Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Transportation Committee

Annotated Agenda

Friday, March 30, 2018--9:30 a.m.

Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois

1.0 Call to Order/Introductions **9:30 a.m.**

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes— February 23, 2018
ACTION REQUESTED: Approval

4.0 Coordinating Committee Reports
Both the Planning and Programming Committees met on March 14. An update of the meetings will be given. The Planning Committee is scheduled to meet next on April 11, and the Programming Committee is scheduled to meet next on June 13.
ACTION REQUESTED: Information

5.0 ON TO 2050

5.1 Draft Land Use Recommendations
Staff developed the major recommendations of the ON TO 2050 chapter addressing land use. Staff will review the recommendations, underlying strategies, and selected action steps to achieve those recommendations.
ACTION REQUESTED: Discussion

5.2 Draft Governance Recommendations
Staff developed the major recommendations of the ON TO 2050 chapter addressing governance. Staff will review the recommendations, underlying strategies, and selected action steps to achieve those recommendations.
ACTION REQUESTED: Discussion

5.3 Inclusive Growth Indicators
The ON TO 2050 indicators provide performance measures to benchmark our progress on plan implementation. Staff will discuss proposed inclusive growth indicators.
ACTION REQUESTED: Discussion

5.4 Mobility Draft Update
Staff will review the current status.
ACTION REQUESTED: Information

6.0 Intergovernmental Agreements– Performance Measures
Staff will provide an update on the development of these agreements, necessary to comply with 23 CFR 450.314(h) to ensure that IDOT, CMAP, and providers of public transportation will jointly agree upon and develop written provisions for cooperatively developing and sharing information related to the collection of performance data.
ACTION REQUESTED: Information

7.0 Status of the Local Technical Assistance (LTA) Program
The LTA program status report is available **here**.
ACTION REQUESTED: Information

8.0 Other Business

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 time for the public comment period will immediately follow the last item on the agenda.

10.0 Next meeting
The next Transportation Committee meeting will be April 27, 2018.

11.0 Adjournment

Committee Members

_____ Gabrielle Biciunas	____ Luann Hamilton	_____ Randy Neufeld
_____ Darwin Burkhart	____ Robert Hann	_____ Anthony Quigley
_____ Kevin Carrier	____ Jessica Hector-Hsu	_____ Tom Rickert
_____ Lynnette Ciavarella	____ Scott Hennings	_____ Leon Rockingham
_____ Michael Connelly	____ Tom Kelso	_____ Joe Schofer
_____ John Donovan***	____ Jennifer (Sis) Killen*	_____ Lorraine Snorden
_____ Doug Ferguson	____ Fran Klaas	_____ Chris Snyder
_____ Tony Greep***	____ Christina Kupkowski	_____ P.S. Sriraj
_____ Jacky Grimshaw	____ Beth McCluskey	_____ Audrey Wennink
_____ Adrian Guerrero	____ Kevin Muhs	_____ Rocco Zucchero**

*Chair **Vice-Chair ***Non-voting

Agenda Item No. 3.0

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Chicago Metropolitan Agency for Planning (CMAP)
Transportation Committee
Draft Minutes

February 23, 2018

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

Committee Members Present: Michael Connelly—CTA, Chair, Jennifer Becker– Kendall County, Darwin Burkhart – IEPA (via phone), Kevin Carrier – Lake County, Lynette Ciavarella – Metra, John Donovan – FHWA, Doug Ferguson – CMAP, Luann Hamilton – CDOT, Jessica Hector-Hsu – RTA, Scott Hennings – McHenry County, Tom Kelso – IDOT OP&P, Christina Kupkowski – Will County, John Loper – DuPage County, Beth McCluskey – IDOT OIPI, Randy Neufeld – Bicycle and Pedestrian Task Force, Tom Rickert – Kane County, Lorraine Snorden – Pace, Trey Wadsworth – NIRPC, Audrey Wennink – MPC, Eugene Williams — Council of Mayors

Absent: Tony Greep –FTA, Jacky Grimshaw – CNT, Adrian Guerrero – Class 1 Railroads, Robert Hann – Private Providers, Jennifer (Sis) Killen – Cook County, Kevin Muhs – SEWPRC, Anthony Quigley –IDOT, Joe Schofer – Academic and Research, P.S. Sriraj – Academic and Research, Rocco Zuchero –Illinois Tollway

Others Present: Garland Armstrong, Mark Baloga, Ryan Bigbie, Elaine Bottomley, Mitchell Bright, Len Cannata, Pichih Chia, Daniel Cooper, Jack Cruikshank, Aidan Dickson, Emily Doucher, Scott Figved, Jackie Forbes, Tamara Freihat, Mike Fricano, Krupa Gajjar, Scott Gryder, Emily Hall, Eric Holeman, Emily Karry, Mike Klemens, Leah Mooney, Kelsey Mulhausen, Leslie Phemister, Brian Pigeon, Adam Rod, Dave Seglin, Mike Walczak, Rebecca Wingate, Tianyi Zhao

Staff Present: Claire Bozic, Anthony Cefali, Diana Cook, Kama Dobbs, Teri Dixon, Jesse Elam, Lindsay Hollander, Elizabeth Irvin, Leroy Kos, Jen Maddux, Martin Menninger, Arthur Nicholas, Kevin Peralta, Russell Pietrowiak, Todd Schmidt, Jeffrey Schnobrich, Liz Schuh, Gordon Smith, Brittaney Ross, Drew Williams-Clark, Barbara Zubek

1.0 Call to Order/Introductions

Chairman Connelly called the meeting to order at 9:30 a.m.

2.0 Agenda Changes and Announcements

Mr. Kelso announced the April 6th deadline for the competitive freight program from the state. He stated that there is a link to the webpage available detailing program guidance and further information on the application process.

3.0 Approval of Minutes – January 19, 2018

A motion to approve the minutes of the January 19, 2018 meeting, as presented, made by Mr. Loper and seconded by Ms. Hamilton, carried.

4.0 Coordinating Committee Reports

Mr. Connelly stated that the Planning Committee received an overview of the ON TO 2050 review process at the February 14, 2018 meeting and was updated on the Regionally Significant Projects Benefits report. He stated that the Committee discussed the major recommendations of the ON TO 2050 chapter addressing land use and concluded by mentioning that both the Planning and Programming Committees will meet on March 14, 2018.

5.0 FFY 14-19 Transportation Improvement Program (TIP)

5.1 TIP Amendments and Administrative Modifications

Mr. Kos reported that the Federal Fiscal Year 2014-2019 TIP Amendment Report consists of new projects within the TIP program years and those revisions exceeding financial amendment thresholds. He stated that the administrative modifications 18-03.1 and the formal amendment 18-03 were published to the eTIP website on February 16, 2018 for committee review and public comment; a memo summarizing these changes was also included in the agenda materials. A motion to approve the formal TIP amendment 18-03, made by Ms. Snorden and seconded by Mr. Rickert, carried.

5.2 Semi-Annual GO TO 2040/TIP Conformity Analysis and TIP Amendment

Mr. Kos reported the public comment period for the semi-annual GO TO 2040/TIP conformity analysis and TIP amendment 18-04 ended on February 19, 2019; there were no comments during the 30-day period. A motion to recommend approval of the semi-annual GO TO 2040/TIP conformity analysis and TIP amendment to the Programming and MPO Policy Committees made by Ms. Snorden and seconded by Mr. Loper, carried.

6.0 Congestion Reduction Study Update

Ms. Bozic reported that the region is expecting a 33% increase in households by 2050 that could result in large increases in auto traffic and congestion. The Congestion Reduction Study is focused on understanding congestion and evaluating congestion reduction strategies. She noted that the study is focused on the National Highway System because that system carries 57% of the vehicle miles traveled (VMT) in the region and is also the focus of MAP-21 and FAST Act performance measurement requirements. She stated that more congestion will result in more unreliable highway travel times and added that the CMAP regional model is designed to answer questions about the impacts of supply and

demand on an average day, and is not designed to predict travel time reliability. She stated that the FHWA SHRP2 program has established some relationships between average day congestion and unreliability. CMAP's study used the CMAP trip-based model along with the SHRP2 relationships to measure the impacts of various congestion reduction strategies. Preliminary results of the data analysis were presented.

