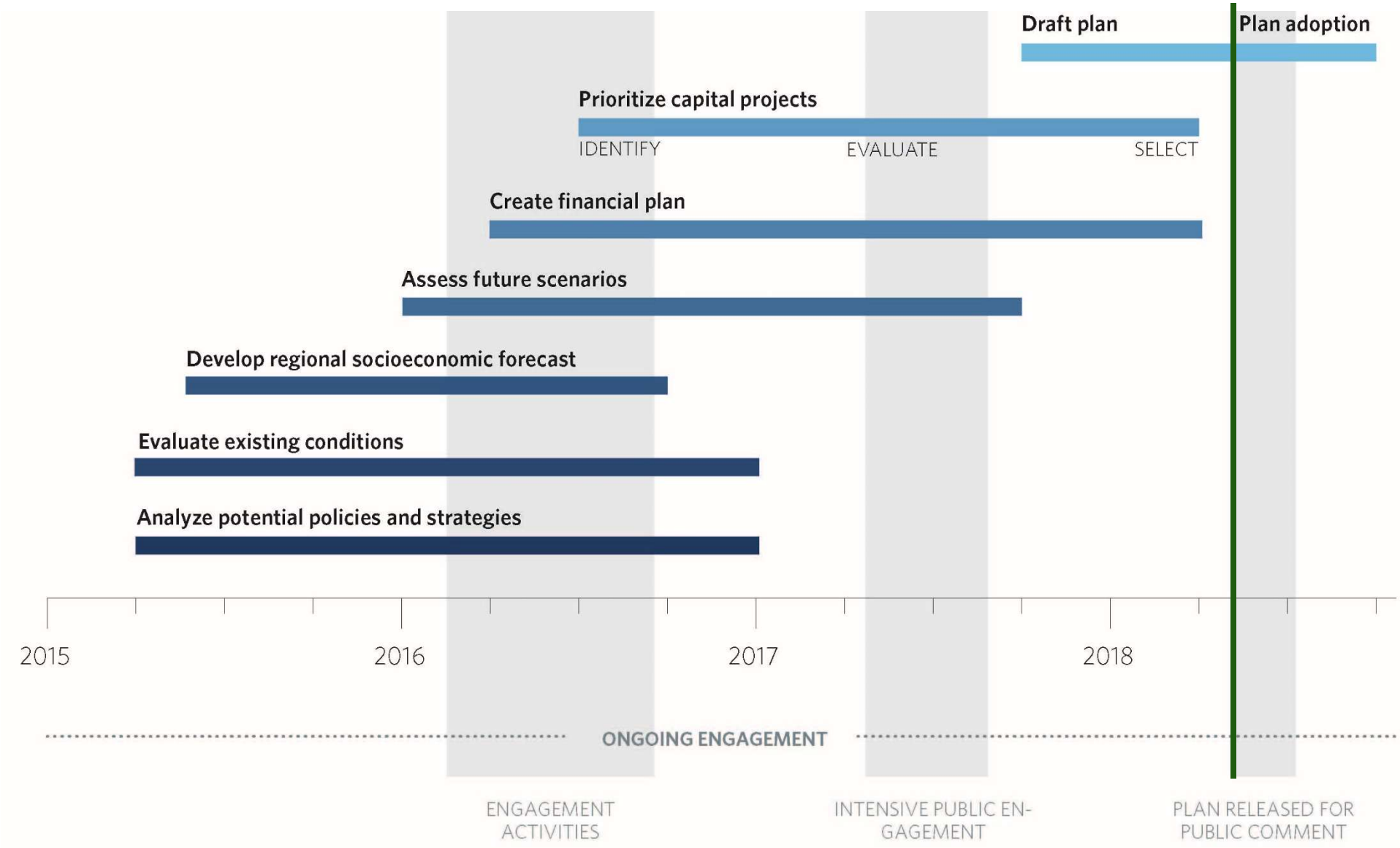
ON TO 2050

Draft ON TO 2050 Recommendations

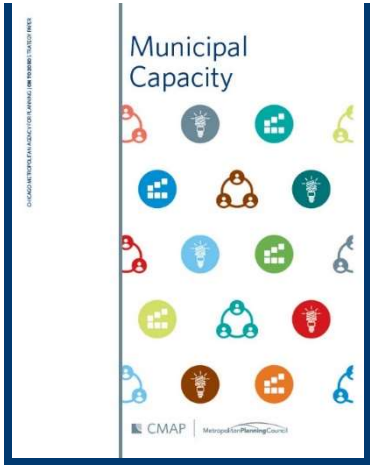
June 8, 2018

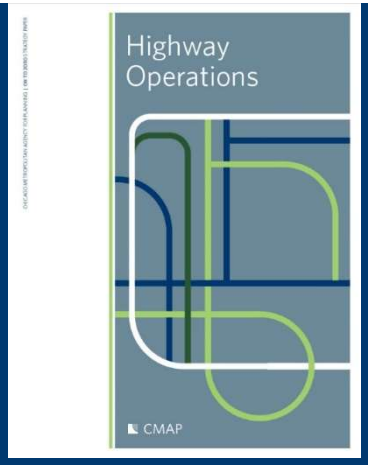
CMAP

Plan Development



CMAP


Municipal Capacity
CMAP


Highway Operations
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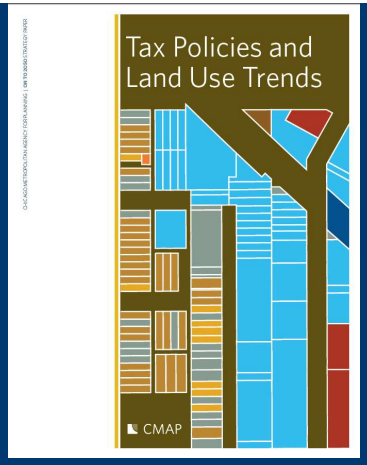
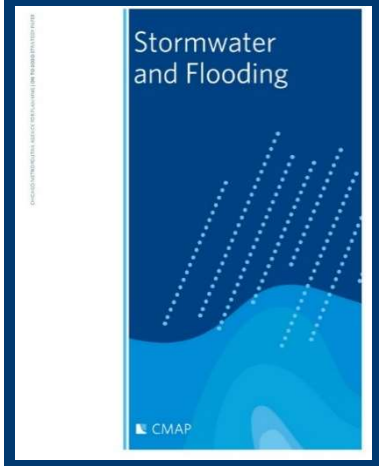
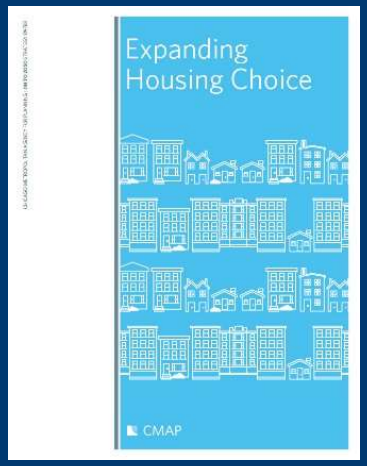
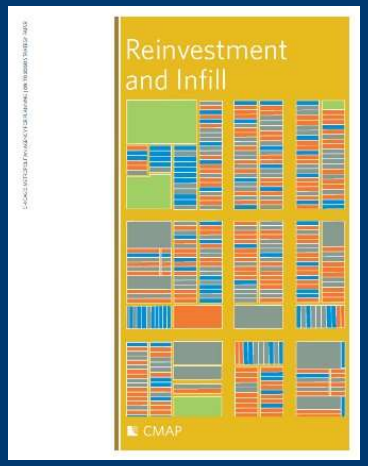

