



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
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Chicago, Illinois 60606
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www.cmap.illinois.gov

Planning Committee Annotated Agenda Wednesday, September 12, 2018 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-June 13, 2018**
ACTION REQUESTED: Approval
- 4.0 ON TO 2050: Review of the ON TO 2050 Engagement Process**
Staff will present the engagement activities for the 3-year ON TO 2050 process, covering major outcomes from each phase.
ACTION REQUESTED: Information
- 5.0 ON TO 2050: Discussion of Revisions from the Public Comment**
The draft version of the ON TO 2050 comprehensive regional plan was available for public comment from June 15 to August 14, 2018. Staff will review the themes of the comments and discuss substantive changes to the draft Plan.
ACTION REQUESTED: Discussion
- 6.0 ON TO 2050: Implementation Priorities**
Staff will provide an overview of recently initiated activities to implement draft ON TO 2050 recommendations.
ACTION REQUESTED: Information
- 7.0 Local Technical Assistance (LTA) 2018 Call for Projects**
Staff will briefly highlight the 2018 Call for Projects cycle.
ACTION REQUESTED: Information
- 8.0 Other Business**

9.0 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.

10.0 Next Meeting – October 3, 2018

Note that this is a change from the original scheduled date of October 10th.

11.0 Adjournment

Committee Members:

___ Carolyn Schofield, Chair

___ Frank Beal

___ Allison Milld Clements

___ Franco Coladipietro

___ Jack Darin

___ Michael Davidson

___ Janel Forde

___ Jason Keller

___ Al Larson

___ Richard Reinbold

___ Leanne Redden

___ Terry Weppeler

___ Mark VanKerkhoff

___ Rocco Zuccherro



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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Planning Committee

DRAFT Minutes

Wednesday, June 13, 2018

Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois

Members Present: Carolyn Schofield (CMAP Board – McHenry County); Frank Beal (CMAP Board – City of Chicago); Jack Darin (Environment and Natural Resources Committee); Michael Davidson (Human and Community Development Committee); Jason Keller (Economic Development Committee); Al Larson (CMAP Board – Northwest Cook County); Richard Reinbold (CMAP Board – South Cook County); Mark VanKerkhoff (Land Use Committee); Rocco Zuccherro (Transportation Committee)

Members Absent: Allison Milld Clements (Housing Committee); Franco Coladipietro (CMAP Board – DuPage County); Janel Forde (CMAP Board – Chicago); Leanne Redden (CMAP Board – Regional Transportation Authority); Terry Wepler (CMAP Board – Lake County)

Staff Present: Mandy Burrell, Anthony Manno, Liz Schuh, Tina Fassett Smith, Andrew Williams-Clark

1.0 Call to Order

Carolyn Schofield, Chair, called the meeting to order at 8:02 a.m., and members introduced themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Local Technical Assistance (LTA) 2018 Call for Projects

Anthony Manno announced that the 2018 LTA program Call for Projects would be open from September 6th to October 26th. The new schedule coincides with adoption of ON TO 2050. Projects will be evaluated in the fall and winter, with likely adoption by the CMAP Board and MPO Policy Committee in February or March 2019. CMAP is again partnering with the Regional Transportation Authority through their Community Planning program.

In response to a question from Michael Davidson, Manno noted that potential factors influencing the program's budget and size include staff capacity, applications received, and other ON TO 2050 implementation items. In response to a question from Mark VanKerkhoff about CMAP educational outreach, Manno stated that there will not be a Technical Assistance Symposium; however, education about priorities of ON TO 2050 and their relation to the LTA program will occur, potentially via an open house and/or webinar.

4.0 ON TO 2050: Draft Plan for Public Comment

Liz Schuh provided an overview of the draft ON TO 2050 comprehensive regional plan which will be available for public comment from June 15 to August 14, 2018. CMAP will host a series of open houses and a public hearing over the summer. Schuh discussed plan outreach efforts to date and thanked committee members and their organizations for providing comments and feedback.

In response to a question from Michael Davidson about the trend toward multi-unit housing, Schuh noted that downtown Chicago development drove the trend immediately after the recession, but in recent years it is evident throughout the region. In response to questions from committee members about industry sectors, Schuh stated that specific sector-focused recommendations will be identified during plan follow-up work; for example, a deep dive into the region's traded clusters is beginning.

Rocco Zuccherro passed along compliments from the Transportation Committee on the inclusivity of the planning process and commended staff for the presentation. In response to questions from Michael Davidson about working lands, Schuh noted that land preservation is included in the Environment chapter, and the plan includes a placeholder indicator for agricultural preservation. Strategy development for agricultural preservation was an important next step identified during preparation of the Lands in Transition Strategy Paper.

5.0 ON TO 2050: Implementation Priorities

Andrew Williams-Clark provided an overview of recently initiated activities to implement draft ON TO 2050 recommendations. The discussed projects require coordination with external stakeholders, and most are in very early stages.

Rocco Zuccherro noted that a member of the Transportation Committee had suggested the project to revise IDOT design manuals include transit. Mark VanKerkhoff thanked CMAP for its support of the Chicago Regional Growth Corporation. In response to a comment from Jason Keller, Williams-Clark noted that inclusivity will be an element of these projects, as well as other work at CMAP.

