



Council of Mayors Executive Committee

October 27, 2020

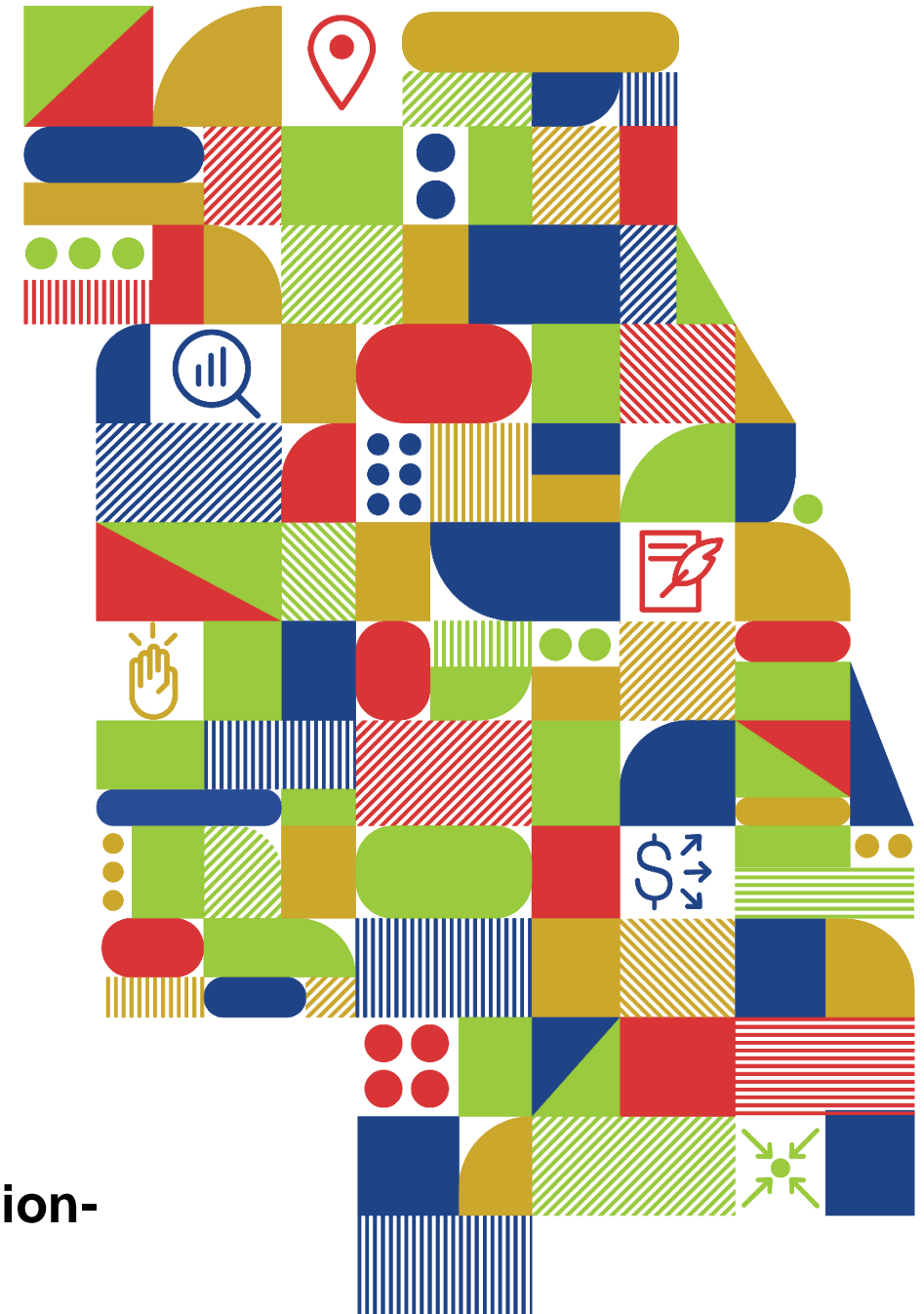
Meeting will start at 9:30am

To mute/unmute your phone use *6

Use the Chat Box for questions (staff are monitoring)

Use your full name for the login

Only Committee members participate in the conversation-
except during the public comment agenda item



1.0 Call to Order/Introductions

Chairman Schielke

Staff will read the names of committee members that are logged-in and will then ask committee members that were missed or on the phone to introduce themselves

*To mute/unmute your phone use *6*

2.0 Agenda Changes and Announcements

Chairman Schielke

Please mute your conference line or phone line (*6 for phone connections) when not speaking

To ask a question, please use the chat box

When making a motion, please state your name

3.0 Approval of Minutes

Chairman Schielke

Draft Minutes from August 18, 2020

ACTION REQUESTED: Approval

Committee Members: Remember to unmute (*6) your line and state your name when making a motion

