



DRAFT Minutes
Environment and Natural Resources Committee

June 6, 2007—9:30 a.m.

Chicago Metropolitan Agency for Planning

- Members Present:** Dr. Moira Zellner (alternate) -University of Chicago, Karla Kramer-US Fish and Wildlife Service, Amy Walkenbach-IEPA Bureau of Water, Jim Van der Kloot-USEPA Region 5, Patty Werner -Lake County Stormwater Management Commission, Joe Schuessler (alternate) - Metropolitan Water Reclamation District of Greater Chicago, Patricia Young – Metropolitan Water Reclamation District of Greater Chicago, Lenore Beyer-Clow -Openlands, Jack Darin- Sierra Club Illinois Chapter, Wallace Van Buren-Illinois Association of Wastewater Agencies, Ingrid Ruttendjie - Fox Waterway Agency, John Oldenburg (alternate) – Chicago Wilderness, Mr. Pete Harmet – IDOT District One, Ricca Slone (alternate) - Environmental Law & Policy Center, Ken Anderson – Kane County, Lynn Boerman – IDNR Ecosystem Partnerships, Joyce Coffee – City of Chicago
- Staff Present:** Don Kopec, Kerry Leigh, Dawn Thompson, Jill Leary, Bob Dean, Jesse Elam, Amy Talbot, Tim Loftus, Lindsay Banks, Thomas Palzer, Annie Byrne, Yochai Eisenberg, Kiersten Grove, Ester Schwartz
- Others Present:** Mike Klemens-WCGL, Mindy Gould – Tetra Tech

1.0 Call to Order

Chairman Jack Darin called the meeting to order at 9:35 a.m.

2.0 Agenda Changes & Announcements

There were no agenda changes.

Announcements included an update by Jill Leary on the legislation pending before the Governor for his signature. It has passed the House and the Senate and provides for dedicated stable funding for the agency and for all the other downstate MPO's. Jill encouraged the committee to send letters in support of the legislation to the Governors staff and assured the committee that CMAP staff were still working diligently to assure passage

of the bill. Kerry will be distributing sample language for support of the bill to the committee members.

IDOT is holding public open houses across the region and has an open comment period on the State Transportation Plan Update, and committee members are encouraged to comment. The handout included the schedule of the open houses, and the website for more information and to download or view a copy of the draft update.

Kerry and Jim VanderKloot gave a report back on the recent seminar co-hosted by the Chicago Wilderness Sustainability team and CMAP titled "Understanding & Influencing the Transportation Process: *Biodiversity & Green Infrastructure in Project Planning, design & Implementation*. The purpose of the seminar was a recognition that CW members didn't understand the transportation planning process which is complex, and that a seminar to describe how the process works and where the opportunities for engagement are would be beneficial. There were approximately 60 people in attendance and everyone felt it was a success. Kerry informed the committee that the presentations and further information will be posted on the web site under the events section.

Kerry gave a report back from Hubert on his action items from the last meeting. Kerry distributed a map Hubert prepared showing the location of the Citizens Advisory Committee membership, and noted that Marty's comments had been addressed in the plan and the word 'stakeholders' was substituted to more accurately reflect his comment. Also there had been a question about the by-laws and the mode of selection of the CAC . Evidently the committee is currently undergoing some changes, and the by-laws and mode of committee member selection is a subject to be addressed at their next agenda. When they have been finalized, Hubert will provide the information to this committee.

3.0 Approval of Minutes- May 2nd, 2007

It was noted that the page numbering was inconsistent as was the spelling of Openlands name. Also on page 9 two unidentified speakers identified themselves as Lenore and John.

MOTION: John Oldenburg motioned and Ingrid Ruttendjie seconded to approve the May 2nd, 2007 minutes as amended. Motion carried.

4.0 Programming & Planning Coordinating Committee Reports – Chair Jack

Darin and Vice Chair Ingrid Ruttendjie

Jack said that these committees meet every other month and have only met twice so far, so they have been fairly introductory in nature with not much substantive action to date. At the May meeting there were presentations on the UWP budget and some discussion on how the Congestion Mitigation Air Quality transportation funding program works in this region and the kind of projects that are eligible.

The Federal government has opened up applications for the Urban Transportation Partnership program to look at issues such as congestion pricing, for example. This region

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has a proposal in to look at ways to use our toll pricing structure to ease congestion levels on the tollway system. I think this committee would be interested in hearing more about this as it goes forward.

Agenda items for the coordinating committees will be coming up that this committee can have direct input on, for example the FPA issue and other items that we haven't yet addressed in our E&NR meeting. Jack thought it would be helpful to forward the agendas of the coordinating committees to this committee for their interest. Kerry noted that these agendas are available on the website.

