



## Environment and Natural Resources Committee

### Minutes

Thursday, November 5, 2020

9:30 a.m.

#### Via GoToMeeting:

**Members Present:** Lindsay Birt – Xylem, Keary Cragan – U.S. EPA, Jack Darin – Illinois Sierra Club, Martha Dooley – Village of Schaumburg, Elena Grossman – BRACE-Illinois at UIC, Andrew Hawkins – Forest Preserve District of Will County, Stacy Meyers – Openlands, Ted Penesis – IDNR, Michael Prusila (for Mike Warner) – Lake County Stormwater Management Commission, Tom Rickert – Kane County, Vanessa Ruiz – IDOT District 1 Environmental Studies Unit, Deborah Stone – Cook County Department of Environment and Sustainability, Sean Wiedel – Chicago Department of Transportation

**Members Absent:** Aaron Durnbaugh – Loyola University Chicago, Paul May – Northwest Suburban JAWA

**Staff Present:** Erin Aleman, Nora Beck, Claire Bozic, Sarah Buchhorn, Brian Daly, Teri Dixon, Kate Evasic, Doug Ferguson, Victoria Jacobsen, Patty Mangano, Martin Menninger, Jason Navota, Stephen Ostrander, Jared Patton, Ryan Thompto

**Others Present:** Elaine Bottomley, Andrea Cline, Adam Flickinger, Perry Georgopoulos, Jacque Henrikson, Edith Makra, Timothy Milburn, Cynthia Segura, Audrey Wennink, Ferhat Zerín

#### 1.0 Call to Order / Introductions

Chair Sean Wiedel called the meeting to order at 9:33 a.m.

#### 2.0 Agenda Changes and Announcements

- No announcements.

#### 3.0 Approval of Minutes – September 3, 2020

A motion to approve the minutes of the September 3 meeting carried with all in favor.

#### **4.0 Approval of 2021 Meeting Schedule**

A motion to approve the 2021 meeting schedule was made by Stacy Meyers, seconded by Tom Rickert. The motion carried with all in favor. The committee will continue meeting bimonthly on the first Thursday of each odd month at 9:30 a.m.

#### **5.0 Moving Will County**

CMAP is working with Will County on the Moving Will County project, including a joint Truck Routing Study and Land Use Strategy, with a goal to achieve a balance between freight traffic, freight-generating land uses, new development, agriculture, natural and cultural resources, residential areas and other issues of community livability. Representatives from the consultant team, including Ginkgo and Civiltech, provided an overview of the land use scenario work to date, discussed next steps, and solicited feedback from committee members.

- Natural resources and agricultural land protection. Stacy Meyers commented that outreach to understand the uses of needs of this area has exceed expectations. She explained that there is pressure from people to reduce the 0.75-mile protection buffer around Midewin even though the methodology is grounded in science and used by transportation analysts to determine the range of protection around federal land. She added that the agricultural buffer has precedent from Kane County's 2030 plan, which utilizes agriculture as a buffer and to protect all uses in the county, and that Elwood residents and the Village are supportive of the buffer.

#### **6.0 Climate Initiatives**

Staff presented progress on two climate work plan projects. The Multi-year Implementation Planning project has completed the first phase of its peer review and stakeholder engagement tasks, and is moving towards identifying projects for FY22. The Transportation Mitigation Strategies project has identified a set of strategies to be assessed for mitigation effectiveness.

- Large scale green infrastructure. Stacy Meyers commented that preservation sites like Midewin and Hackmatack should be acknowledged as regional solutions for carbon sequestration and models for strategies throughout the Midwest.
- Regenerative agriculture. Ted Penesis stated that IDNR is looking at the Department's agricultural land holdings and how regenerative agriculture practices can make a significant contribution. Stacy Meyers noted that regenerative agriculture can be done in conjunction with large scale green infrastructure areas.
- State initiatives. Jack Darin noted the potential synergies with the State on vehicle electrification, including plans to invest funds from the Volkswagen settlement and capital bill as well as

legislative conversations around the Clean Energy Jobs Act (CEJA). He added that the state is well suited for manufacturing, which could align with CMAP's the economic innovation goal.