4.0 STP Project Selection Committee Update

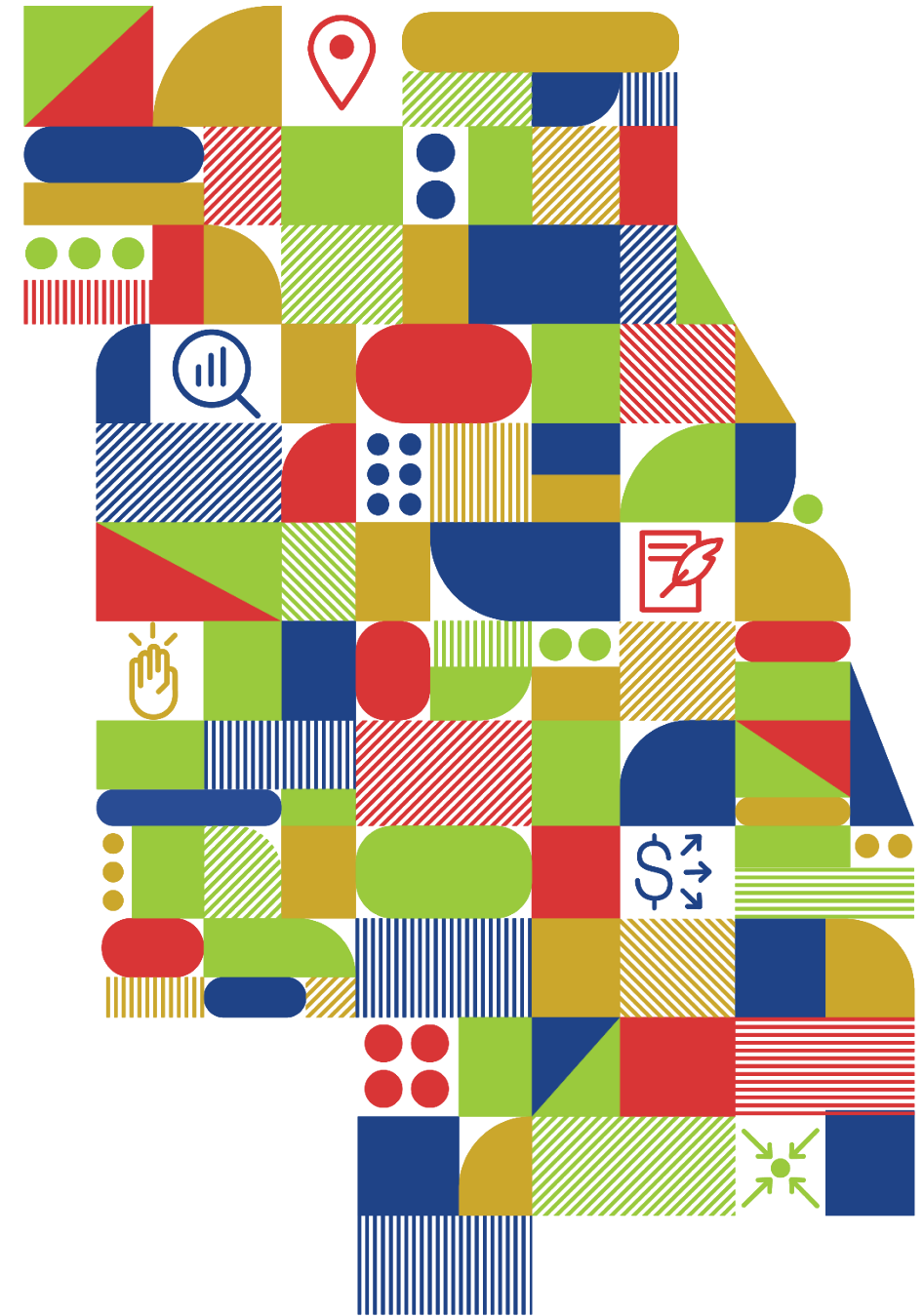
Kama Dobbs

Staff will provide highlights of proposed changes the application booklet and upcoming calls for projects.



STP-Shared Fund Proposed Updates

Council of Mayors Executive Committee
October 27, 2020



Overview

Methodology updates proposed by staff and discussed with the STP PSC

Call for Projects Schedule

Methodology Updates



Eligibility changes

Inclusion in plans **required**

- Table of example plans
- Dedicated staff for guidance

Completion of preliminary engineering **by application deadline**

✓ - Acceptable ✗ - Not Acceptable ? - Case-by-case, contact CMAP staff to discuss

Type of Plan or Program	Project Included	Project Type Included
County Long Range Transportation Plan	✓	✓
Municipal or County Comprehensive Plan	✓	✓
Capital Improvement Program	✓	✓
Multimodal Transportation Plan	✓	✓
Corridor Plan	✓	?
Small Area or Subarea Plan	✓	?
Neighborhood Plan	✓	?
Housing Plan	✗	✗
Bicycle and/or Pedestrian Plan	✓	✓

Project type changes

New: Bicycle and Pedestrian Barrier Elimination

Modified: Transit Stations include bike/ped access to station

Project readiness changes

Overall points reduced from 25 to 15

Added and clarified phase 2 equivalent activities for transit projects

Bicycle/Pedestrian Barrier Elimination projects – New!

Anticipated projects: Bike/ped overpasses or underpasses at railroads, roads, or water features

Existing conditions: Route characteristics (barrier severity), market for facility (density, transit, schools), and connectivity (completes regional greenways and trails plan)

Improvement: Cost effectiveness of route characteristic changes

Bridge reconstruct/rehab changes

Updated improvement methodology – cost effectiveness of improvements to:

Deck, superstructure, and substructure condition

Load posting

Insufficient lanes and safety features

With provisions for historic and/or movable structures

Transit station changes

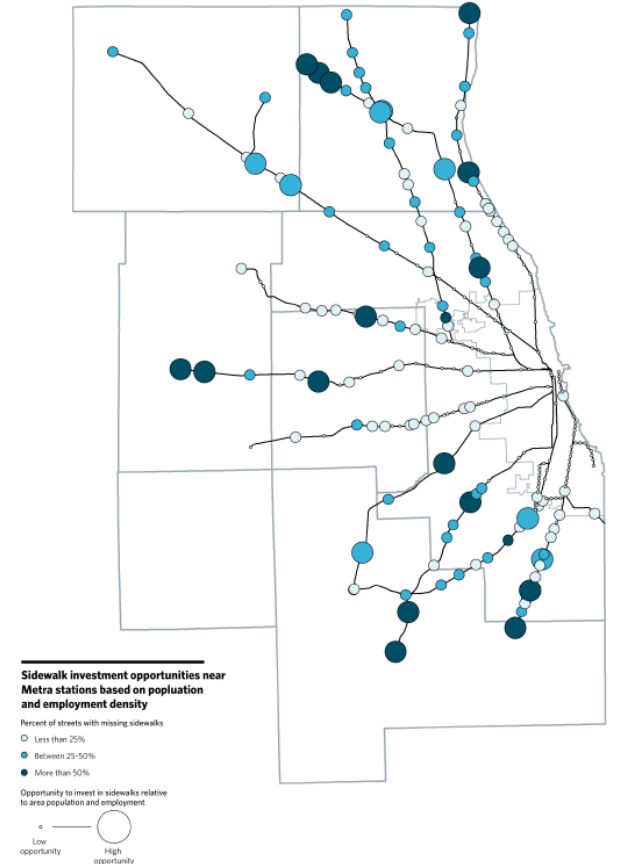
Remove station capacity evaluation

Add bike/ped access eligibility

Evaluation based on presence of sidewalks,
bike parking/sharing

Station components *OR* bike/ped access *OR* both;
if both, need is equally weighed