6.0 ON TO 2050: Communications Material

Tina Fassett Smith provided an overview of the overall design and various visual assets associated with ON TO 2050. The plan's online presentation will make it more accessible, interactive, and responsive. ON TO 2050 will not be presented as a separate website; rather, it will be viewed as a channel of CMAP's existing website. Visual assets include a photo library for use in the plan and by staff, as well as urban design illustrations that show how specific interventions might look in real life settings. Visual

elements will include infographics, schematic illustrations, and various interactive elements. The plan will also include interactive local strategy maps as well as profiles of individuals from throughout the region. Though the draft plan will be released June 15th, final graphics and interactivity will not be available until the plan is adopted October 10, 2018.

In response to a question from Mark VanKerkhoff, Smith stated that references to GO TO 2040 and other materials can be made via linked online text.

7.0 ON TO 2050: Launch Event

Mandy Burrell announced that the ON TO 2050 launch event will be held on Wednesday, October 10, 2018 from 10:00 am to noon, at Millennium Park. The event's focus will be putting the plan into action; it will include a panel as well as keynote speaker Clarence Anthony of the National League of Cities. Burrell announced that registration is open and committee members are encouraged to promote the launch event and invite colleagues, neighbors, and friends.

In response to a question from Jack Darin, Liz Schuh stated that the Planning and Programming Committees will meet October 10th prior to the launch event in order to consider approval of plan before consideration by the CMAP Board and MPO Policy Committee.

8.0 Approval of Minutes

The Committee approved the meeting minutes from the April 11, 2018 meeting.

9.0 Other Business

There was no other business presented.

10.0 Public Comment

There was no public comment.

11.0 Next Meeting

The Planning Committee is scheduled to meet next on September 12, 2018.

12.0 Adjournment

The meeting was adjourned at 8:59 a.m.

Respectfully submitted,

Liz Schuh



MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: September 5, 2018

Re: Initial Summary of Public Comment Period Feedback

The draft ON TO 2050 plan was available for public comment from June 15th through August 14th, 2018. During that time, CMAP staff held a series of 10 Open Houses and one Public Hearing, as well as broadly publicizing the plan via social media and partners to generate feedback from residents. Staff also met with partners throughout the summer to discuss the draft plan, potential changes, and next steps on implementation. This memo summarizes the major findings of this phase of public outreach.

Overview of Comments

Staff received 970 comments, via the following formats:

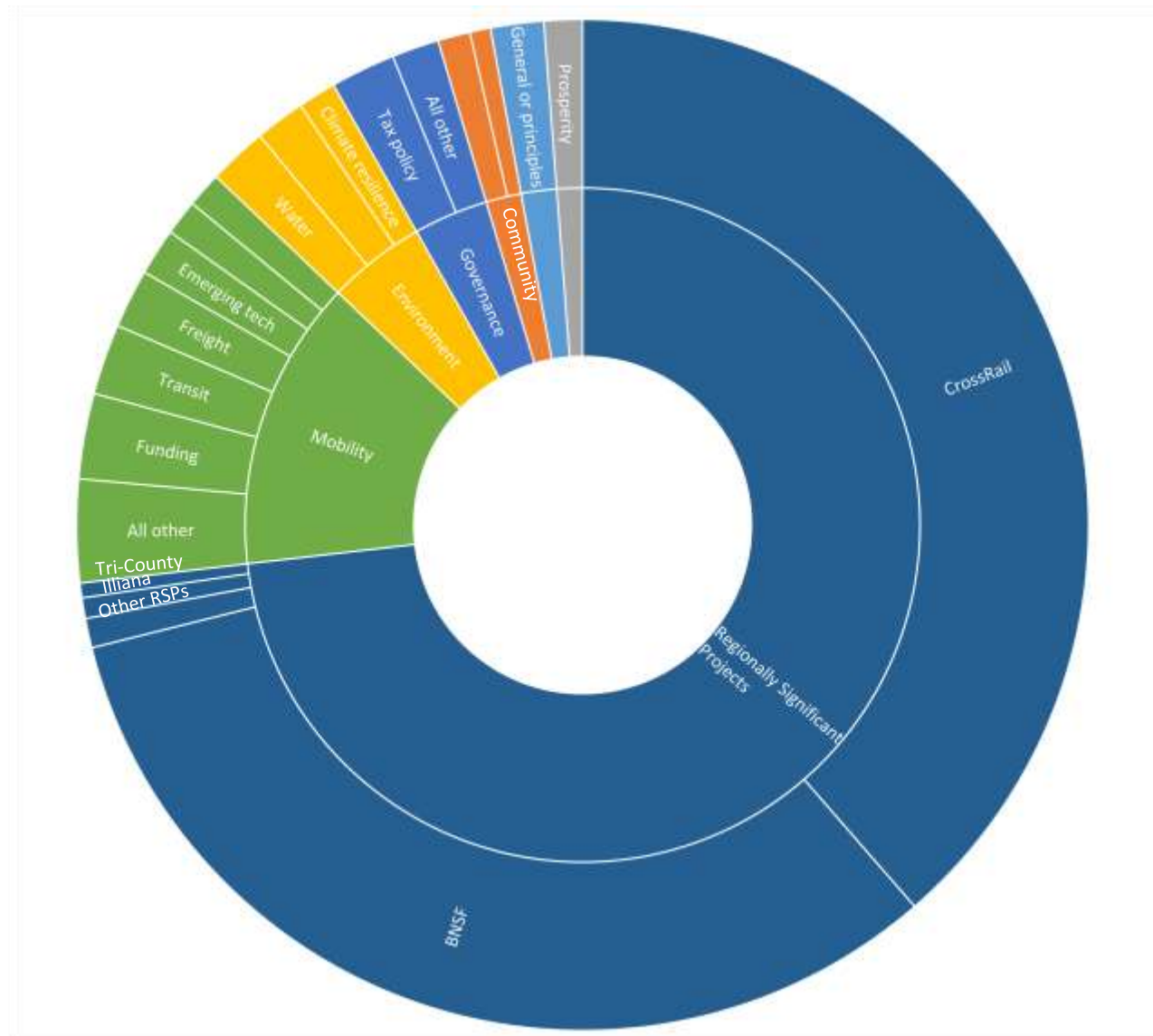
- 473 Web form comments
- 450 Emails or letters
- 3 Phone calls from residents
- 28 Open house comment cards
- 16 Public hearing statements
- 970 Public Comments**

