



# Chicago Metropolitan Agency for Planning

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## **Economic Development Meeting Minutes**

**Monday, January 22, 2018**

**9:30 to 11:30a.m.**

**DuPage Conference Room**

**Members present:** Christine Sobek, chair (Waubensee Community College), Jason Keller, vice-chair (Federal Reserve Bank of Chicago), Peter Creticos (Institute for Work and the Economy), Joanna Greene (Chicago-Cook Workforce Partnership), Emily Harris (Chicago Community Trust), Gretchen Kosarko (RW Ventures), Kevin Kramer (Village of Hoffman Estates), Kurtis Poszgay (Village of Bensenville), Lance Pressl (Institute for Work and the Economy), Ed Sitar (ComEd Economic Development)

**Guests:** Garland Armstrong (Pace ADA/Access Living), Heather Armstrong (Pace ADA/Access Living), Don Hughes (City of Chicago), Joe Moriarty (Regional Transportation Authority), Kyle Schulz (Schaumburg Business Association)

**CMAP staff:** Lindsay Bayley, Diana Cooke, Austen Edwards, Lindsay Hollander, Elizabeth Irvin, Erin Kenney, Tom Murtha, Liz Schuh, Simone Weil

### **1.0 Call to Order/Introductions**

Dr. Christine Sobek called the meeting to order at 9:33 a.m.

### **2.0 Agenda Changes and Announcements**

CMAP staff requested comments on proposed indicators and targets for ON TO 2050 regarding the region's progress on inclusive growth, distributed with the meeting agenda. These indicators will provide performance measures to benchmark implementation of the plan's recommendations.

### **3.0 Approval meeting minutes**

A motion to adopt the minutes for September 25, 2017 was made and seconded. With no opposition, the motion carried.

### **4.0 Job market polarization in metropolitan Chicago**

Diana Cooke reviewed ongoing CMAP analysis of job market polarization in northeastern Illinois. Published, nationwide research suggests that skills-biased technological change and other macro issues have contributed to patterns of employment growth occurring primarily in high-income and low-income occupations.

CMAP analysis suggests a similar pattern in the Chicago region. However, the trends are more nuanced than often assumed. The relative loss of middle-income, middle-skill jobs occurred primarily between 1980-2000, while the relative rise of low-income jobs is a more recent and increasing phenomenon. Likewise, these trends are not universal, as some high- and low-income occupations also saw declines in employment share. The full analysis will be released soon in a three-part Policy Updates series. Committee members discussed methodologies for approximating occupation skill-level and the need to consider this analysis alongside other insights into skill and wage trends.

**5.0 ON TO 2050: Transit Trends Snapshot**

Elizabeth Irvin presented findings from a recent ON TO 2050 snapshot report that highlights data on regional transit use, performance measures, and investments. Data suggest that the region is falling short of its transit ridership targets in the GO TO 2040 plan. Ridership growth is concentrated on rail lines and on Chicago's North Side, while bus ridership continues to decline. The South Side shows a relatively low density of rail riders, despite comparatively high levels of transit availability. The snapshot highlights the connections between transit ridership and land use decisions, and emphasizes the need for continuous improvement in the speed, frequency, and reliability of transit service. Committee members discussed trends in additional non-transit and non-motorized commute modes, and the importance of linking this data to land use and economic development planning.

**6.0 Transportation patterns in Economically Disconnected Areas (EDAs)**

Liz Schuh discussed findings of a recent Policy Update series that explores characteristics of the region's EDAs, including insights into their transportation challenges. CMAP defines these EDAs as areas with a concentration of low-income households, minority population, or limited English proficiency population. Understanding disparities in these areas will allow CMAP and partners to customize solutions to precise community challenges. Data demonstrates several clear disparities in median household income, educational attainment, and unemployment, with majority black EDAs seeing persistent gaps in economic outcomes. Despite relatively high transit availability in some EDAs, the large commute shed for these areas can lead to longer commutes for their residents compared to regional averages. Committee members discussed the need for further analysis of these areas over time and the need to integrate recommendations across multiple jurisdictions within any one EDA.

**7.0 Regional Strategic Freight Direction**

Liz Schuh and Tom Murtha reviewed ongoing efforts to develop near-term direction for CMAP and key partners with regards to freight planning. The project aims to provide a structure for analysis of existing and planned development that could affect freight movement through the region. The report will ultimately provide recommendations regarding the performance of the regional transportation system, air quality, and environmental justice, as well as prioritized grade projects and inter-city rail service. An emphasis is placed on improved technical assistance for truck routing and permitting, strategic coordination for competitive formula funds, preserving industrial and freight land uses as appropriate, and other key strategies. Committee members discussed the

potential for coordination with CMAP's counterparts in northwest Indiana and southeast Wisconsin.

**8.0 Expressway Vision**

Tom Murtha provided an update on the development of a multi-jurisdictional vision to guide future capital investments and coordinate transportation operations for the region's expressway system. The final report will consider multiple goals: supporting economic development, enhancing operations in a state of good repair, improving safety and congestion issues, and making strategic corridor improvements. Initial findings support potential recommendations for full tolling of the expressway system based on variable or congestion pricing models, as well as express bus and bus-on-shoulder alternatives. Committee members discussed potential connections between ON TO 2050's strategies for inclusive growth and the Expressway Vision, as well as the emergence of increasing sophisticated communication technology to support movement.

**9.0 ON TO 2050: Layers Approach**

Lindsay Bayley updated the committee on the development of place-based data layers that provide actionable guidance and contextual data for local implementers of the plan's policy recommendations. A wide range of geospatial datasets has already been developed, and efforts are currently underway to prioritize and deliver this data for CMAP's municipal partners. The data will be available on CMAP's Data Hub and will likely be incorporated into the Community Data Snapshots.

**10.0 Other business**

Jason Keller encouraged committee members to review the Federal Reserve System's "Investing in America's Workforce: Report on Workforce Development Needs and Opportunities" report, and to consider attending the 2018 National Interagency Reinvestment Conference, "Aligning to Build Resilient and Inclusive Communities."

**11.0 Public Comment**

Garland Armstrong commented on the importance of including residents with disabilities in research, analysis, and strategy development efforts around workforce development opportunities and the region's transportation system. Participatory efforts should be coordinated with representative and advocacy organizations.

**12.0 Next meeting**

The next meeting will be on Monday, February 21, 2017 from 9:00 to 11:00 a.m.

**13.0 Adjournment**

The meeting was adjourned at 11:30 a.m.

Respectfully submitted,



Austen Edwards