Ms. Wennink asked for clarification on why speed, rather than person throughput, was used as a variable for congestion on highways and expressed concern that transit strategies were not incorporated in this study. Ms. Bozic explained that the transit ridership study, a companion to this study, addressed transit strategies, and that in order to evaluate and compare highway strategies, transit was held constant in this study.

Ms. Hamilton asked how much of the concern with speed was driven by changes in the FAST Act and MAP-21 regarding performance measures. Ms. Bozic stated that the changes in capacity and reliability of the NHS system have impacted volume. She continued by explaining that speed shows the relationship between changes in traffic and vehicle hours traveled. Ms. Hamilton added that speed as a measure is complicated and noted that many NHS corridors are Vision Zero high crash locations on which optimizing speed may not be appropriate.

Mr. Neufeld commented on the expected negative impacts of automated vehicles. Ms. Bozic responded that it will depend largely on how they are regulated and gave as an example the status of air quality in the region due to the improvement of vehicle technology over the last 50 - 75 years. Anyone in the past looking forward to increased vehicle ownership, driving and decreased transit use would not have expected improved air quality, but regulations resulted in better vehicles. Mr. Neufeld added that he felt the analysis Ms. Bozic presented did not fully include accident reduction or autonomous vehicles impacts. Ms. Bozic replied that these topics are being addressed in the Safety trategy paper and the Emerging Transportation Technology paper.

Ms. Wennink requested that the study consider scenarios with increased transit supply on highways in conjunction with an increased demand for automobiles for the purpose of studying their impacts on congestion.

7.0 ON TO 2050

7.1 Draft Review Process

Ms. Schuh presented the draft review process for various elements of ON TO 2050. She noted that the drafts build on prior plan development work, including strategy papers and snapshot reports completed over the last two years. She stated there are a number of major tasks underway including drafting the individual sections of the plan, kick-starting post-plan implementation, and planning for stakeholder and general public engagement. Draft sections of the plan are being discussed by working committees. The Transportation Committee will be discussing the Mobility section in detail, including the proposed Regionally Significant Projects list. Ms. Schuh invited members to contact staff if they would like to review and provide comments on additional sections.

Ms. Hamilton commented that she believes land use should be an integral part of the draft review process for the Transportation Committee citing the historical influence that land use has had on the creation of CMAP. Mr. Donovan noted that as the primary subcommittee of the MPO Policy Committee, the Transportation Committee should really review all elements of the plan. Ms. Dobbs stated that the committee's April agenda is quite full, but that an additional Committee meeting could be held in March and that staff would poll members to determine the best date.

7.2 Mobility Introduction

Ms. Irvin presented an annotated outline and reviewed proposed recommendations of the mobility chapter of ON TO 2050. She encouraged members to provide feedback on the outline and recommendations to staff by March 2 and noted that feedback would be incorporated into the draft chapter, which will be circulated for committee review and additional feedback later in March.

Mr. Connelly stated that these recommendations are the heart of the ON TO 2050 plan, and what the committee members need to be focused on.

Mr. Rickert applauded the staff for their work well done. He added that the gap between revenues and expenditures makes the work being done difficult; he noted that maintenance of the existing system and keeping up with regional growth are becoming increasingly more difficult to manage. He added that he is concerned about the future of transit in the less dense edges of the region and noted that in those areas the needs and focus for transportation are different than other parts of the region.

Ms. Snorden agreed with Mr. Rickert's comments and added that what is currently being done, such as implementing transit signal priority, is not included in the document presented. She also noted a lack of recommendations for the development community and no reference to Title VI.

Ms. Hamilton added that the tone of the document was troubling in terms of directing entities to take certain actions promoting change and achieving desired goals. Mr. Rickert agreed with Ms. Hamilton regarding the tone of the document. He commented on the review process and how to achieve the desired goals on constrained and limited revenues. Mr. Donovan added that CMAP is representative of the local agencies and that it will take a lot of work and additional resources to implement the desired goals of the document.

Mr. Wadsworth commented that NIRPC is developing an action plan where they are responsible for working with partners. He added that CMAP can act as a catalyst for change so that it may step back and allow the desired goals to be achieved.

Mr. Neufeld commented that framing is an issue around the use of the word mobility. He argued that the use of the word "mobility" leads to silos and suggested that "access" would be a better word to frame the issues such as the inherent inequities related to class, gender, and race around transit access among socially disadvantaged groups. Ms. Hector-Hsu suggested that determining what to focus on as an MPO will be difficult with the

understanding that tradeoffs may become a likely outcome when balancing desired goals and areas of focus. Mr. Loper added that concerns exist regarding access to transit and mobility for disadvantaged groups. He noted that focus has been on public transit rather than the inability of people to complete trips and how that affects economic prosperity in the region.

Mr. Rickert noted there are so many things to discuss, but that we have to pull a plan together and cannot shift our direction and focus now. He added that these issues will continue to come up as we implement and move forward.

Chairman Connelly closed discussion by noting that CMAP staff has sent a Word document to facilitate receiving comments from the Committee; he added that the deadline for the submittal of initial comments is the following week.

7.3 Mobility Targets

Mr. Menninger presented an overview of the mobility indicators proposed in ON TO 2050 that build on those of GO TO 2040 and how those indicators align with federal performance targets. He also reviewed the baseline data collected and draft targets for each measure for the Committee to discuss.

Ms. Wennink raised a concern regarding missing holistic transportation measures and regional goals. She also added that a walkability measure is needed to quantity regional progress in achieving goals. She suggested that a transportation carbon emission measure is something to consider. Mr. Menninger noted that carbon emissions are covered in a different section of the plan.

Mr. Donovan asked about the total number of indicators in the plan, including the mobility indicators presented today. Mr. Menninger stated that there are about 30.

Ms. Ciavarella stated that target setting is always a challenge. She stated that there is a key component of passenger delays pertaining to CREATE projects that is not captured when talking about motorist delays with the highway/rail grade crossings. She continued by stating that rail bridges are in critical need of repair and could be included in an indicator. She also suggested a working group to talk through the components of rolling stock to ensure that TAM plans will be consistent with the regional plan. She also noted concerns regarding federal rules related to slow zones, which are in conflict with FRA requirements and stated that the commuter rail industry is working with FTA to determine a better fit and appropriate measures.

Mr. Neufeld commented that many of the indicators were too detailed and stressed the need to see greater issues at hand. He added that the use of fatalities as an indicator is unreliable because fatalities are too random and suggested that injury crashes per capita would be more reliable in terms of evaluating traffic safety and delay issues. He suggested the non-SOV travel measure be replaced with something more meaningful.

Chairman Connelly reminded the Committee that CMAP staff is requesting comments on performance measures by Friday, March 9.

8.0 Status of the Local Technical Assistance (LTA) Program

Chairman Connelly stated that the report was included in the agenda materials and is available online.

9.0 Legislative Update

Mr. Smith stated that the General Assembly has been meeting for a month with close to 2,000 bills introduced in the last week. He stated that staff anticipates a more complete report by the next meeting due to the high volume of legislation to review. Mr. Smith brought two important bills to the attention of the Committee that are believed to be designed as conversation starters in the Assembly. State Representative Marcus Evans' bill has been described as an appropriation without funding and is essentially an appropriation to the DOT designed to anticipate an increase in motor fuel tax. Mr. Smith anticipates a subject matter hearing on this bill in the next month. Mr. Smith described State Representative Margo McDermott and the IL Chamber's bill that addresses a wide range of transportation issues including asset management, design/build, public-private partners, and more. He stated that this bill is also meant as conversation starter in anticipation of a 2019 infrastructure program. Mr. Smith concluded by stating that he would keep the Committee updated.

10.0 Other Business

Chairman Connelly stated that there is no other business and opened the floor for public comment.

