



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606
312 454 0400
www.cmap.illinois.gov

Regional Coordinating Committee

Annotated Agenda

Wednesday, January 13, 2016

8:00 a.m.

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

- 1.0 Call to Order** 8:00 a.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes – October 14, 2015**
ACTION REQUESTED: Approval
- 4.0 State Legislative Agenda**
Staff will discuss development of the 2016 state legislative agenda and framework.
ACTION REQUESTED: Discussion
- 5.0 Interim Products for Long-Range Plan**
The next long-range plan is scheduled to be adopted in fall 2018. Staff has identified several opportunities in the interceding years for the Board and the MPO Policy Committee to formally vote to approve interim products, as described in the attached memo.
ACTION REQUESTED: Information
- 6.0 Next Plan: Place-Based Approach Alternatives**
One goal of the next plan's development is to provide actionable guidance for implementers via more detailed policy recommendations and greater geographic specificity for some policy areas. "Place-based approaches" are used by many peer MPOs to provide locally appropriate recommendations within the context of their regional plans. Staff will share two place-based approach alternatives – typologies and layers – and discuss their potential utility for the next plan.
ACTION REQUESTED: Discussion

7.0 Policy Updates: Using American Community to Survey to Understand Recent Demographic and Transportation Trends

On December 3, 2015, the U.S. Census Bureau released its 2010-2014 American Community Survey (ACS) 5-year estimates. The ACS collects information such as ancestry, educational attainment, income, employment, and housing characteristics. This data release marks the first time that users are able to compare two non-overlapping 5-year ACS datasets (2005-2009 and 2010-2014), and the first time that many of the region's smaller communities will be able to see this change for their jurisdictions. Using this data, CMAP staff published a series of policy updates on **race and ethnicity**, transportation **mode share**, the growing **senior population**, **commute time** trends, and changes in household **median income**. Staff will summarize key findings.

ACTION REQUESTED: Discussion

6.0 Other Business

7.0 Public Comment

This is an opportunity for comments from members of the audience. The Chair will recognize non-committee members as appropriate. Non-committee members wishing to address the Committee should so signify by raising their hand in order to be recognized by the Chair. The Chair will have discretion to limit discussion.

8.0 Next Meeting- March 9, 2016

9.0 Adjournment

Committee Members:

___ Elliott Hartstein, chair
___ Frank Beal
___ Pat Carey
___ Allison Clement
___ Michael Connelly

___ John Noak
___ Sheri Cohen
___ Jack Darin
___ Al Larson
___ Andrew Madigan

___ Ed Paesel
___ Leanne Redden
___ Peter Silvestri
___ Thomas Weisner



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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Regional Coordinating Committee

DRAFT Minutes

Wednesday, October 14, 2015

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

Committee Members Present: Michael Connelly (CTA–Transportation Committee), Ed Paesel (South Suburban Mayors & Managers Assoc.-Land Use Cmte.), Jack Darin (Illinois Sierra Club-Environment and Natural Resources Committee) and Mayor Tom Weisner (CMAP Board)

Others Present: Jennifer Becker-Kane/Kendall Council of Mayors, Bruce Christensen-Lake County DOT, and Jonathan Tremper-Metra

Staff Present: Tom Kotarac, Joe Szabo, Gordon Smith, Jesse Elam, Ross Patronsky, Doug Ferguson, Brian Peterson, Simone Weil and Sherry Kane

1.0 Call to Order

In Chairman Elliott Hartstein’s absence, Mayor Tom Weisner called the meeting to order at approximately 8:10 a.m. and asked committee members to introduce themselves.

2.0 Agenda Changes and Announcements

There were no changes to the Agenda or announcements.

3.0 Approval of Minutes

A motion made by Ed Paesel to approve the minutes of the June 10, 2015, meeting as presented was seconded by Jack Darin. All in favor, the motion carried.