Ingrid reported back from the Planning Coordinating Committee and said that their business has been introductory in nature as well. The group has discussed how to evaluate and look at the plans that are brought forward from the working committees such as ours. The Coordinating Committees are looking for recommendations from the working committees so they can discuss issues fairly quickly. Another item of interest is a schedule of major decision points and activities for both the Planning & Coordinating committees that runs through December 2010.

Leadership workshops are currently being held around the region and there will be one in Kane County tomorrow. The NE IL regional water supply planning group still has vacancies that need to be filled for Cook Grundy and the municipalities of Kane and Grundy.

5.0 Integration & Innovation Summit II – Kerry Leigh

Kerry informed the committee that CMAP is proposing a second integration and Innovation summit. The first one was on jobs and housing and economic development. This summit is focused on integrating energy, infrastructure, land use, health and economic prosperity with climate change issues. Kerry gave everyone a handout describing the summit and asked for volunteers to sit on the advisory committee. That advisory committee would assist with formulating the agenda and assistance with speakers and presentations. They would have approximately 3 to 4 meetings. Please let Kerry know if you are interested in participating on the advisory committee.

6.0 Regional Comprehensive Plan –Bob Dean/Jesse Elam

6.1 Summary of Goals Discussion

Bob gave an update on the discussions from the last meeting. To date, this committee has been identifying goals and objectives that were in previous plans (the *2040 Framework Plan and the 2030 RTP*) that this committee thinks are central goals, and then have chosen key words or main ideas and discussed the reasons these ideas should be addressed in our regional comprehensive plan. After the last meeting staff collected these into major themes which are listed on the first page of your handout. These themes will be explored more fully at the August meeting.

6.2 Regional Snapshot Report on Sustainability

Jesse gave a presentation on the Sustainability snapshot report. It is one of a series, other topics including the jobs and housing balance, and demographic change. Their purpose is to establish a fact basis for the recommendations in the regional comprehensive plan. The Sustainability Snapshot will

- a) define sustainability and what it would mean in an operational sense to the region, and
- b) applying specific sustainability concepts and strategies to the program areas.

Out of many definitions we have chosen the 3 E definition of sustainability which is achieving economic, environmental and equity goals at once through the same strategy.

Jesse will be researching what are unique elements/dimensions of sustainability and make sure we really have those down and are drafting them in the comprehensive plan.

Jesse also discussed indicators that will be needed for the regional modeling that can be used for comparison between scenarios and to answer the basic question: does a particular scenario improve sustainability as defined, or does it worsen it? An example could be something like the 'genuine progress indicator' (GPI) which is basically an adjustment to gross regional products. It takes into account declining natural capital stock and the distribution of income of resources rather than just an aggregate total. Sustainability is inherently a long term issues and we want to research some of those indicators that would help us 10 or 15 years from now know what kind of progress we've made.

Finally, in terms of relevance to the program area, as mentioned, we need to refine our definition of sustainability, set goals and finalize a strategy to be consistent with our program area. Sustainability is all about integration and making connections and although we're talking about breaking them down by program areas there is a significant amount of cross connection within the 6 program areas. For example we need to make the links between affordable housing and energy efficiency not only from a monetary standpoint but also integrating conservation design principles into the discussion. These seem to be two separate discussions at the moment and need to be integrated.

Jesse is looking for suggestions about any of the issues discussed, and particularly input on strategies within the various CMAP program areas that we can discuss at a future date. Jesse confirmed that conservation of resources could go under the mitigation and or the adaptability heading.

John Oldenburg introduced the concept of carrying capacity where the resource itself dictates its ability to survive. Grounded in the ability to talk about sustainability is

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the capacity of the system in being able to respond to stressors, its buffering capacity. Jesse responded that understanding carrying capacity is in some sense critical to sustainability, however the question this raises is are we at a point where carrying capacity can be measured meaningfully and able to guide our decisions in an operational sense?

Moira said that it would be interesting to include the idea of adaptation beyond the idea of governance in the sense that sustainability is about being able to adapt to what our current condition is, which changes all the time. Can we maintain that capacity to adapt? That implies that there are no unique levels of our sustainability, which creates a problem, how do we do it? Her suggestion is to think about the issues that are the most important right now and focus on those. We can see the big picture and we can see those connections. So for example we can focus on water first, then, when we manage that issue we can focus on another issue. I would like to see a regional plan that has the ability to revise. An adaptive plan. Rather than just defining what sustainability is and how are we going to get there we need to ground that discussion in the issues.

Joyce Coffee agreed that focusing on an issue is a useful way to begin a sustainability discussion however if we just looked at carrying capacity, for example, one might assume from water quality data that it is actually better to have a very dispersed population rather than dense populations, whereas in terms of sustainability, urbanization rather than sprawl are improvements on ecological systems as it keeps people out of ecological environments. Those questions need to be constantly asked otherwise data can lead to conclusions that are not actually appropriate for the improvement of sustainability.

