

ON TO 2050

ON TO 2050 Preview Report

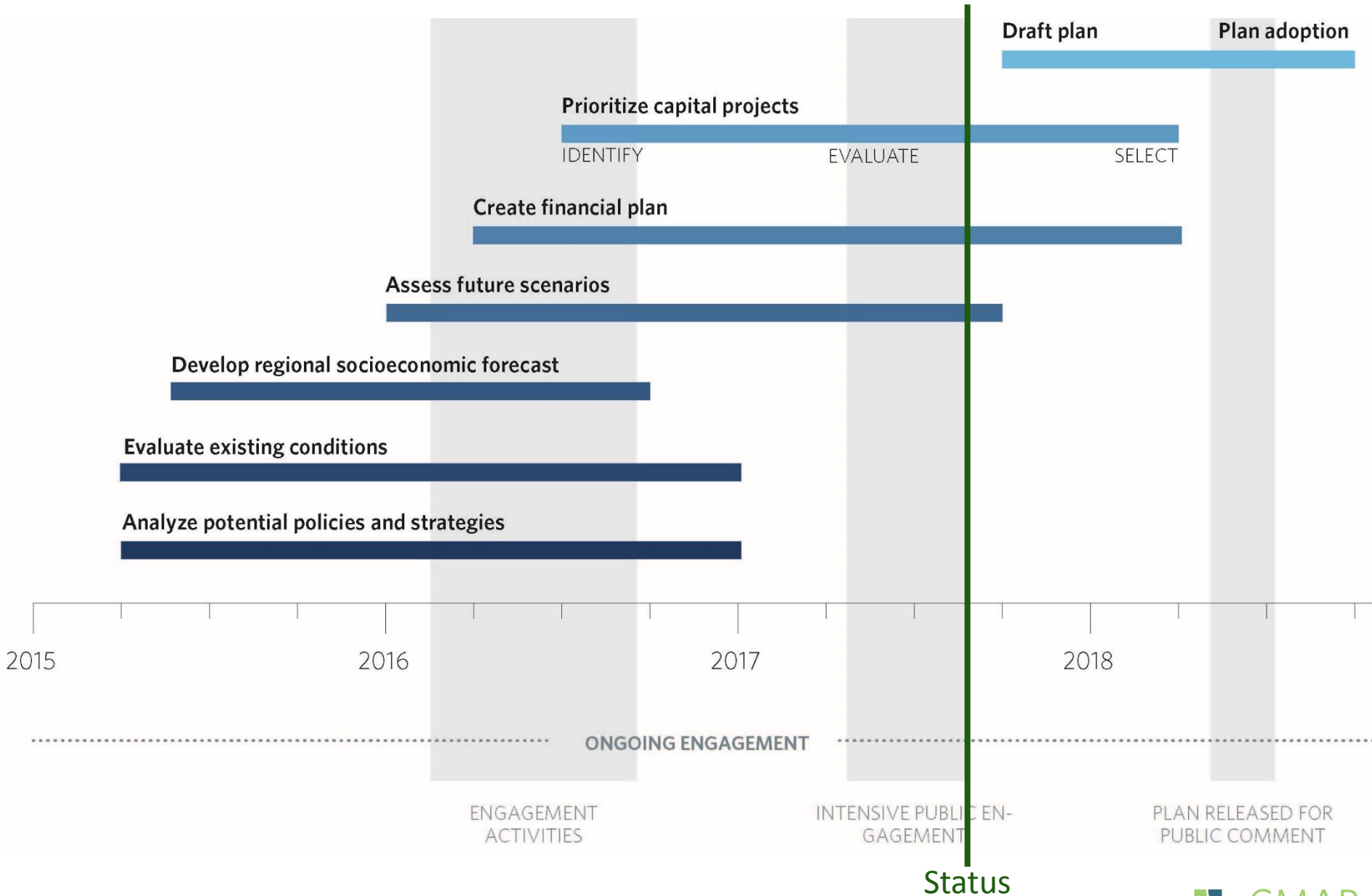
Revisions per committee and public comment

Land Use Committee

September 2017

- Provides a preview of major ON TO 2050 recommendations prior to the draft plan's release
- Introduces the plan's three principles:
 - Resilience
 - Inclusive growth
 - Prioritized investment
- Open for Public comment from June 19th – August 3rd

ON TO 2050 Development



GO TO 2040 and ON TO 2050

Topics of study

This table shows how topics for study relate to the four GO TO 2040 themes. Please note that ON TO 2050 will likely not be organized into these four themes.

- Continue GO TO 2040 emphases
- Refine GO TO 2040 emphases
- Explore new topics

Source: Chicago Metropolitan Agency for Planning.