11.0 Public Comment

Mr. Scott Figved stated that although he has noticed changes in the community structure of Barrington in terms of neighborhood composition, such as an increase in seniors, but he has not noted changes in transportation infrastructure to accommodate these changes. He asked the Committee if there were plans being considered for studies or projects in the area. He suggested combining I-90 Bus on Shoulder service with local systems, such as Metra, for shopping trips. He also suggested that the Bus on Shoulders service could be a back-up plan when there are Metra break downs and that buses could transport passengers to I-90, rather than individuals using cabs. He stated that there is a need for more convenient means of transportation service for persons with disabilities and described difficulties with getting home due to dial-a-ride service hours and paratransit qualifications. He also addressed the need to evaluate safety improvements and lighting along Lake Cook Road and US 14 near the rail station.

Mr. Garland Armstrong suggested a need for improved intersection safety by installing lighting at the intersection of Manheim and Touhy Roads, noting that crossing the railroad tracks to turn is difficult. He also inquired about a target date for completion for the O'Hare kiss n' fly and noted that better signs to get to transit would be helpful, especially for the disabled community. Ms. Snorden stated that the target completion is October.

Mr. Rod of the Chicago Department of Aviation confirmed that the target is October for Pace buses and stated that signs will be worked on.

12.0 Next Meeting

Chairman Connelly stated that the next Transportation Committee meeting is scheduled for April 27, 2018 and that it is expected to be a little longer than usual because the agenda includes several important discussion items. Ms. Dobbs stated that as discussed earlier, staff will poll Committee members on availability and desire to have an additional meeting in March.

13.0 Adjournment

On a motion by Mr. Hennings, seconded by Mr. Loper, the meeting was adjourned at 11:35 am.

Respectfully submitted,

Agenda Item No. 5.1

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MEMORANDUM

To: CMAP Committees

From: CMAP Staff

Date: March 23, 2018

Re: Outline of the proposed recommendations of the ON TO 2050 land use element

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This memo contains the proposed recommendations of the ON TO 2050 chapter on Land Use. Since 2016, CMAP staff have conducted extensive research and collaborated with partners to develop ON TO 2050. The recommendations described in this memo were refined through numerous **strategy papers** and **snapshots**, including the **Transit Ridership Growth Study** and the **Reinvestment and Infill**, **Expanding Housing Choice**, **Lands in Transition**, and **Tax Policies and Land Use** strategy papers. These proposals build on GO TO 2040's focus on reinvestment, supporting transit, and fostering livable communities to explore new policies and strategies and provide implementers with more specific direction. This is the first of a series of memos that will be used to introduce the core concepts of ON TO 2050 and seek feedback from CMAP committees and stakeholders.

ON TO 2050 outline

ON TO 2050 will be conveyed primarily on the web. The structure assumes that readers will not approach the document linearly. The plan will be organized around five topical areas, each containing a set of recommendations that may repeat across chapters, as will some strategies within those recommendations. Each recommendation will describe its support for the three principles of the plan: Inclusive Growth, Resilience, and Prioritized Investment. The following lists the plan sections to provide context for land use chapter:

- Introduction
- Principles to move the region forward
  - State of the region
  - The three principles
- Engagement
- Land Use: *Proposed recommendations provided below*
- Environment
- Economy
- Governance
- Mobility

Proposed approach to land use

The region's communities, built environment, and quality of life are among its greatest resources. Development patterns evolve over time and shape residents' experiences and businesses' success. ON TO 2050 seeks to build strong communities and even more vibrant places through targeting resources, improving planning, fostering collaboration on fiscal and economic issues, promoting housing choice, and investing in our communities.

ON TO 2050 will continue to emphasize the importance of reinvesting in our existing communities and infrastructure, and offers new direction to advance livable communities in the region. Local initiatives - plans, regulations and policies, tax policies, developments, services, and infrastructure improvements - collectively shape our progress toward regional goals. Some jurisdictions have a wealth of expertise and resources for these initiatives, while others struggle to raise revenues and provide basic services. Decisions on development, infrastructure investment, and services are made by a complex network of local, state, and regional governments. ON TO 2050 envisions a comprehensive set of actions by municipalities, CMAP, counties, Councils of Governments, the state, transportation providers, and civic organizations to support local decision-making and continue to foster dynamic and successful communities through 2050.

The following outlines the initial recommendations and strategies proposed for ON TO 2050 in the land use element. Associated actions are also listed ***under the first recommendation only****, as an example of the full detail that will be incorporated into ON TO 2050. Stakeholder feedback will inform revisions in preparation for the June release of the draft plan for public comment.*

Directed investments to encourage sustainable development patterns

From 2000-15, the region expanded its developed footprint by nearly 12 percent, an area equal in size to the city of Chicago. Over the same time period, employment remained flat, population increased by 4.6 percent, and many opportunities for infill development remained untapped. The region, its local governments, and civic community can face the growing challenge of limited fiscal resources by directing assistance to promote regional and local goals.[1] Reinvesting in areas with existing services and infrastructure has broad regional benefits. Local governments and transportation providers incur fewer infrastructure and service costs. Businesses often have access to a larger pool of potential customers and workers. Residents can reach a broader set of options for work, recreation, and services via transit, car, or bike. Focused reinvestment efforts can also help communities overcome the often costly problems of reinvestment, supporting their central importance in guiding local development.

At the same time, the region will continue to expand. Development on agricultural, natural, and other open lands at the fringes of the region can be important to achieving community goals, but may also result in decreased market viability for agricultural uses, consumption and

[1] Chicago Metropolitan Agency for Planning, "Infill and TOD: Exploring regional development", 2017. http://www.cmap.illinois.gov/documents/10180/0/Infill+and+TOD+Snapshot+Report.pdf/4273b7d1-0a16-4c2f-a93e-dce1c2a472fd

degradation of natural assets, and increased costs associated with constructing and maintaining new infrastructure and services. Expanding with an intent to preserve our most valuable natural and agricultural resources as well as reduce the long term cost of infrastructure and services can promote local and regional resilience.

Focus resources in Targeted Reinvestment Areas

Summary: Reinvestment in already developed parts of the region takes advantage of existing infrastructure investments, promotes easy access to jobs, services, and other resources, and improves quality of life. Yet, in recent years, reinvestment has occurred to a lesser degree than expansion. Planning for redevelopment can be difficult and costs can be prohibitively high. Issues such as high land and demolition costs, persistent flooding, environmental contamination, or concerns about changing community character can arise. CMAP should collaboratively develop a program that encourages municipalities to designate targeted areas for infill, infrastructure, housing options, and other types of assistance and funding. These areas can promote collaborative investment by CMAP and others, leveraging resources to overcome the costly and complex problems that can occur in reinvestment. Over time, linking partner efforts to these prioritized geographies can bring together the full array of resources needed to build vibrant main streets and transit station areas, support thriving economic centers, and change the trajectory of disinvested areas.

The following outlines strategies to implement this recommendation. <u>The first strategy provides an example of "actions" that will be pursued to implement the strategy.</u>

Develop a locally-driven program to identify Targeted Reinvestment Areas and focus agency and partner resources in those areas

- *CMAP* should work with partners, including IHDA, IDOT, County governments, financial institutions, CDFIs, regional land banks, stormwater management agencies, and philanthropic, nonprofit, and civic organizations, to specify criteria for designating mixed-use centers (including transit station areas), disinvested areas, and employment and industrial centers as TRAs.

- *CMAP and partners* should adopt and integrate policies and programs within their respective organizations to direct technical assistance and funding toward areas designated as TRAs.

- Following the establishment of CMAP's TRA program, *municipalities* should identify areas within their boundaries that fit TRA criteria, and propose these areas to CMAP to be included within the program.

- *CMAP* should review proposals for TRAs, and confirm those that align with the definition of the program. Infrastructure investment through CMAQ, TAP, and STP and technical assistance through LTA should be directed toward designated TRAs.