4.0 Approval of GO TO 2040/TIP Conformity Analysis and TIP Amendments

CMAP staff Ross Patronsky presented the semi-annual GO TO 2040/TIP Conformity Analysis and TIP Amendments for committee consideration, explaining that part of the adoption of the plan/program is ensuring the air quality requirements are met, which is known as “conformity.” Patronsky went on to say that certain plan/program projects affect air quality. These are “non-exempt” projects. If there’s a change to a non-exempt project, the plan/program must be re-conformed. We limit the conformity analysis/

amendment process to twice a year due to the analysis/public comment/committee decision-making process. There were 5 projects in the Transportation Improvement Program (TIP) that affect the analysis; two are new, two were moved back, and one project had its limits changed. The analysis indicated that we do still meet air quality requirements. The analysis and amendment were released for public comment and no comments were received, Patronsky continued. The Transportation Committee considered the analysis and amendments at its September meeting and recommended approval. Patronsky concluded that staff is asking that the Regional Coordinating Committee recommend that the Board make a finding of conformity for GO TO 2040 and the TIP as amended, and adopt the TIP amendments. A motion by Mike Connelly was seconded by Ed Paesel to recommend approval of the GO TO 2040/TIP Conformity Analysis and TIP Amendments by the CMAP Board. All in favor, the motion carried.

5.0 Congestion Mitigation and Air Quality (CMAQ) Improvement Program and Transportation Alternative Program (TAP-L)

CMAP staff Doug Ferguson presented the Federal Fiscal Year (FFY) 2016-2020 CMAQ program and the FFY 2015-2017 local TAP proposed program for committee consideration. Both had been considered by the Transportation Committee, which recommended approval. Ferguson reported that CMAQ funds can be used on a variety of different surface transportation projects, including traffic flow, transit, non-motorized and vehicle and fuel technologies, that the CMAQ program consists of 42 projects with a federal dollar amount of \$274 million and that, when combined with existing programmed projects, renders a five-year program of \$548 million. Projects were ranked by cost effectiveness of the emission reductions within each project category Ferguson went on to say that staff used additional transportation impact criteria and regional priorities when developing the proposed program. The local TAP program, Ferguson continued, is used for bicycle facilities projects which help to complete the Regional Greenways and Trails Plans. It consists of 18 projects with a federal dollar amount of just over \$28 million. Three criteria measures—ability of the project to help complete the Plan, the population and employment density around a project, and the improvement of safety and attractiveness of the bicycling environment--were used to evaluate the project proposals. Staff is requesting that the committee recommend approval by the CMAP Board and MPO Policy Committee. Once approved, the projects are forwarded to FHWA and FTA for an eligibility determination. Finally, project sponsors are notified to begin implementation. Ferguson fielded questions related to the City of Chicago having only 10% of their funds obligated and 45 of their projects moved to the deferred list. He introduced a current status expenditure report for the federal fiscal year that ended September 30 and noted that, while the City was low in its obligation for FFY 2015, it had several large transit projects that were obligated at the end of FFY 2014. Ferguson went on to say that the obligation goal for FFY 2015 was \$162 million; the program came in a little short, obligating \$140 million, which was still considered a success. In response to the question related to the allocation being subject to state interference, Ferguson explained that while these are federal funds, they require state allocation since federal transportation funding is apportioned to the state, so yes, there could potentially be a problem. This prompted a bit of discussion by the committee. Finally, a motion by Ed Paesel was seconded by Mike

Connelly to recommend approval of the CMAQ and Local TAP programs, as had been presented, to the CMAP Board and MPO Policy Committee. All in favor, the motion carried.