Moira thinks that also relates to the model link and modeling needs to be grounded around specific issues because when we do modeling we want to be able to answer specific questions.

Jesse noted that we also want to look at emerging threats and asked if this captured everything. Patty said that water should be on the list and natural hydrologic cycles should be considered.

Bob noted that these issues need to be addressed in the regional comprehensive plan and that not much has been done on climate change in a regional way and this is one of the major findings so far, as well as addressing resources and energy, the plan needs to address the flexibility of governance and its responsiveness to those issues. We need to be able to measure sustainability in a way that can be applied and predicted into the future. This work is going to feed into the regional comprehensive plan. Patty asked if that would include life cycle costs and if adaptations under governance would be a separate topic.

Joe S. suggested that the plan could address imports vs. exports and how sustainable that is and Patty suggested that the same issues need to be addressed regarding food. Moira noted that using an ecological footprint model will give us an idea of the measure of that kind of interaction on all scales, and different measures, different models and different ways of thinking incorporated into the process is as important a concept as just integrating different tools.

Jim V. with IEPA has been working on identifying barriers and forming categories of barriers to quantify the performance and benefit of sustainable development techniques. These range from engineering barriers to market barriers to identifying and measuring how to maximize public health benefits of sustainable development approaches so it can be incorporated into a formula and be a motivator for adopting these approaches.

7.0 Kishwaukee River Watershed Planning – Tim Loftus

Tim described the 3 planning process being undertaken in the watershed with the assistance of IEPA Section 319 funding. The process is contractually to meet the 9 minimum components, however what makes these planning process unique is that they are the first planning processes to get underway after the development of the Rock River basin assessment that was a prerequisite of the B-MAG recommendations to do more comprehensive planning within a watershed context for water quality benefits. The B-MAG framework will be investigated in this process and there will be a report on the strengths and weaknesses of this framework as the planning process is pursued. We are not out to replace the FPA process, for example, but a watershed approach was looked at as a potential vehicle to strengthen that process. So this is an experiment.

There will be a public comment period on the plans, however prior to going before the municipalities involved to ask for their endorsement, we need to know from the IEPA what are the criteria that these plans will be judged by such that a determination will be made for them to either be incorporated into the area wide water quality management plans or not. That is the significance of these watershed planning processes. If they are incorporated into the area wide water quality management plans they will have greater legitimacy than any other watershed plans have accomplished to date. Staff have offered to propose criteria to IEPA and are working closely with them. Staff would welcome the committees input on these criteria.

This planning process will be presented to the committee in the fall again to discuss implementation strategies. Here we have an opportunity to raise the profile and status of watershed plans, therefore Tim urged the committee to think how we can make the planning process and the plans themselves successful in enabling and empowering watershed planning to be more comprehensive.

Jim asked how these local planning processes are intended to key into transportation planning and the broader regional planning processes. Tim replied that transportation planning is a more remote aspect with watershed plans although road networks affect the

quality of watershed resources, and the quality of life. Tim will provide some more thoughts on that at a later date when they are further along in the process.

John offered that this is exactly the idea of carrying capacity and that detailed planning within a watershed is a great model that sets the stage for appropriate transportation planning as the watershed plan begins to define the limits of sustainable land use. For example, the best locations for residential, commercial or industrial and the transportation corridors for various alternatives such as rail, car or bike systems, that tie in the economic development and supply networks in a regional landscape can be determined. It is the grounding work that's necessary and built from a watershed basis that is fundamental to doing good transportation planning.

Tim responded acknowledging that's a good point as a watershed plan can serve as a reference or a context within which regional transportation plans can be evaluated on a local level. The beauty of a watershed approach, in particular, is that it is somewhat of a unique approach as we're looking at resources first. They become the guiding light as to how to develop to protect the natural capital and ecosystem services that flow from that. So the plans can be useful when it comes to responding to a transportation plan or other issues such as permitting decisions, which brings us back to the issue of the importance of having these plans be incorporated into an area-wide water quality management plan.

Lenore commended Tim for doing this pilot watershed approach and encouraged him to come back to the committee to get additional feedback on what's working and what's not. John also requested that Tim share the proposed criteria with the committee.

Joyce asked who the ultimate audience for the plans and recommendations are and Tim responded that it is the watershed stakeholders as that is where plan recommendations are implemented. Patti asked that in the context of looking at criteria that staff also consider how the decision making can be institutionalized there needs to be a lead agency to be effective, particularly as there is conflict between watershed planning and land use planning as communities don't want to give up their decision-making authority. Tim acknowledged that conflict and noted that the paradox with watershed planning is that one of its strengths is that it is a non-regulatory voluntary type of process, and the weakness is not having that structure in place. The watershed planning that we do here, includes watershed governance with the need for a steering committee that ideally includes municipal representatives that need compelling reasons to keep them coming back to the table.

