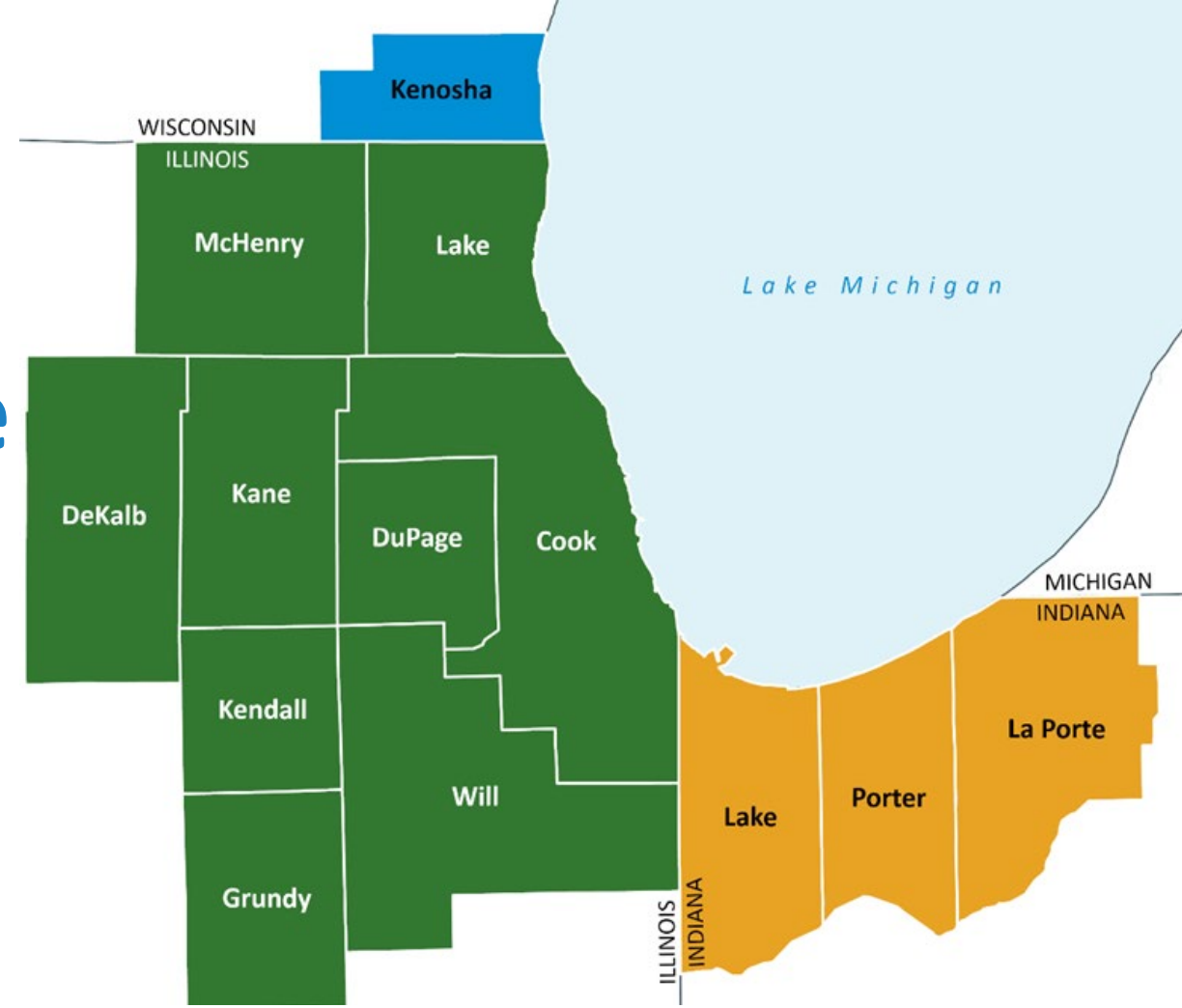


Comprehensive Climate Action Plan for Greater Chicago

IDOT Fall Planning Conference
September 3, 2026

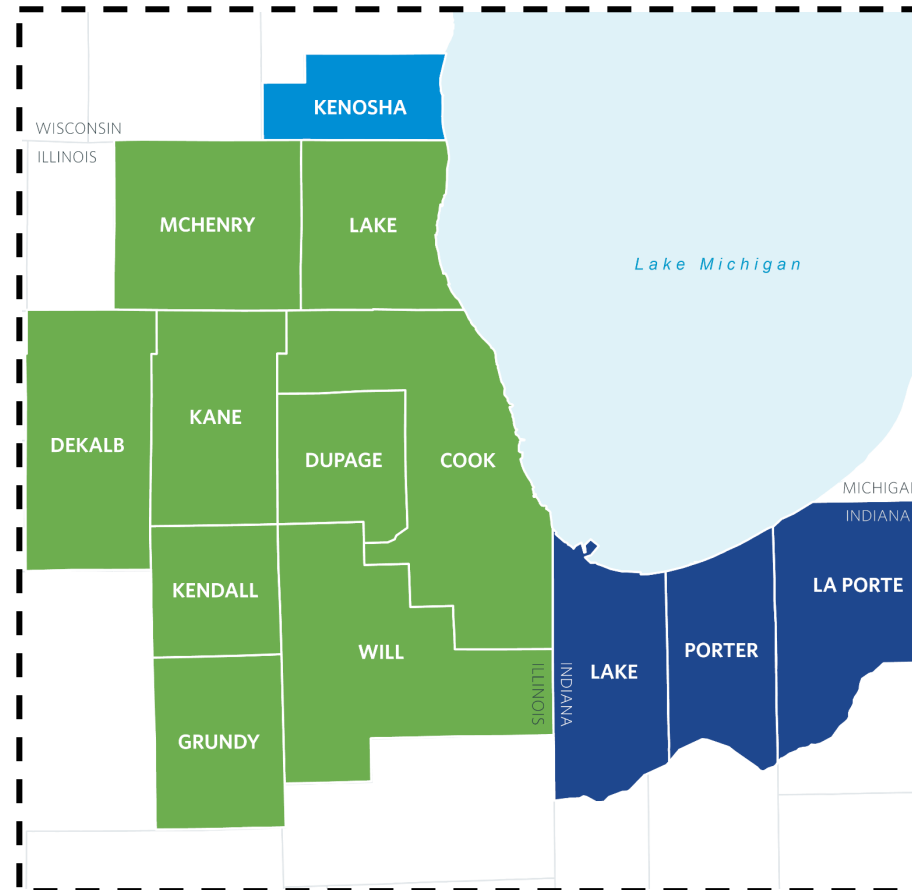
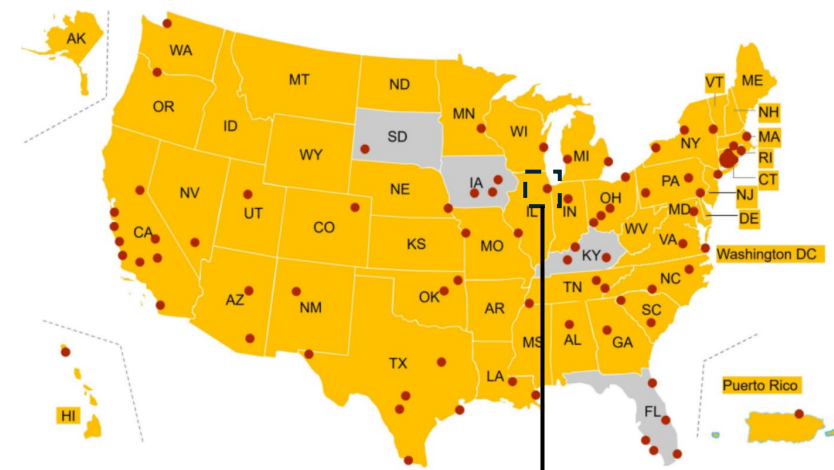


A regional response to a global challenge

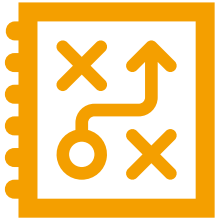
Funded by USEPA's Climate Pollution Reduction Grant

Partnership: CMAP,
Metropolitan Mayors
Caucus, and Northwestern
Indiana Regional Planning
Commission

■ States (+ DC, PR)
● Metropolitan Statistical Areas (MSAs)