6.0 Regional Clusters: Traded and Local

CMAP staff Brian Peterson gave an overview on the industry cluster work that CMAP had completed since the development of GO TO 2040. Peterson cited GO TO 2040 recommendations related to increased accountability and the questions raised about our region's economy to which staff had responded with the development of CMAP's regional economy website and in-depth policy quarterly updates, which will likely inform development of the next long range comprehensive plan. Another GO TO 2040 recommendation called on CMAP to research the region's key industry clusters, Peterson continued, that included an analysis of the region's freight and manufacturing clusters. The nexus between the two clusters was also examined, the most recent of which was in the O'Hare subregion that has a high concentration of both freight and manufacturing employment. Peterson discussed the benefits of clustering that help us understand our economy and the factors that contribute to growth as well as new cluster research since the development of GO TO 2040 that provides additional insight into understanding clusters in metropolitan areas and a new classification and identification system that has been adopted by other regions. Peterson explained the differentiation we make between traded and local clusters, discussed the strengths of traded clusters, explained inter-related clusters, the new understanding we now have of local clusters (and types), and finally, the industry cluster role in the economy. Peterson fielded questions related to: population as it relates to mobility and workforce and ethnic background (yes, workforce development needs would be considered in the development of the demographic snapshot); while we look at indicators on a regional level, is it possible to look at those by county or specific subregion, i.e., the southern suburbs have significant manufacturing compared to that of the O'Hare subregion (yes, data is available on zip code level and definitely something that CMAP is looking into updating); and newer industries, i.e., Amazon distribution warehouses and how that fits into clustering—business to consumer, but not traditional retail—there's also a transportation component involved (may not be able to look at this with economic data—online purchasing is affecting retail developments—it is difficult to identify trends with industry data and we may look to land use and some of the development trends in the region that may not be driven by economic data and make anecdotal conclusions about those trends).

7.0 Other Business

Staff suggested that the committee may be asked to consider a fewer number of meetings in 2016.

8.0 Public Comment

There was no public comment.

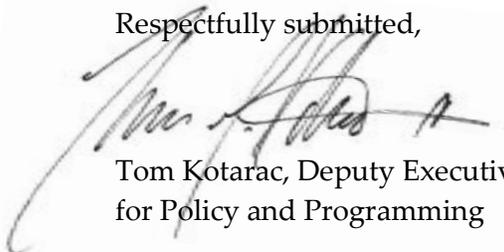
9.0 Next Meeting

The Regional Coordinating Committee is tentatively scheduled to meet next on January 13, 2016.

10.0 Adjournment

At 8:45 a.m., a motion to adjourn made by Ed Paesel was seconded by Jack Darin, and with all in favor, carried.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Tom Kotarac", is written over a light gray rectangular background.

Tom Kotarac, Deputy Executive Director
for Policy and Programming

/stk
12-31-2015



Chicago Metropolitan Agency for Planning

Agenda Item No. 4.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

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MEMORANDUM

To: CMAP Regional Coordinating Committee

From: CMAP Staff

Date: January 6, 2016

Re: Draft 2016 Agenda for the Illinois General Assembly

CMAP's Agenda for the Illinois General Assembly serves as a guideline to legislators or groups developing and considering legislation that impact CMAP's work. The agenda identifies general issues of interest to CMAP, which have historically been addressed by the General Assembly. Many other issues arise during the legislative session that are not listed in the agenda and will be addressed using the 2016 State Legislative Framework, a document reflecting GO TO 2040's key policy recommendations. CMAP staff communicates with legislators and staff regarding the agency's policy positions on specific bills throughout the legislation session.

This agenda will also include proposals to ensure CMAP's operations are not imperiled by future state budget crises. At this writing in January 2016, the State of Illinois had yet to adopt a budget for the current fiscal year, FY16. This impasse is taking a significant toll on our state and region, and CMAP has not been immune. Having weathered a crisis in which the agency nearly had to close its doors in November 2015, we are nonetheless hopeful that the state budget will be resolved and that the priorities described below will be addressed. At its January meeting, the CMAP Board will discuss potential legislative proposals to address the agency's long-term funding. That direction will be critical for finalizing CMAP's legislative agenda.

Given that the proposals to ensure reliable access to CMAP's operating funds are in draft form and in need of guidance from the Board, they are not included in this memorandum. The 2016 agenda largely reflects a continuation of CMAP's recent state agendas, identifying key policy opportunities to address state legislative reforms proposed by GO TO 2040. For this calendar year, staff is recommending the following priorities be pursued as appropriate with the Governor, Illinois General Assembly, relevant state agencies, and key partners.

ACTION REQUESTED: Discussion

DRAFT AGENDA FOR THE ILLINOIS GENERAL ASSEMBLY- 2016

Robust, Performance-Based Transportation Investments

Transportation funding in Illinois faces significant challenges. The traditional state revenue sources—the motor fuel tax and vehicle registration fees—have lost significant purchasing power over the last 20 years. Further, the motor fuel tax faces long-term threats to its viability as vehicles become more fuel efficient and travel behavior changes. The Chicago region’s transit system remains critically underfunded and lacks a stable source of non-federal capital funding. Similarly, freight issues must be better incorporated into capital programming processes.