Livable Communities	Human Capital	Efficient Governance	Regional Mobility
Placemaking	Economic Indicators	Access to Information	Congestion Pricing
Local Food	Economic Innovation	Tax Policy	Non-motorized Transportation
Park Access	Regional Economic Coordination	Coordinated Investment	Capital Projects
Water Resources	Industry Clusters	Consolidation	Freight
Public Health	Inclusive Growth	Community Capacity	Transit
Housing Affordability and Supply	Economic Resilience	Shared Services	Performance-based Programming
Climate Mitigation			Transportation Revenue
Energy			Asset Management
Green Infrastructure			Highway Operations
Reinvestment/Infill			Transit Modernization
Lands in Transition			Transportation Technology
Stormwater			
Climate Resilience			

Summary of public feedback

- Public Comment open from June 19th – August 3rd
 - 12 official public comment submittals
 - 11 presentations to CMAP committees and working groups
- General comments:
 - Supported the three principles / their significance for the plan
 - Many small clarifications and additions
 - Major changes:
 - Plan for the growing senior demographic
 - Plan for increased diversity and emphasize the role of race in lack of inclusive growth
 - Expand “Prioritized Investment” by emphasizing transportation project-specific revenues, asset management, and the role of emerging technology

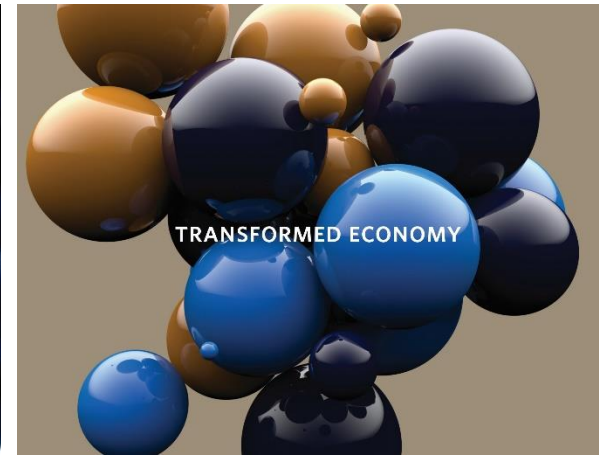
Resilience

A strong region requires communities, infrastructure, and systems that are able to thrive in the face of uncertain future economic, fiscal, and environmental shifts

Alternative Futures



ON TO 2050
ALTERNATIVE
FUTURES



Summary report in October 2017

Resilience Recommendations, revised

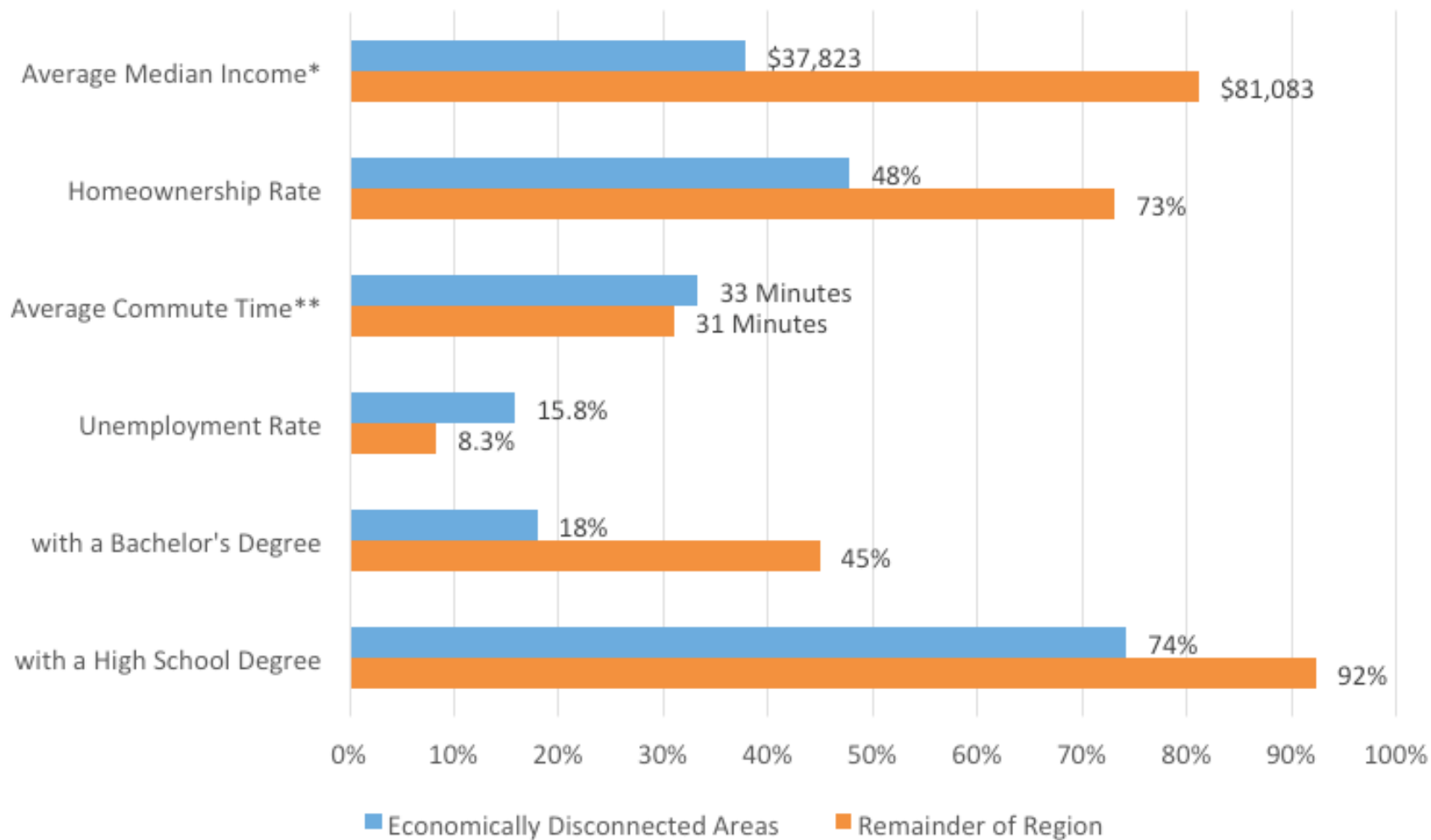
- *In framing: emphasize federal and state roles*
- Increase the capacity of communities to achieve local and regional goals
- Address state and local tax policy
- Support walkable, mixed-use communities
- **Plan for population shifts (new)**
- Incorporate climate change considerations into planning and development (**add emphasis, federal role, funding**)
- Plan for the regional transportation impacts of major land use change
- Coordinate across jurisdictions to promote collaborative action