Tax Policies and Land Use Trends
CMAP

Transportation System Funding Concepts
CMAP

Inclusive Growth
CMAP

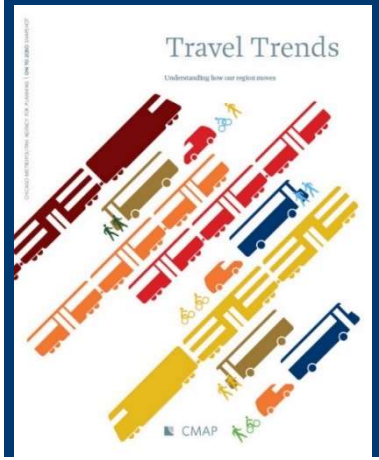

Stormwater and Flooding
CMAP


Expanding Housing Choice
CMAP

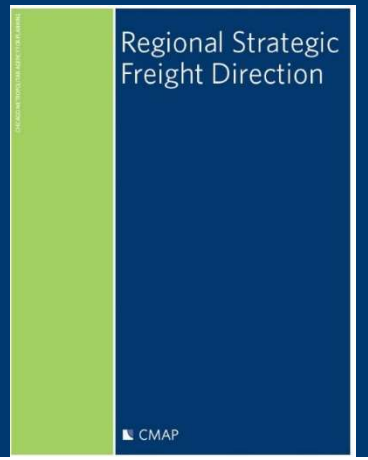

Reinvestment and Infill
CMAP

The Freight System
CMAP

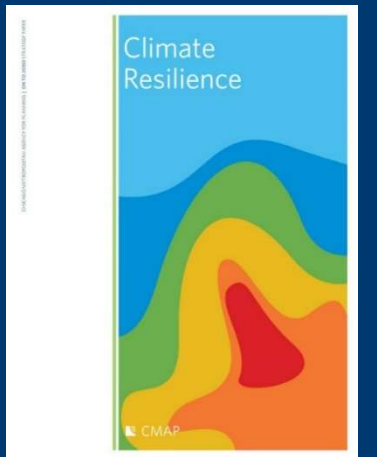
Infill and TOD
CMAP


Travel Trends
CMAP

Lands in Transition
CMAP


Regional Strategic Freight Direction
CMAP

Transportation Technology
CMAP


Climate Resilience
CMAP

Plan format: On the web

- Reflects the way people obtain information today
- Non-linear format (with repetition)
- Paper copies and a PDF will be available

ON TO 2050

The region today

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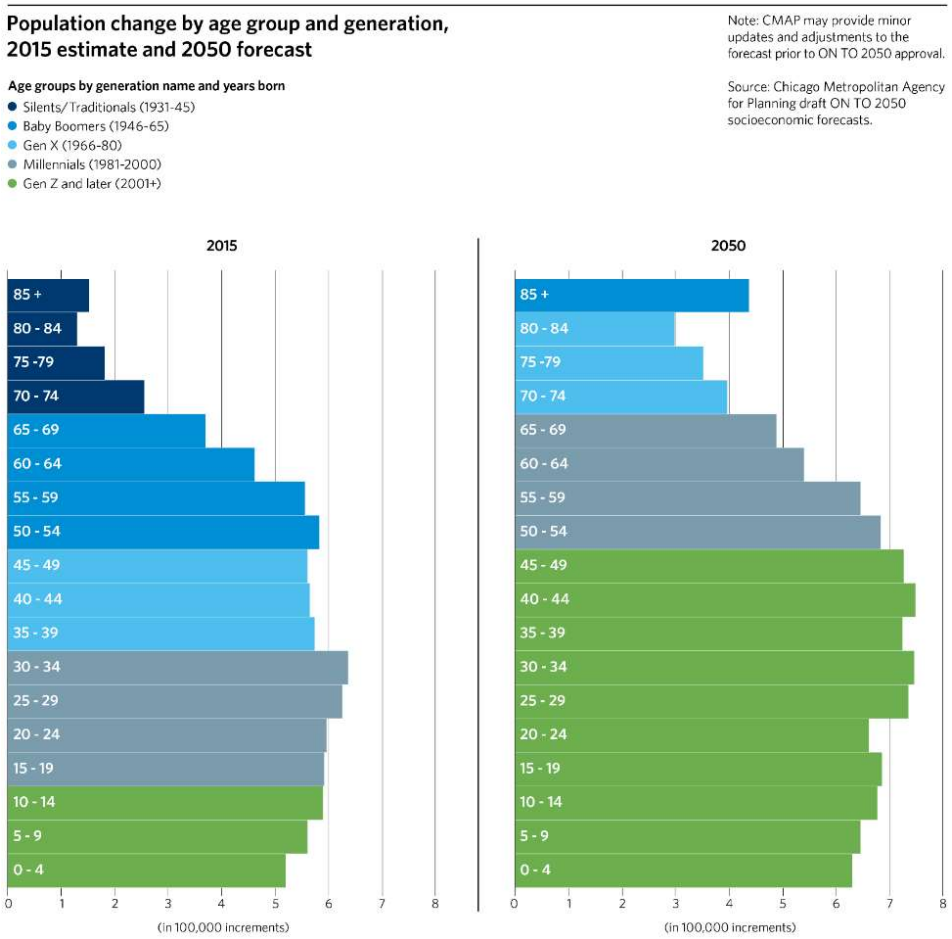
Major shifts may change how we build our communities and infrastructure

- Aging and diversifying population
- Decreasing federal and state revenues
- Changing technology and travel patterns
- Growing consumer preference for walkable communities with urban amenities
- Rapidly changing retail and goods movement



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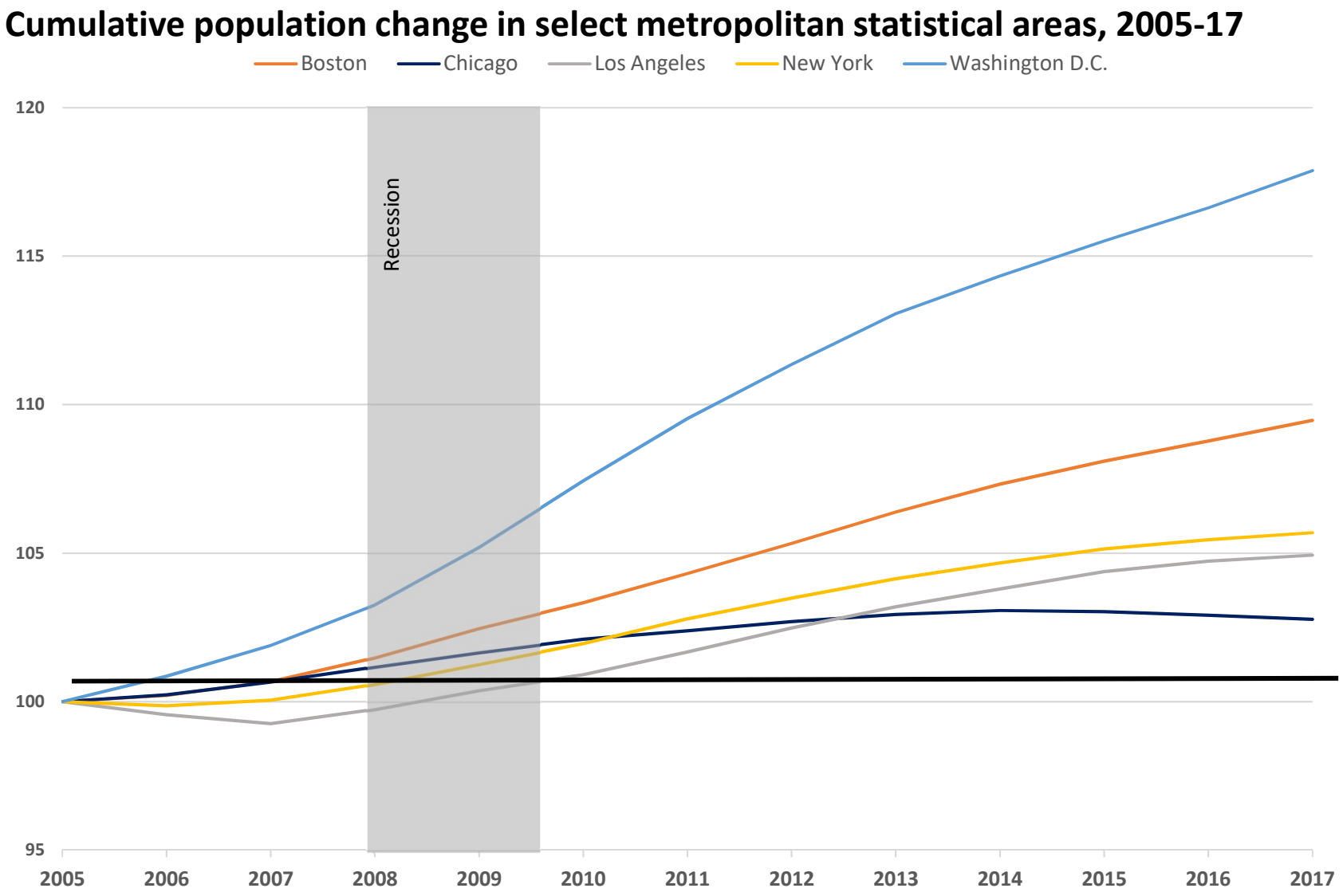
The region isn't growing…