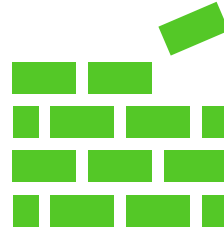


Grounded in data, collaboration, and impact



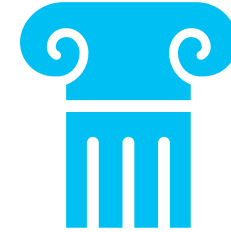
Impact

Target the strategies
that make the
biggest difference



Build on precedent

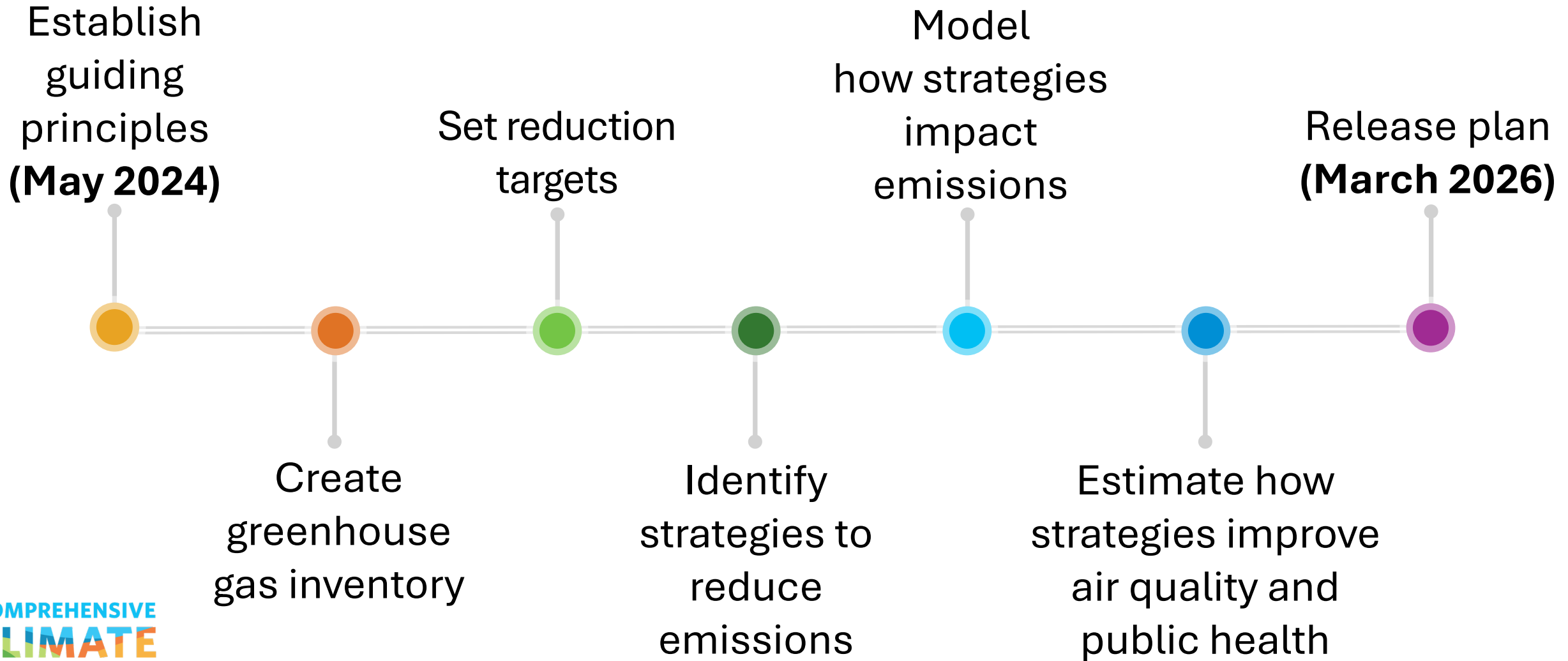
Elevate what's already
working across
the region and learn
from proven policies
in other states



Influence

Provide a coordinated
regional message
to shape state and
federal policy

Planning process

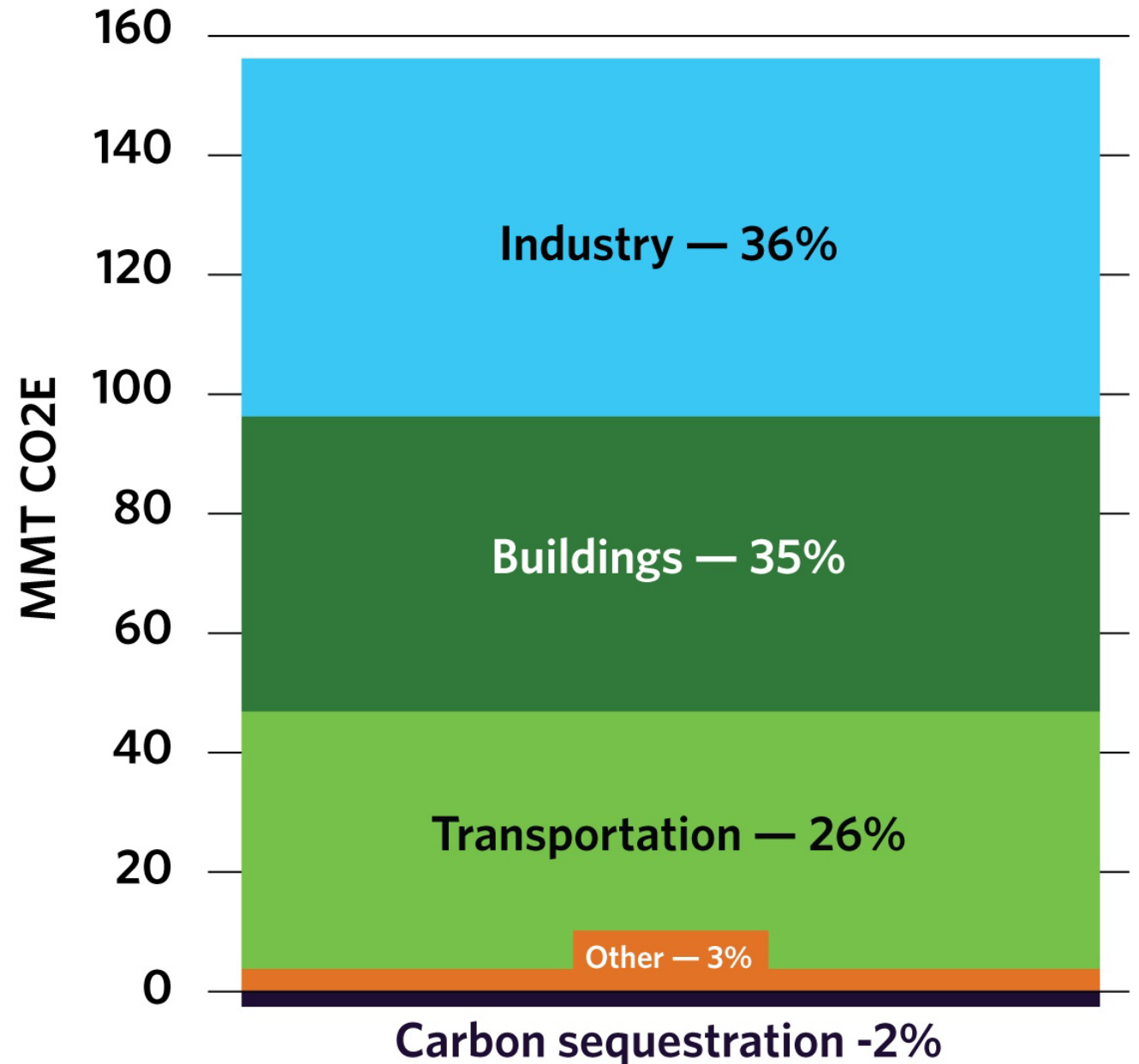


Regional emissions and the path to 2050

Where do emissions come from?

