# MEMORANDUM

**Agenda Item No. 6.0**

**To:**     **CMAP Land Use and Economic Development Committees**

**From:**   CMAP Staff

**Date:**   February 21, 2018

**Re:**     Proposed ON TO 2050 Land Use and Governance Indicator Targets

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.

A set of proposed indicators (along with data sources and methodologies) have already been reviewed by the relevant working committees. In some cases, staff have adjusted indicators to accommodate committee feedback. The rest of this document contains the proposed near-term (2025) and long-term (2050) targets for each indicator, as well as some discussion of how staff chose those targets.

## *Share of New Development Occurring in Highly and Partially Infill Supportive Areas*

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| Indicator: | This indicator uses the Northeastern Illinois Development Database (NDD) to measure the cumulative share of development that occurs in the region's highly and partially infill supportive areas. This measure addresses a critical element of ON TO 2050: encouraging development in existing communities where infrastructure to support it is already in place while also avoiding the expansion of new infrastructure with long-term maintenance costs. Developments that are completed or under construction will be tracked. For this indicator, the term "development" is used in a general sense to include both new development and redevelopment of existing uses. Residential and non-residential development will be tracked separately. |
| Proposed Targets: | Due to the disparate nature of residential and non-residential development, separate target values and units of measurement will be used to track the progress of each development type. Reporting residential development in terms of units and non-residential development in terms of square footage is |

the industry standard; there is no simple method to develop an equivalency between the two. Targets are based on recent trends in residential and non-residential development and consider forecasted growth in housing units and jobs in the Chicago region.

The residential development within highly and partially infill supportive areas has hovered near 65 percent since 2000. The 2025 residential target maintains this level of residential infill development. The residential target then increases for 2050, reflecting forecasted housing unit growth and assuming implementation of ON TO 2050's infill-related strategies.

The non-residential development targets reflect existing non-residential development trends. The share of new non-residential development occurring in highly and partially infill supportive areas has declined slightly after the Great Recession but has since remained near 80 percent. The targets reflect a near-term end to the recent decline, followed by a longer-term reversal of the trend by promoting strategies supportive of infill development.

**<u>Residential Development</u>**

**2025:** 65% of new residential units developed since 2015 located within highly and partially infill supportive areas

**2050:** 75% of new residential units developed since 2015 located within highly and partially infill supportive areas

**<u>Non-Residential Development</u>**

**2025:** 75% of non-residential square footage developed since 2015 located within highly and partially infill supportive areas

**2050:** 85% of non-residential square footage developed since 2015 located within highly and partially infill supportive areas
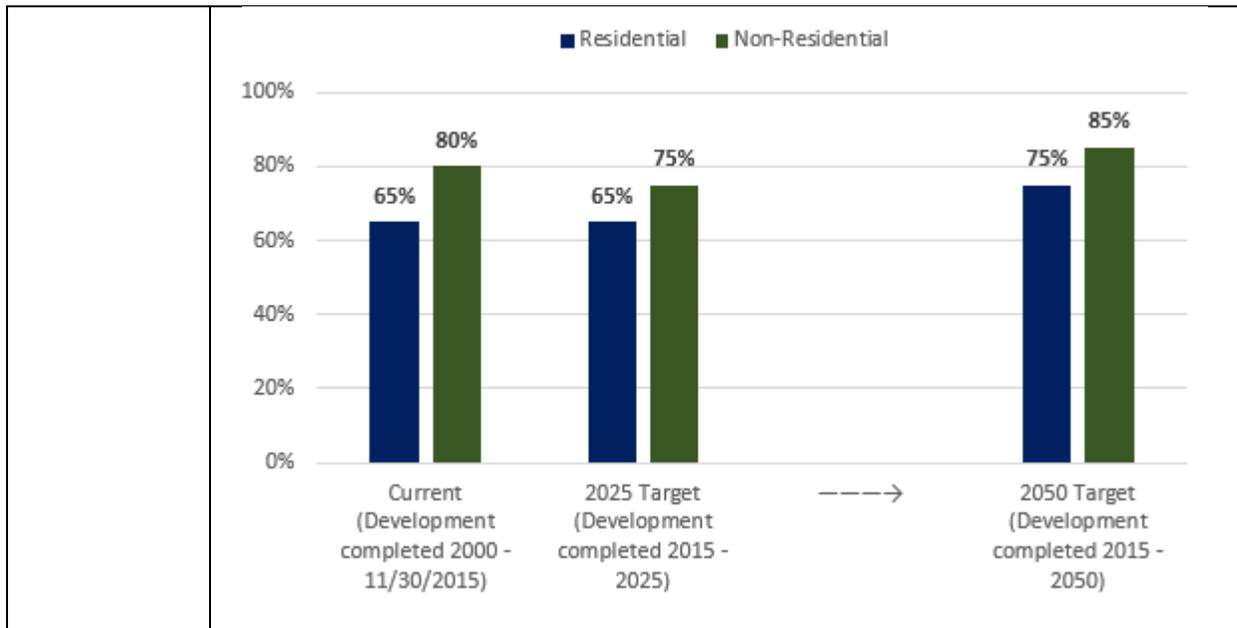
## *Percentage of Income Spent on Housing and Transportation by Moderate- and Low-Income Residents*