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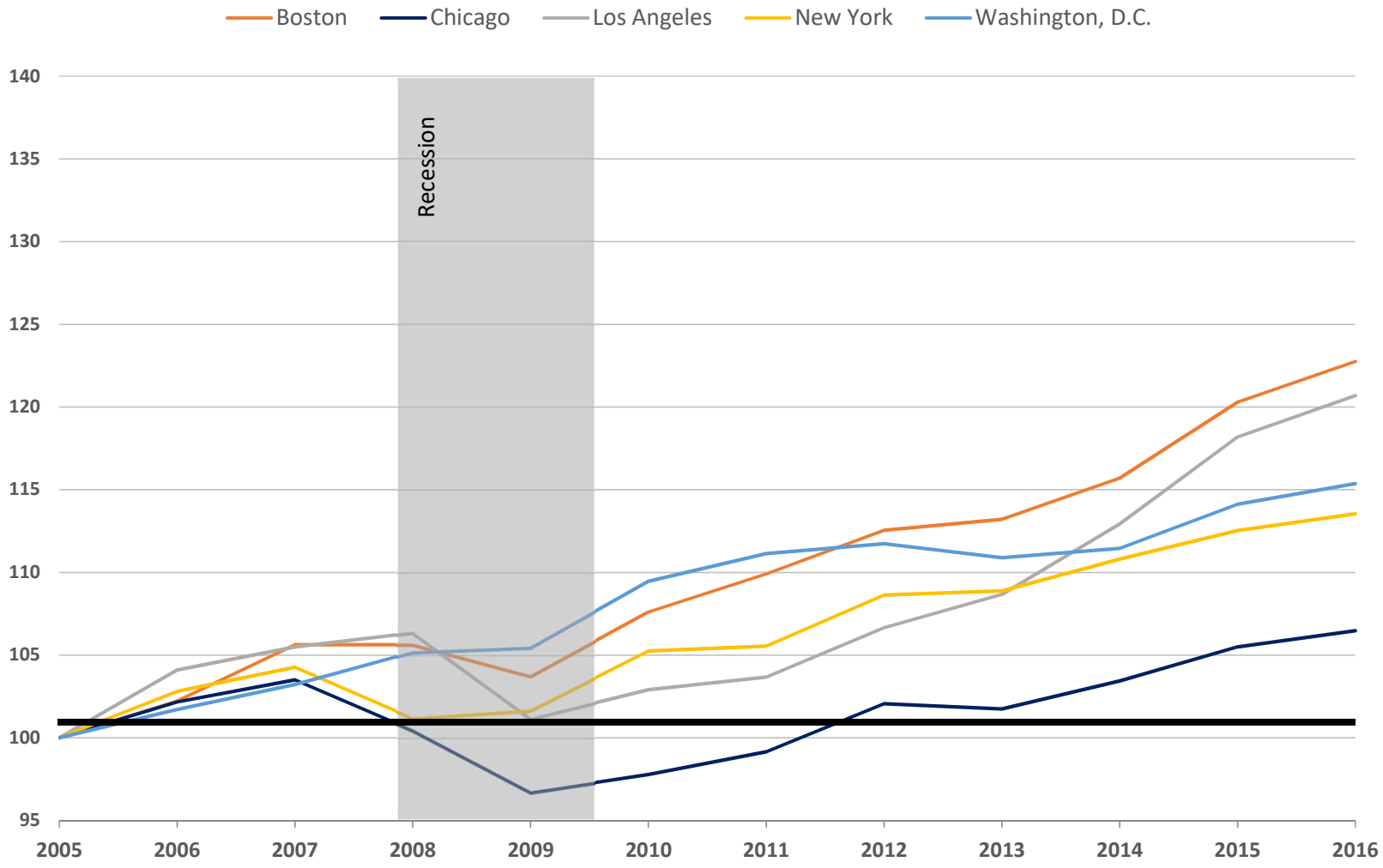
…and is falling behind its peers economically

Cumulative real gross regional product growth in select metropolitan statistical areas, 2005-16



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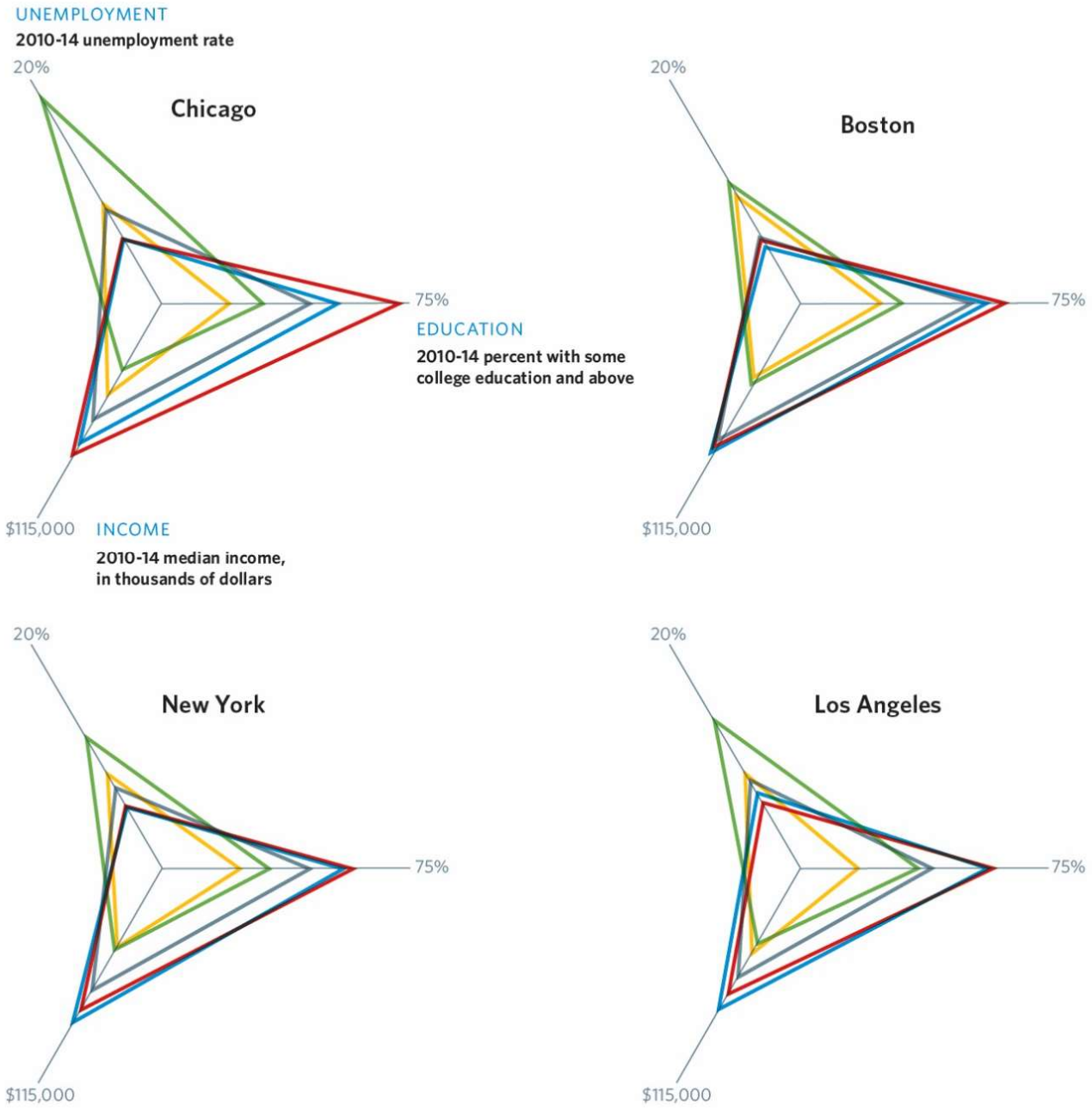
…with distinct racial and economic inequities that limit our ability to grow

Disparate outcomes by race/ethnicity in select metropolitan statistical areas, 2010-14

- Black
- Hispanic
- White
- Asian
- Regional average

Note: Unemployment is for population age 16 and above. The Bureau of Labor Statistics provides regional unemployment rates used in other CMAP products. Census unemployment is behind current rates, but is the most appropriate source to analyze unemployment by race.