Region produces 152 million metric tons of CO₂e annually

Three main sectors: industry, buildings, and transportation

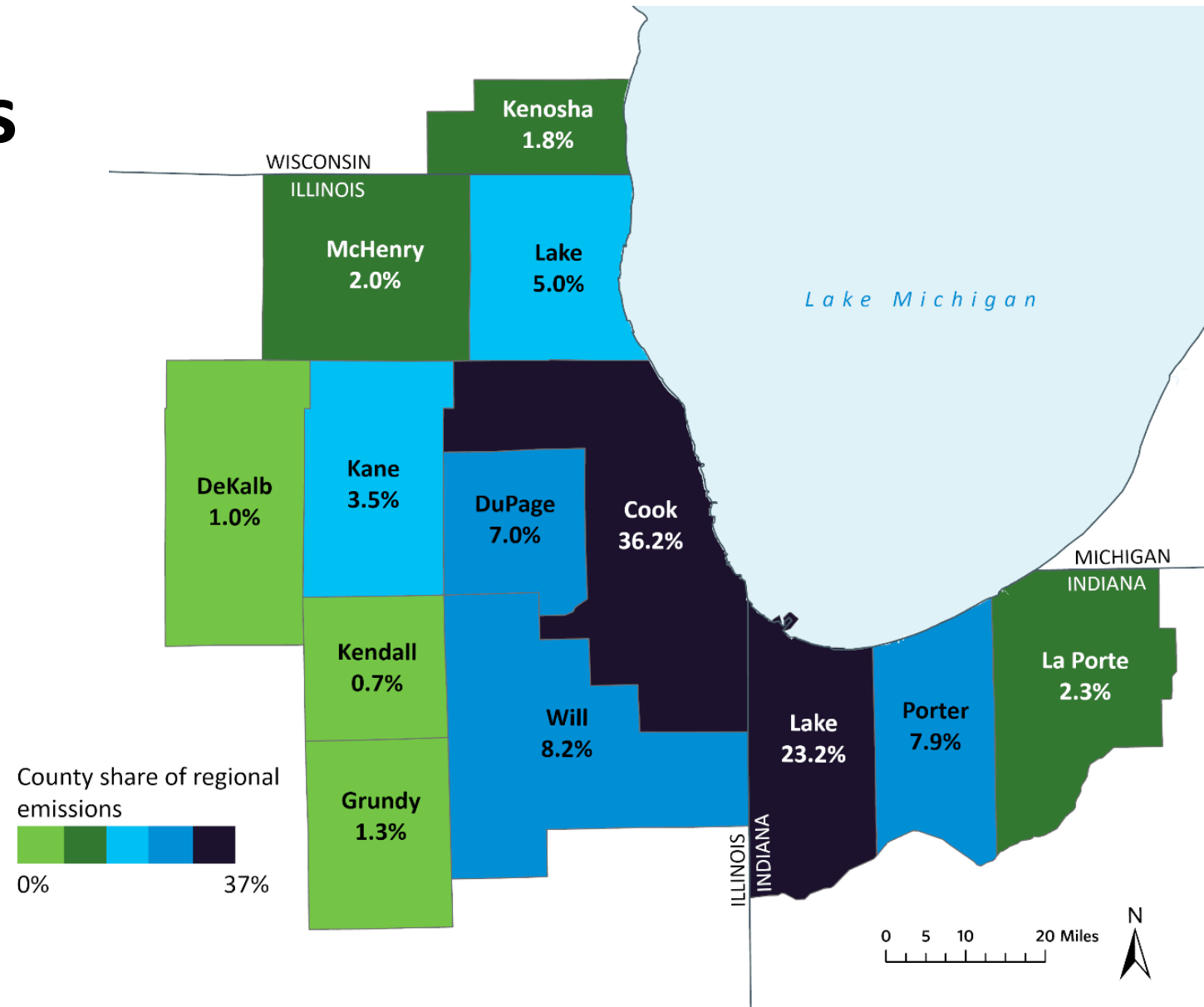


Where do emissions come from?

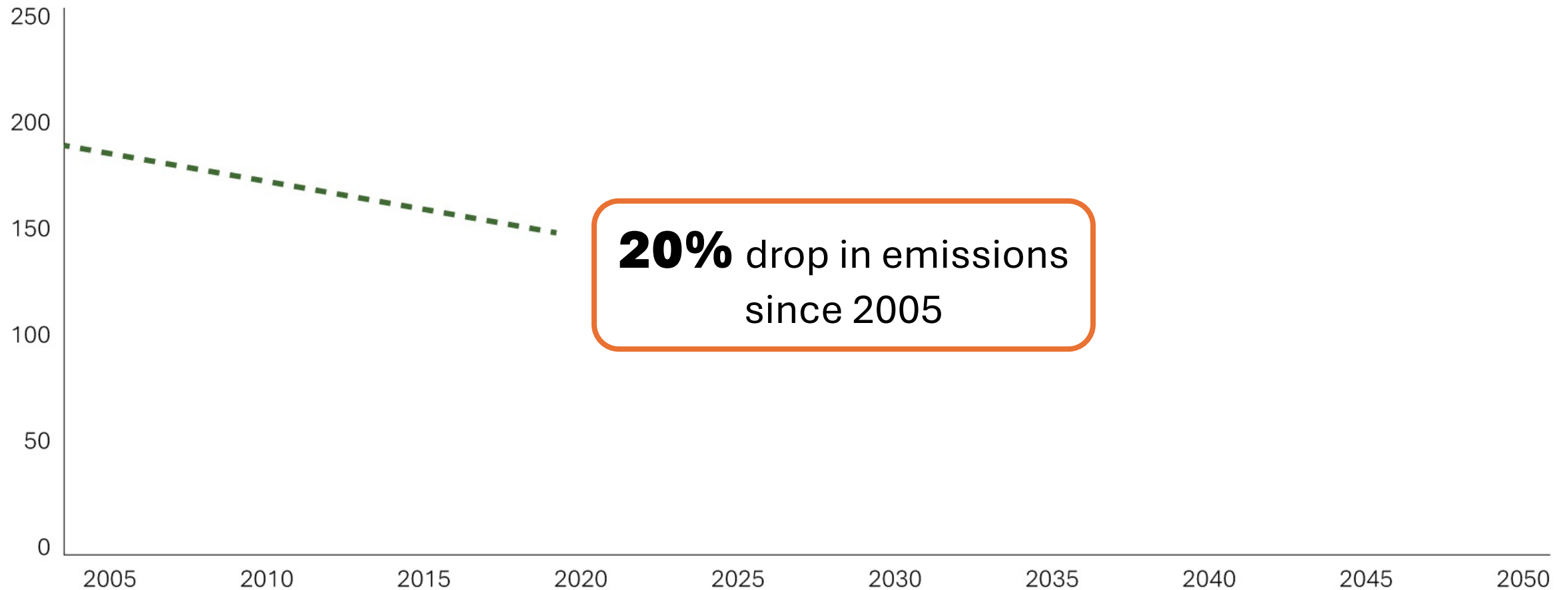
Local context matters

Cook produces most emissions

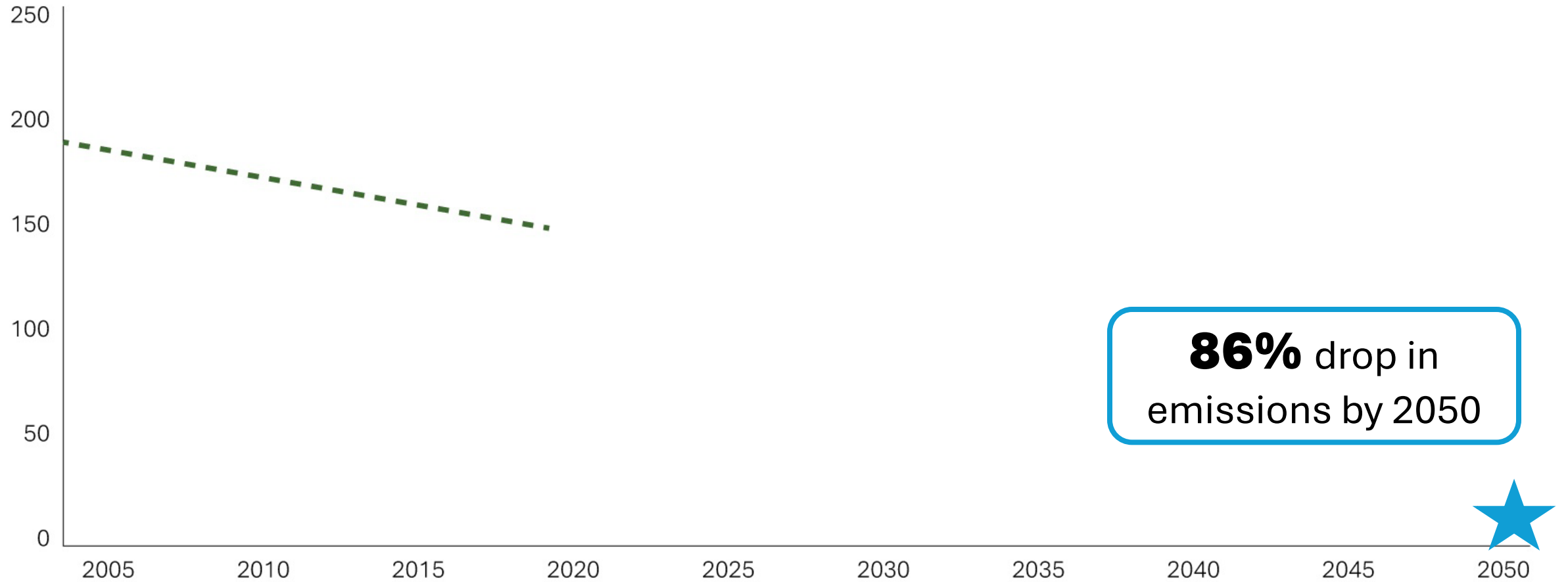
Porter and Lake, IN: highest emissions per capita