Incentivize doing more: use higher of two
improvement scores



Truck route improvement changes

Add geometric deficiencies to need and improvement

Other improvement additions

Systematic improvements

Mitigation of negative impacts

Mitigation Strategy	Points
Project reroutes trucks away from sensitive land uses*	+ 5
Project includes electrification infrastructure	+ 4
Project includes noise mitigation (sound walls, berms)	+ 3
Presence of off-street freight loading zones within project limits	+ 3
Loading/delivery time restrictions are imposed in project area	+ 2

Planning factor changes

Additional 5 points for inclusive growth

Total points increased from 25 to 30

Factors assigned or revised based on new bike/ped project types

Project Type	Maximum Points by Planning Factor					
	Inclusive Growth	Complete Streets	Green Infrastructure	Freight	Transit supportive density	Total
Bicycle/Pedestrian Barrier Elimination	15	10	5	0	0	30
Bridge Rehab or Reconstruction	15	10	0	5	0	30
Bus Speed Improvements	15	5	0	0	10	30
Corridor/Small Area Safety Improvements	15	10	0	5	0	30
Highway-Rail Grade Crossing Improvements	15	10	5	0	0	30
Road Expansion	15	5	5	5	0	30
Road Reconstruction	15	5	5	5	0	30
Transit Station Improvements	15	0	5	0	10	30
Truck Route Improvements	15	10	5	0	0	30

Complete streets changes

More emphasis on elements (60%) vs. policy (40%)

Elements no longer “all or nothing”

Elements include wide range of treatments

Elements included in project*	Raw Points
Sidewalks	+ 2 points per side
Marked/striped bike lane	+ 1 point per side
Buffered/protected bike lane	+ 1 point per side/direction
Multi-use path or trail (either side)	+ 4 points
Refuge islands (any number)	+ 1 point
Curb extensions/bump outs/chicanes (any number)	+ 1 point
Bicycle racks and/or bike-sharing docks (any number)	+ 1 point
Crosswalk or lane enhancements (e.g. colored, raised, textured)	+ 1 point
Pedestrian beacons or countdown signals	+ 1 point

*Added, replaced, improved, or existing; Other elements may be considered on a case-by-case basis

Freight changes

Removed truck percentage from scoring and added:

Project located on a regional freight network (50%)

Policies to improve truck routing and permitting and/or delivery management strategies (50%)

Subregional priority – New!

Replaces Council Bonus points; included in the 100-point total score

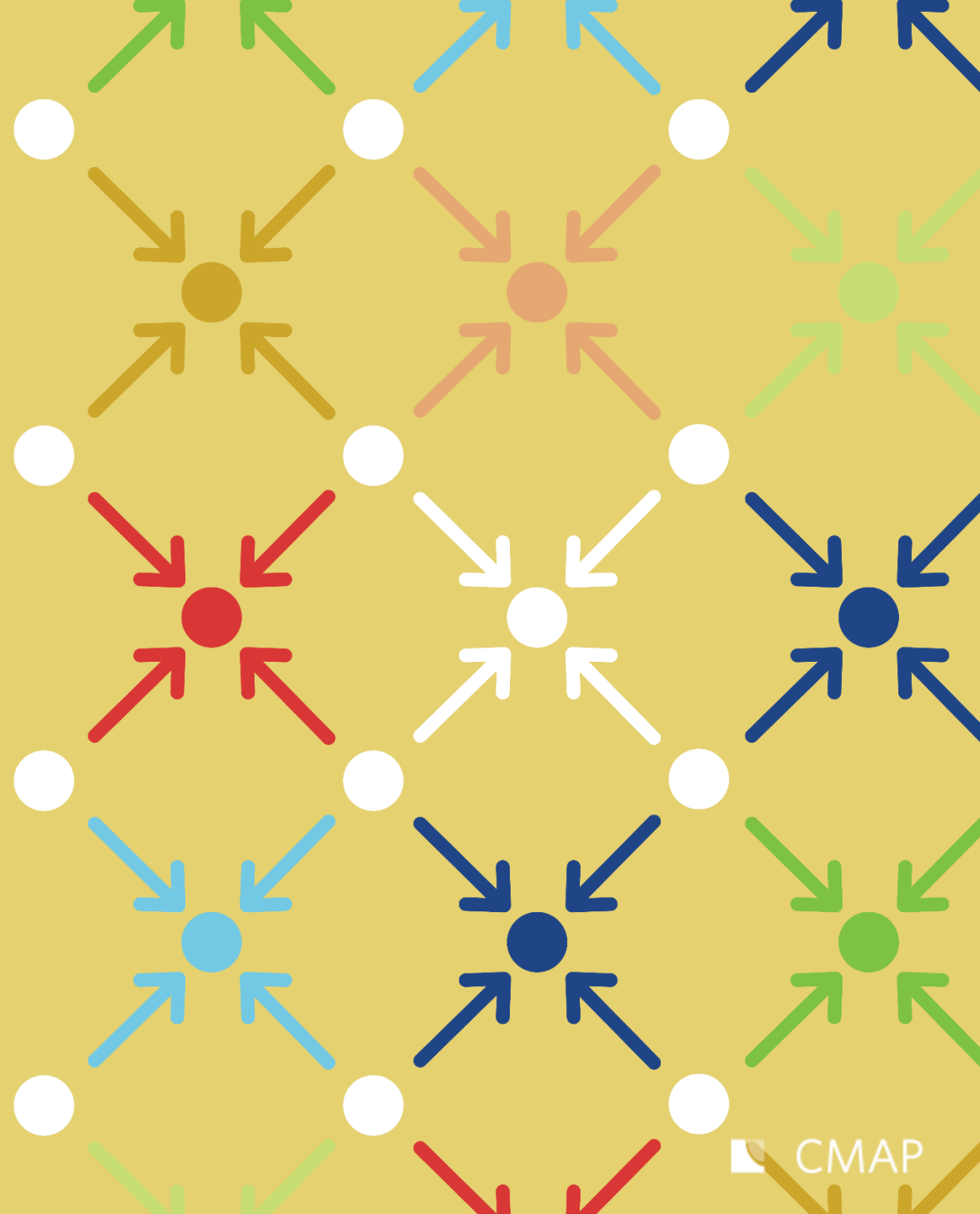
Each council/CDOT indicates 5 highest priorities from eligible applications – points predetermined