As with the GO TO 2040 public comment, the majority of these comments were received via form letters or coordinated campaigns. The comment total includes 410 letters and comments in favor of Crossrail and 340 web form or email comments regarding the extension of Metra's BNSF service to Kendall County. These and smaller pushes related to expressway expansion and freight issues in Will County are discussed below.

The content of the public comment varied broadly. Most comments supported a particular initiative or project, while a few expressed concern about expansion of the transportation system. A number of residents spoke with concern about climate resilience, flooding, and open space preservation. Stakeholder letters covered a variety of topics, offering both support and

revisions. The charts below depict the focus of the comments. To provide more detail, the second removes the two major campaigns. Where comments addressed multiple topics, staff divided the comments for this accounting.

ON TO 2050 public comment sorted by topic area, including Regionally Significant Projects



ON TO 2050 public comment sorted by topic area, excluding Regionally Significant Projects



The remainder of this memo discusses the revisions in response to public comment, by chapter.

Overarching changes

During the public feedback period, CMAP received several responses expressing concern about the lack of coverage of disability issues, particularly in areas where small additions could expand the reach of recommendations, such as those related to aging in place. Staff added references to the growing number of disabled residents in the region and relevant strategies throughout, but most extensively in Mobility and Community.

Feedback from CMAP committees and some partners offered concern that the draft Plan did not sufficiently address equity or the racial determinants of today's negative employment, health, education, and other outcomes for residents of color. Staff supplemented these connections in each chapter.

A number of stakeholders asked for additional connections between the draft 2050 Indicators and the draft Plan's recommendations, as well as information regarding progress on GO TO 2040 indicators. While the final web version of the plan will emphasize these links much more clearly, staff made a number of additions to the Plan and appendix to enforce these connections.

Community

While the early recommendations of the Community Chapter generated significant comment from CMAP committees and some partners, with requests to provide more direct recommendations for suburban parts of the region, little feedback was received during the public comment period. The largest comments were directed at the recommendations relating to housing options and walkable communities, noting their potential to offer more information and strategies for residents with disabilities. Staff updated the recommendation on walkable communities. Within the housing choice recommendation, staff significantly expanded the strategy related to aging in place to include residents with disabilities. As indicated in the draft Plan, staff developed and added an indicator on walkability to accompany the walkable community recommendation.

This chapter also contains a shared recommendation on reforming tax policies, which has been significantly revised. This is discussed in the Governance chapter.

Prosperity

This chapter also received significant comment as early recommendations were proposed, with no major requests for revisions during the public comment period. Several comments supported the Plan's recommendations and the ongoing economic research that CMAP provides. Staff made small changes to emphasize the role of disability in determining economic opportunity, and to clarify the relationship between state, regional, and local economic development plans.

Environment

As with Community and Prosperity, this chapter received few comments requesting substantive change. CMAP received many public comments in support of planning for climate resilience, addressing stormwater and flooding, pursuing open space and agricultural preservation, and other environmental recommendations. Staff made minor changes to nomenclature, updated some data, and included indicators relating to greenhouse gas emissions and water supply (as indicated in the draft Plan).

Governance

Partners offered substantive comment on this chapter. While many supported recommendations related to partnerships and collaboration in economic development efforts, they wanted the recommendation to be clear that CMAP would assist voluntary efforts, rather than mandate collaboration. Staff clarified language where relevant to indicate that the Plan recommends – but does not mandate – these activities.

Communities offered the most substantive feedback on the recommendation to reform tax policies, and an underlying strategy to reduce divergences in state disbursements to local governments. Staff revised the recommendation and strategy to focus on modernizing revenues

available to and disbursements to municipalities, in response to socioeconomic and technological shifts like rising ecommerce, intermodalism, and consumer preference for walkable and amenity-rich communities. These trends have far-reaching impacts on development patterns, transportation needs, and revenues at all levels. A modern revenue system could better respond to these changes, and any changes should occur in close collaboration with local governments and ensure that communities are not negatively affected.