Direct technical assistance to communities in transition

Target preservation and stewardship efforts to key conservation and agricultural areas

Summary: Conserving the region's highest quality natural resources and agricultural areas complements directing resources to specific types of reinvestment areas. While preservation decisions are often driven in part by opportunity, strategic frameworks like the ON TO 2050 conservation areas layer can help maximize the benefits of land protection by coordinating different actors across jurisdictional boundaries. These efforts can occur anywhere in the region, but are particularly urgent at its developing edge. When expansion occurs, communities can use strategies to preserve sensitive lands while facilitating growth and planning for long term fiscal sustainability. *Note that an expanded version of this recommendation will also appear in the Environment Chapter.*

Reinvestment to build vibrant, well-resourced communities

The region is aging and becoming more diverse, businesses are choosing to locate in different types of places, and more residents want to live near urban amenities. Strong, livable places offer housing, transportation, employment, and amenity options to meet these changing needs. While their character varies according to local goals, vibrant destinations and communities attract activity and investment. Strategies to shape these communities build on each other, and also contribute to regional resilience. For example, compact development patterns support cost-effective transit service, and they also facilitate walking and biking; transit and non-motorized options, in turn, improve mobility and public health and also reduce greenhouse gas emissions; these prioritized investments reduce infrastructure costs and promote fiscal sustainability. .

Some parts of the region have been left behind not only by recent changes in demand, but by historic market and civic investment. These communities still have many assets and their residents are community and human capital resources. Promoting vibrant communities will require investing not only in places that are already centers of activity, but also in those that are rich with potential, but suffer from long term disinvestment. Fostering strong places and communities throughout the region provides many opportunities for a strong quality of life and improves the economic potential of the region and its residents and businesses.

Support development of compact, walkable communities

Summary: Reinvestment must occur in a manner that supports a strong quality of life. Promoting compact, walkable communities can further easy access to day to day services, amenities like parks, as well as jobs. These areas can also become high quality community centers, supplemented by placemaking efforts that activate public and private spaces. The region's and nation's residents are seeking walkable places at higher rates, and this trend may continue as the population ages and young families seek homes that provide some urban amenities. While many residents will continue to choose single family homes, an increasing number are choosing townhomes, condos, or apartments with access to services, transit, and

vibrant community nodes. To fully support transit and meet the growing desire for fast, frequent, reliable transit within both highly urbanized areas and more suburban parts of the region, stakeholders must implement policies to create transit-supportive densities in areas where strong transit is desired. T*he Mobility Chapter will also include the strategies of this recommendation.*

The following outlines strategies to implement this recommendation.

Design streets, curb space, and sidewalks to support emerging transportation needs and walkable communities

Improve safety for all users in downtowns and main streets

Pursue community greening

Actively manage parking

Plan for transit-supportive land uses

Implement best practices in placemaking

Plan for future density when approving near term infrastructure and development proposals

Pursue new investment and assistance solutions for disinvested areas

Summary: Some parts of the region have been left behind by growth over the last several decades, and have often lost substantial population, jobs, businesses, and resources. Promoting growth in these areas will require collaborative and comprehensive investment at all levels of government and civic organizations. Targeted infrastructure investment is just the first step to foster growth. Weak markets and negative perceptions limit development in these areas, thus growth will build on careful analysis of potential. High tax rates may limit market-driven development, and reconsidering tax policies to support disinvested areas may be required. Coordinating on economic development can help foster new jobs within formerly struggling areas. Providing new housing options can promote affordability. The region must also identify new solutions and leverage additional resources to build up disinvested areas and create progress on inclusive growth.

Disinvested areas fully encompass the economically disconnected areas – with high concentrations of low income, minority, and limited English proficiency residents - defined within ON TO 2050, supplementing this geography by identifying adjacent commercial and industrial areas that have experienced a loss of economic activity over a sustained period of time. These solutions to promote new market-driven investment and vital places differ from those targeted to promote economic opportunity for residents of EDAs. ON TO 2050 also identifies strategies to build the assets and capacity of the region's under-resourced municipalities and communities. These combined individual, built environment, and community-driven solutions are required to comprehensively promote inclusive growth.

The following outlines strategies to implement this recommendation.

Identify and target appropriate resources and solutions to promote reinvestment in declining or disinvested areas

Target assistance to disinvested areas experiencing rapid new development to preserve affordability, quality of life, and community character

Build capacity for disinvested areas to compete for infrastructure investments

Build municipal, non-profit, and private sector capacity in disinvested areas

Match regional and local housing supply with the type of housing that residents want

Summary: By 2050, all residents in our region should have housing choice, defined as the ability to find a quality affordable home that fits each household's preferences, including proximity to jobs, transportation, and other amenities, throughout all stages of life. To reach that vision, stakeholders throughout the region will need to take steps to address barriers that prevent the market from meeting the demand of current and future residents. A disconnect between the housing residents want and what is built undermines the region's growth prospects. Housing choice will help make our housing stock resilient in the face of changing residential demand.

The following outlines strategies to implement this recommendation.

Create and disseminate best practices on community acceptance efforts

Plan for future housing needs and align with zoning, entitlement processes, building codes and inspections to promote development of a greater range of housing types

Plan for housing types that support aging in community for the region's growing senior population

Continue improving the efficiency and effectiveness of housing subsidy programs

CMAP should evaluate which federal statutes and regulations negatively affect development of diverse housing choices

Addressing the complex interaction of development, the economy, and fiscal issues

Through their role in planning for and regulating local development, local governments support small pieces of regional markets for commercial and industrial development types, many of which house industries that make up the region's economic base. Municipalities prioritize certain types of economic development for many reasons, from meeting local employment goals, to quality of life concerns, to the potential for fiscal benefit. Because the current tax system's local fiscal benefit stems mainly from retail development, municipalities have few revenue options to support industrial or office centers, which can have regional

economic benefit. In addition, some communities use incentives to attract businesses that meet important local goals, but those incentives may also simply move businesses between local jurisdictions. These cumulative local decisions have broad impacts on regional mobility, fiscal sustainability, and overall regional economic success.

The interaction of local and regional markets and tax policy can make it difficult for some communities to succeed. Businesses often collocate in areas with access to transportation and a strong workforce, but communities nearby may provide supportive transportation and infrastructure with limited potential for fiscal benefit. Other communities can become mired in a cyclical mismatch between revenues and costs, leading to high tax rates and an inability to attract new investment. As a result, some local governments struggle to maintain infrastructure in a state of good repair, provide desired services, or ensure that staff and elected officials have the training and resources to be effective and innovative.

ON TO 2050 encourages support for industries that connect the region to the global economy, increased local cooperation on economic development, and changed tax policies to support more development types and provide local governments with more paths to success. These strategies can also reduce competition and overbuilding of some development types, lowering costs and improving fiscal outcomes for the region.

Incorporate market and fiscal feasibility into planning and development processes

Summary: Many of the region's communities actively plan for reinvestment or new development of varied types, such as commercial corridors, residential areas, or industrial centers. These plans do not always align with market feasibility or assess the public revenues necessary to provide supportive services and infrastructure in the long term. Cumulatively, this lack of planning can limit communities' ability to implement local and regional goals. Planning for market feasibility makes economic sense, but requires more robust planning processes and cooperation with adjacent communities. Fiscal feasibility becomes particularly important for communities at the developing edge of the region, who must balance growth goals with near and long term costs to maintain proposed infrastructure. Pairing market feasibility with fiscal outcomes can help communities prioritize their development choices and build more resilient communities over time.

The following outlines strategies to implement this recommendation.

Strengthen local and regional market feasibility in local planning efforts

Local governments should incorporate long-term infrastructure maintenance into development and expansion decisions

Municipalities and counties should implement best fiscal practices in development approvals

Align local economic development planning with regional goals

Summary: ON TO 2050 encourages all of the region's communities to make efficient use of limited fiscal resources by supporting industries that connect us to the global economy as well as to improve intraregional cooperation. Through their role in planning for and regulating local development, municipalities support small pieces of regional markets for retail, office, industrial, and other development types, many of which house the industries that connect regional industries to the global economy. The graphic below illustrates the economic impact of typical employment types found within retail, office, and industrial development. These cumulative local decisions can have broad impacts on infrastructure needs, commute patterns, goods movement, and overall regional economic success. Cooperation across communities on economic development and market-driven planning can improve outcomes at the local and regional scales. *The Economy Chapter will also include this chapter.*

The following outlines strategies to implement this recommendation.