Source: Chicago Metropolitan Agency for Planning analysis of American Community Survey Data 2010-2014; Note: 2014 inflation adjusted dollars; median incomes rounded to the nearest thousand.



We have many assets to build on

- Hub of North America's transportation network, particularly freight
- Growing collaboration on economic, infrastructure, governance, and other issues
- Well-trained workforce
- Diverse economy
- Strong quality of life

ON TO 2050

ON TO 2050 forecasts growth for the region through implementation of its principles and recommendations

920,000 new jobs
2.3 million new residents

CMAP

ON TO 2050

Achieving prosperity together

Inclusive Growth
Growing the economy through opportunity for all

Resilience
Preparing for rapid changes, both known and unknown

Prioritized Investment
Targeting resources to maximize benefits

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ON TO 2050

Community

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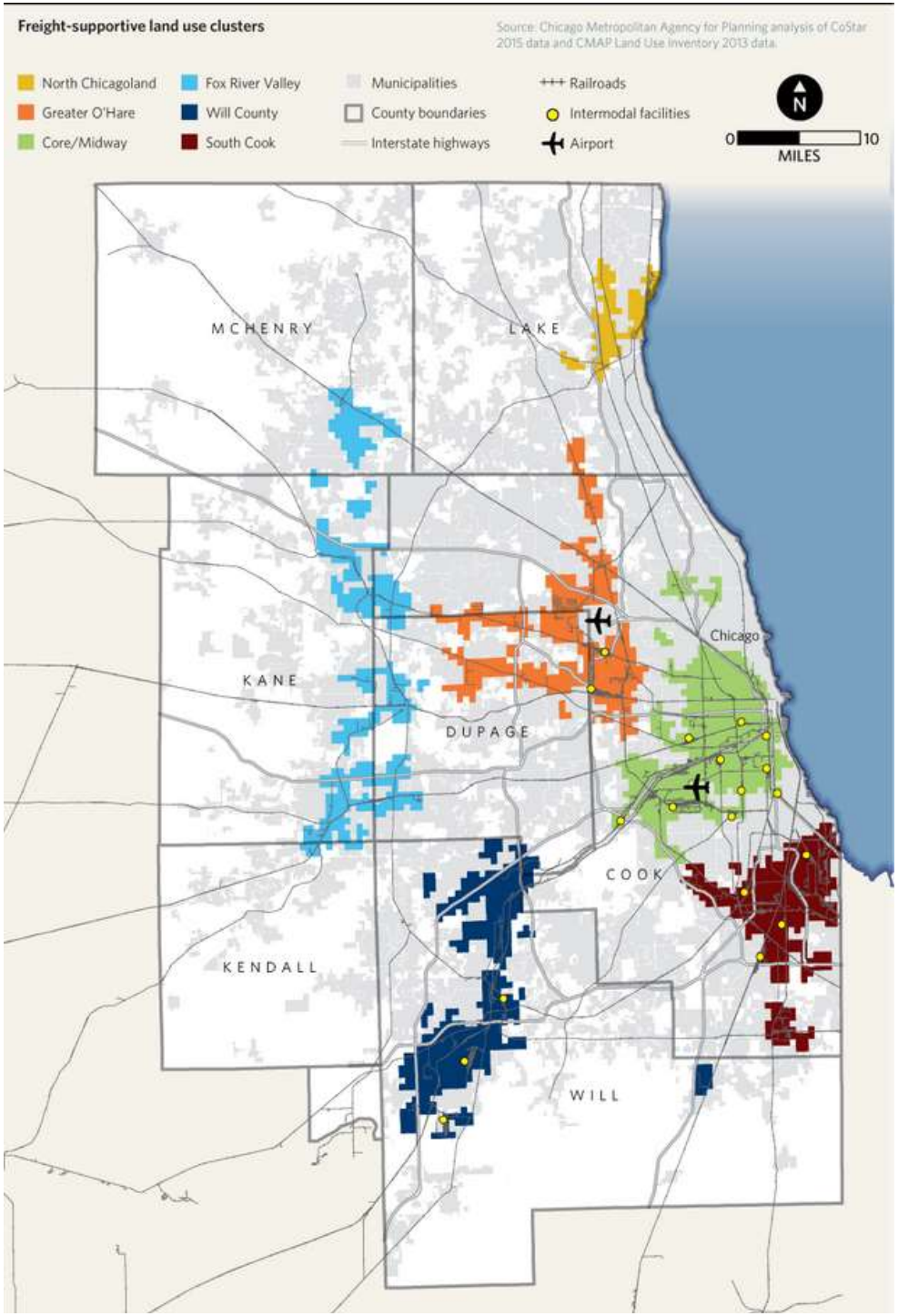

Planning for the interaction of transportation and land use remains critical

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Goals and recommendations

- Strategic and sustainable development
  - Target infill, infrastructure, and natural area investments
  - Invest in disinvested areas
- Reinvestment for vibrant communities
  - Support development of compact, walkable communities
  - Match regional and local housing supply with the types that residents want
  - Improve natural resources through the redevelopment process
- Development that supports local and regional economic strength
  - Develop tax policies that strengthen communities and the region
  - Incorporate market and fiscal feasibility into planning and development processes
  - Align local economic development planning with regional goals

ON TO 2050

Governance

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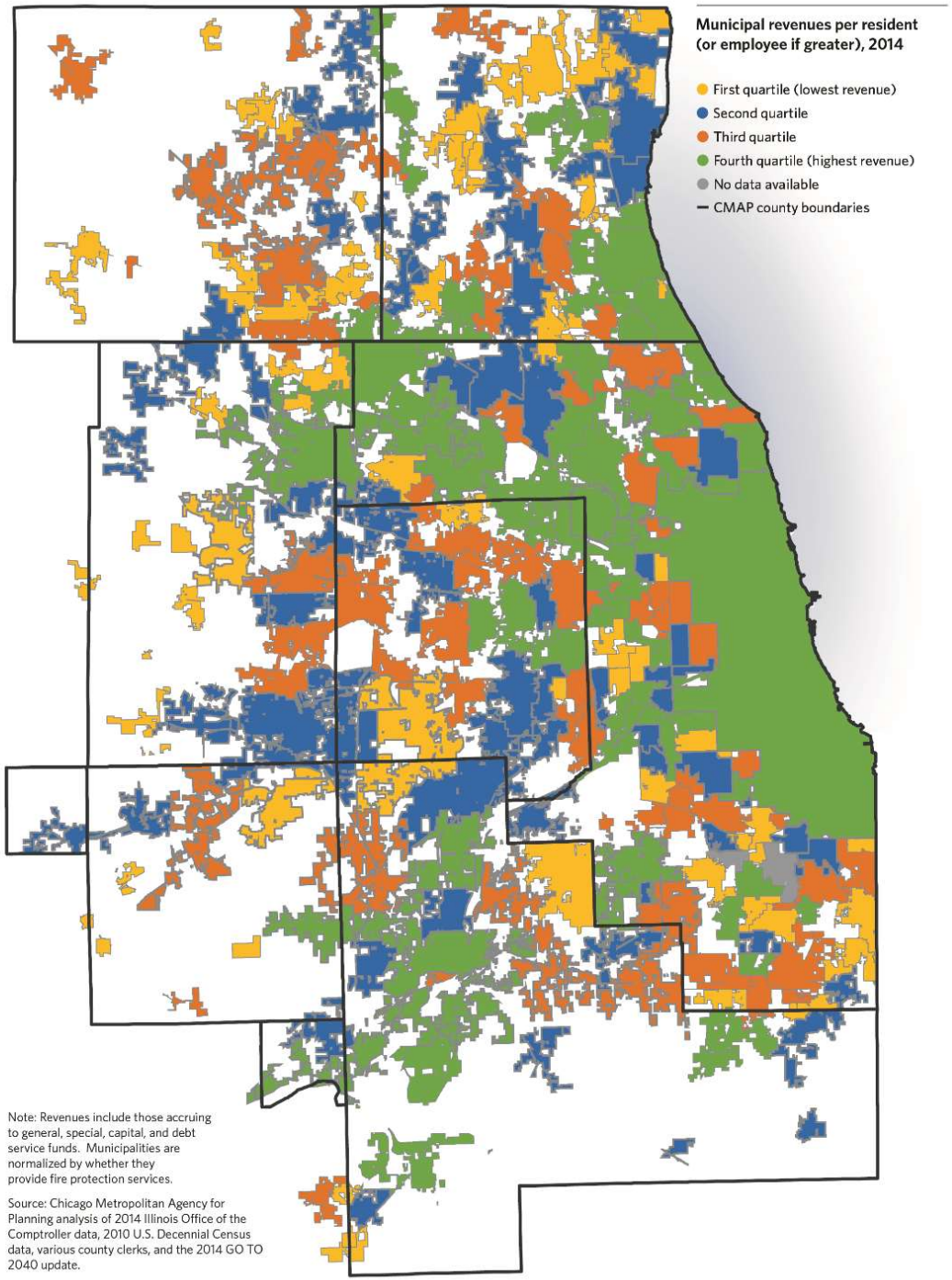
Constrained revenues require increased collaboration and efficiency, building capacity, and performance based investment