Approximately every ten years, the state provides a major capital program for transportation and other purposes. While these resources are welcome and necessary, their timing is unpredictable and their duration is brief. The most recent program, Illinois Jobs Now!, relied in part on speculative, inadequate new revenue sources, reducing the state’s ability to finance the program. Contrary to GO TO 2040, these sources were also unrelated to use of the transportation system.

Investment decisions in Illinois are governed largely by arbitrary formulas, which do not reflect the most pressing needs throughout the state. A more transparent, performance-based approach would ensure that limited resources are steered toward the most critical projects, also shedding light on how investment decisions are made. Support from the Illinois General Assembly would aid IDOT’s ongoing efforts to fully implement performance-based funding.

CMAP supports increasing the motor fuel tax by 8 cents and indexing it to inflation in the near term but recognizes the need to develop a sustainable, long-term revenue source—based on transportation user fees—to replace the motor fuel tax.

CMAP supports new, sustainable revenues for transportation. CMAP also supports a dedicated source of capital funding for transit and a greater focus on improvements to the freight system.

CMAP supports legislative initiatives that encourage a commitment by transportation implementing agencies to use transparent, performance-based capital programming.

Innovative Tools for Transportation Investment

While enhanced transportation revenue sources would do much to move Illinois in the right direction, new tools are still needed to better manage the transportation system and develop complex projects. These tools focus on facility-specific approaches to raise revenues or finance

projects, ensuring a closer connection between benefits received and costs paid by users of the transportation system.

Through congestion pricing, express toll rates rise and fall with traffic levels, encouraging more efficient use of the system while also raising revenues. Value capture strategies recognize that transportation investments increase property values and business activity, tapping into these sources to pay for upfront construction costs. Public-private partnership (P3) strategies can reduce costs and accelerate project delivery by tapping into private-sector expertise and financing. But as GO TO 2040 explicitly states, such agreements must be carefully structured to protect the public interest.

CMAP supports legislative initiatives that require IDOT and the Illinois Tollway to implement congestion pricing on new highway capacity, and to allow them to strategically price components of the existing highway network.

CMAP supports legislative initiatives that enable multijurisdictional value capture districts for transportation, while also ensuring equity considerations for underlying jurisdictions and the region's taxpayers.

CMAP supports legislative initiatives that require increased transparency and safeguards to protect the State of Illinois from undue financial risk in P3 projects.

State Tax Policy

The Chicago region's ability to make infrastructure and community investments recommended in GO TO 2040 is significantly shaped by fiscal and tax policy decisions made at the state level. CMAP is specifically interested in how tax policy influences the region's overall economy, including the commercial, industrial, and residential development of communities. State tax policies can sometimes distort land use decisions rather than allow markets or quality of life factors to guide them, and the same policies can inadvertently foster unproductive competition among local governments over economic development opportunities, to little or no overall regional benefit.

CMAP supports comprehensive reforms of state tax policy to broaden the tax base and lower rates, encourage effective local land use decisions, and reduce the focus on intrastate and intraregional competition over economic development.

Water Supply Planning and Management

CMAP's Water 2050 plan emphasizes the need for better management of the region's water resources. The Lake Michigan Water Allocation Program, which provides water for nearly 70

percent of residents in the region, has undergone revisions that require the Illinois Department of Natural Resources (IDNR) and its regional partners such as CMAP to help implement new allocation rules and provide technical assistance to water utilities. However, the state currently does not have a dedicated revenue stream for a water supply planning and management program. With new funds, the state could formalize water planning within IDNR, support regional planning groups such as CMAP, and dedicate a portion to the Illinois State Water Survey's (ISWS) Illinois Water Inventory Program (IWIP).

CMAP supports new, sustainable revenues to support state and regional water planning for IDNR, ISWS, IWIP, and regional partners.

Transparency and Accountability

Data sharing through transparent, open governance improves efficiency and accountability. Further, CMAP relies on other agencies' data to complete its own work in planning, policy, and transportation programming. By sharing their data in a timely manner, usable format, and accessible location, public agencies also communicate clearly how they make decisions to establish policies, prioritize projects, and administer funding.