Proactively coordinate economic development efforts

Provide incentives based on alignment with local and regional goals, anticipated program outcomes, and trade-offs

Prioritize building economic development expertise of municipal staff and officials

Develop tax policies that support successful communities and regionally beneficial land uses

Summary: The region requires a tax system that provides ample opportunity for municipalities to raise revenues that support their plans, goals, and desired development patterns. The current tax system can provide the most local fiscal benefit for retail development and leave municipalities with few options to support regionally beneficial land uses like industrial or office centers. Tax policies also have a broad impact on the ability of local jurisdictions to provide services and keep infrastructure in a state of good repair. At a minimum, local governments may struggle to maintain infrastructure in a state of good repair, provide desired services, or ensure that staff and elected officials have the training and resources to be effective and innovative. Municipalities with a long history of disinvestment often have a severe mismatch between local revenues and potential tax base, creating prohibitively high tax rates and furthering the cycle of disinvestment. Taken together, these policies can circumscribe the ability of communities to plan for or implement reinvestment, economic activity, and a strong quality of life. *The Governance chapter will also include this recommendation.*

The following outlines strategies to implement this recommendation.

Develop new infrastructure funding solutions to support the multijurisdictional nature of development and supportive transportation networks

Reform tax policies to sustain economically beneficial land uses and local costs for supportive infrastructure

Local governments should implement user fees

ACTION REQUESTED: Discussion

###

Agenda Item No. 5.2

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Committee

From: CMAP staff

Date: March 23, 2018

Re: Outline of the proposed recommendations of the ON TO 2050 governance element

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This memo contains the proposed recommendations of the ON TO 2050 chapter on Governance. Since 2016, CMAP staff have conducted extensive research and collaborated with partners to develop ON TO 2050. The recommendations described in this memo were refined through numerous **strategy papers** and **snapshots**, including the **Municipal Capacity**, **Highway Operations**, and **Tax Policies and Land Use** strategy papers. These proposals build on GO TO 2040's focus on efficient governance, tax policy reform, and coordinated investment to explore new policies and strategies and provide implementers with more specific direction. This memorandum introduces the core concepts of ON TO 2050 and seek feedback from CMAP committees and stakeholders.

ON TO 2050 outline

ON TO 2050 will be conveyed primarily on the web. The structure assumes that readers will not approach the document linearly. The plan will be organized around five topical areas, each containing a set of recommendations that may repeat across chapters, as will some strategies within those recommendations. Each recommendation will describe its support for the three principles of the plan: Inclusive Growth, Resilience, and Prioritized Investment. The following lists the plan sections to provide context for governance chapter:

- Introduction
- Principles to move the region forward
  - State of the region
  - The three principles
- Engagement
- Land Use: *Proposed recommendations provided below*
- Environment

- Economy
- Governance: *proposed recommendations provided below*
- Mobility
- Indicators and Layers
- Moving Forward
- Appendices

Within each chapter, ON TO 2050 puts forth numerous policies and programs that will help to advance the region's quality of life and economic vitality. The following outlines the structure in which these policies and programs are organized across ON TO 2050:

ON TO 2050

- **Chapter**
  - **Goal**
    - ***Recommendation***
      - *Strategy*
        - Action

Proposed approach to governance

In addition to requiring significant leadership and investment at the federal, state and local levels, ON TO 2050 implementation will depend on government units collaborating across their jurisdictions, increasing their efficiency, and building their capacity to achieve local and regional goals. CMAP, local governments, the State of Illinois, and other partners will all need to coordinate actions for the region to meet planning goals, ensure sufficient local revenues, and improve outcomes for residents and businesses alike.

State legislative and administrative processes should be reformed to help the region plan more effectively. State funding plays a crucial -- yet quite uncertain -- role in the region's ability to invest in infrastructure and fund local government budgets. A more modern tax system, a long-term plan to pay for obligations, and transparent, data-driven budgeting and programming can improve the state's near-term fiscal condition and long-term outlook.

ON TO 2050 goals for building the region's communities call for local governments to lead the way, but funding constraints impede municipalities' and counties' ability to serve the public. Without adequate resources, many have been forced to defer projects and eliminate staff. ON TO 2050 recommends that local governments have access to ample resources to meet the needs of communities and to implement ON TO 2050, a departure from To address these declining resources, ON TO 2050 recommends reform of state tax policies to support all communities while overcoming wide divergences of local revenues. By partnering across municipal borders, communities can improve the ability to provide the services and infrastructure that residents

and businesses require. Sharing or combining services, as well as consolidating governments in some cases, can further help them to improve public services and increase efficiencies.

State and local governments -- along with transit agencies -- need the fiscal, technical, and administrative capacity to function effectively. Technical assistance and training by CMAP and its partners will help municipal staff and officials advance ON TO 2050 implementation while building local expertise and systems to promote resilience and growth. With proper funding and support, the State of Illinois and local governments will be able to implement performance-based decision making, improve asset management, and leverage new technology for better services and infrastructure.

The following outlines the initial recommendations and strategies proposed for ON TO 2050 regarding the governance chapter. Associated actions are also listed ***under the first recommendation only****, as an example of the full detail that will be incorporated into ON TO 2050. Stakeholder feedback will inform revisions in preparation for the June release of the draft plan for public comment.*

Goal: Collaboration at all levels of government

Use collaborative leadership to address regional challenges

Summary: The region's governance challenges require collaboration among communities, leaders, local governments, and civic groups. As the region's MPO, CMAP will continue to convene its partners to lead efforts on applications for infrastructure funding, implement federal and state investments, and plan for the region's future. To overcome insufficient funding, economic stagnation, and other challenges will require innovation and cooperation across the entire region. Economic growth is one area where governments across northeastern Illinois can be more successful by partnering to leverage shared assets by, for example, supporting collaborations such as the Chicago Regional Growth Corporation.

The following outlines strategies to implement this recommendation <u>as well as associated actions as an example of the full detail that will be incorporated into ON TO 2050</u>.

Take a leadership role in implementing federal and state investments

- *CMAP* should continue to lead in pursuing federal and state investments where appropriate.
- *CMAP* should collaborate with regional partners to drive more efficient, effective, and cooperative programming decisions.
- *CMAP and partners* should develop a process to develop coordinate and prioritize responses to federal freight funding opportunities such as INFRA.

Support formation of an entity with the mandate and resources to implement a regional growth strategy

- *County and municipal EDOs* should develop a shared vision for the regional economy, including to identify resource requirements for support of marketing and branding.

- *CRGC or similar entity* should help county and municipal officials pursue shared goals across jurisdictional boundaries that complement their respective strengths and competitive advantages.

- *CMAP* should continue to research and articulate the benefits of intergovernmental collaboration through responsive data and analysis on the regional economy's performance.

Collaborate for inclusive growth

- *Government, business and civic leaders, and other regional actors* should develop and implement a shared vision for inclusive growth in northeastern Illinois, as well as define a shared measurement system to track regional progress towards inclusive growth goals.

- *CMAP* should establish or enhance partnerships with local, regional, and state entities across sectors in developing and implementing inclusive growth strategies for the Chicago region.

- *CMAP* should continue to share its expertise and knowledge of the region and its communities within larger efforts to decrease economic inequality.

Secure funding for CMAP to pursue all ON TO 2050 goals

- *CMAP* should seek funding opportunities to plan for water resource management, climate resilience, economic development, local capacity, and other ON TO 2050 priorities.

- *CMAP* should pursue reliable access to state funds that support all of its planning work.

Encourage sharing or consolidating services and consolidating local government units

Summary: Sharing or consolidating services, as well as consolidation of government units in some cases, can further help them to improve public services and increase efficiencies. As local governments seek to make the best use of increasingly limited resources, many have found ways to share the cost of services or purchases where it makes sense. Many innovative partnerships exist in the region, including service sharing, shared staff, joint purchase cooperatives, and consolidated services. These mechanisms provide similar benefits, including improved efficiency, enhanced service quality, and cost savings. ON TO 2050 encourages local governments to explore these and other means of partnership to improve services and lower costs. Where there is interest by local residents and civic leaders, local governments with extensive existing partnerships should consider the benefits and costs of consolidating.