Goals and Recommendations

- Collaboration at all levels of government
  - Use collaborative leadership to address regional challenges
  - Encourage partnerships and consolidation
  - Coordinate infrastructure operations and maintenance

- Greater capacity to achieve local and regional goals
  - Develop tax policies that strengthen communities and the region
  - Build local government capacity

- Data driven and transparent investment decisions
  - Base investment decisions on data and performance
  - Improve access to public information through technology and transparency

ON TO 2050

Prosperity

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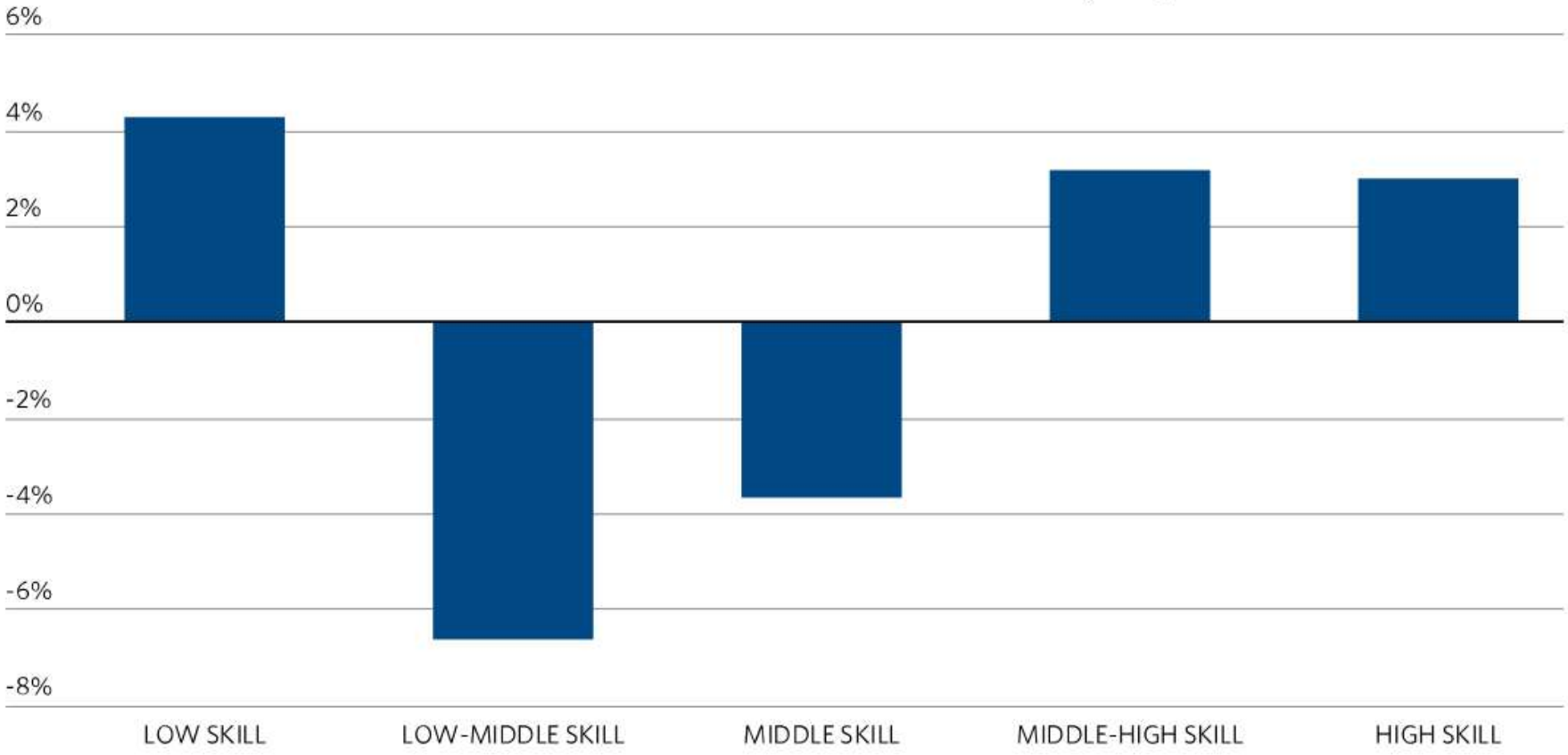
The region's economy is changing

Change in share of employment in the Chicago region, 1980-2016, by occupational skill level

Note: The geography for the Chicago region differs from traditional U.S. Census Bureau definitions and changes slightly over time. See About the Data section for more information. Median occupational wage in 1980 is used as a proxy for skill.

Source: Chicago Metropolitan Agency for Planning analysis of Integrated Public Use Microdata Series, 1980-2000 Decennial Census and 2010-16 American Community Survey data.



Goals and recommendations

- Robust economic growth that reduces inequality
  - Pursue regional economic development
  - Support the region's traded clusters
  - Prioritize pathways for upward economic mobility
  - Enhance economic innovation

- Responsive, strategic workforce and economic development
  - Conduct regional planning for human capital
  - Align local economic development planning with regional goals
  - Reform incentives for economic development
  - Expand data-driven approaches in the workforce and education systems

ON TO 2050

Environment

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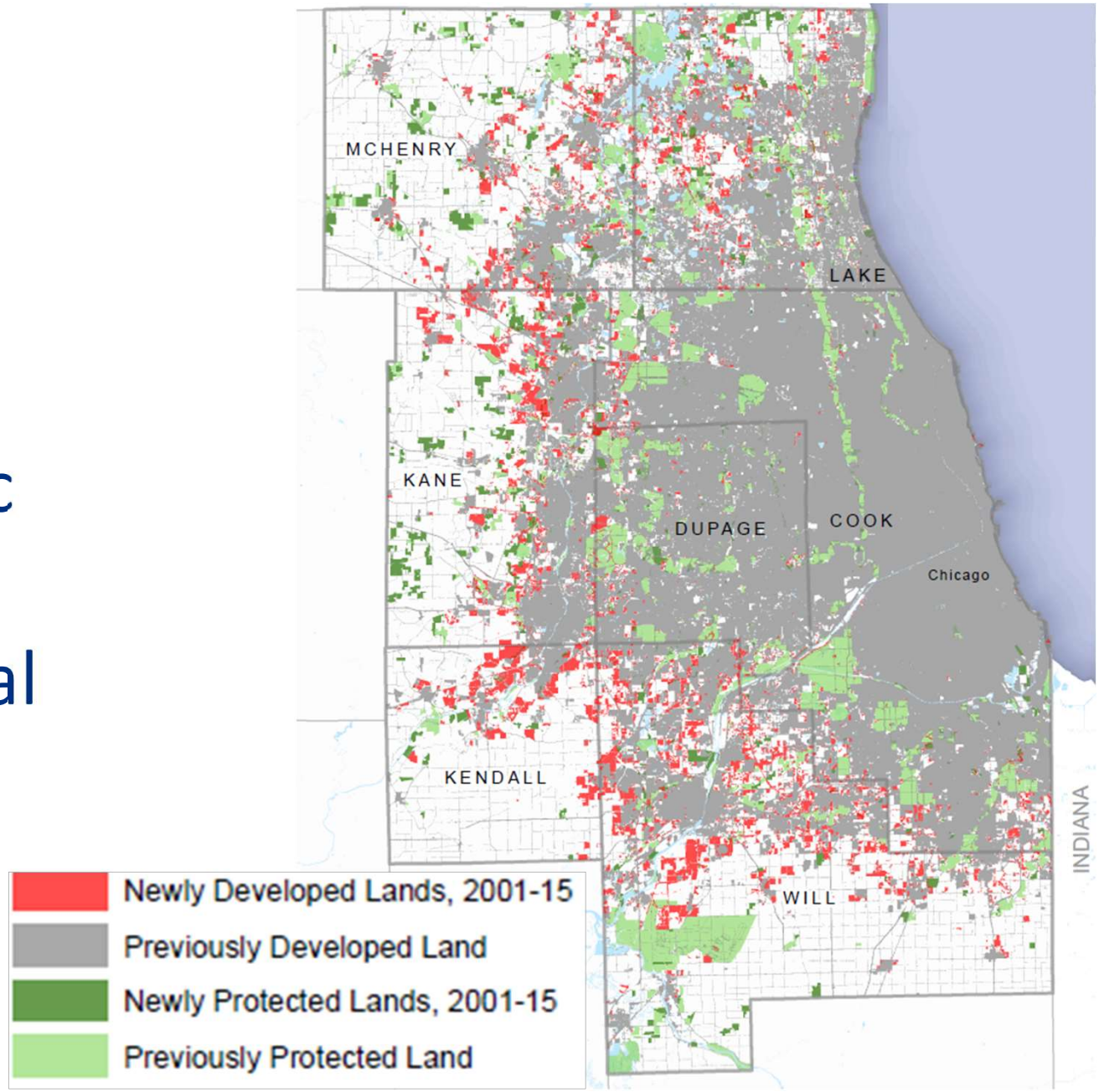
Pairing preservation with strategic growth will remain critical