Can combine points from multiple councils, up to max of 5 points to any project

Must provide justification if priority project(s) are outside of council boundaries

Priority	Points
Highest priority	5
2 nd highest priority	4
3 rd highest priority	3
4 th highest priority	2
5 th highest priority	1

Next steps



Next steps

STP PSC approval of methodology (Thursday 10/29)

Update/add reference links in application booklet

Develop/update application materials

Develop training materials and schedule training

Tentative call for projects schedule

Call for projects opens:	January 8, 2021
Applications due for pre-screening by PLs:	Feb 19, 2021
Call for projects closes:	March 5, 2021
Summary of eligible applications:	April 1, 2021
Subregional priorities due:	April 30, 2021
Preliminary scores to applicants:	June 2021
Draft program available:	July 1, 2021
Public comment:	July 1 – July 30, 2021
STP PSC approval:	September 9, 2021
CMAP Board/MPO Policy Committee approval:	October 13, 2021

Reminder: Joint call for projects

CMAQ and TAP-L will follow same call for projects, public comment, and approval schedule

Projects may be submitted for consideration for multiple fund sources

Discussion and questions





www.cmap.illinois.gov

Kama Dobbs

kdobbs@cmap.illinois.gov

5.0 IDOT Update

Chad Riddle

IDOT Bureau of Local Roads Staff will provide an update

6.0 Unified Work Program (UWP)

Lenny Cannata

Lenny will give the committee an overview of the PL scope of services and Fiscal Year 2022 funding proposal.

ACTION REQUESTED: Approval

Committee Members: Remember to unmute (*6) your line and state your name when making a motion

7.0 Local Government Network

Patrick Day

Staff will update the committee on recent Local Government Network initiatives.

8.0 Principles and Strategies for Incentive Reform

Matt Stern

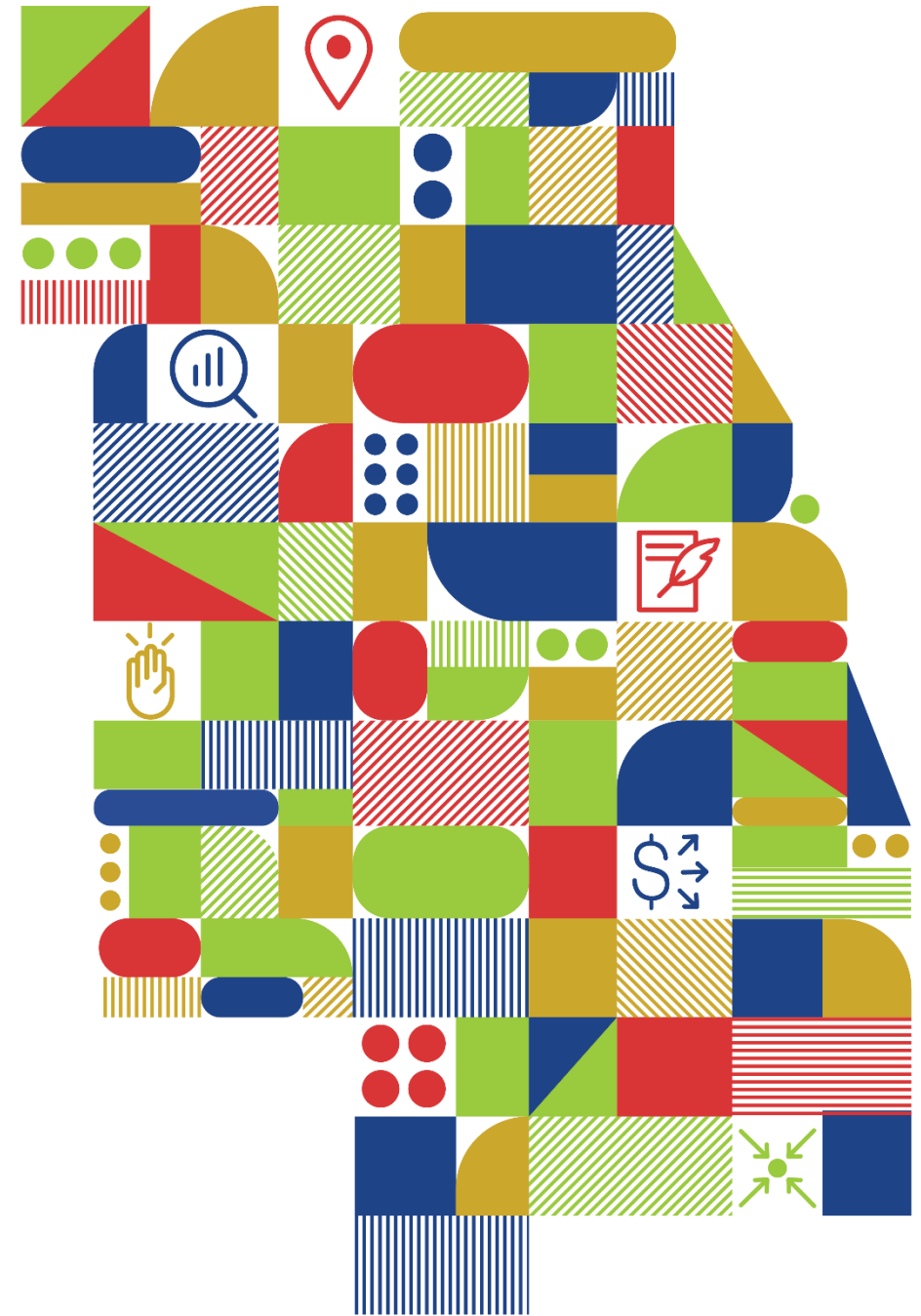
Staff will provide an overview of CMAP's recent guidebook on tax incentive reform.