As with the other chapters, staff also completed a number of small updates, additions, and clarifications.

Mobility

The majority of public comment responded to recommendations in this chapter. A number responded to emerging technology like autonomous vehicles and private transportation providers, with both anticipation and concern. A group of letters from the general public offered concern about the growing freight activity in outer areas of the region, particularly Will County. Partners also provided comments supporting additional planning for growing freight activity. In response, staff added to text describing the potential negative impacts of freight, and expanded strategies relevant to ensuring that new freight development has supportive infrastructure that improves safety and reliability, as well as being planned with careful consideration of quality of life and open space preservation issues. Staff also emphasized the need to improve truck routing and planning throughout the region.

Several partners asked that the plan clearly outline the importance of multimodal transportation improvements and highlight those projects. Staff added text supporting multimodal projects at the beginning of the Regionally Significant Projects section, created a combined map, and designated multimodal projects with a unique symbol in the forthcoming web version of the plan.

Several stakeholders expressed concern about the revenue increases or changes proposed in the draft Plan. Several residents also commented on revenue recommendations, with concerns focused on tax burden and tolling. In response to one comment that a vehicle miles traveled (VMT) fee would have disparate impacts on some drivers, it was clarified that implementation should be preceded by testing to ensure a fair system.

The majority of the public comments on the Mobility chapter – and for the draft overall -- were in reference to specific Regionally Significant Projects. Several members of the public and environmental organizations offered comments supporting ON TO 2050's categorization of the Illiana Expressway and the Tri-County Access projects on the unconstrained list, while other residents and partners commented on the value of these projects and advocated for their inclusion on the constrained list. Several commenters opposed all expressway expansion projects and advocated for additional funding for biking, walking and transit. No changes were made to the designation of constrained expressway projects, though some minor changes were made to clarify project descriptions, and additional text was added about the importance of system enhancement projects, including bicycle and pedestrian projects, that do not meet the technical definition of Regionally Significant Projects.

Several hundred residents provided comments in support of extending the Metra BNSF service to Kendall County, as did a number of local jurisdictions. The project remains on the fiscally unconstrained list. Staff changed the project description to emphasize its strong local support, and pointed to the need to develop a strong financial plan for building and operating the facility.

More than 400 residents provided letters in support of the CrossRail project. Staff changed the project description to emphasize that several elements of the project are on the constrained list, and that the O'Hare Express project has also begun advancing. However, the project was retained on the fiscally unconstrained list.

Updated ON TO 2050 Draft

The CMAP Board and Planning Committee will receive a revised draft of the ON TO 2050 Plan for discussion at their September 12th meeting. Staff will make final revisions based on this discussion. The Transportation Committee will receive a revised version of the plan prior to their September 28th meeting, where they will be asked to approve the revised ON TO 2050 Plan.

ACTION REQUESTED: Discussion

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Community

Recommendation: Target infill, infrastructure, and natural area investments	Strategy: Create a program to focus resources in Targeted Reinvestment Areas	
	Actor CMAP	Action Work with partners, including local governments, Illinois Housing Development Authority (IHDA) and housing authorities, Illinois Department of Transportation (IDOT) and other transportation agencies, financial institutions, community development financial institutions (CDFIs), regional land banks, stormwater management agencies, and philanthropic, nonprofit, and civic organizations to specify criteria for designating mixed-use centers (including bus and rail transit station areas), disinvested areas, and employment and industrial centers as TRAs.
	CMAP and partners	Adapt and integrate existing policies and programs within their respective organizations to direct technical assistance and funding toward areas designated as TRAs.
	Local governments	Identify and propose to CMAP any areas within their boundaries that might fit TRA criteria, and CMAP will assess these proposals
	CMAP	Direct funds such as the Congestion Mitigation and Air Quality Improvement (CMAQ) program, the Transportation Alternatives Program (TAP), and the Surface Transportation Program (STP), as well as technical assistance through Local Technical Assistance (LTA) toward qualifying TRAs.
	Strategy: Protect agricultural and natural land through local planning processes	
	Actor Local governments	Action Use the Conservation Areas local strategy map and the Key Agricultural Lands local strategy map, when available, to inform local planning and development efforts.
	CMAP and partners	Quantify the agricultural system's contribution to the regional and local economies to better inform local economic development strategies, land use planning, and transportation investments.
	CMAP	Refer to the Conservation Areas local strategy map to inform long-range transportation planning and programming.
	Local governments	Adopt conservation-oriented development standards that avoid development of key natural areas and ensure long-term stewardship of natural areas and open space.
	Local governments	Conduct detailed development site inventories of natural resources and first attempt to avoid, reduce, and then mitigate the natural resource impacts of development through actions such as protecting existing assets and conservation areas.
	CMAP	Investigate conservation design practices that work best with agricultural activities.
	Strategy: Plan for future development when approving near-term infrastructure and development proposals	
	Actor Communities planning for future densities Communities	Action Take added households and businesses into account when creating or renewing infrastructure. Focus on whether a local development proposal is a transitional use (something likely to go away once the area develops) or a permanent use (something likely to remain in place even after development).
	Local governments	Consider long-term goals when making infrastructure investment and development decisions and align zoning and building regulations to support these goals.
	Strategy: Evaluate future infrastructure costs when considering development expansion	
	Actor Local governments	Action Consider existing road, water, and wastewater infrastructure capacity in decisions about the intensity and extent of new development.
	Local governments	Review and revise development standards with attention to long-term maintenance costs associated with different development patterns.
	Local governments	Collect adequate taxes and fees per the findings of fiscal impact analyses to cover the cost of infrastructure and services over the lifespan of new development.
	CMAP	Explore ways to encourage development standards that minimize long-term maintenance costs and consider incentives for such practices through existing transportation and infrastructure funding programs.