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Goals and recommendations

- A region prepared for climate change
  - Plan for climate resilience
  - Intensify climate mitigation efforts
- Integrated approach to water resources
  - Protect and enhance the integrity of aquatic systems
  - Reduce flooding risk to protect people and assets
  - Coordinate and conserve shared water supply resources
- Development practices that protect natural resources
  - Improve natural resources through the redevelopment process
  - Integrate land preservation into strategic growth efforts

ON TO 2050

Mobility

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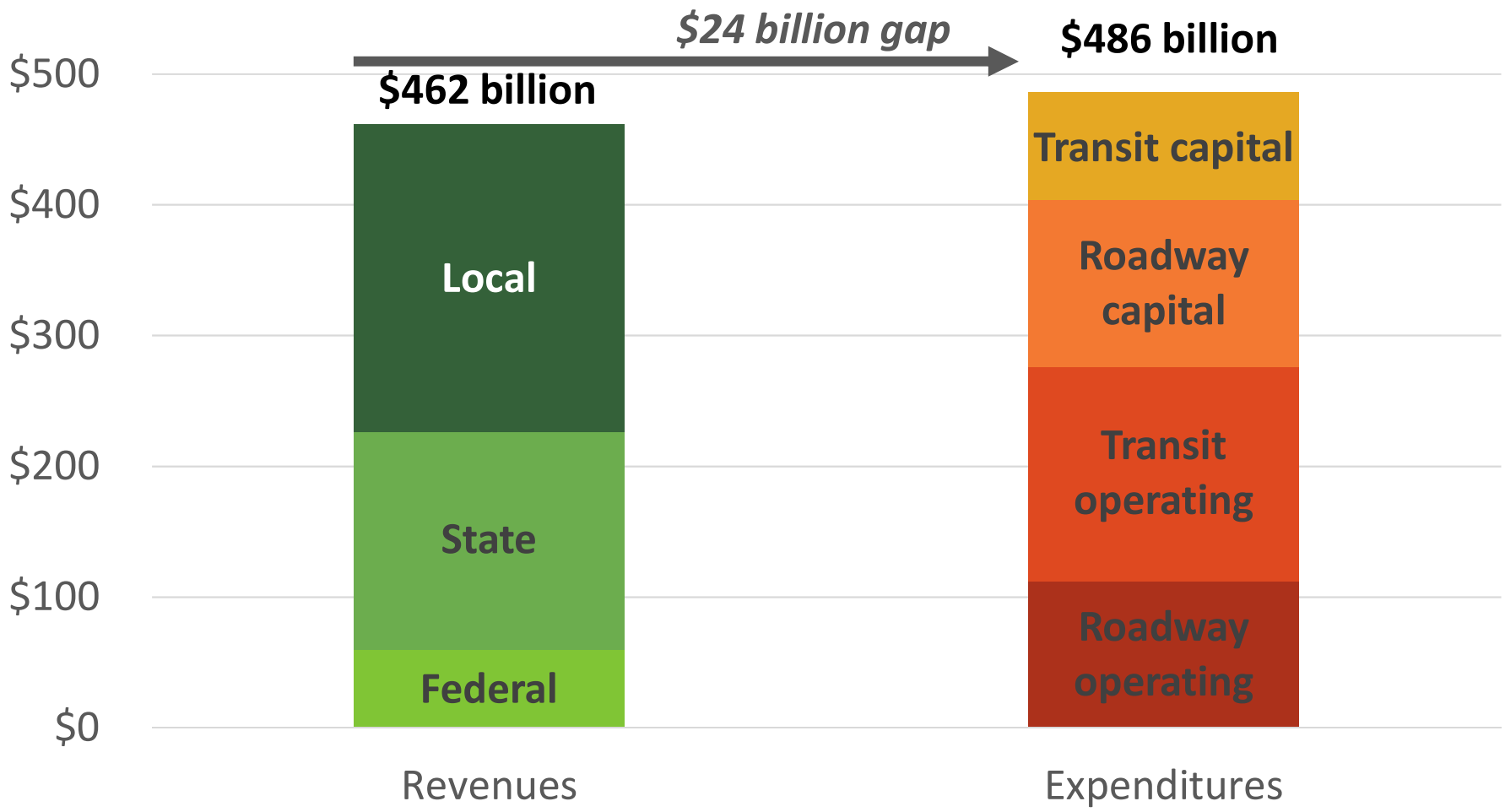
Goals and recommendations

- A modern, multimodal system that adapts to changing travel demand
  - Harness technology to improve travel and anticipate future impacts
  - Make transit more competitive
  - Retain the region's status as North America's freight hub
- A system that works better for everyone
  - Leverage the transportation network to promote inclusive growth
  - Improve travel safety
  - Improve resilience of the transportation network to weather events and climate change
- Making transformative investments
  - Fully fund the region's transportation system
  - Enhance the region's approach to transportation programming
  - Build regionally significant projects

Fully fund the region's transportation system



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Implement sustainable, adequate revenue sources for transportation

- Increase the motor fuel tax and replace with a vehicle miles traveled fee
- Expand the sales tax base
- Implement a federal cost of freight service fee
- Create a regional revenue source
- Expand priced parking

Enhance the region's approach to transportation programming

- Continue to implement performance-based programming regionwide
- Expand asset management practices to the entire transportation system