Maira added that besides having a sense of ownership of the plan, its very important that the stakeholders have a sense of ownership of the problem so that they understand what their place is in the plan for a greater sense of buy-in. Pete added that local ownership is key because the drivers for those transportation improvements is the travel demand generated by all the users, so there needs to be a connection otherwise you're left with a watershed that's used up all its environmental capacity.

John had one further question relating to relating communities with a lot of built infrastructure compared to communities that are relatively untouched. How do we divide what we can do proactively for the future in these two situations? Tim responded that watersheds are idiosyncratic and in a region like ours with a continuum of intensely urbanized hyperurban areas to very rural and bucolic landscapes it requires us to get neighboring municipalities at the same table. Watershed planning provides a forum for democracy to take place with the problems and solutions tailored for the highly variable landscapes we're confronted with.

Tim announced the new publication "*Guidance for Developing Watershed Action Plans in Illinois*" and 2 associated workshops June 28 here at CMAP and another one in Springfield on July 12th.

8.0 Facility Planning Areas – Dawn Thompson

Jack recapped that in May the committee discussed playing a role in the FPA process as it moved from NIPC over to CMAP, however since then this topic has become a subject of debate and the enabling legislation for CMAP appears to have a new direction for the board on the FPA process. The legislation would direct the CMAP board to create a new committee on water resources specifically to deal with the FPA process, so at this time, the issues is more in the CMAP board's hands than this committee.

Don Kopec confirmed that staff would still be reviewing the FPA's and making recommendations to a new committee. It will be made up of 3 members from the CMAP board, 1 from the Metropolitan Water Reclamation District, and 1 from the largest state wide waste water agency. There is also an effort to have Governor appointees as well.

9.0 Discussion Items for Future Meetings

Jim indicated that he has been working to identify some of the challenges that this committee faces in integrating the functions of NIPC and CATS. He noticed today that there are a lot of trade-offs to manage as all these different issues are being addressed by separate people. For example watershed planning and transportation planning is one of them. The question is how we compare the value of apples and oranges in these plans so that we're not setting up conflicts between issues such as everyone needs to get from place to place and everyone needs clean water and air. So how do we handle the trade-offs between watershed planning, local plans, regional transportation plans, etc. to ensure the sustainability of the region. This might be the core function of what we need to get at in this committee.

John felt it would be very useful for the committee to have an understanding of the real drivers behind transportation networks so we can provide reasonable and educated direction for how we can integrate the planning process. An understanding of the bigger picture would be helpful.

Jim agreed and added that an additional aspect is how other regions are dealing with these issues of integration, and are they setting up processes so that they don't set up conflicts, or are they addressing these conflicts up front. This should be a major goal in combining NIPC

and CATS. We need to see planning from both sides, see what is foundational and what is relative with some presentations on efforts to integrate those processes.

Ricca added that it would be good to understand the transportation governance, criteria and planning processes to see if these agencies see this process as fitting into what they are already doing. Pete added that the Context Sensitive Solutions process is going to be codified, and Ricca responded that true integration is a tough thing as we attempt to integrate what we value most highly into an existing system. As environmentalists we need to put ourselves into the process. Pete acknowledged that the division of highways is a delivery agent expected to deliver a program, while at the same time it has to sit within a context. How it is delivered should fit within all that, and the challenge is to meet all the various goals which sometimes compete, and still deliver. It's going to be an evolving process. IDOT contracts out for construction and has a core group in-house that does some of the planning, but that is also contracted out. Jim suggested breaking the issue down in terms of scale to structure the discussion.

Items for future meetings from the discussion include:

Transportation: John, Kerry, Jim and Pete will discuss an agenda.

Modeling: Modeling needs and capabilities with the modeling team.

Air Quality Presentation: focusing on current statutory requirements for the September meeting. Mike Rogers will coordinate with Kerry and Don.

The comprehensive plan visioning meeting will be in September, and will be additional to our regularly scheduled meeting.

10.0 Other Business

There was no other business.

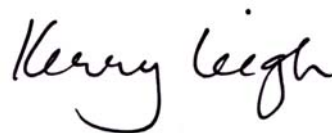
11.0 Public Comment

12.0 Adjournment

MOTION: At 11:45, John Oldenburg motioned to adjourn the meeting.

Motion was seconded by Pete Harmet. Motion carried.

Respectfully submitted,



Kerry Leigh
Staff Liaison