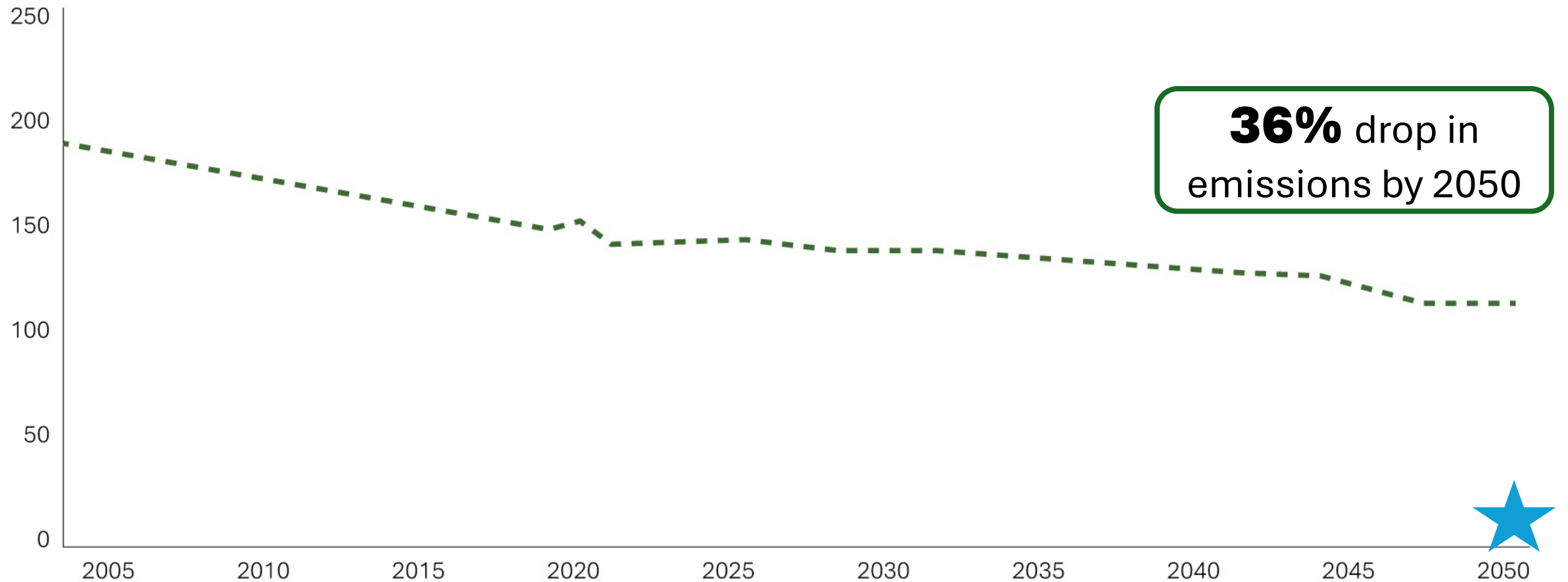
We've already made progress



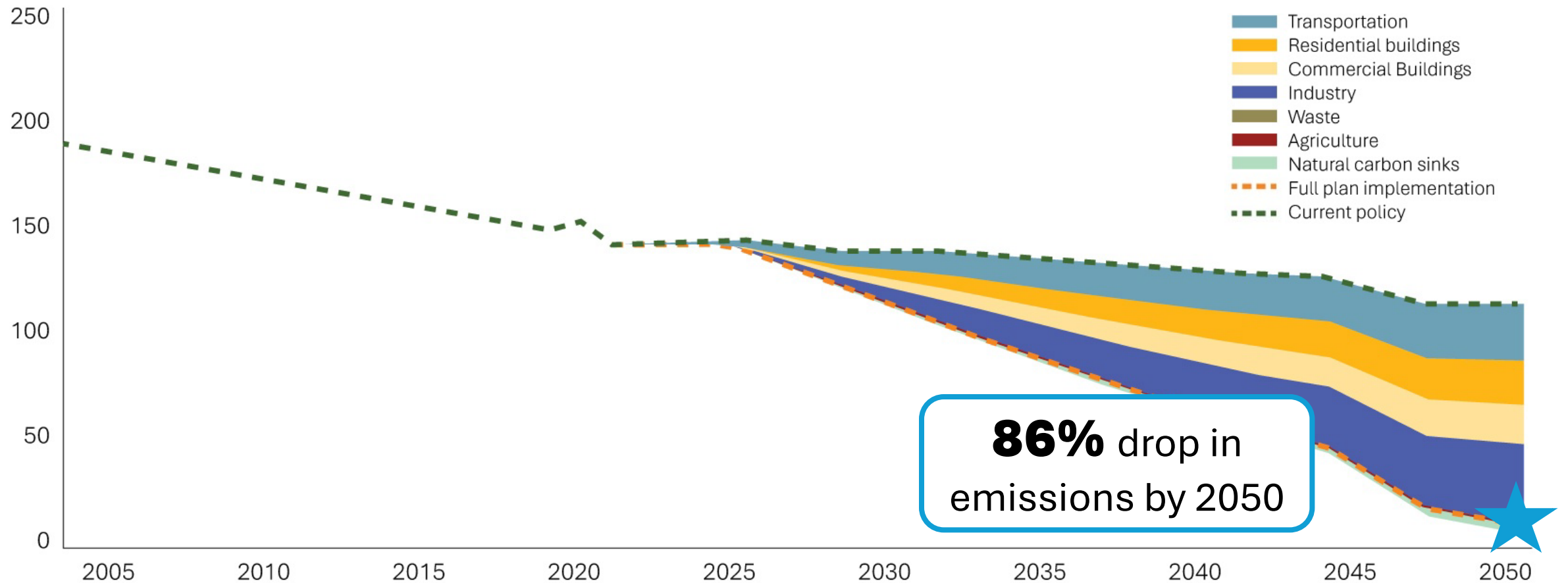
Our target for 2050



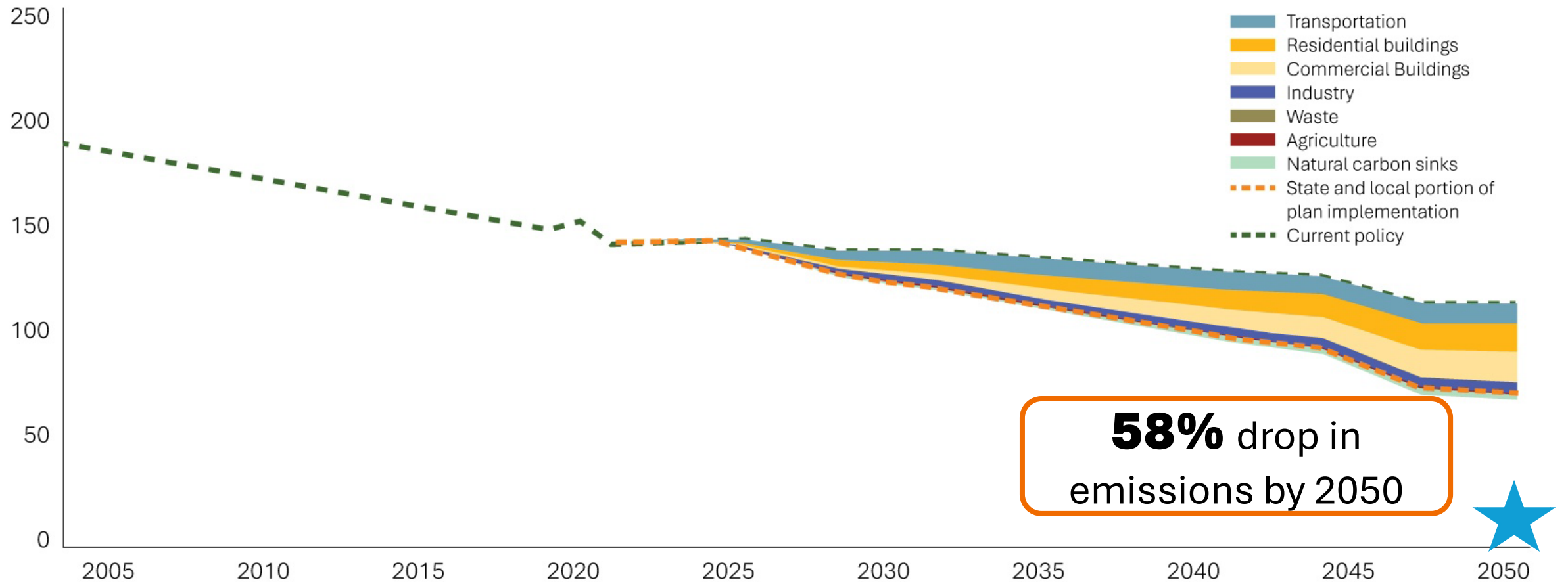
Current policy is not enough



Full plan implementation meets the target



State and local action is important



58% drop in
emissions by 2050



Core actions

1. Clean and modernize the grid
2. Improve building efficiency
3. Switch to clean heat
- 4. Reimagine mobility**
- 5. Electrify vehicles**
6. Decarbonize industry