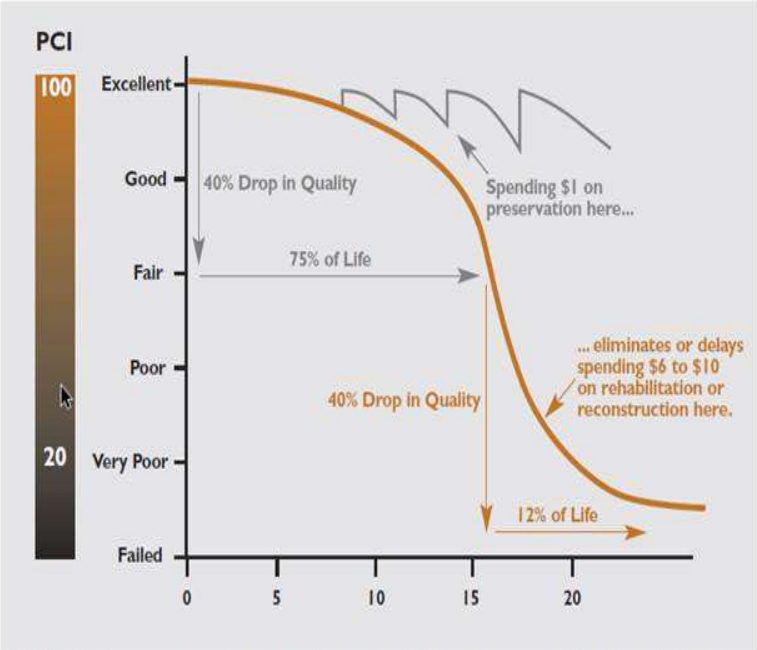
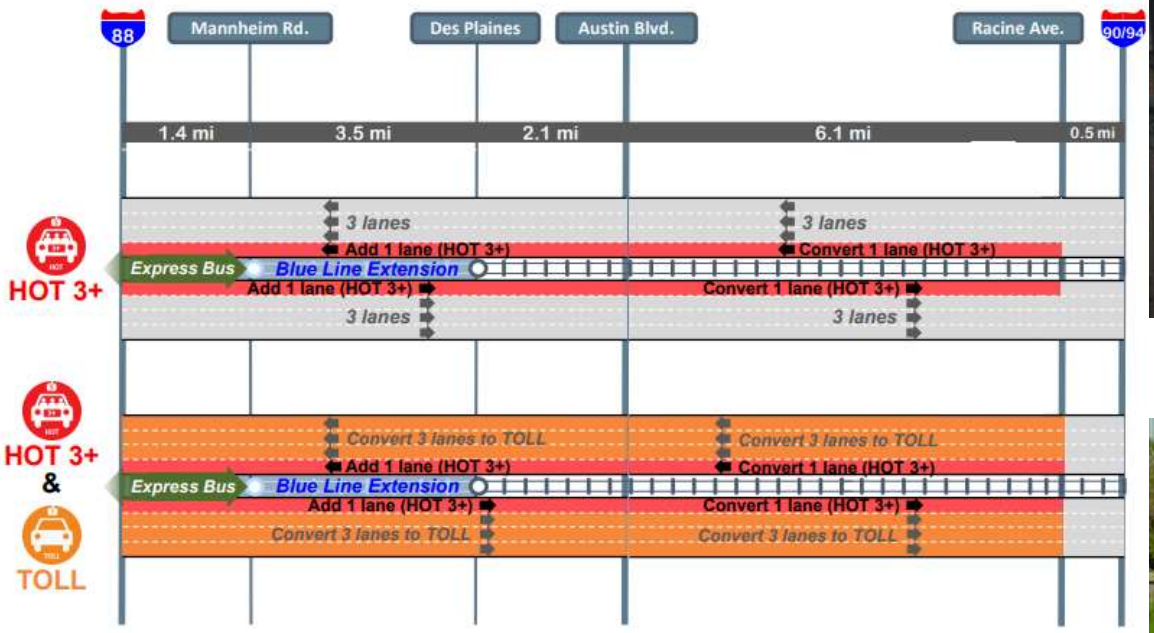


FIGURE 2 Pavement option curve (example). (PCI = Pavement Condition Index.)

Build regionally significant projects

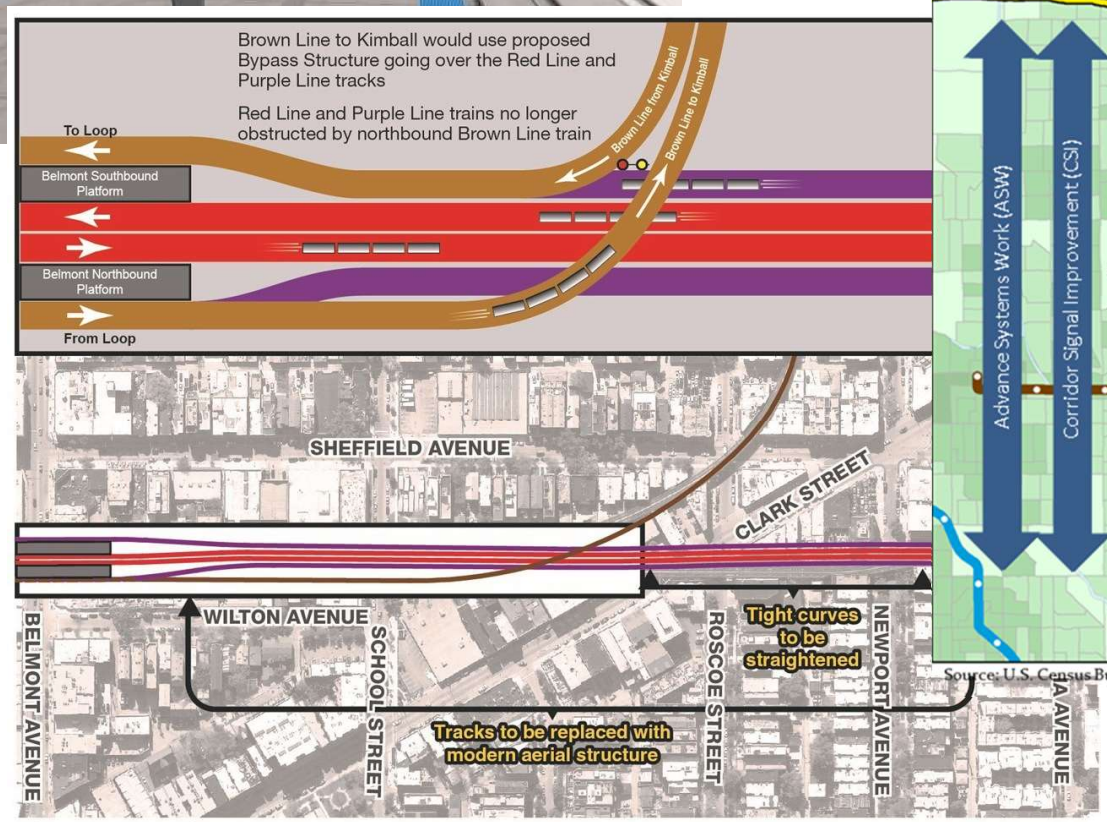
- Reinvest in the existing system
  - Rebuild deteriorating parts of the expressway and transit system
  - Relieve capacity bottlenecks
- Improve travel for economically disconnected areas
- Meet other planning priorities