Committee Members: Remember to unmute (*6) your line and state your name when participating in discussion.



Improving local development incentives

October 27th, 2020

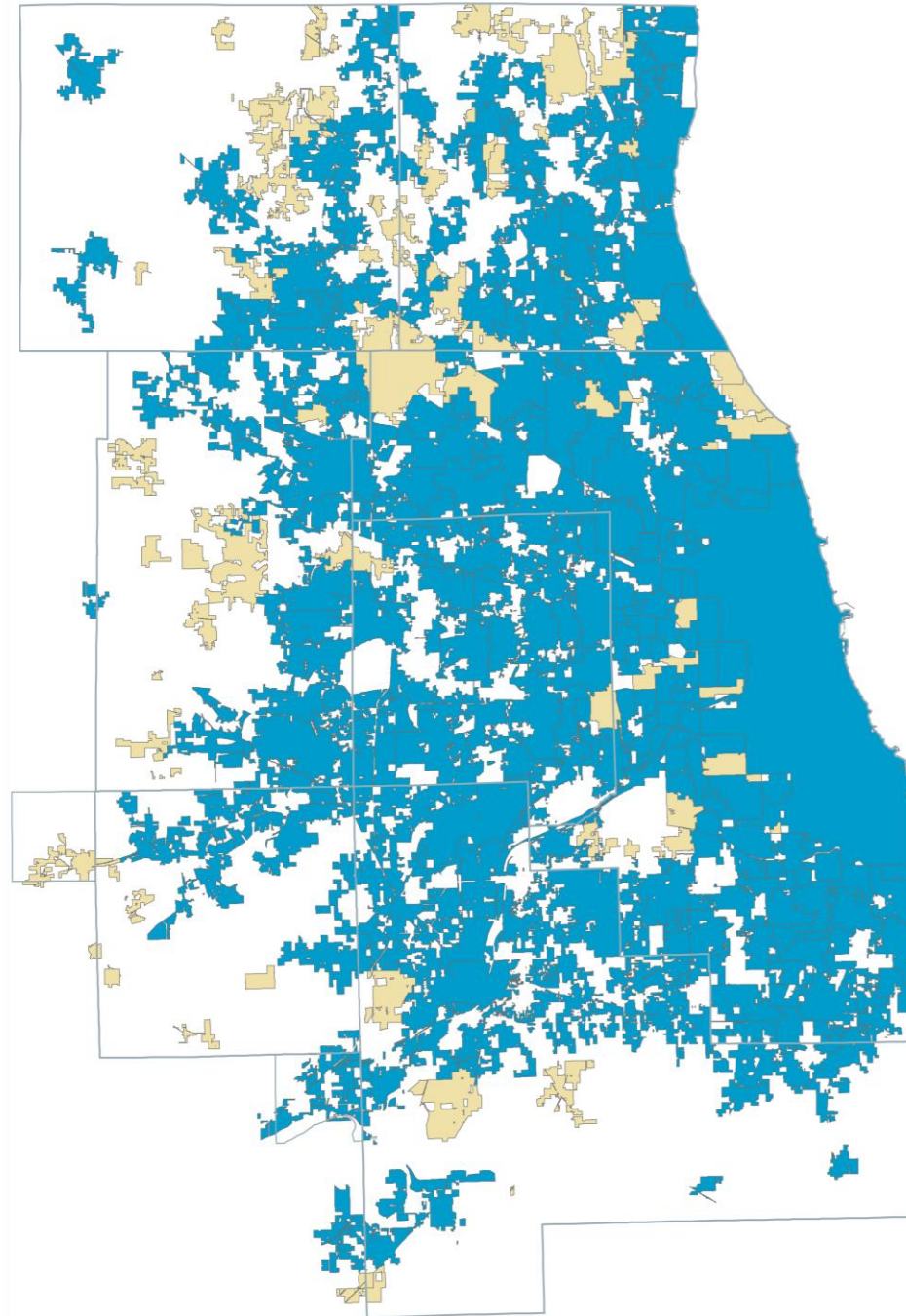


Municipalities with active incentive agreements or TIF districts

- No incentive agreements or TIF districts
- Current incentive agreements or TIF districts

Note: Map includes municipalities with current agreements for sales tax rebates, property tax abatements, Cook County assessment classifications 6, 7, and 8, and Tax Increment Financing districts.

Source: Chicago Metropolitan Agency for Planning analysis of Illinois Department of Revenue, Cook County Assessor's Office, and various county treasurer's office data.