The following outlines strategies to implement this recommendation.

Facilitate partnerships between local governments interested in service sharing, joint procurement agreements, or consolidating services or local governments

Provide funding for sharing or consolidating services and consolidating units of local government

Implement data sharing to streamline collaboration

Local governments should proactively explore sharing procurement, services, and staff through their long-term planning efforts

Highway system operators should share traffic management resources

Local governments should explore consolidation of services

Pursue annexation of developed unincorporated areas

Local governments with extensive existing partnerships should explore opportunities to consolidate

Coordinate infrastructure operations and maintenance

Summary: Improved coordination across the agencies that operate and maintain the region's infrastructure will improve project delivery and system reliability. Coordination across infrastructure providers allows a single project to provide multiple benefits, such as replacing water pipes and enhancing stormwater infrastructure while reconstructing a roadway, as opposed to three separate projects. Neighboring transportation departments working together can deliver joint projects that better leverage funding and provide cost efficiencies, while also minimizing construction inconveniences for residents and businesses. System reliability is also enhanced when, for example, roadway operators and emergency response agencies share information and cooperate to improve incident responses.

The following outlines strategies to implement this recommendation.

Partner with other units of government to deliver infrastructure projects

Improve utility coordination

Enhance cooperation to improve roadway operations

Integrate local goals with roadway regulations

Goal: Improved capacity to achieve local and regional goals

Develop tax policies that that support successful communities and regionally beneficial land uses

Tax policies have a broad impact on the ability of local jurisdictions to provide services and keep infrastructure in a state of good repair. Municipalities with a long history of disinvestment often have a severe mismatch between local revenues and potential tax base, creating prohibitively high tax rates and furthering the cycle of disinvestment. The region requires a tax system that provides ample opportunity for municipalities to raise revenues that support their plans, goals, and desired development patterns. Particularly, criteria for state revenue

disbursements to municipalities should ensure that communities can support services and infrastructure for their desired land use mix, whether that includes residential, retail, office, or industrial development. The tax structure must also be modernized to ensure sufficient public revenues continue to be available to the state, the region, local governments, and other entities supported by tax revenue. To build and improve local infrastructure like stormwater facilities, local governments should pursue revenue sources raised from those who benefit from their use.

The following outlines strategies to implement this recommendation.

Develop new funding solutions to support the multijurisdictional nature of development and infrastructure

Reform tax policies to sustain economically beneficial land uses and support local infrastructure

Local governments should implement user fees

Increase the MFT and replace with a VMT fee

Provide technical assistance to build communities' capacity

Summary: Providing technical assistance and resources that help communities build their capacity advances implementation of our region's goals. CMAP's LTA program has had success helping municipalities, other local governments, and nonprofit organizations to create plans, but implementation has been inconsistent. CMAP and other assistance providers will build on the success LTA and reorient assistance offerings to better prepare communities of various capacity levels to implement ON TO 2050. Particular attention is required for addressing the challenges of lower capacity communities and disinvested areas through assistance that builds local capacity and strengthens connections to resources.

The following outlines strategies to implement this recommendation.

Build on successes of the Local Technical Assistance (LTA) program

CMAP should arrange supplemental staffing to help selected municipalities identify resources for increasing capacity

Build municipal, non-profit, and private sector capacity in disinvested areas

Prioritize training for local government officials and staff

Summary: Proficient staff and knowledgeable officials equip local governments with the skills needed to undertake important initiatives and complete projects. Local governments that prioritize professional development are better prepared to take action on local and regional goals. In addition to continuing education, ON TO 2050 recommends networking with peers as a valuable opportunity to share successful strategies, strengthen relationships, and build new partnerships. Many informal networks that have formed in the region -- among economic development professionals and public works officials, for example -- allow staff and officials to

leverage conversations with peers to improve their communities. CMAP and its partners will help ensure the region has access to good professional development in convenient formats for local government officials and staff.

The following outlines strategies to implement this recommendation.

Provide guidance on how local governments can implement ON TO 2050

Provide professional development opportunities that efficiently meet the needs of staff and officials

Local government staff should network to share experiences, develop solutions, and promote best practices

Goal: Data driven and transparent investment decisions

Base investment decisions on data and performance

Summary: Governments can increase efficiency by using data-driven goals and targets to decide investments, rather than arbitrary formulas that do not reflect public needs. These performance-based approaches, such as asset management systems, must inform service and infrastructure investments at all levels of government. State and local governments must integrate these practices into their budgeting processes, along with policies to govern economic development incentives and tax expenditures. Because performance-based approaches depend on access to the right data, the region will work toward filling information gaps and building robust systems for asset and performance management.

The following outlines strategies to implement this recommendation.

Use a data-driven, performance-based approach to making public infrastructure and service investments

Support a modern census and other economic data collection activities

State and local governments should improve budget and financial administration practices

Promulgate stronger standards for the transparency and accountability of tax incentives for economic development

Obtain data from private transportation providers

Improve access to and extent of data on goods movement

Modernize data collection, management, and technology to improve transparency

Summary: Effective discourse and accountable decision making requires governments on the state, regional, and local levels to be transparent. All units of government should increase access to data and provide information in user-friendly formats. Because technology plays a key role in both increasing transparency and improving public services, state and local governments should increase efforts to keep up with technological advancements.

The following outlines strategies to implement this recommendation.

Commit to increasing access to budgetary information and relevant analysis

Leverage technological improvements to improve efficiency, service quality, and transparency

Aggregate data from local governments and make accessible in a singular location

ACTION REQUESTED: Discussion

###

Agenda Item No. 5.3

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: March 23, 2018

Re: ON TO 2050 Inclusive Growth and Public Health Indicators

Following an approach established in GO TO 2040, ON TO 2050 will include various topic-specific indicators, which are a set of performance measures to benchmark the region's progress on plan implementation. The final set of indicators should highlight and complement all of the major recommendations made in ON TO 2050. All indicators will have targets for both 2025 and 2050 to evaluate near- and long-term progress.

In identifying the set of indicators for ON TO 2050, staff first began by reviewing the existing GO TO 2040 indicators, as revised via the Plan Update process in 2014. Informed by several ON TO 2050 Strategy Papers and Snapshot Reports, staff considered whether the current set adequately addresses the core ON TO 2050 topics from both a technical (e.g. available data sources, methodologies) and policy (e.g. regulations, plan priority, accessibility, and level of effort) standpoint. This memo outlines recommendations for revisions or entirely new indicators in order to successfully benchmark the region's progress on implementing the plan.

Discussion of current GO TO 2040 indicators

In the ON TO 2050 development process, CMAP staff explored refinements to existing policy and direction on new policy topics not included in the GO TO 2040 comprehensive regional plan. Through the development of strategy papers, such as the Inclusive Growth Strategy Paper, CMAP staff engaged in rigorous research that will shape the next plan's content and recommendations. GO TO 2040 provided a strong vision for the region's future but did not directly address the role economic opportunity plays in long-term regional economic prosperity. As a result, GO TO 2040 did not include indicators to track the region's progress on inclusive growth.

Given recent research on the relationship between inclusive growth and economic growth, and recognizing inclusive growth's role in creating a sustainable and livable region, CMAP staff identified inclusive growth as a key priority for ON TO 2050, establishing it as one of only three

overarching principles guiding strategies in the next plan. Inclusive growth will inform ON TO 2050 recommendations, cutting across CMAP's core areas of regional economy, land use, environment, governance, and mobility.

In alignment with CMAP's strategy to measure regional progress, ON TO 2050 will measure the region's progress in creating a more inclusive region. ON TO 2050 will include a set of inclusive growth related kindred indicators that measure the region's progress as related to each of CMAP's core policy areas. Together, these indicators will monitor plan implementation progress in building a more inclusive region.

ON TO 2050 will also provide strategies to promote health equity in the region, with many strategies linked closely to those of inclusive growth. Overwhelming evidence shows that social, economic, and environmental factors are more significant predicators of health than access to healthcare. Many of the recommendations relevant to health equity will build on research developed for GO TO 2040, but will reframe the strategies through the lens of health equity. In an effort to measure progress on health equity in the region, ON TO 2050 will track related indicators.