Example: I-290 Eisenhower Reconstruction and Managed Lanes

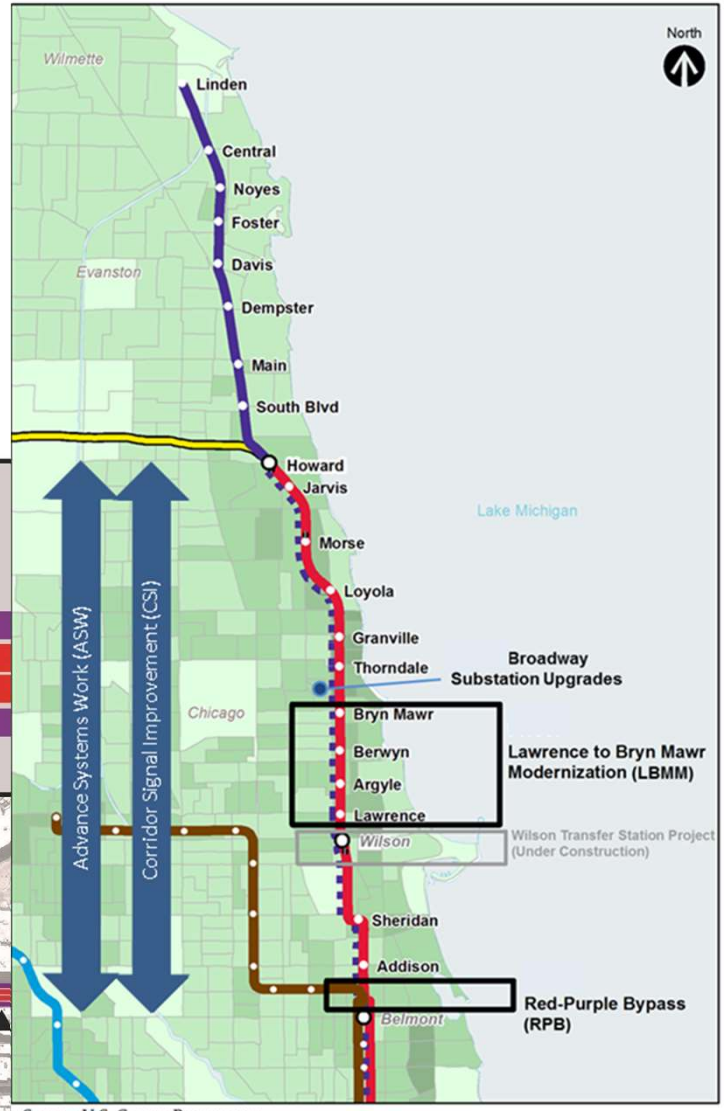


CMAP

Example: Red/Purple Line Modernization



Schematic - Not to Scale



Source: U.S. Census Bureau 2012

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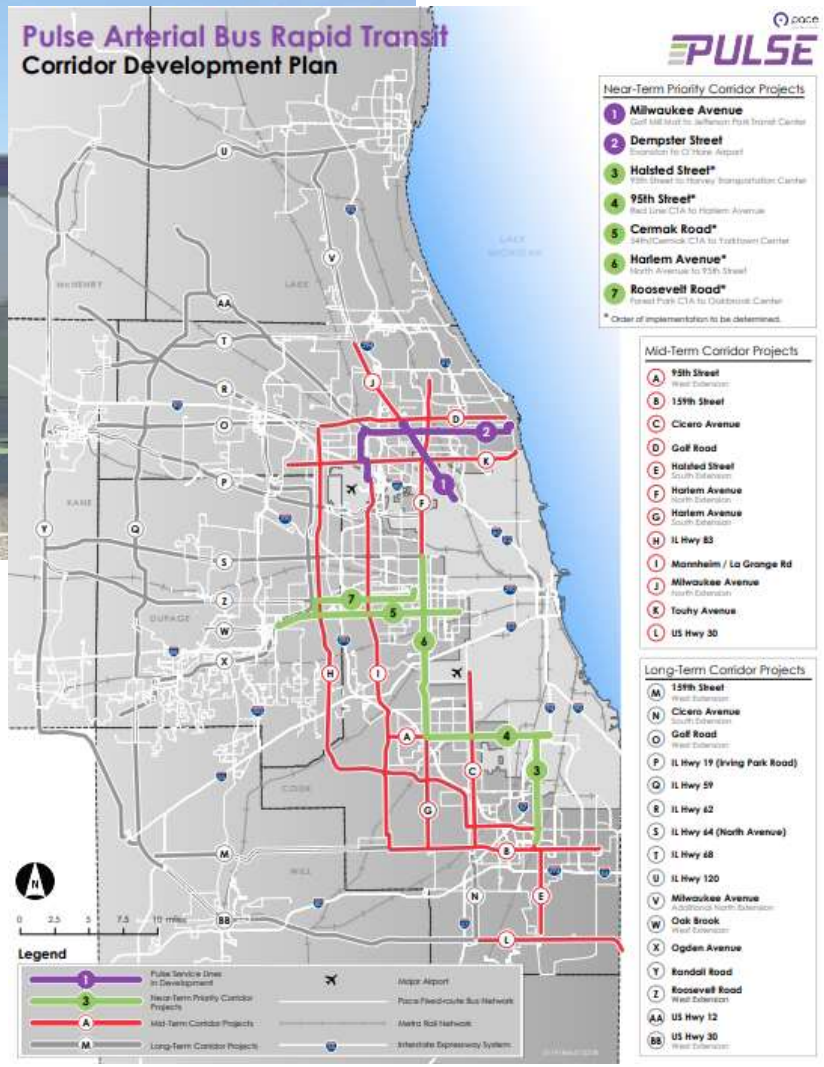
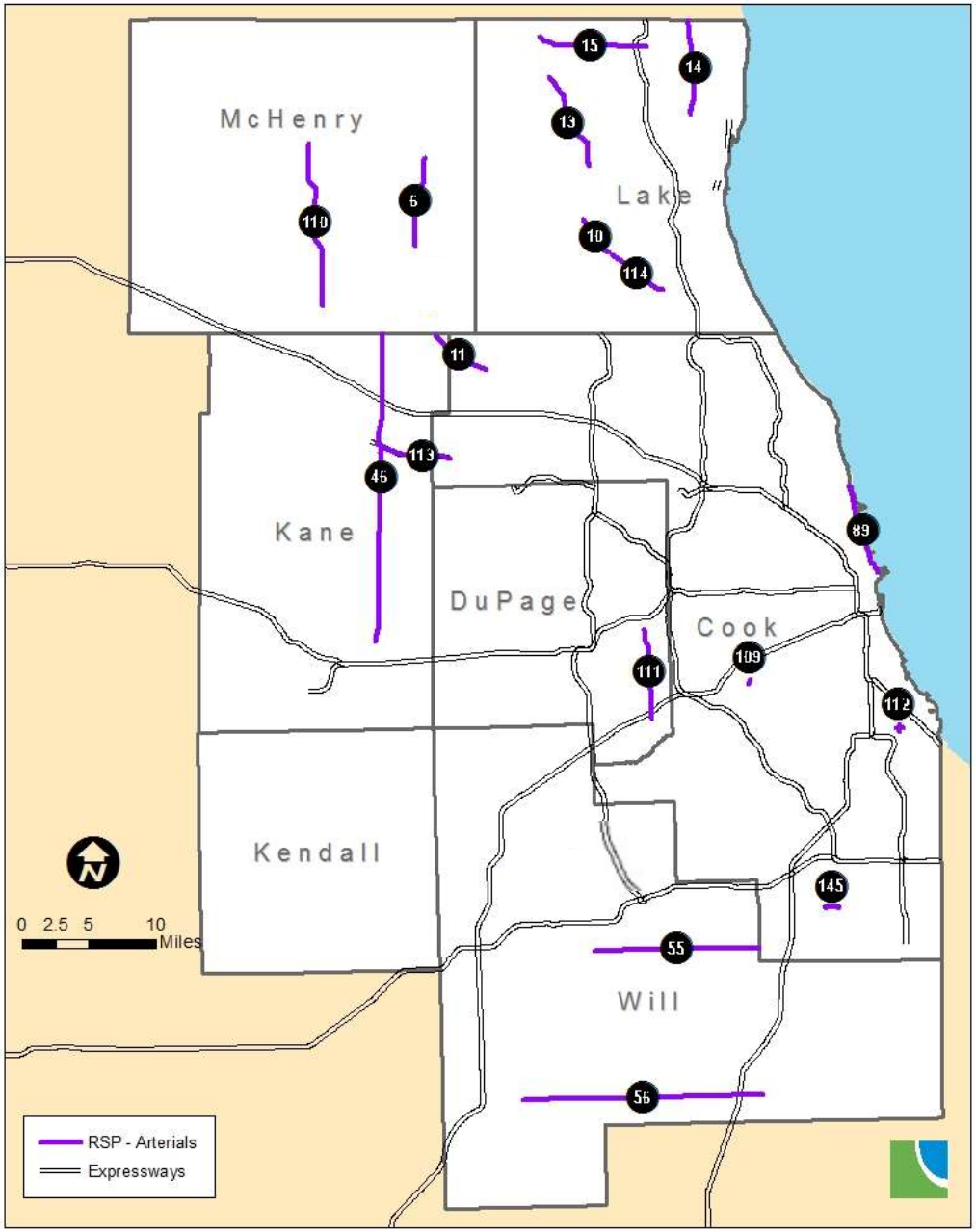
Example: Pace Pulse (near-term routes)



Example: I-80

CMAP

Arterial projects



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Comparison to GO TO 2040

- Draft ON TO 2050 now includes arterial and bus projects within plan's fiscal constraint
- Less spending on new capacity than in GO TO 2040
- 60% transit, 40% roadway (by cost), same as GO TO 2040
- Tri-County Access (IL 53/120 extension) and Illiana Expressway are not constrained in draft ON TO 205O

Project revenue

- Project revenue helps offset cost of projects
- Value capture
  - Assumed contributions for projects authorized in state law
  - Recommend broadening law to focus on criteria rather than specific projects
- Tolling
  - Implement tolling when expressway segment is reconstructed

Next steps

- **June 15th – August 14th:** Release the plan for public comment
- **June-July:** Discuss implementation with CMAP Committees
- **October 10, 2018:** Plan adoption

ON TO 2050

Comments or questions?

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