynn Boerman, and with all in favor, carried.

4.0 Next Regional Plan: Climate Resilience – Louise Yeung, CMAP Staff

From flooding to heat, climate change is already affecting the region's infrastructure, ecosystems, and communities. The new regional plan will explore strategies to build resilience to a changing climate. Using a [powerpoint presentation](#), Yeung provided a brief

review of the purpose and process that has been used by the Climate Resilience Resource group. A proposed outline, which would include a definition of regional climate resilience, an assessment of regional vulnerability, a review of the existing work being done on this front, would culminate with a climate resilience policy framework. The [draft policy framework](#) identifies principles of the vision for regional climate resilience and is divided into three main components: responsive and robust infrastructure, participatory and integrated processes, and equitable reduction of vulnerability.

ENR committee members made a number of comments on each of the three principles:

- The difficult balance of natural landscapes supporting healthy, biodiverse ecosystems and serving as a first line of defense. For example, land management agencies being asked to handle stormwater; hopefully we can come up with solutions that don't sacrifice one for the other.
- Communication systems and their role.
- Distinction of mitigation and adaptation and the connection between the two. Can this region be a place for absorption of the causes – absorbing carbon for instance.
- The value of participatory processes to lead to the co-creation of solutions – not just the conveying of information from one group to another. Participatory processes could create the innovation solutions that we'll need going forward.
- Role of forecasting models and how that information provides more informed decisionmaking.

Yeung then presented a series of slides that highlight projected climate impacts on temperature and flooding, how that differs depending on where you are in the region, and how that intersects with socioeconomic vulnerability. The committee responded, making the following points:

- Targeting areas to avoid repeating the mistakes of the past. In the context of impervious cover, we added more impervious cover on the outer edge of the region between the years 2001-2011. While it may be difficult to respond to climate change in the already built up areas, continuing the same trends in development patterns definitely won't help.
- Discussion about the role of industrial development on impervious cover and the pollutant loadings connected to land use.
- County Hazard Mitigation Plans and plans for institutional uses, like group and nursing homes. Enterprise has developed MultiFamily Resiliency planning tools.
- Drought and water supply drawdown.
- Aquatic habitats are important as well, not just terrestrial.

5.0 Next Regional Plan: Transportation Strategies – Jesse Elam, CMAP Staff

As part of the next planning process, CMAP has identified a number of topics for study relating to transportation. Elam provided an overview of the different transportation components and how they fit into the overall process.

- **Major or Regional Capital Projects.** In discussion about changing the threshold for projects, which may include smaller or non-capacity projects. In a review of the MPO, it was found that CMAP reviews a limited scope of projects.

- **Financial Plan.** This identifies how the strategies and projects can be paid for through reasonably expected revenues. Elam reviewed some of the revenues that were in the last plan – parking, congestion pricing, changing state allocation, etc. All are still on the table, looking at additional recommendations to help maintain the system.
- **Strategy work.** Elam identified three strategy papers currently being developed to investigate potential plan recommendations.
 - **Highway Management and Operations.** Investigating ways to reduce congestion and improve reliability using low capital and/or non-capacity strategies. Elam discussed a finding that 60 percent of congestion is not related to a demand/supply issue. Looking at integrated corridor management.
 - **Asset Management.** New federal requirements are requiring State DOTs to do asset management. What is the regional role on this issue, especially given focus on performance-based funding.
 - **Transit Modernization.** Exploring this issue in partnership with the RTA; GO TO 2040 set a target of a doubling in transit ridership – exploring what it would take to do that.
- **Regional Greenways and Trails Plan Update.** CMAP is updating this Plan, which has been used to evaluate Transportation Alternatives Program proposals. Working with the County Transportation departments, forest preserve districts, and Councils of Mayors.

6.0 Next Regional Plan: Environmental Evaluation of Major Capital Projects – Nora Beck and Elizabeth Irvin, CMAP Staff

In past evaluations of capital investments, CMAP has estimated both environmental and economic impacts of candidate transportation improvements. For the environmental impacts, CMAP reviewed past methods for calculating environmental impacts and identified additional techniques that could be used in the future. At this stage, CMAP is requesting ENR committee feedback on a [draft memo](#) recommending appropriate methods for future capital project evaluations. Using a [powerpoint presentation](#), Irvin and Beck stepped through the methods CMAP has used in the past, potential improvements in the evaluation, and future data needs going forward.

ENR committee members discussed the following points:

- **Participatory process.** Discussion of how and when the public would be involved in discussing these larger tradeoffs between the regionally significant capital projects. Building on the participatory process conversation earlier in the meeting in regards to the climate resilience agenda item, committee members discussed the value of engagement in the analysis for this plan component. CMAP staff responded that there will be an engagement process but it will ideally not be focused as a referendum on specific projects; more on the overall policy direction of the plan.
- **Aquatic habitat and biodiversity.** Committee members pointed out that aquatic habitats should specifically be mentioned in the memo.
- **Air Quality.** Committee members noted that the memo should be clear that the environmental evaluation will still include the air quality metric used by CMAP in

the past – change in carbon emissions equivalent emitted by the transportation system in the region, in tons per year, as a result of the project.

7.0 Other Business.

No other business.

8.0 Public Comment

Mark Wagstaff, who was involved in the City of Chicago's Climate Adaptation Plan, applauded the regional climate resilience efforts being undertaken by CMAP as part of the next plan. He stressed the need for resilient processes between different agencies / departments within our governmental units.

9.0 Next Meeting

The ENR Committee will be Thursday, March 3, 2016.

10.0 Adjournment