Transportation sector emissions and strategies

Transportation subsectors



On-road



Off-road



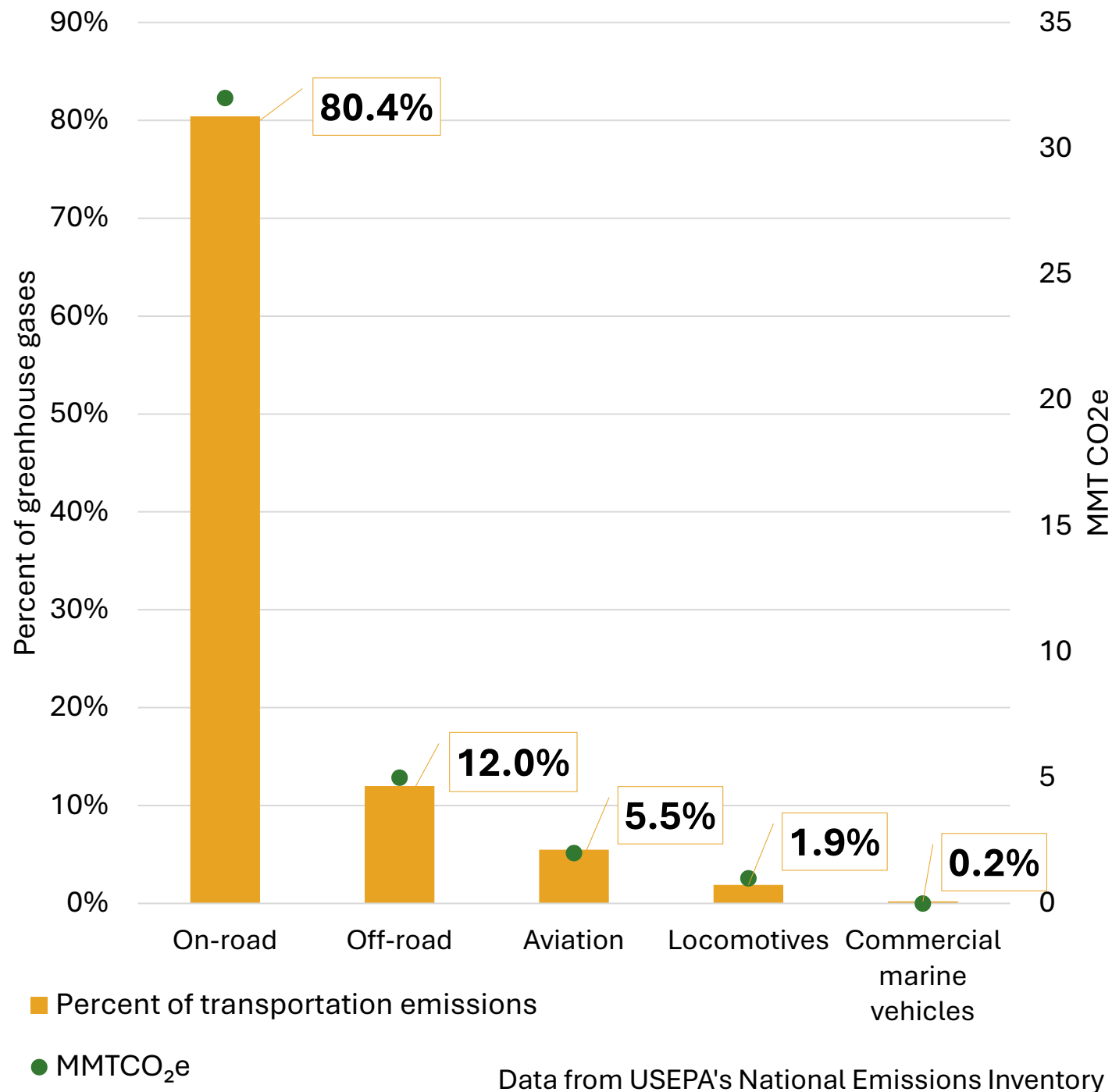
Aviation



Locomotives

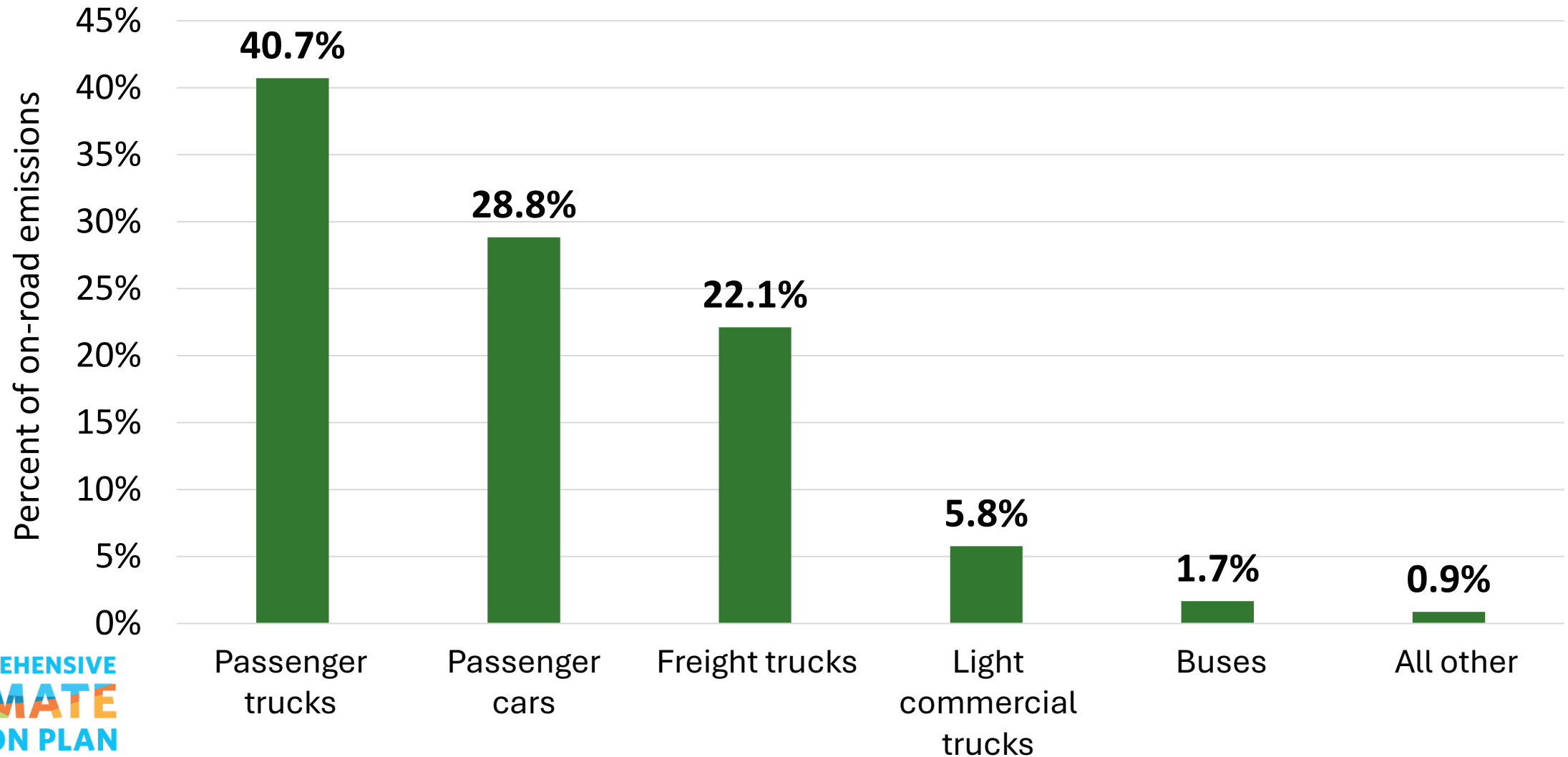


Marine