Inclusive Growth

Long-term regional economic prosperity requires increased economic opportunity and improved quality of life for all residents

Economically Disconnected Area Outcomes

Outcomes for Economically Disconnected Areas and the Remainder of the CMAP Region



Inclusive Growth Recommendations, revised

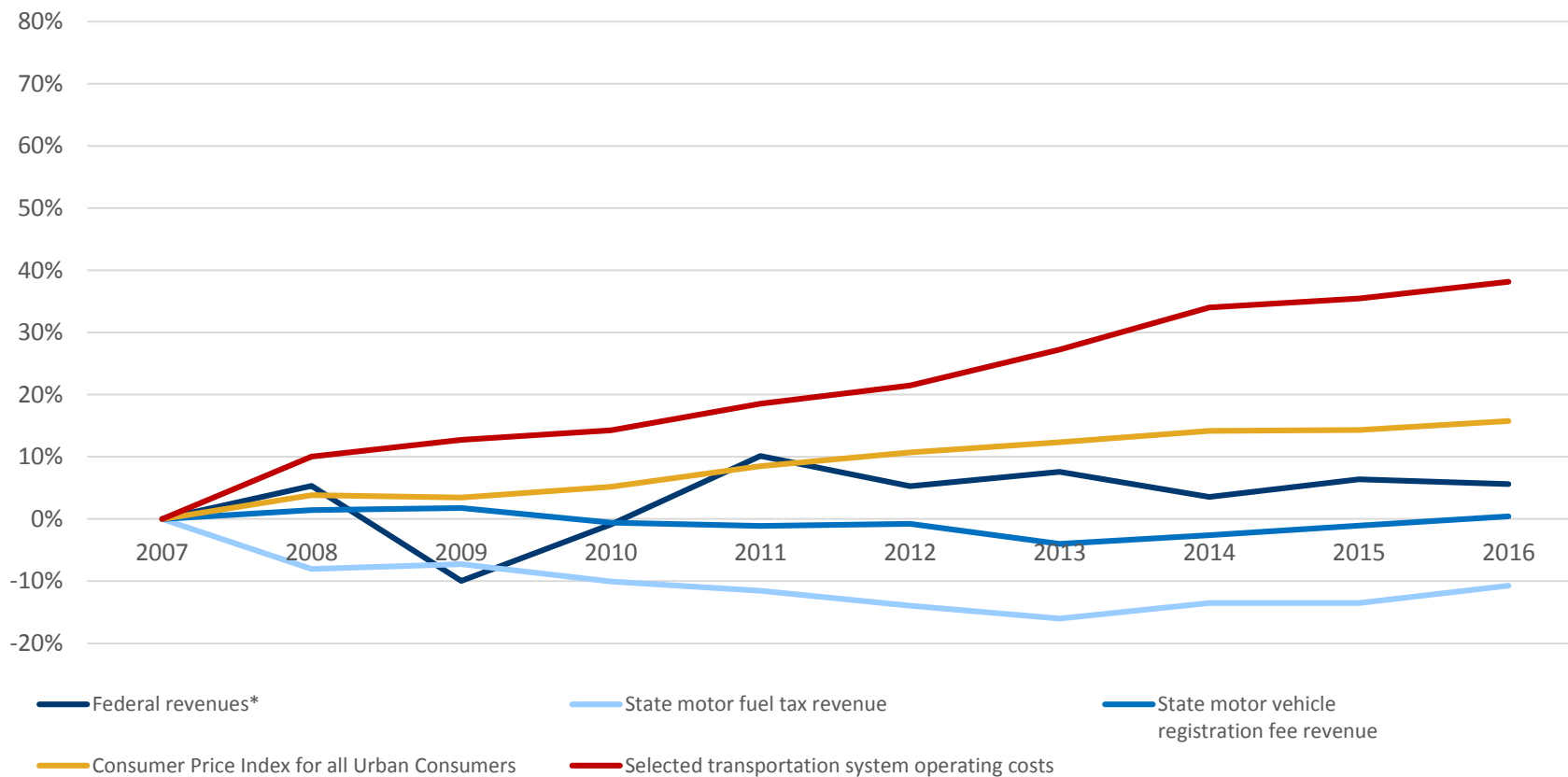
- *In framing: emphasize the role of race*
- Consider disproportionate impacts in planning processes
- Align priorities to target investments and technical assistance to economically disconnected areas
- Develop structural solutions to promote reinvestment in disinvested areas
- Promote housing choice (*emphasize needs of seniors*)
- Provide paths to jobs with meaningful economic opportunity