\$16.7 billion

Equalized assessed value in a tax increment financing district

\$350 million

Sum of sales tax rebates' published maximums

ON



2050

Institute stronger standards for transparency and accountability of economic development incentives

Align incentives with local and regional goals, anticipated outcomes, and tradeoffs

Academic perspectives

75% of incentives do not sway business location decisions

High indirect costs

Competition between local governments can drive revenues down

Local perspectives

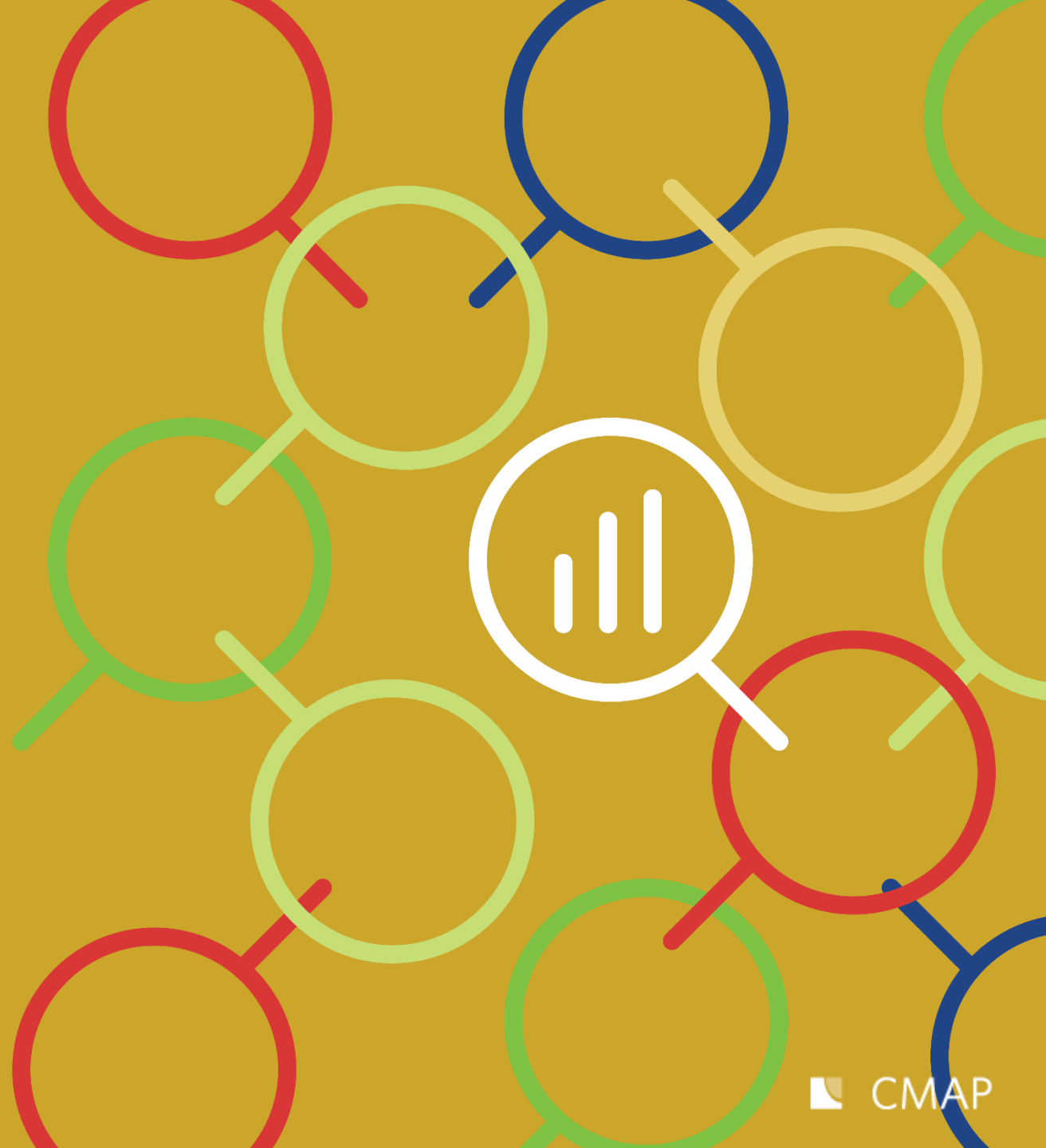
Steep competition

Slow growth

High property tax burden

Limited capacity

Incentives and racial and economic equity



Improving local development incentives

Effective practices for local governments in northeastern Illinois



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3 Introduction

4 Understanding local development incentives

6 What are local development incentives?

8 How prevalent are local development tax incentives?

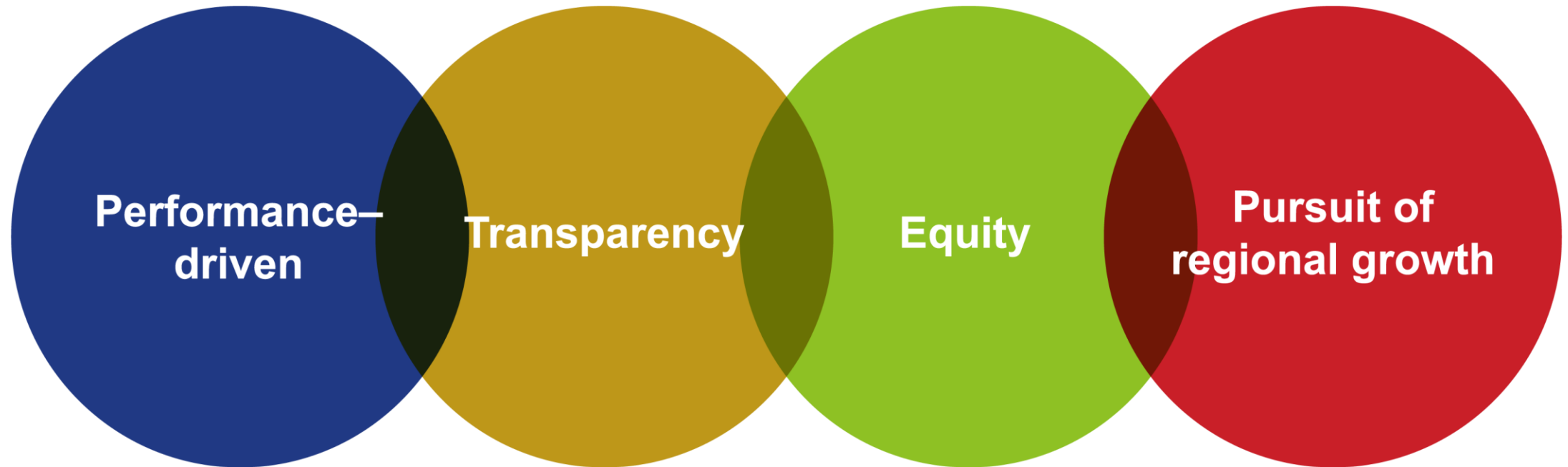
10 What are the limitations of incentive use?