CMAP supports legislation to increase data and information sharing by requiring state and local agencies to make their programs and policies more transparent to the public.

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MEMORANDUM

To: CMAP Committees

From: CMAP Staff

Date: January 6, 2016

Re: Next comprehensive plan major engagement and voting opportunities

The Chicago Metropolitan Agency for Planning (CMAP) is in the process of developing its next comprehensive regional plan, which will be the successor of GO TO 2040. This process will involve iterative feedback and engagement with the CMAP Board and committees through a series of opportunities over the next three years. As mentioned in previous [materials](#), the process will also include development of various products, some of which will require broad review and approval by CMAP committees as well as voting by the CMAP Board and MPO Policy Committee. This memo reviews major engagement opportunities as well as points at which the Board and MPO Policy Committee, as well as the Transportation committee and the appropriate coordinating committee, will be asked to vote on key deliverables. Essentially, votes on interim products are proposed to be scheduled for the joint October meetings of the Board and MPO Policy Committee from now until the plan's adoption.

Major engagement and voting opportunities

The plan development process will include ongoing collaboration with committees, partners, and stakeholders, and will be punctuated by three major periods of intensive engagement: plan launch activities (winter to summer 2016); scenario planning outreach (2017); and feedback on the draft plan (2018). These major engagement periods are described in greater detail below; each is expected to culminate in a product to be voted on by the Board and MPO Policy Committee.

Interim report on regional priorities – fall 2016

Several engagement opportunities will take place during the first half of 2016 to publicly kick off the development of the next comprehensive plan. The agency will host a public [launch event](#) on February 24 that will introduce the planning process and explore potential plan topics. In the following months, CMAP will partner with organizations to co-host workshops to increase awareness about the plan's development and collect feedback on broad priorities for

the region, and will also hold a series of topical forums to examine specific topics of interest in the planning process. Other engagement opportunities are also under development.

These activities, in addition to ongoing plan development work, will lend insight on the state of the region and its planning challenges, as well as potential opportunities to improve the region's future. CMAP staff will create an interim report on regional priorities that summarizes the key takeaways of these initial engagement activities, along with a vision and broad directions for regional priorities. The CMAP Board and MPO Policy Committee will be asked to vote on this interim product in October 2016.

Interim product on plan directions – fall 2017

Scenario planning efforts are currently in the early stages, with the bulk of work to develop scenarios and conceptualize the corollary public engagement process expected in FY 17. A series of public outreach events, centered on alternative futures, is anticipated in the summer of 2017. In tandem, CMAP will be creating the financial plan and soliciting ideas for regionally significant projects. Since these activities will largely take place in subsequent phases of the planning process, many details remain to be fleshed out; however, CMAP staff expect to encapsulate the results of the scenario planning process, propose priority expenditure categories for the financial plan, and provide recommended performance measures for regionally significant projects in an interim report to be released in the fall of 2017. The CMAP Board and MPO Policy Committee will be asked to vote on this interim product in October 2017.

Adoption of full plan – fall 2018

The process to solicit feedback on the draft plan will be fleshed out in future fiscal years but is expected to take place during the summer of 2018. CMAP staff will collect and synthesize comments from the public and stakeholders prior to presenting a full plan to the CMAP Board and MPO Policy Committee for approval. The CMAP Board and MPO Policy Committee will be asked to vote on the draft plan in October 2018.

ACTION REQUESTED: Information

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MEMORANDUM

To: CMAP Committees
From: CMAP Staff
Date: January 6, 2016
Re: Place-based approach alternatives

A foundational goal of the next plan's development is to provide actionable guidance for implementers by including more detailed policy recommendations and greater geographic specificity for some policy areas. Achieving the plan's vision will depend on partners that include counties, municipalities, and many others who could particularly benefit from greater geographic detail. To that end, the next plan should include an effective approach for translating broad regional policies into locally implementable strategies.