Recommendation: Invest in disinvested areas	Strategy: Identify new solutions and target existing resources in disinvested areas	
	Actor CMAP and partners	Action Identify new regulatory, program, and incentive tools that would be beneficial to weak market areas in northeastern Illinois.
	Regional land banks	Work with CMAP and other partners to promote strategic investment in disinvested areas.
	CMAP and partners	Align road, stormwater, public transit, and similar infrastructure investments to address the unique needs of disinvested areas.
	CMAP and partners	Collaborate on technical assistance, funding, research, legislative, and other initiatives to provide a comprehensive set of solutions to catalyze growth in low market areas.
	Strategy: Target assistance in rapidly changing areas to preserve affordability, quality of life, and community character	
	Actor CMAP and partners Local governments	Action Identify disinvested areas experiencing rapid new development pressures and offer planning assistance. Identify and implement policies and regulatory strategies to preserve affordability, quality of life, and community character.
	Strategy: Create opportunity for low capacity communities to compete for infrastructure investments	
	Actor Transportation funders	Action Develop creative approaches to removing the financial barriers that prevent disinvested areas from accessing some transportation funding programs.
	IDOT	Expand its transportation development credit program to apply to federal aid projects and direct funding assistance to preliminary engineering for priority projects in disinvested areas.
mmunities	IDOT	Direct funding to preliminary engineering for priority projects identified in LTA or other planning studies for EDAs or low capacity communities
	The Metropolitan Water Reclamation District (MWRD)	Continue offering matching funds to disinvested areas to support floodplain buyouts.
	MWRD	Explore prioritized stormwater management planning assistance to identify future capital projects in disinvested areas.
	County stormwater agencies	Explore opportunities to create programs that provide matching funds and planning assistance for capital needs in disinvested areas.
	Municipalities	Those with disinvested areas should work with financial institutions to apply for low cost loans for broadband, sewer, and other infrastructure that qualifies under the Community Reinvestment Act (CRA).
	Strategy: Build municipal, nonprofit, and private sector capacity to access funding and financial resources	
	Actor CMAP and partners like the Federal Reserve Bank of Chicago	Action Work to bring banks and lending institutions together with municipalities to ensure that weak market communities have access to capital and financial services that support economic development.
	Local governments	Build relationships with financial institutions to access the resources they provide under the CRA.
	Local governments	Build their expertise about available capital and financial resources, develop a plan to attract those resources, and help businesses and residents to apply for these resources.
	Community Development Commissions (CDCs), nonprofit housing developers, and larger municipalities	Employ and cultivate smaller scale, minority and women-owned businesses to build their capacity.
mmunities	Foundations and advocacy groups	Continue to explore grants and other funding opportunities to help small-scale developers bridge funding gaps.
	CMAP and partners	Target technical assistance, trainings, and other assistance to municipalities in low income or low market areas.
	Strategy: Adapt the street and sidewalk to emerging developments in transportation	
	Actor CMAP and partners	Action Work with communities to pilow new approaches and establish strategies to support public transit and preserve vibrant, equitable, accessible, and walkable communities.