12 Improving the use of development incentives

14 Four key principles to guide incentive use

16 Ten strategies for improving local development incentives

Four key principles



Recommended strategies

- Establish goals and conditions publicly
- **Use incentives to develop community benefits and advance racial and economic equity**
- Give incentives only when they actually make a difference
- **Target projects with the greatest potential impact**
- Ensure the benefits of each incentive outweigh its costs
- **Design incentives to promote high quality employment**
- Give incentives in partnership — rather than competition — with other local governments
- **Consider non-financial solutions to challenges faced by prospective businesses**
- Establish, monitor, and enforce business commitments
- Conduct transparent evaluations of incentive programs

Design incentives to promote high-quality employment

Standard practices

- Include job quality and quantity requirements
- Expect first-source hiring
- Facilitate connections to training programs
- Invest in workforce development

Best practices

- Mandate career pathways
- Fund tailored job training
- Reward local hiring
- Support better accommodations for people with disabilities
- Reward or require local business-to-business purchasing

Establish goals and conditions for incentive use publicly, such as through a formal policy

Standard practices

- Build consensus around the community's goals
- Align goals for incentive use with local and regional plans
- Articulate goals publicly to make them more accessible
- Make processes transparent

Best practices

- Publish goals, processes, guidelines, and targets in a formal incentive policy



cmap.is/incentives-guide

Matthew Stern
mstern@cmap.illinois.gov

9.0 CMAP Outreach and Engagement update

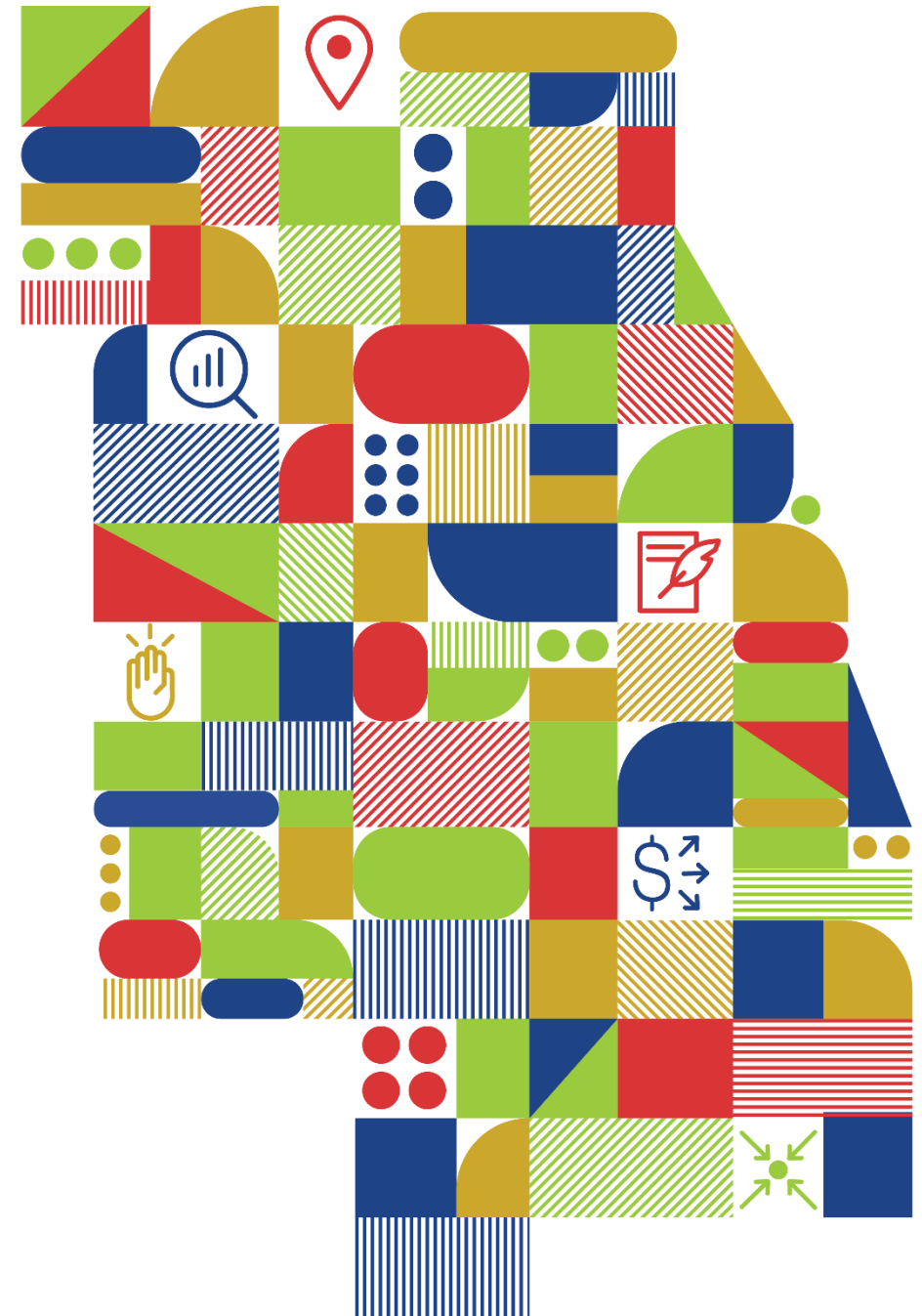
Lindsay Bailey

Staff will provide an updates on local engagement during the COVID-19 pandemic.