A "place-based approach" can be defined as a spatial framework for providing locally appropriate recommendations within the context of a regional plan. Such an approach can provide guidance on a range of topics such as land use, transportation, economic development, and natural resources, which local implementers can adapt to suit their contexts. A place-based approach must remain respectful of local land use planning authority and serve primarily as an advisory guide for implementers to help advance regional priorities in their local planning efforts.

To better understand the possible alternatives, CMAP staff reviewed approaches used by peer MPOs and identified two approaches -- typologies and layers -- as options for consideration (see *Table 1: Place-based approaches*). The purpose of this document is to provide an overview of the two alternatives to inform a discussion on the concepts with the Committees.

Internal analysis and discussion yielded a staff recommendation to move forward with a layers approach, which would map data layers associated with particular policy areas of importance to the agency and provide guidance pertinent to local partners and others for each of the selected topics. The layers approach would integrate well with ongoing plan development, allow the plan to speak more specifically about a wide range of topics, and provide valuable data, information, and guidance to partners. Described below are the factors that led staff to recommend the use of layers rather than typologies.

Table 1: Place-based approaches

Place-based approach	Definition	Purpose
Typologies	Designated typologies (typically municipal scale) that group communities together based on like characteristics	Provide regional guidance on local planning, especially regarding land use topics
Layers	Data layers on topics of importance to the agency (may cross political boundaries)	Provide regional guidance to inform local planning on key topics (may expand beyond land use)

Typologies Overview

Typologies are common in the regional plans of peer MPOs, but the approaches vary significantly based on the particular MPO’s authority as well as local factors. Conceptually, a typologies approach consists of a set of community typologies (typically between four and ten) that group similar areas together based on a series of criteria. For example, municipalities could be classified as “urban core,” “regional centers,” “maturing suburbs,” “developing suburbs,” or other similar terms. The typologies are then used to provide locally specific recommendations. Most MPOs using this approach designate typologies at the municipal scale but some also designate a non-municipal overlay of “centers” that may apply to regional employment, manufacturing, and/or mixed-use hubs (see *Figure 1: MAPC typologies* and *Figure 2: PSRC typologies and centers*).¹

The following key takeaways emerged from staff analysis of other MPOs’ use of typologies:

- **Link to MPO authority.** In general, MPOs with greater purview than CMAP has over land use -- for example, via expanded authority to ensure local concurrence with the regional plan, growth containment mandates from state government, or control over wastewater facilities or other infrastructure -- have more detailed typology elements than MPOs with authority similar to CMAP's.
- **Applicability to next plan policy areas.** Typologies are typically designated based on the characteristics of each community’s built environment, which may limit their utility to recommendations about land use and development. However, greater spatial detail may be helpful for recommendations for many topics in the next plan, not all of which would depend on local government action.
- **Complexity.** The level of detail provided for recommendations associated with typologies can vary greatly and affect the utility of the approach. A high level of detail could result in an unwieldy regional plan or one that appears overly prescriptive. On the other hand, a low level of detail may not result in enough guidance to be useful. It would be challenging to construct a typologies approach that both suits the wide range of municipalities found in our region and provides them with sufficient detail to move forward with implementation.

¹ Depending on the MPO, these centers may coincide with geographies for targeted infrastructure funding (i.e., geographic targeting).



- **Utility for implementers.** Providing more direct recommendations may enable local jurisdictions to interpret and incorporate regional goals relating to land use without requesting help from CMAP’s Local Technical Assistance (LTA) program, expanding the reach of the regional plan. However, since typologies are typically limited to land use and development policy areas, the approach offers much less flexibility for implementers to adapt regional recommendations to suit their individual interests and runs the risk of seeming too prescriptive. In addition, a municipally focused approach may not be the best vehicle to engage the many other stakeholders required to implement the plan. If such an approach could be applied by municipalities and counties as well as by civic groups, nonprofit organizations, transportation implementers, and others, it would have a higher likelihood of implementation.
- **Community perception.** Communities may have concerns about being labeled as a particular place type or being placed in the same category as another community that they do not want to be grouped with. Some may wish to be assigned an aspirational place type rather than one based on existing physical characteristics. And, there may be multiple place typologies that apply to one municipality, potentially complicating the designation process.