Recommendation: Support development of compact, walkable communities	Strategy: Improve safety for all users in downtowns and main streets Actor Local governments and transportation agencies	Action Pursue best practices and innovative tools to improve safety in downtowns and main streets.
	Strategy: Actively manage parking Actor Local governments Local governments CMAP Local governments, CMAP, and Metra	Action Reduce or eliminate minimum parking requirements, or set maximum parking limitations in some locations, such as near transit. Price on-street parking to manage demand in dense areas. Monitor the implementation of active parking management approaches around the region to understand trends, approaches, and outcomes. Analyze current and future parking supply and demand at rail transit stations to evaluate the potential for alternative land uses and parking allotments to enable transit oriented development (TOD).
	Strategy: Plan for transit-supportive land uses Actor Municipalities and counties Roadway agencies and municipalities Municipalities and counties Transit agencies CMAP and partners	Action Update plans, zoning codes, and development regulations to require greater densities and mixed uses near rail stations and along high-priority bus corridors with a preference toward employment rich land uses. Require developers to consult with transit agencies to verify that proposed developments do not negatively affect existing or planned transit service, and consult directly with developers to ensure that development does not negatively affect bike or pedestrian networks. Prioritize capital projects that enhance pedestrian and bicycle access to rail and bus service. Strategically consider new transit investments, including bus and rail stops, which further the planning and development work of municipalities and counties. Offer additional consideration when allocating federal funding sources such as CMAQ, TAP, and STP for jurisdictions that actively plan for densities to support transit service.
	Strategy: Implement best practices in placemaking Actor Communities in the region	Action Use best practices when undertaking their own placemaking efforts.
Recommendation: Increase local housing supply with the types that residents want	Strategy: Create and disseminate best practices for promoting community consensus Actor Religious organizations, social service providers, and concerned residents Partners	Action Form local grassroots organizations that galvanize support for the development of a broader range of housing types. Monitor the success of these nascent community consensus efforts and share lessons learned as those in other parts of the region embark on their own efforts.
	Strategy: Align zoning, approval processes, building codes, and inspections to generate more housing options Actor Local governments CMAP, the Metropolitan Mayors Caucus, and the Metropolitan Planning Council In partnership with the Metropolitan Mayors Caucus and the Metropolitan Planning Council	Action Plan for future housing needs, and in doing so, considering how demographics and consumer preferences may create the need for a greater range of housing types. After establishing that housing vision, the local government should align local zoning, entitlements, and building code content and processes to promote that vision. Investigate prevalent local building code amendments and code enforcement processes that impede development of a range of housing types. CMAP should help communities create local housing plans and align them with zoning, entitlement, and building code content and processes, including across jurisdictions when possible.
	Strategy: Create accessible housing that meets the region's current and future demographics	

Recommendation: Match regional and local	Actor Municipalities and counties	Action Plan for and permit housing types that increase the number of accessible and affordable units for seniors and people with disabilities, such as multi-family housing, mixed-use housing, transit oriented housing, accessory dwelling units, co-housing, and multi-generational housing.
	Local governments and civic organizations	Implement local efforts to improve the accessibility of existing units, such as home modification programs and home safety assessments.
	Strategy: Continue to improve the efficiency and effectiveness of housing subsidy programs	
	Actor Housing program managers	Action Continue improving their efficiency to make scarce funds go farther, including exploring opportunities to partner in meeting various administrative requirements, such as the development of consolidated plans, fair housing plans, and funding applications.
	Housing program managers	Coordinate funding priorities and selection criteria, such as the definition of "opportunity areas," to reduce duplication, simplify the application process, and better align funding decisions.
Recommendation: Improve natural resources through the redevelopment process	CMAP	Continue to provide technical assistance to such organizations in improving administrative efficiency as well as encouraging coordination with other funds to improve effectiveness.
	Strategy: Reform state and federal regulations that negatively affect development of diverse housing types	
	Actor CMAP	Action Determine which aspects of federal regulations are the most substantial barriers to the pursuit of housing choice and promotion of compact, mixed-use housing in metropolitan Chicago and outline local, regional, state, and federal strategies to address these barriers.
	Strategy: Apply sustainable development practices to the redevelopment process	
	Actor Local governments	Action Revise zoning, building, energy, and stormwater regulations to ensure sustainable development practices are implemented through redevelopment, retrofits, and adaptive reuse of buildings and property.
Recommendation: Improve natural resources through the redevelopment process	County stormwater agencies	Follow Cook and DuPage efforts and establish fee-in-lieu programs for detention and volume control for constrained infill sites to address existing flooding and water quality issues.
	Strategy: Address environmental challenges that disproportionately affect specific populations and disinvested areas	
	Actor CMAP and partners	Action Explore the impacts of high-priority issues -- such as climate change, water loss and pricing, repetitive flooding, brownfields, and air pollution -- on vulnerable populations and disinvested areas, while engaging affected populations to collaboratively develop and implement solutions.
	CMAP and partners	Align green and gray infrastructure investments -- and planning efforts -- to address the unique needs of disinvested areas.
	Strategy: Increase community greening efforts and expand neighborhood parks	
Recommendation: Match regional and local	Actor Local governments, park districts, and other partners	Action Expand and improve access to neighborhood parks and community gardens, particularly in EDAs.
	Local governments, park districts, and other partners	Incorporate green infrastructure and other green strategies into neighborhood parks, school yards and properties, corporate and office campuses, and other open lands to achieve multiple co-benefits.
	Local governments, park districts, and transportation agencies	Expand urban forestry efforts to protect existing trees and to increase and diversify the tree canopy.
	Local governments, transportation agencies, and landowners	Incorporate site-scale green infrastructure, trees, landscaping, etc. into non-park spaces, including street right of ways, parking lots, and private property.
	Strategy: Develop new funding solutions to support the multijurisdictional nature of development and infrastructure	
the region	Actor State of Illinois and region	Action Evaluate and pursue revenue sources, infrastructure cost sharing, realignment of existing revenues, and tax policy shifts that take into account the multijurisdictional nature of retail, office, and industrial development.