Prioritized Investment

Achieving regional goals in an era of limited resources requires coordinated prioritization of investments across sectors, including infrastructure, land use, and our economy

Transportation Revenues and Costs

Federal and state transportation revenue to northeastern Illinois compared to inflation and operating costs, estimates for selected sources, percent change since 2007



Source: Chicago Metropolitan Agency for Planning analysis of Illinois Department of Transportation data, Illinois Office of the Comptroller data, Regional Transportation Authority data, and data derived from state/regional resources tables. Note: 2009 federal transportation revenue excludes revenue from the American Recovery and Reinvestment Act. Transportation operating costs include those incurred by Illinois Department of Transportation's District One, Illinois Tollway, Regional Transportation Authority, and all transit service boards.

Prioritized Investment Recommendations, revised

- Increase transportation revenues at all levels and implement reasonably expected revenues (clearly delineate congestion pricing, value capture and PPPs)
- Prioritize regionally significant projects
- Strengthen the performance basis for other transportation programming decisions (highlight support from public engagement, expand recommendation for asset management)
- Focus infill, capital, and assistance in priority areas
- Plan for the transportation and land use impacts of emerging technologies (refine potential for seniors, low income residents)
- Consider short- and long-term goals for development at the edge of the region

Report Timeline

- June 2-16: report released for working committee review
- June 19-August 3: public comment period and 1st round of committee presentations
- **September: 2nd round of committee presentations**
- October: adoption by Board/MPO Policy Committee

ON TO 2050

Comments or questions?

Plan Format + Layers

- Primary presentation online, with secondary print piece
- Will aid in illustrating linkage between principles and recommendations as well as including dynamic mapping for layers concept

Terminology

- **Resilience** is the ability for the region and its communities to prepare for and recover from acute shocks and chronic stresses and transform its infrastructure, natural systems, and social structures to be more responsive

Terminology

- **Economically disconnected areas** include concentrations of low-income residents who are also persons of color or have limited English proficiency
- **Disinvested areas** experience a persistent, long-term lack of market investment, leading to declining property values, taxes, employment, and population

Terminology

- **Regionally Significant Projects** include expressway expansions and rail improvements similar to the GO TO 2040 “Major Capital Projects”. Plus, major arterial expansions, Arterial Rapid Transit (ART) Bus Rapid Transit (BRT) projects, and reconstruction of expressways and rail projects
- **Core revenues** are forecasted transportation revenues based on existing revenue sources and reasonable inflation assumptions.
- **Reasonably expected revenues** do not currently exist, but could feasibly be enacted at the local, state, and federal levels to increase or modernize transportation revenues through 2050.