Figure 1: MAPC typologies

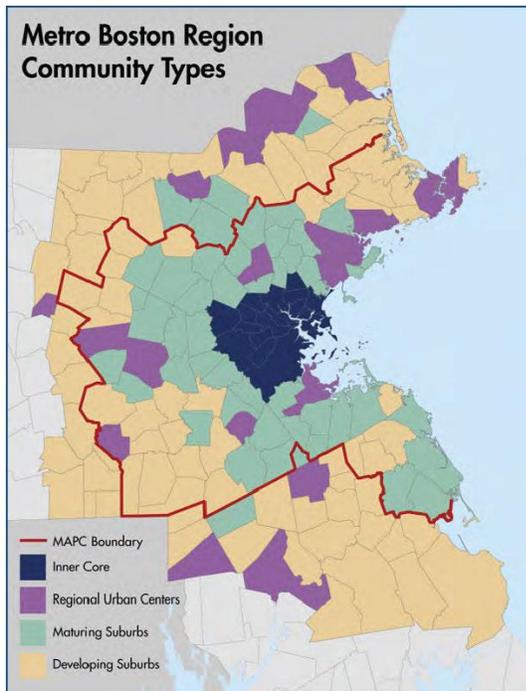
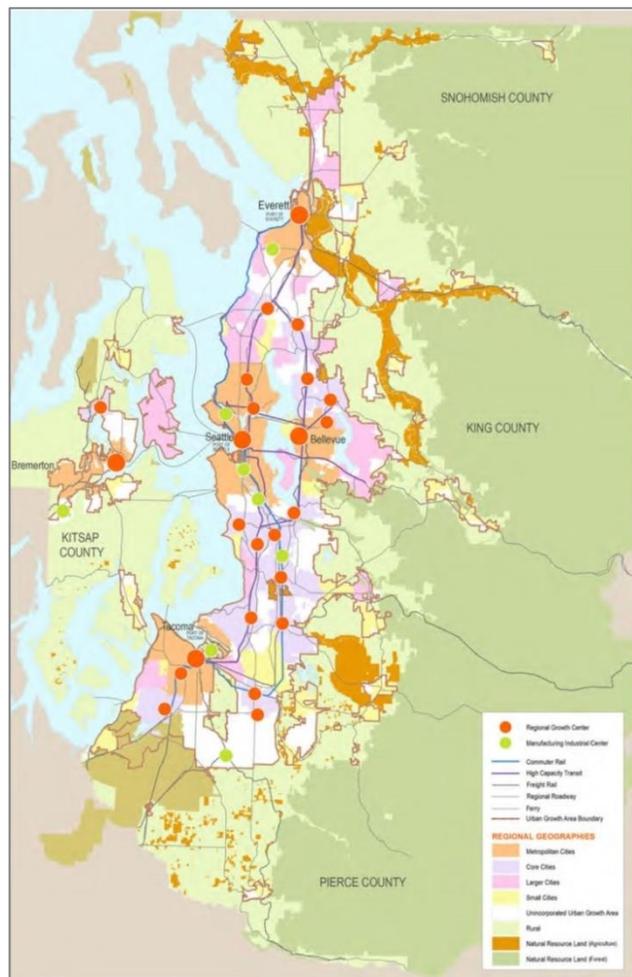


Figure 2: PSRC typologies and centers



Layers Overview

Unlike typologies, a layers approach has not been broadly used by other MPOs² but may be an innovative way to provide greater specificity on recommendations for municipalities and other stakeholders to use in their planning processes. A layers approach would provide guidance to areas of the region affected by various policy recommendations of the plan, such as increasing reinvestment and infill, supporting certain economic clusters, or preserving high-quality natural areas. For example, a layers approach could identify places that have been locally targeted for reinvestment, feature a concentration of manufacturing employment, or include sensitive and unprotected natural resources. Such an approach would map data layers at the regional scale by topic area; corollary recommendations could be provided in the plan narrative, or the map itself could depict recommendations geographically (such as high priority areas to focus reinvestment or increase access to parks). Recommendations could also be provided for sub-regions or the region as a whole.