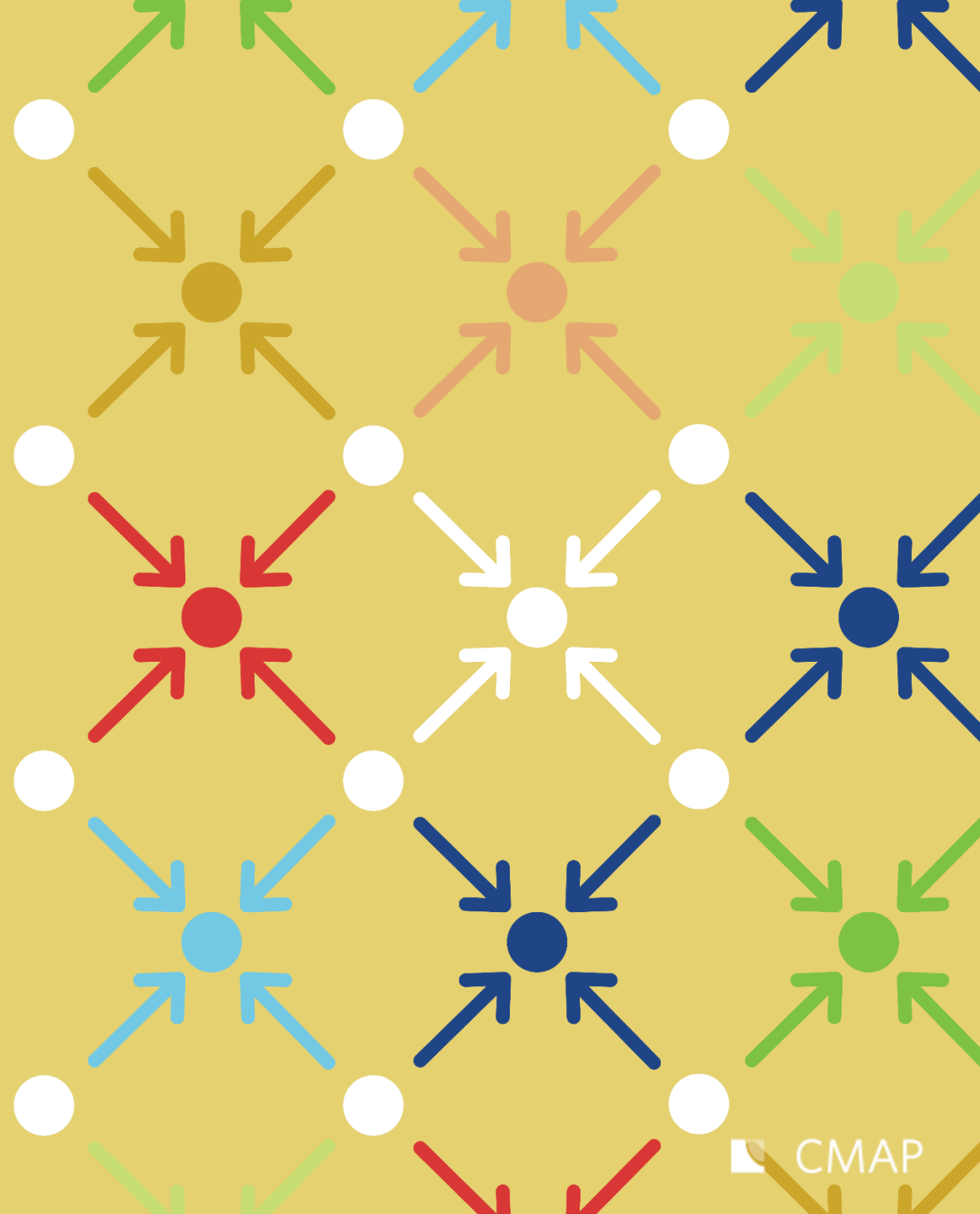


Local Engagement during COVID19

October 27, 2020



**Top priority:
Health & Safety**



Engagement approach for local technical assistance

Online engagement

- Engagement HQ

- Virtual focus group meetings

- Stakeholder interviews

- Team meetings

Limited In-person engagement: outdoor activities

- Site visits

- Parcel inventory

- Tabling

- Volunteer work

Clear process for staff

No staff is required to participate in-person

Request process

- Outline level of engagement (listening, informing, decision-making, etc.)
- Goals of activity
- Number of staff
- Safety protocols

Need for in-person engagement will be weighed with potential risks

- Each activity will be assessed

Clear process for community

Tracking activities and personnel involved

All-staff required to wear face masks and have hand sanitizer

Signs will request mask compliance; no re-use of materials

Staff will not “police” stakeholders and are free to remove themselves from uncomfortable situations



Lindsay Bayley

312.386.8826

lbayley@cmmap.illinois.gov

10.0 Legislative Update

Anthony Cefali

Staff will provide an update on relevant legislative activities.

11.0 Other Business

Chairman Schielke

Committee members joining the meeting late should verbally make themselves known or send an email to transportation@cmmap.illinois.gov so your attendance is recorded

12.0 Public Comment

Comments emailed prior to the meeting will be read by staff

Send a request through chat to make a verbal comment

Callers: wait for chairman to acknowledge you and remember to state your name

13.0 Next Meeting

The next meeting will be in January 2021.

14.0 Adjournment



Next Meeting: January 2021

Thank you!