Recommendation: Develop tax policies that strengthen communities and	Strategy: Modernize tax policies to sustain communities of all types.	
	Actor	Action
	State of Illinois	Expand the sales tax base to additional services in a manner that helps communities create a more balanced land use mix, improves horizontal equity, minimizes economic distortions, and mitigates the cascading nature of sales taxes.
	Cook County	Phase out the property tax classification system to reduce commercial and industrial properties' current burden, which deters development and creates pressure for higher taxes overall.
	State of Illinois	Reform state revenue sharing disbursement criteria, taking into account multiple sources, to reduce wide divergences across municipalities, allow each municipality to support its own desired mix of land uses, and adapt to changing development patterns.
	CMAP	Coordinate with partners to promote tax policy changes to support better land use outcomes, including to conduct public education as well as legislative outreach.
	State of Illinois	Engage in fiscally sustainable practices to ensure a stable business climate and guarantee the reliability of state support to the region, including for local governments, transit agencies, and nonprofit service providers.
	Strategy: Local governments should implement user fees	
	Actor	Action
	Local governments	Develop stormwater utility fees to assess the true cost of stormwater infrastructure and improve flood control infrastructure.
o planning and development process	Local governments	Implement user fees to fund transportation infrastructure improvements, such as local MFTs or fees to address freight needs.
	State of Illinois	Approve statute changes that allow non-home rule governments to impose additional types of user fees.
	Local governments	Assess infrastructure costs to calibrate fees and taxes on development, parking, water, sewer, and other needs, both to cover current expenses and to create stable funding for the long term.
	Local governments that face significant affordability barriers to full cost pricing of water, and other utilities	Consider consolidating services with a neighboring community to reduce overall costs and provide options for low income residents.
	Strategy: Increase the motor fuel tax and replace with a road usage charge.	
	Actor	Action
	State of Illinois	Increase the MFT by at least 15 cents per gallon and index the overall rate to an inflationary measure.
	State of Illinois	Begin necessary steps, including implementing pilot projects, to replace its MFT with a road usage charge of at least 2 cents per mile indexed to an inflationary measure.
	Federal government	Increase the federal gas tax rate, index it to an inflationary measure, and in the long-term replace it with a per-mile a road usage charge.
	Federal government	Work with states to develop a national solution to implementing road usage charges at the state level
o planning and development process	Strategy: Strengthen local and regional market feasibility in planning efforts	
	Actor	Action
	Local governments	Incorporate market analysis into all planning processes, but particularly in developing comprehensive, strategic, and subarea plans and in considering economic development incentives.
	Local governments	Plan for markets that cross community boundaries, including partnering with jurisdictions within the same markets when developing economic development and land use plans.
	Local governments, business organizations, and other key partners	Implement best practices for subregional economic development to better support markets-driven development, reduce costs, and implement local and regional goals.
	CMAP and partners such as the Urban Land Institute (ULI)	Provide educational materials and training about market-feasible planning and development to local governments.
	CMAP	Provide subject matter expertise and technical assistance to communities that are collaborating to plan for subregional and regional markets.
o planning and development process	Strategy: Incorporate long-term infrastructure costs into development and expansion decisions	

Recommendation: Incorporate market and fiscal feasibility into regional economic development planning with regional goals	Actor	Action
	Local governments	Plan for infrastructure needs of the whole community through a capital improvement plan, including an assessment of the long-term maintenance costs generated by existing and planned developments.
	Local governments	Develop transportation, water infrastructure, and other asset management systems to fully implement performance-driven investment practices and make the best use of the region's limited resources.
	Partners and CMAP	Develop materials and trainings to help local governments understand how their land use choices affect local revenues.
	CMAP and partners	Assist with transportation data collection and asset management pilot projects, eventually expanding to a region-wide program.
	COGs and CMAP	Develop trainings to assist all of the region's local governments in implementing and improving asset management systems over the long term.
	Partners and CMAP	Research best practices and leverage its growing resources on age and condition of the region's infrastructure to develop methods for local governments to assess mid and long-term impacts of major or cumulative development processes.
	Strategy: Municipalities and counties should recoup the public costs of supporting new development	
	Actor	Action
	Partners such as ULI, Government Finance Officers Association, and others	Provide assistance to local jurisdictions in assessing the short and long-term fiscal impacts of development.
Recommendation: Incorporate market and fiscal feasibility into regional economic development planning with regional goals	Municipalities and counties	Employ development-specific revenues to reduce public costs of new development.
	Local governments	Perform fiscal impact analysis to properly employ development-specific revenues and associated agreements.
	Local governments	Review their development ordinances to ensure that road, water, and other infrastructure requirements are appropriately scaled to support development and optimize long-term costs and needs.
	CMAP and partners such as ULI and the MMC	Provide materials on best practices in fiscal impact assessment and assessing costs in development approval processes.
	Strategy: Proactively coordinate local economic development efforts	
	Actor	Action
	Local governments	Implement best practices for subregional economic development to reduce costs and achieve broader economic goals.
	CMAP and partners like ULI and the Chicago Regional Growth Corporation (CRGC)	Research case studies and best practices for subregional coordination of economic development. Examples include non-compete agreements, joint economic development initiatives, infrastructure and service sharing, tax base sharing, boundary agreements, and other initiatives.
	CMAP and partners	Help municipal coalitions to plan for local economic development, focusing on sub-regions that have common planning needs and goals for business expansion, human capital, freight movement, and similar issues with strong relevance to the region's economy.
	CMAP	Help local governments to plan for and invest in multijurisdictional transportation investments that best support economic productivity.
Recommendation: Incorporate market and fiscal feasibility into regional economic development planning with regional goals	CMAP, MPC, counties, and COGs	Facilitate new partnerships between municipalities and develop materials illustrating the benefits of coordinating on shared economic development priorities.
	Strategy: Align incentives with local and regional goals, anticipated outcomes, and tradeoffs	
	Actor	Action
	Local governments	Establish criteria to ensure that economic development incentives fit with local and regional economic goals. The policies should maximize broad benefits and minimize the use of incentives that are only for fiscal gain to the community.
	CMAP and partners such as ULI and MPC	Provide best practices and model economic development policies for communities.
	Local governments	Proactively establish economic development agreements with neighboring communities to reduce intraregional competition via incentives, and reduce public costs.