| Indicator: | This measure estimates the share of household income spent on housing and transportation costs for moderate- and low-income households.  For analysis purposes, any household with an income below 80 percent of the regional family income are defined as low- and moderate-income. Data are from the Consumer Expenditure Survey (CES), which the U.S. Bureau of Labor Statistics conducts annually.  The survey collects information on household income and expenditures, including those for housing and transportation. Data are reported for the Chicago Metropolitan Statistical Area (MSA). |
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| Proposed Targets: | Staff reviewed regional affordability trends using this methodology since 2009, along with trends in overall housing affordability since 2000. The number of cost-burdened households (i.e. households paying more than 30% of their income on housing costs) has increased by more than 10 percentage points for both owners and renters. Since 2009, the combined H+T metric proposed here ranges from 60 to 67 percent, driven heavily by low- and moderate-income households spending a greater share of income on transportation costs. The 2025 target represents a near-term return to the recent low of 60 percent (from 2013). The 2050 target represents a continued decrease from the 2025 target, taking into account the range in which this metric has historically fluctuated, the policies of ON TO 2050, and the share of households expected to live outside of highly infill supportive areas.<br><br>**2025:** 60% of income spent on housing and transportation by moderate- and low-income residents. |

**2050:** 55% of income spent on housing and transportation by moderate- and low-income residents.

**Percent of income spent on housing and transportation by moderate- and low-income residents, 2009-2050**
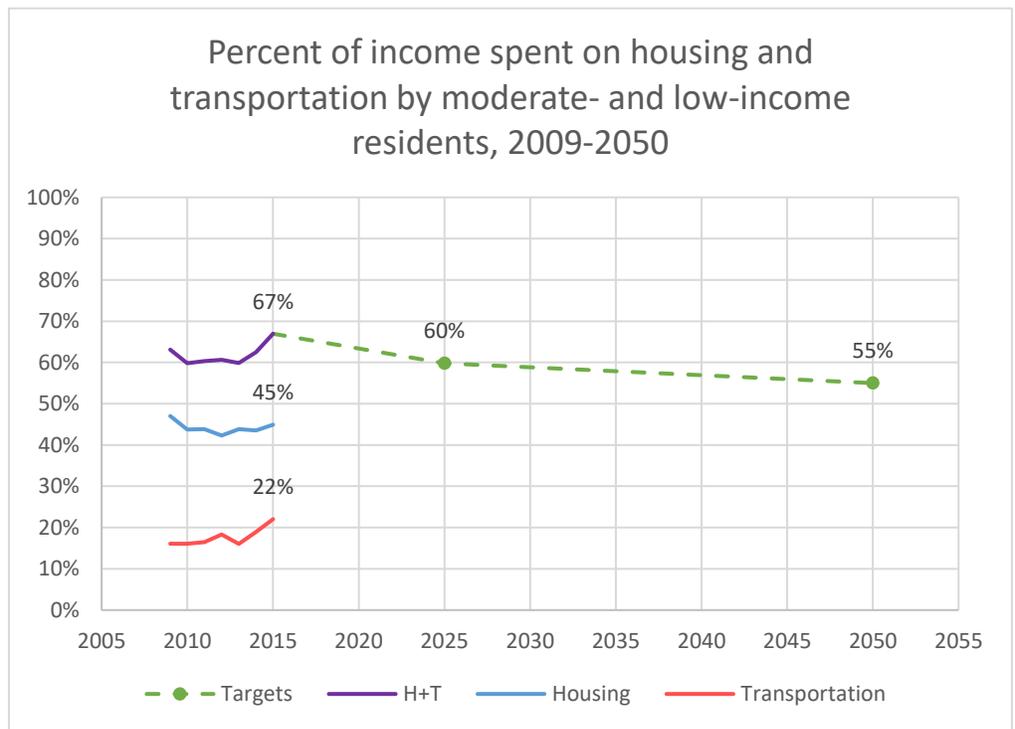