The following key takeaways on layers emerged from staff analysis:

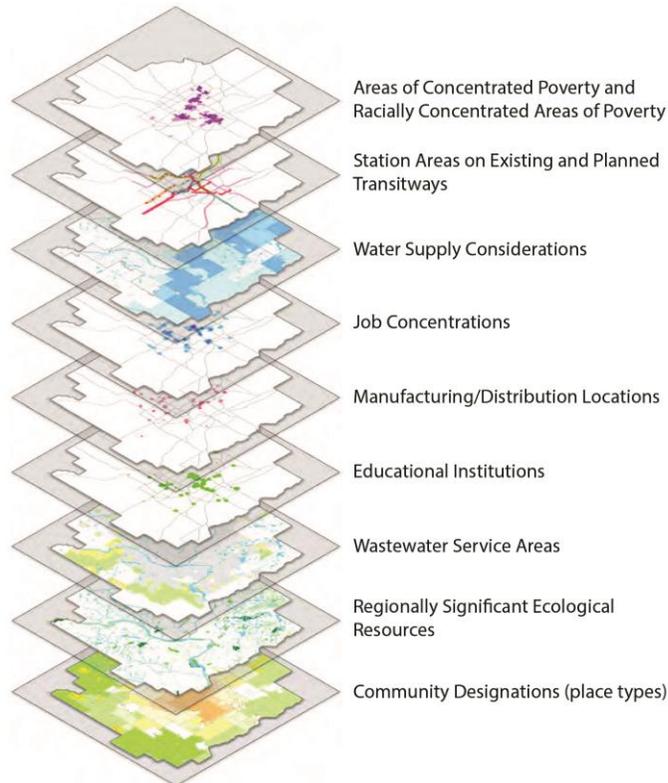
- **Applicability to next plan policy areas.** Nearly any topic area that can be spatially represented could potentially use a layers approach. Development of layers could occur in collaboration with partners that have expertise in a given topic area, enhancing the potential for implementation.
- **Complexity.** There are many layers that could be included in the next plan. Analyzing data and developing recommendations for layers, along with building consensus around those recommendations, would be a time intensive and complex effort. The layers ultimately included in the plan would need to be prioritized based on their relevance to the agency and its partners as well as their potential to effect implementation.
- **Utility for implementers.** A layers approach would increase the next plan's utility for the region's communities as well as other stakeholders more broadly. Since each layer would be mapped at the regional level, any community referencing the plan would be able to easily identify and use the layers pertinent to its specific context as a starting point for local planning, and would be particularly useful to guide projects supported through the LTA program. The use of layers would also allow issues and recommendations to be depicted without the constraint of municipal boundaries, encouraging interjurisdictional collaboration. Non-governmental implementers could also adopt and seek to implement layers that are specific to their particular issue areas.
- **Community perception.** Some layers may illustrate/map the plan's recommendations – for example, the Green Infrastructure Vision (GIV), included in GO TO 2040, spatially denoted recommended high priority conservation areas in the region. Other layers, such as areas of high housing and transportation cost, may graphically depict existing conditions, with recommendations included in the plan narrative. Detailed mapping of recommendations would likely require more intensive consensus building to facilitate

² Many plans included some elements of layers, such as key employment centers, priority conservation/development areas, and TOD areas, but none used as extensive an approach as conceived of here.



local uptake. On the other hand, layers that portray existing conditions may be considered more innocuous and accepted more readily. A layers approach may also offer communities more flexibility to focus on the goals and recommendations most appropriate to their particular context. A thoughtful engagement strategy would be necessary to communicate the goals of the approach and give an opportunity for constituents to voice feedback.

Figure 3: Met Council Layers



Met Council briefly discusses the eight layers (termed “special features”) listed above the typologies layer as a way to identify features that have special policy considerations, but the Council does not use layers in a substantive way to cater the plan’s recommendations.

Discussion

In addition to any questions proposed by committee members, staff request discussion on the following to help inform the agency’s framework for a place-based approach:

- While typologies may not be the best approach for use in the next plan, are there elements of it that are valuable?
- How might you envision using layers (examples of layers may include high priority conservation areas, high infill capacity areas, or areas with low access to transit or parks and open space)? What information and recommendations could CMAP provide that would be most helpful from a local perspective?
- What topics could benefit from the use of layers?

ACTION REQUESTED: Discussion