Recommended ON TO 2050 kindred indicators

Kindred indicators do not have identified targets but provide additional information for core plan indicators. The table below proposes inclusive growth specific kindred indicators, as well as inclusive growth kindred indicators to relevant plan indicators across CMAP's core areas of regional economy, land use, environment, governance, and mobility. Kindred indicators to existing regional economic indicators are also included. CMAP's regional economic indicators track key economic trends and provide insight into the health of the region's economy. Though not plan indicators, these regional economic indicators play a vital role in inclusive growth. This memorandum recommends developing inclusive growth kindred indicators for existing regional economic indicators. Health equity indicators are also not core ON TO 2050 indicators, but are included to measure the region's progress toward an equitable landscape of public health.

Inclusive Growth – Inclusive Growth Specific Indicators

	Inclusive Growth Specific Kindred Indicator	**Description and Methodology**
1	Gini coefficient	This indicator summarizes the dispersion of income across the entire income distribution in the Chicago metropolitan statistical area and in peer metropolitan areas. The Gini coefficient ranges from 0 to 1, representing perfect equality and perfect inequality, respectively. Data come from the American Community Survey (ACS).
2	Average journey to work time *by race and ethnicity*	This indicator measures the average one-way commute time of workers in the Chicago metropolitan statistical area by race and ethnicity, inclusive of all modes of transportation. Data come from Integrated Public Use Microdata Series (IPUMS).

	Inclusive Growth Specific Kindred Indicator	Description and Methodology
3	Change in mean household income by income quintile (indexed)	This indicator measures change in mean household income by income quintile in the Chicago metropolitan statistical area. The change in mean household income will be indexed to 2006 in current year dollars. Data come from the American Community Survey (ACS).
4	Percent change in non-residential market value *in economically disconnected areas*	This indicator measures percent change in non-residential market value in economically disconnected areas. Data come from county assessor data.

Inclusive Growth – Economy Kindred Indicators

	ON TO 2050 Core Indicator or Regional Economic Indicator	Inclusive Growth Kindred Indicator	Description and Methodology
5	Population age 25 and over with an associate's degree or higher	Population age 25 and over with at least an Associate's degree *by race and ethnicity*	These values represent the share of the regional population age 25 and over with at least an Associate's degree by race and ethnicity. Data come from the American Community Survey (ACS).
6	Workforce participation	Workforce participation *by race and ethnicity*	These values represent the share of the regional population age 16 years and over that is either working or actively looking for work by race and ethnicity. Data come from the American Community Survey (ACS).
7	Regional median household income*	Median household income *by race and ethnicity*	These values represent the income of the 50th percentile of households in the Chicago metropolitan statistical area by race and ethnicity. Data come from the American Community Survey (ACS).
8	Unemployment rate*	Unemployment rate *by race and ethnicity*	These values represent the share of labor force participants who are currently unemployed by race and ethnicity. Data come from the American Community Survey (ACS).

***Identifies indicators that are regional economic indicators but not ON TO 2050 core indicators.

Inclusive Growth – Environment Kindred Indicators

	ON TO 2050 Core Indicator	Inclusive Growth Kindred Indicator	Description and Methodology
9	Regional access to parks per person	Regional access to parks per person in acres *in*	This is an aggregate per capita measure of park accessibility based on proximity to park

	ON TO 2050 Core Indicator	Inclusive Growth Kindred Indicator	Description and Methodology
	in acres	*economically disconnected areas*	land. Values are reported as the percentage of residents living in economically disconnected areas and economically connected areas with access to parks at the rates of four acres per 1,000 people (representing the denser parts of the region) and ten acres per 1,000 people (representing less-dense areas). Data come from CMAP's Land Use Inventory and the US Census. Data is assessed at the subzone level. Subzones with centroids in economically disconnected areas are identified as within economically disconnected areas.

Inclusive Growth – Land Use Kindred Indicators

	ON TO 2050 Core Indicator	Inclusive Growth Kindred Indicator	Description and Methodology
10	Share of new development occurring in highly and partially infill supportive areas	Share of new infill development occurring *in economically disconnected areas*	This indicator measures the percentage of infill residential and non-residential development that occurred in economically disconnected areas. Data come from the Northeastern Illinois Development Database (NDD).
11	Percent of income spent on housing and transportation by moderate- and low-income households	Percent of income spent on housing and transportation by moderate- and low-income households *by race and ethnicity*	This indicator measures the share of household income spent on housing and transportation costs for moderate- and low-income households by race and ethnicity. Data come from the Bureau of Labor Statistics' Consumer Expenditure Survey (CES).

Inclusive Growth – Public Health Indicators

	Public Health Specific Kindred Indicator	Description and Methodology
12	Preventable hospitalizations *by race and ethnicity***	This indicator measures the number of preventable hospitalizations in the Chicago metropolitan area. Preventable hospitalizations are the total number of patient discharges, excluding discharges to Veterans Administration hospitals, among adults aged 18 years and older for any of the following conditions: diabetes with short-term complications, diabetes with long-term complications, uncontrolled diabetes without complications, diabetes with lower-extremity amputation, chronic obstructive pulmonary disease, asthma, hypertension, heart failure, dehydration, bacterial pneumonia, or urinary tract

	Public Health Specific Kindred Indicator	Description and Methodology
		infection. Data come the Illinois Department of Public Health, Division of Patient Safety and Quality.

**Identifies indicators that are public health indicators but not ON TO 2050 core indicators.

Next Steps

Following committee review of the above list of proposed indicators, staff will adjust the list as needed to incorporate feedback – by modifying or eliminating indicators, or by adding new ones if necessary. Once the list of ON TO 2050 indicators has been finalized, the indicators will be compiled into a final list of all plan indicators covering the full range of topics in ON TO 2050.

ACTION REQUESTED: Discussion

###

Agenda Item No. 8.0

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: March 7, 2018

Re: Local Technical Assistance (LTA) Program Update

The CMAP Board and committees receive regular updates on the projects being undertaken through the Local Technical Assistance (LTA) program, including those receiving staff assistance and grants. To date, 209 local projects have been initiated. Of these, 170 projects have been completed, and the remainder are under development.

Further detail on LTA project status can be found in the attached project status table. Projects that appear in this document for the first time, or that were recently completed, are noted and highlighted in italics.