- Model ordinances. Sean suggested that CMAP continue to play a role in developing model ordinances to help municipalities facilitate electric vehicle readiness and other climate mitigation strategies.
- Focus areas for CMAP. Responding to a question from Nora Beck regarding climate areas where CMAP can play a role, committee members suggested climate resilience, initiatives that can spur economic development, and working with schools in disinvested areas to encourage change at a household level. Edith Makra also suggested that CMAP help assemble information on climate and energy use, a role that is currently assumed by the energy utility companies.
- Future analysis for transportation climate mitigation strategies. Sean Weidel suggested that CMAP consider analyzing the timing of electric vehicle charging. Martin Menninger responded that CMAP's model can examine the time of day when most people drive, although not when they charge, and understand the impact that some strategies can have on when people are driving.
- Taxing electric vehicles. Responding to a question about the potential to tax electric vehicles, Martin Menninger responded that CMAP has not yet conducted detailed study on how transportation climate mitigation strategies would be executed. Staff will look into the policy and mechanisms for implementing them at a later date.
- Freight. Sean Weidel noted that CMAP should look at freight electrification and/or conversation to other clean fuels. Martin Menninger added that the Will County freight study looked at the climate impacts of freight and that most strategies are fuel related, however, some focus on where the pollutants land, which are harder to model.
- Local food. Ted Penesis noted the importance of local food as a transportation climate mitigation strategy and described how Cook County and City of Chicago have a food purchasing policy that encourages local sourcing.
- Networking. Sean Weidel recommended looking to the clean Cities Coalition, which Chicago is part of, and to the Metropolitan Mayors' Caucus for ideas and resources to share.
- Telecommuting. Martha Dooley posed a question about the future of telecommuting beyond the pandemic and whether a reduction in emissions related to telecommuting are offset by increase in home deliveries. Sean Weidel added that telecommuters are increasing their use of heating and cooling at home, while empty offices are still requiring the same amount as before. CMAP staff

suggested strategies like delivery truck fleet conversions and ride sharing for goods and services. Edith Makra added that Argonne studied the impacts of online versus bricks and mortar shopping, and that the Clean Cities Coalition can help make that connection.

- Model adjustments. light of rapid changes from the pandemic, Keary Cragan asked about CMAP's process for readjusting the models. Martin Menninger responded that CMAP's transportation behavior model is currently calibrated to the year 2015, but will be updated with the results of the most recent travel survey available next year. Using the 2015 model will allow CMAP to understand relative impact of transportation climate mitigation strategies, however, staff will re-run the model once the new data is available. Claire Bozic added that we should stray away from modeling and using an impermanent situation like the pandemic to analyze strategies. However, she also said that CMAP staff try to model what we observe, such as increased telecommuting, and are able to do this without updating the underlying data of the model

## **7.0 Regional Climate Action Plan**

CMAP is working with the Metropolitan Mayors Caucus (MMC) on a regional climate planning project that will identify mitigation and adaptation strategies for municipalities in northeastern Illinois. CMAP and MMC staff will provide an overview of the project and discuss preliminary recommendations.

- Scale of recommendations. In response to a question on how the focus of municipal scale recommendations can help shape regional action, Jared Patton commented that understanding the actions municipalities can take can help shape future regional scale climate action planning. Claire Bozic added that regional action is important, since taking climate action may be seen as a competitive disadvantage for some municipalities vis-à-vis their neighboring communities.

## **8.0 Other Business**

- Mike Prusila announced that ENR Committee member Mike Warner will retire from Lake County Stormwater Management Commission this year. Clarifying a question of membership, Brian Daly explained that committee membership is based on the individual asked to join the committee, not the organization they represent. CMAP will assess current vacancies and identify new members in 2021. Brian Daly asked that Mike Prusila wish Mike Warner well and thank him for his contributions over the years.

## **9.0 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 exact time for the public comment period will immediately follow the last item on the agenda.

- None

## **10.0 Next Meeting**

The next meeting will be January 7, 2021 at 9:30 a.m.

## **11.0 Adjournment**

The motion to adjourn, moved by Mike Prusila and seconded by Stacy Meyers, carried and the meeting adjourned at 11:33 a.m.

Respectfully submitted,  
Brian Daly and Kate Evasic  
November 5, 2020