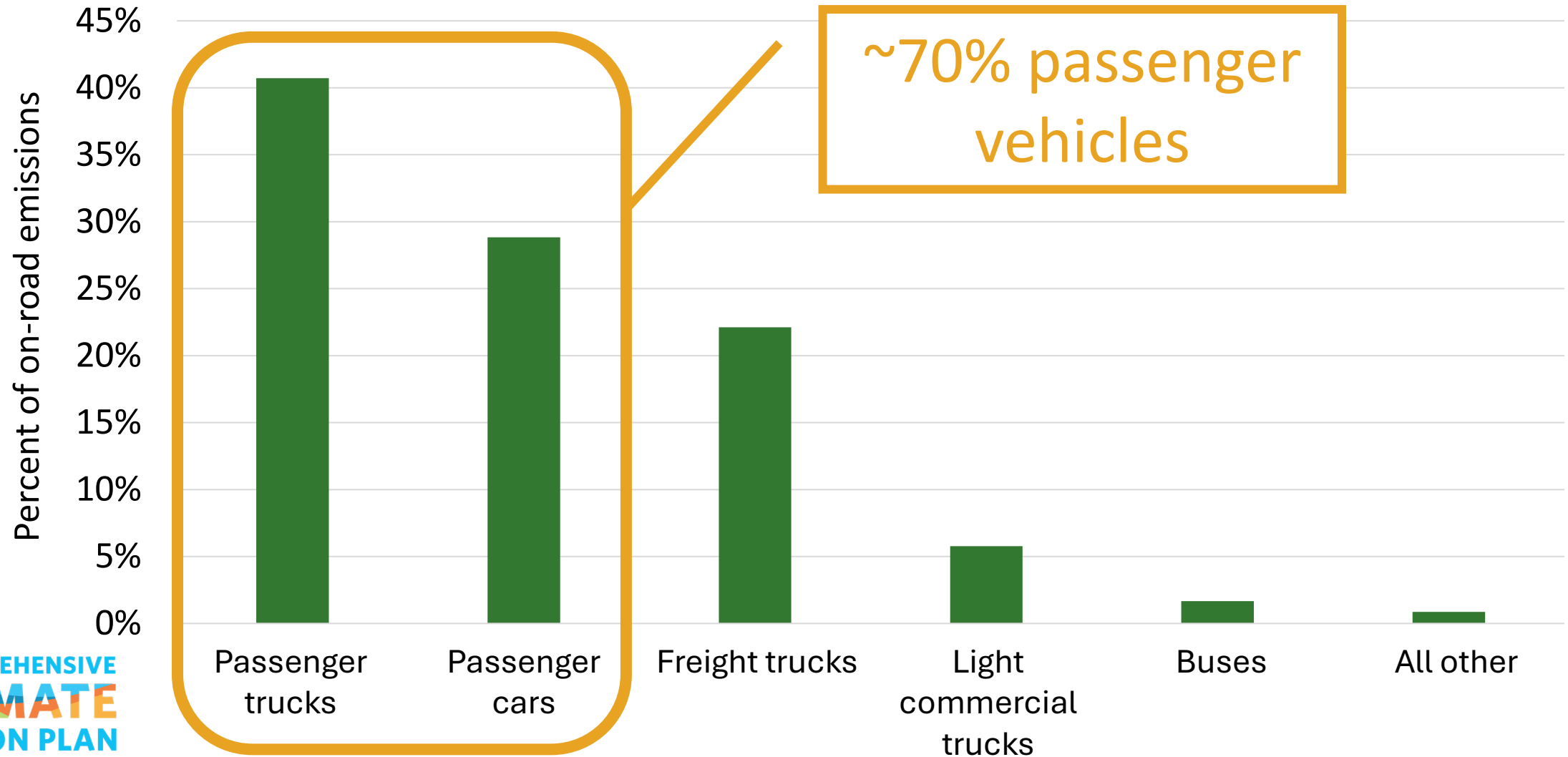


Data from USEPA's National Emissions Inventory

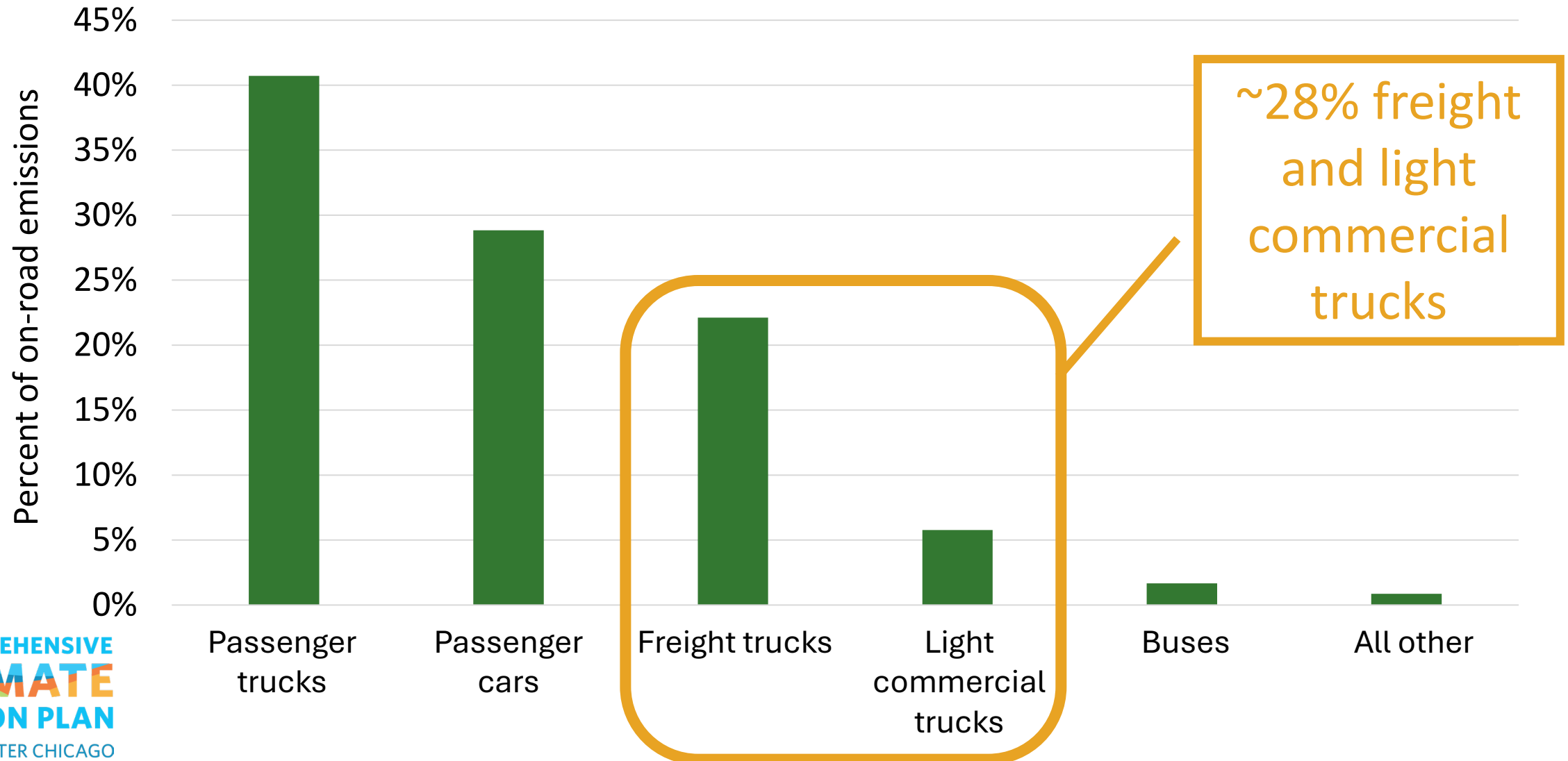
Passenger travel is the largest contributor to on-road emissions, followed by freight trucks