## Municipalities with Per Capita State Revenue Disbursement Below 80 Percent of Regional Median

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| Indicator: | This indicator will track per capita state revenue disbursements to municipalities in northeastern Illinois, relative to the regional median. Illinois municipalities receive revenue through state disbursements of several revenue sources, including income, use, sales, motor fuel, and personal property replacement tax revenue. These revenues may be based on current land use, population, or similar factors, but some disbursements are based on long established criteria that may no longer relate to service and infrastructure needs or current conditions in a given community. Municipalities with strong revenue levels relative to public service needs may be better able to maintain their fiscal condition, which may lead to greater capacity to achieve local and regional goals.<br><br>The amount of revenue municipalities collect varies throughout the region and depends on local land use mix, the composition of their tax structures, and the level of service the community desires from the municipality. State statutory criteria for revenue disbursements to municipalities also drive divergences, as the criteria do not always relate to the level of public services required or to a municipality's capacity to raise its own revenue from its own tax base. |

| Proposed Targets: | Zero was chosen as the 2050 target because the goal is to ensure that every municipality has sufficient revenues and to lessen the role that state statutory criteria plays in the wide divergences across municipal revenue levels. While it is conceivable that not every municipality requires this level of state support today, the general goal is to increase municipal capacity, including among smaller municipalities that may experience growing needs over the planning period. The 2025 target was derived by following a straight-line decrease between the 2015 figure (74 municipalities) and the 2050 target.<br><br>**2025:** 53<br><br>**2050:** 0<br><br> |
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## Municipalities Responding to Biennial CMAP Survey

| Indicator: | This indicator will track the number of municipalities that respond to CMAP's biennial Municipal Plans, Programs, and Operations Survey, issued to all of the region's 284 municipalities every two years. This survey was initiated following adoption of GO TO 2040, with the inaugural survey issued in 2010 and subsequent surveys completed in 2012, 2014, and 2016.<br><br>CMAP has obtained valuable data through this initiative, including identifying opportunities for technical assistance, informing policy analysis, and tracking the implementation of GO TO 2040. It is an important agency tool for understanding municipal capacity and targeting resources, and helps CMAP measure its ability to engage municipal audiences on priority topics. |
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| Proposed Targets: | The most recently conducted Municipal Plans, Programs, and Operations Survey (2016) achieved an 81.3% response rate (231 of 284 municipalties). Previous years' survey results indicate that a majority of municipalities |

| | respond and suggest that, with additional CMAP prioritization, full participation is an attainable near-term goal.

**2025:** 100% of municipalities

**2050:** 100% of municipalities |

## *Municipalities That Train Appointed Board Members*

| Indicator: | This indicator will track the number of municipalities whose appointed board members with development review authority have recently completed relevant professional development training. The indicator will include not only plan commission and zoning board members, but also other boards charged with development review such as Historic Preservation and Environment Committees.

Strategy development for ON TO 2050 indicated that appointed board members, as well as municipal staff and elected officials, who regularly engage in trainings are more familiar with best practices and better prepared to fulfill their roles in service of their communities. |
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| Proposed Targets: | Targets for this indicator will be set following attainment of baseline data from 2018 Municipal Survey for existing rates at which municipalities are training appointed board members. With the understanding that appointed board members that receive support by provision of trainings are better prepared to serve their communities, the 2050 target will likely be 100 percent of municipalities.

**2025:** 50% of municipalities*

**2050:** 100% of municipalities

*We do not yet know the current rates at which municipalities train appointed board members, so this near-term target will likely be revised pending baseline data collected in the 2018 survey.* |

## *Municipalities That Have Implemented Key Plan Recommendations*

| Indicator: | This indicator will track the number of municipalities that have implemented one or more of a limited set of significant ON TO 2050 recommendations. The specific set of recommendations cannot be finalized prior to approval of ON TO 2050, but candidates include: establishing stormwater utility fees based on system use; active use of a capital improvement plan; implementing a complete streets policy; reducing certain parking requirements and managing parking; and, coordinating with other jurisdictions. Chosen recommendations should draw from the full breadth of topics covered in ON TO 2050. While not every recommendation will be relevant to every |
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| | municipality, the final set should include at least one recommendation that any given municipality could benefit from. Specific recommendations to include will be determined in advance of the 2018 survey. |
| Proposed Targets: | Specific targets will be established following final determination of the set of "key plan recommendations" and the collection of baseline data in the 2018 survey.<br><br>**2025:** TBD<br><br>**2050:** TBD |