



**Environment and Natural Resources Committee**

**DRAFT Minutes**

September 7, 2011 – 9:30 a.m.

**Members Present:** Mike Prusila – Lake County SMC, Sean Weidel – City of Chicago, Joe Schuessler – Metropolitan Water Reclamation District, Kate Agasie – Metropolitan Mayors Caucus, Marty Jaffe – University of Illinois at Chicago, Lenore Beyer-Clow – Openlands, Harlan Spiroff – DuPage Mayors and Managers Conference, Frank Coconate – Cook County Department of Environmental Control, Laura Oakleaf – Cook County Department of Environmental Control, Jack Darin – Illinois Sierra Club, Jon Grosshans – USEPA Region 5, Wally Van Buren – Illinois Association of Wastewater Agencies, Christy Sabdo – Kane County, Mike Sullivan – Kane/Kendall Conference of Mayors

**Staff Present:** Jesse Elam, Ylda Capriccioso, Tim Loftus, Bob Dean, Emily Plagman

**Others Present:** Mike Albin – DuPage Mayors and Managers Conference, Chalen Daigle – McHenry County Division of Transportation, Bryan Wagner – Illinois Tollway, Rocco Zuccherro – Illinois Tollway, Michelle Uting – Forest Preserve District of Cook County

**1.0 Call to Order**

Jack called the meeting to order at 9:33 am. A round of introductions followed.

**2.0 Agenda Changes and Announcements**

None.

**3.0 Approval of Minutes from September 7, 2011**

The minutes were approved as written.

**4.0 Coordinating Committees Update**

Lenore reported on the Local Coordinating Committee meeting in August, which she said was mostly about the Local Technical Assistance and grant programs, as well as a request for proposals for technical assistance providers.

**5.0 Legislative Update**

Ylda handed out the state legislative agenda for spring 2011 and said that CMAP would be establishing its priorities for the fall veto session. She wanted to coordinate with

committee members on shared priorities, but said that most of the discussion should take place at the October meeting. A member mentioned that a bill allowing wastewater treatment plants in the DuPage River watershed to use permit fees for stream improvement projects had not passed, but that other sources of funding had been found to implement some of those projects. There was some discussion of the fact that no legislation came out to change the 55/45 split, but that the focus had been education of legislators. The need to keep an eye on the Illinois DNR budget was mentioned. Also, it was recommended that ComEd be asked to talk to CMAP about its smart grid legislation.

## **6.0 Overview of environmental initiatives at Tollway**

Bryan Wagner gave an overview of the recently-passed 15-year capital program, referring to a PowerPoint presentation. He mentioned that the first priority of the program is to take care of the existing system, followed by expanding the system. He noted a few areas of particular concern to ENR, such as construction of the I-57/I-294 interchange near Indian Boundary Prairie, where the Tollway would be doing some mitigation. He also mentioned that the program included funds for a study to examine the extension of IL 53/120 through a Blue Ribbon Advisory Council. On the Illiana Expressway, the Tollway is supporting IDOT. The environmental initiatives the Tollway is entertaining likely include increasing wetland mitigation ratios, renewable energy (such as a geothermal system it has installed and a research partnership with Argonne), bioswales, and trying to channel wetland mitigation into priority areas.

After a question about the BRAC, Rocco described its task as being to determine if there is consensus to do something in the corridor, define what the corridor should look like, and describe how to finance a facility in the corridor. There are questions to answer about finance for a facility with a reduced footprint, such as what was recommended in GO TO 2040; for instance, would congestion pricing work? What should the transit elements be? A member asked if there were statutory restrictions on use of Tollway funding for other purposes than toll highways. The answer that it would be justified if there were an operational benefit to the Tollway, such as accommodating transit service. A member asked how deicing would be handled on toll roads. Bryan responded that using alternative deicing techniques could expose the Tollway to liability at a bridge location, but that that was less of a concern elsewhere. He felt that the Tollway uses a fairly small amount of salt relative to its peers, and that the Tollway tried to monitor roadway temperatures to control application. It was also asked whether the Tollway would try to factor in future climate (increases in temperature, storm frequency and severity, etc.) given the long lifespan of roadways. Bryan and Rocco answered that various weather conditions were taken into account, but that specific climate change effects were not being considered. It was asked whether Tollway medians were being considered for alternative energy use. Bryan said that vendors and others had shown interest in wind power, but that the best locations for wind power were generally where there are wind farms already. Bryan then said it would be nice if there were a regional plan for where to do mitigation. Lenore mentioned that Openlands had often dealt with questions of where to use mitigation funds, but felt that Chicago Wilderness would be the best group to coordinate such a plan; it could perhaps fit in with the Green Infrastructure Vision update being handled by CMAP.

## 7.0 CMAP program updates

### 7.1 Energy Impact Illinois

Emily Plagman gave an overview of the Energy Impact Illinois program (formerly the Chicago Region Better Buildings initiative, formerly the Chicago Region Retrofit Ramp-up program), referring to a PowerPoint presentation. She said the program is separate from any utility programs, and that its targets are different than utility goals. The program's first purpose is to increase access to information on energy efficiency programs, and that ads should be appearing for the program starting in October. It is also meant to improve the workforce for retrofit programs, and finally to increase access to financing for retrofits. Emily also passed out a memo describing some of the policy initiatives that CMAP would be monitoring in Springfield and elsewhere; the memo was not intended to recommend support for any particular initiative. The committee had a discussion about other policy elements for CMAP or partners to pursue. One suggestion was to develop a model energy ordinance for local governments. Another was to consider helping with local ordinances that may make it difficult to enact alternative energy and alternative fuel programs; for instance, DCEO is said to have had a difficult time installing plug-in electric vehicle charging stations because of conflicting local rules. Another member said that there was poor coordination between utilities and municipalities. A member pointed out that municipalities are still not accessing Energy Efficiency Portfolio Standard funds to the extent that they could and should.

### 7.2 GO TO 2040 implementation update

Bob mentioned that CMAP is developing a GO TO 2040 implementation progress update. This is partly because CMAP is looking for transferable ideas, and partly to keep the comprehensive plan fresh. He asked organizations to write up brief descriptions of programs they began around the time GO TO 2040 was completed that are consistent with the plan, with the intent to discuss them at the October ENR meeting.

## 8.0 Other Business

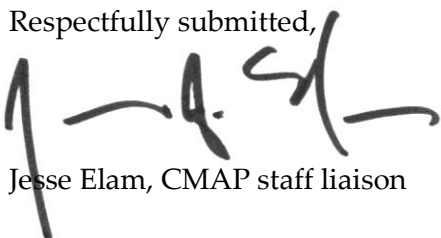
Lenore announced that Openlands was hosting a roundtable on emerging contaminants in Elgin the following week. Marty noted that the federal government had recommended last year that states focus more on marine spatial planning, and that there may be resources for planning flowing from the federal government relatively soon. He asked the committee to consider whether and how CMAP should be involved in Lake Michigan work.

## 10.0 Public comment

None.

## 11.0 Adjournment.

Respectfully submitted,



Jesse Elam, CMAP staff liaison