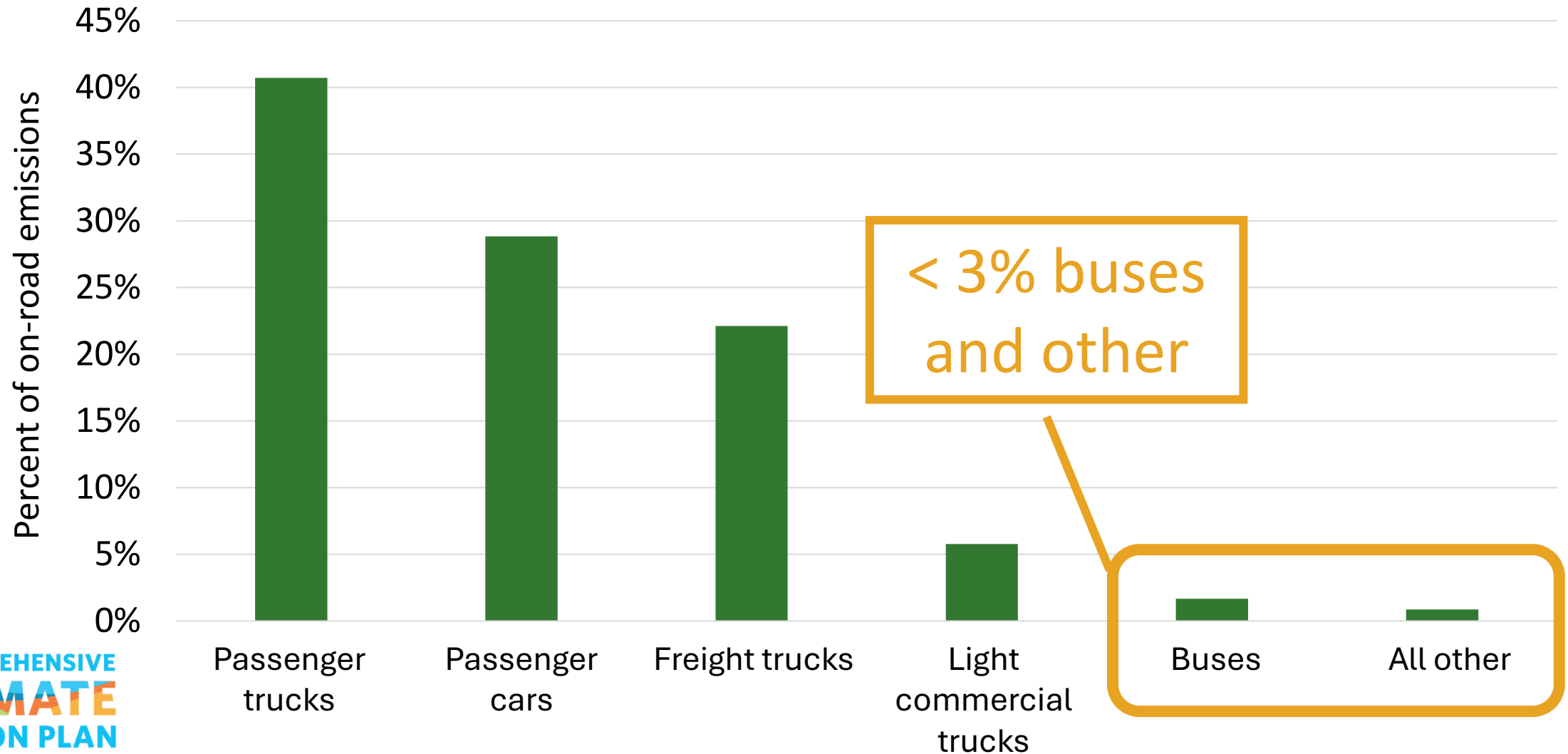
Passenger travel is the largest contributor to on-road emissions, followed by freight trucks



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Passenger travel is the largest contributor to on-road emissions, followed by freight trucks



Transportation sector reduction targets for the 13-county region

Scenario	Emissions (MMT CO ₂ e)				Reduction needed (from 2005)	
	2005	2020	2035	2050	2035	2050
Plan implementation	56.05	39.57	21.77	4.89	-61%	-91%
State and local portion	56.05	39.57	26.59	20.27	-53%	-64%

Reimagine mobility

- Reduce car trips through road pricing and investments in transit, biking, walking, and compact development
- Reduce vehicle miles traveled (VMT) growth by 5% by 2035 and 16% by 2050



Electrify vehicles

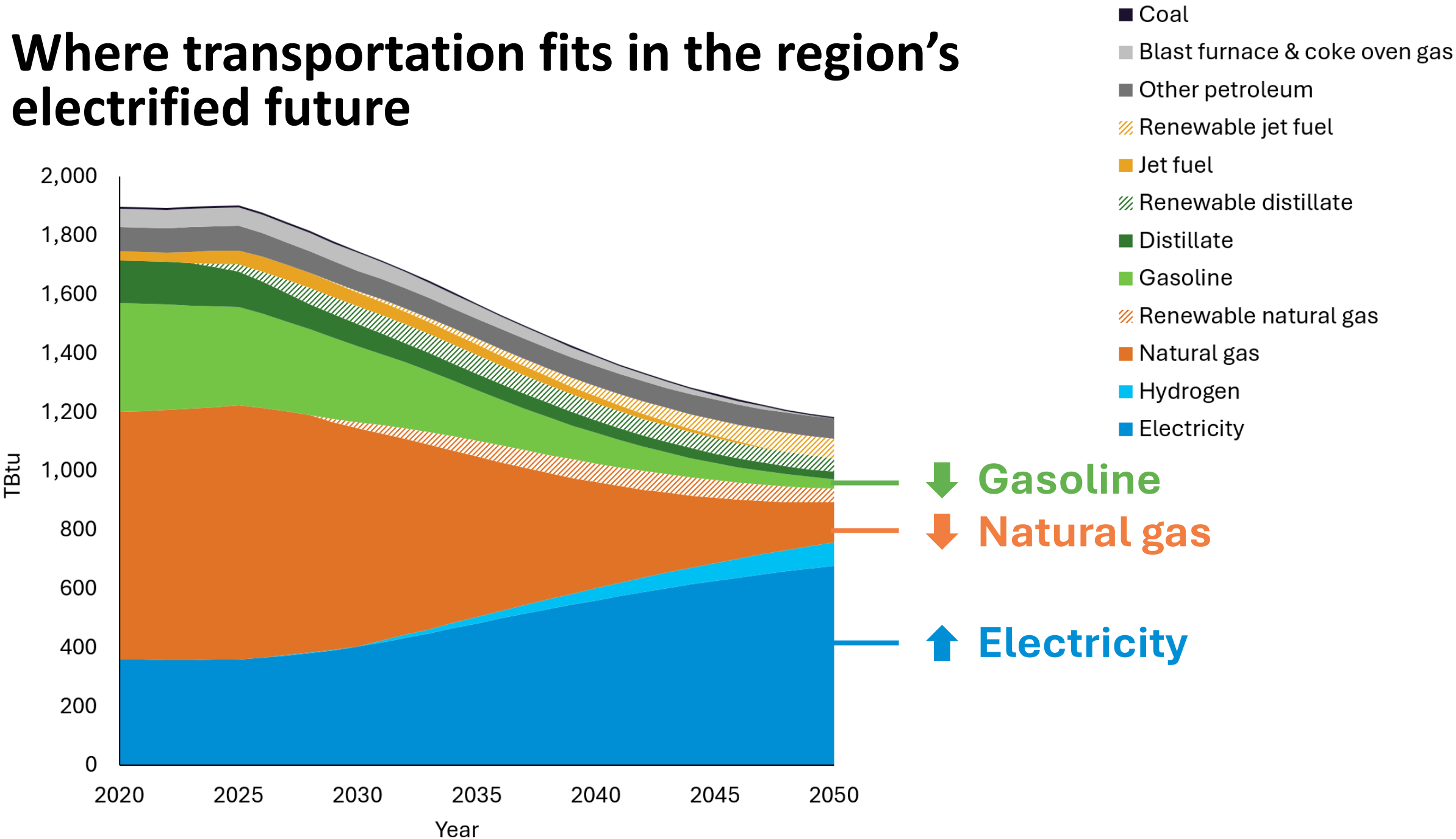
- Require 100% of new light-duty vehicles sold by 2035 to be EVs
- By 2050, cumulative sales need to exceed 10 million light-duty EVs
- Establish state and local incentives to sustain EV purchases and charging infrastructure adoption levels