ACTION REQUESTED: Information

Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
Algonquin-Cary sub area plan	Brandon Nolin	Jan. 2018-June 2019	Staff assistance	Scoping underway. Targeting April for IGA and staff kick-off.
Beach Park regional bike plan	John O'Neal	Jan. 2018-June 2019	Consultant assistance	Scoping underway
Beecher comprehensive plan	Ricardo Lopez	Jan. 2018-June 2019	Consultant assistance	No update.
Bensenville zoning update (see website)	Jake Seid	Oct. 2015-Apr. 2018	Staff assistance	Module 2 of the zoning code has been submitted to the Village, and staff are drafting Module 3.
Berwyn stormwater management plan (see website)	Kate Evasic	May 2017-June 2018	Consultant assistance	A public open house was held on February 7 at the Berwyn Public Library to confirm flooding problem areas and discuss potential solutions. The consultant is drafting the plan and stormwater concepts.
Brookfield comprehensive plan	Heidy Persaud	Oct. 2016-Dec. 2017	Consultant assistance	The plan was adopted by the Village on February 26th.
Bridgeport/Canaryville priorities plan	Noah Boggess	Jan. 2018-Dec. 2018	Staff assistance	CMAP staff is convening the first advisory committee meeting, then building a fairly large public engagement strategy using their respective networks. Existing conditions is being processed.
Campton Hills zoning and subdivision regulations	Kristin Ihnchak	July 2014-Apr. 2018	Consultant assistance	No update.
Channahon comprehensive plan	Brandon Nolin	Jan. 2018-June 2019	Consultant assistance	IGA and contract with consultant (Houseal Lavigne Associates) are complete. Project starting in March.
Chicago Heights zoning update	*Maggie Jarr*	*Nov. 2016-May 2018*	*Consultant assistance*	*Project is complete. Chicago Heights City Council adopted the new chapters of the zoning code on February 21.*
Chicago North River Communities neighborhood plan (see website)	Brian Daly	Nov. 2015-Dec. 2017	Staff assistance	CMAP staff is preparing the draft plan for review by the community partner and steering committee.
Chicago Pilsen-Little Village neighborhood plan (see website)	Ricardo Lopez	Dec. 2013-Dec. 2017	Staff assistance	Project is complete, though pending Chicago Plan Commission approval.
Chicago Riverdale area transportation plan	Tony Manno	Nov. 2016-Mar. 2018	Consultant assistance	A revised draft of the existing conditions report and a first draft of recommendations will be reviewed by the steering committee this month. The next steeting committee meeting is planed for late March or early April.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Chinatown Parking Study	Lindsay Bayley	Feb 2018 – Aug 2019	Staff assistance	CMAP staff met with CBCAC on Friday, March 2nd to review the project scope of work and discuss the memorandum of understanding, to kick off the parking study.
Cook County (Maine-Northfield) unincorporated area plan (see website)	Jake Seid	July 2016-May 2018	Staff assistance	A steering committee meeting to review the draft plan has been scheduled for March 22.
Des Plaines comprehensive plan	Heidy Persaud	Nov. 2016-June 2018	Staff assistance	Draft Key Recommendation Memo is being reviewed by city staff.
DuPage County Route 83 Corridor Study	Lindsay Bayley	Jan 2018-June 2019	Consultant assistance	No update.
Far South CDC Existing Conditions and Market Analysis	Katanya Raby (Henry)	April 2018-April 2019	Staff assistance	Not yet started.
Frankfort Plan Commissioner training	Maggie Jarr	Jan. 2018-June 2018	Staff assistance	CMAP staff is developing the first of three trainings. Training #1 is scheduled for March 22.
Glenview sustainability ordinance review	Kelsey Pudlock	Jan. 2018-Dec. 2018	Staff assistance	CMAP staff is developing the scope of work for this project.
Governors State University green infrastructure plan	Holly Hudson	June 2015-Oct. 2017	Consultant assistance	Following discussions with GSU staff, the plan was finalized. The consultant submitted additional figures for display board use and is compiling the final GIS dataset.
Harvard zoning update	Jake Seid	Jan. 2017-Mar. 2018	Consultant assistance	A steering committee meeting was held on January 31, and the consultant is awaiting feedback prior to moving through the public review process.
Huntley zoning update	Patrick Day	May 2015-Nov. 2017	Consultant assistance	Village Staff continue to review final deliverable in advance of adoption.
Illinois International Port District planning priorities report	Elizabeth Scott	April 2018-April 2019	Staff assistance	CMAP staff is working with the Port and partners on the scope of work for this plan. Work is scheduled to start in April.
Joliet Chicago Street plan	Stephen Ostrander	Dec. 2016-May 2018	Consultant assistance	Consultants continued developing draft plan, which will be presented to the City Council for the first time on March 19, followed by a public forum on April 18.
Public Water Commission water supply planning	Nora Beck	Jan. 2018-Dec. 2019	Consultant assistance	MPC has been conducting a series of one-on-one meetings with 9 communities who are either currently in or are considering joining efforts

Project	CMAP lead	Timeline	Assistance type	Status and notes
				to address water supply constraints in the Joliet Area. Later in March, the Will County Municipal League will be holding an extended conversation about water supply planning needs.
Justice I&M Canal trail extension feasibility study	John O'Neal	Jan. 2018-June 2019	Consultant assistance	Contract awarded to Terra Engineering. MOU and IGA with Village signed. Internal kick-off meeting scheduled for mid-March.
Kane County / Mill Creek watershed-based plan	Holly Hudson	Oct. 2017-Oct. 2019	Staff assistance	Scoping and task timeline development continued.
Lisle downtown parking plan (see website)	Lindsay Bayley	Mar. 2016-Dec. 2017	Staff assistance	Internal review of draft plan is still underway.
Lower Salt Creek Watershed-based Plan (see website)	Holly Hudson	Jan. 2016-Dec. 2017	Staff assistance	Editing of final plan continued, including incorporation of data from project partners.
Maywood Zoning Reference Guide	Maggie Jarr	Jan. 2018-June 2018	Staff assistance	CMAP staff worked with the Village to develop and finalize the scope of work. CMAP staff is reviewing the Village's zoning ordinance and outlining content to be included in the reference guide.
McHenry County Fox River corridor study (see website)	Kate Evasic	Sept. 2016-May 2018	Staff assistance	CMAP staff is drafting the plan.
McHenry County Council of Governments Shared Services Study	Maggie Jarr	April 2018-Sept. 2019	Staff assistance	CMAP staff is working with the McHenry County Council of Governments (McCOG) to develop the scope of work. CMAP staff will meet with McCOG, McHenry County, and local municipal officials on March 19 to review the draft scope of work.
McKinley Park Development Council neighborhood plan	Ricardo Lopez	Jan. 2018-Dec. 2019	Staff assistance	CMAP staff met with Alderman Cardenas and MPDC on February 21 to review draft project scope. Outreach strategy underway.
North Avenue corridor plan	Cindy Cambray	Jan. 2018-Dec. 2018	Staff assistance	Steering committee invitations are being extended and the outreach strategy is being developed.
North Lawndale community plan (see website)	Brandon Nolin	Feb. 2016-Mar. 2018	Staff assistance	Draft plan under development. Public open house being scheduled for April 21, 2018. 16th Street subarea plan development and document layout in May-June, with adoption in July/August.
Oswego, Montgomery, and Yorkville shared water treatment plant study	Nora Beck	Jan. 2018-June 2019	Consultant assistance	The project team and representatives of the 3 communities are currently confirming the scope of work, with the project kickoff expected in mid-March.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Palos Park bikeways and trails plan (see website)	John O'Neal	Apr. 2017-Apr. 2018	Consultant assistance	Steering Committee meeting to discuss proposed bikeway network and priorities held Jan. 31. Draft plan currently underway.
Robbins stormwater, TOD, and industrial area plan	Kelwin Harris	Jan. 2018-June 2019	Staff assistance	CMAP staff is currently working with the RTA on the scope of work for the TOD market analysis.
Sandwich planning priorities report	Jared Patton	Jan. 2018-Dec. 2018	Staff assistance	CMAP staff met with City officials on February 14, and the City Council approved a referendum supporting the project on February 26. Preliminary research is underway.
Sauk Village comprehensive plan update	Stephen Ostrander	March 2018-September 2019	Consultant assistance	Following release of RFP on January 23, a non-mandatory pre-bid meeting was held on February 1, with a proposal deadline of February 9. Interviews with finalists were held on Feb 22, with CMAP Board approval of the selected consultant expected on March 14.
South Elgin zoning update (see website)	Patrick Day	Oct. 2014-March 2018	Staff assistance	Village Staff are currently reviewing Module 3 (of 3) in advance of PZC review.
South Holland comprehensive plan (see website)	Stephen Ostrander	Apr. 2015-Mar. 2018	Staff assistance	Final revisions were made to draft plan which will next be presented to the Planning & Zoning Committee and Board of Trustees for adoption.
South Suburban Mayors and Managers Association Pilot Circuit Rider Program	Patrick Day	May 2018-April 2020	Staff assistance	Scoping underway.
Summit zoning ordinance	Jake Seid	April 2018-October 2019	Consultant assistance	Project has not kicked off yet.
Villa Park zoning ordinance	Patrick Day	July 2015-Nov. 2017	Consultant assistance	PZC has recommended approval of a final draft code, which will be reviewed for adoption by Village Board.
Westchester zoning ordinance	Maggie Jarr	Nov. 2014-May 2018	Consultant assistance	No update.
Wilmington downtown plan (see website)	Maggie Jarr	Jan. 2017-May 2018	Staff assistance	The draft plan is currently under internal review, after which it will be shared with City staff and the Steering Committee.

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