Exploring the transportation-grid nexus

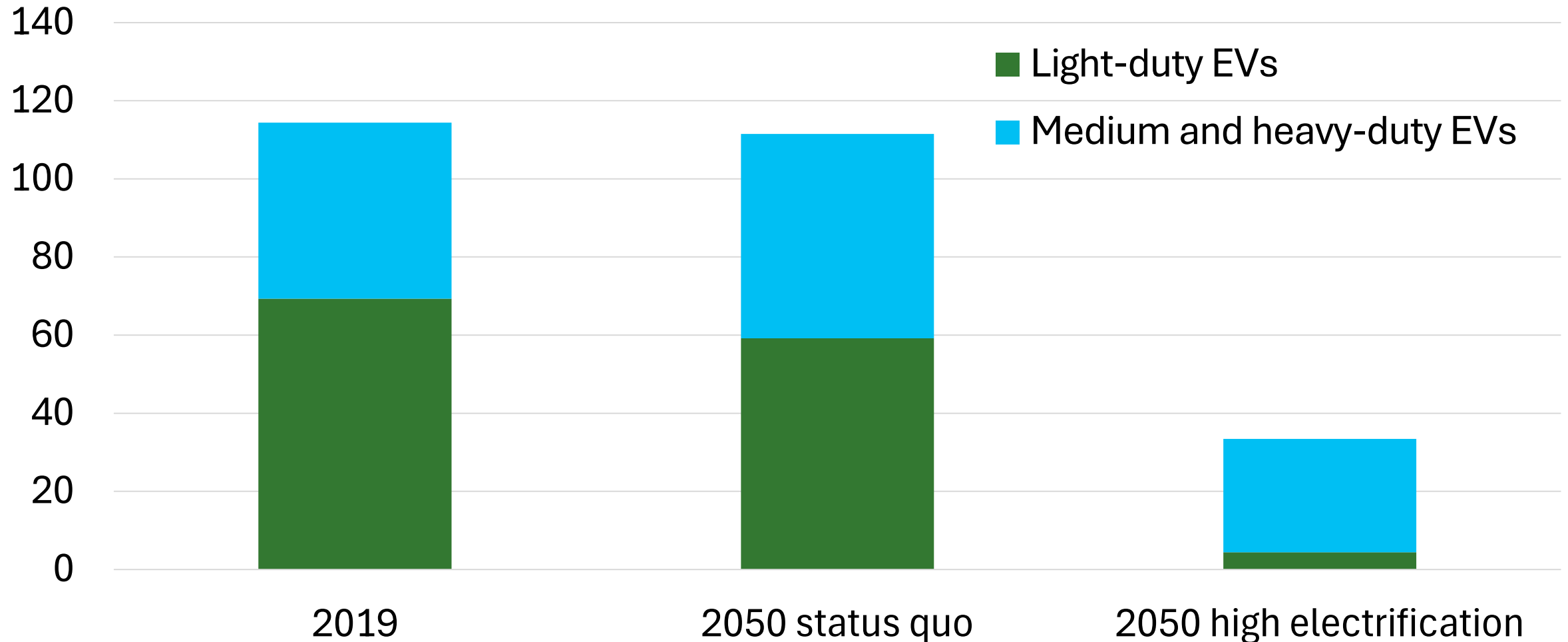
- How far does electrification get us in reducing emissions?
- What electric grid improvements are needed to support vehicle electrification?
- What is the role of non-electrification strategies in reducing emissions and strain on the grid?

Where transportation fits in the region's electrified future



Electrification is essential, but not enough

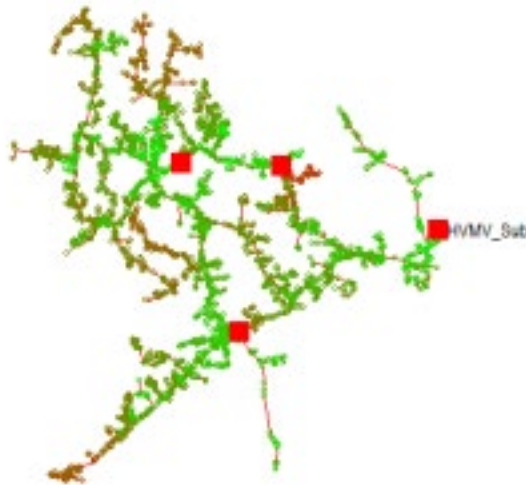
Average weekday tailpipe emissions (1000 metric tons)



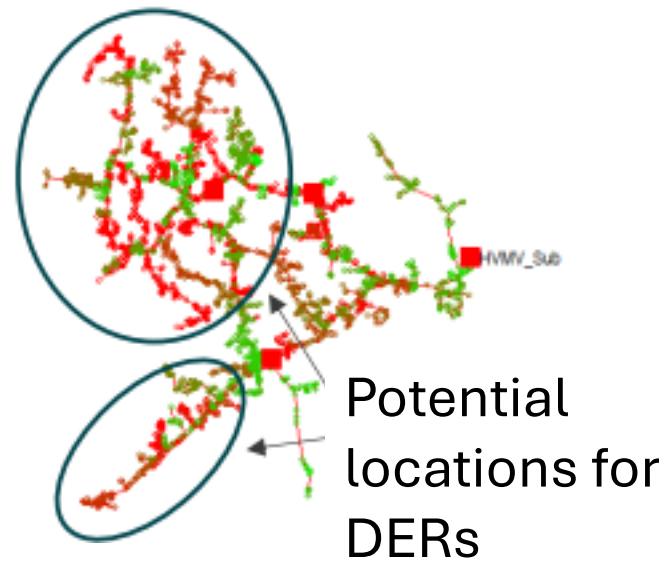
Source: CMAP analysis of Argonne data.

Where and when electricity is needed matters just as much as how much is needed

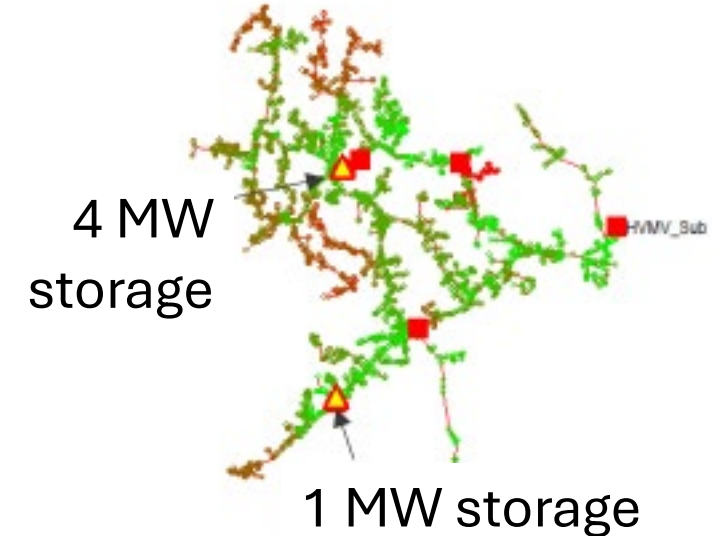
Feeder with no EVs



Feeder with 50% EVs



Feeder with 50% EVs with energy storage



Red lines indicate voltage issues

Wrapping up

**Read the plan to learn
more!**



Scan the QR code

COMPREHENSIVE CLIMATE ACTION PLAN FOR GREATER CHICAGO

March 2026



Thank you

Noah Harris

Senior Policy Analyst

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