Recommendation: All	State of Illinois and local governments	Enhance information on tax credits and incentives at all levels of government by providing data on these programs annually and frequently evaluating the expenditures and outcomes of incentive programs such as sales tax rebates, EDGE, TIF, property tax abatements, Enterprise Zones, and others.
	State of Illinois	Incorporate regional priorities into its strategic economic development planning and provide only assistance or incentives that align with those plans.
	Strategy: Enhance economic development expertise of municipal staff and officials	
	Actor	Action
	CMAP and partners such as ULI	Provide tools to help local governments effectively use incentives, taking into account the full costs of related public services, initial infrastructure improvements, and future infrastructure maintenance.
	Partners and CMAP	Provide guidance to local partners on best practices for zoning, permitting, development regulation, market analysis, tax incentives, and transportation funding that support economic productivity and reduce market barriers.
	Partners, educational institutions, and CMAP	Establish regular trainings, networking events, and other resources to promote best practices on joint economic development initiatives, economic development planning, incentive policies, market analysis, business attraction and retention, and related topics.
	CMAP and MMC	Explore partnerships like the Southern Illinois University Edwardsville team that leads the Illinois Basic Economic Development Course to create similar offerings tailored for staff and elected officials.



Chicago Metropolitan Agency for Planning

Agenda Item No. 6.0

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MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: July 27, 2018

Re: Near Term External Implementation of ON TO 2050

On June 15, a draft of ON TO 2050 was released for public comment. Before the final plan is adopted on October 10, 2018, there is an opportunity to compile these comments, summarize them, and make revisions. In preparation for a seamless transition from plan development to implementation and based on input from the CMAP Board, committees, and other stakeholders, staff have prioritized a series of near term implementation projects, with a focus on those that require support or participation from external stakeholders. At this time, staff are working to scope projects, form needed partnerships, or raise funds. In some cases, staff have already begun to execute project tasks.

The list below identifies implementation projects that require external partnerships. All of these projects are moving forward with scoping and early stage development. Staff presented a first iteration of this memo to the Board and committees in June. The information below reflects progress made since then. It is anticipated that many of these projects will ultimately be reflected in the FY 2020 agency work plan. Processes already included in the FY 2019 work plan or already underway, such as development of programming criteria for the CMAQ program, are not included on this list.

Goal	Lead	Status
Community		
Develop a targeted reinvestment area (TRA) program.	Schuh, Elam	Staff are scoping a timeline and process to engage stakeholders in defining TRA criteria and structuring a program.
Governance		
Establish regional coordination on Inclusive growth.	Scott, Williams-Clark	CMAP and several partners have met twice and are working to define a shared agenda with facilitation from the Royal Society for the Encouragement of Arts, Manufactures and Commerce (RSA).

Goal	Lead	Status
Evaluate options to incorporate capacity building into CMAP programs as well as partner activities.	Ihnchak	Staff have submitted fundraising proposals to The Chicago Community Trust and the MacArthur Foundation. Scoping is complete for two LTA projects to pilot interventions with McHenry County and SSMMA. The 2018 Municipal Survey is closed with more than 80% response.
Explore options for expanding and coordinating primary health data collection.	Lopez	Staff are discussing this potential with departments of public health and relevant partners. A potential funding source has been identified and shared with partners for potential pursuit.
Prosperity		
Support development of an entity with the mandate and resources to implement a regional economic growth strategy	Weil, Edwards	Staff continue to support the development of the Chicago Regional Growth Corporation (CRGC), recently providing input and data resources for forthcoming competitive grant applications.
Conduct additional analysis of the region's globally traded clusters	Weil, Edwards	Staff are currently conducting data analysis for a report that will assess the performance, workforce and planning needs, and contributions to inclusive growth of the region's specialized industry clusters, expected in early 2019.
Focus economic development and workforce training on pathways for upward economic mobility	Weil, Edwards	Staff recently published a policy update series on job polarization and are developing another series on demographics of the workforce. This analysis will inform the development of a report on current workforce programs and the state of jobs in the economy, expected in mid-2019.
Environment		
Determine interest and seek funding for developing the next iteration of the Green Infrastructure Vision.	Daly, Hyland	Staff have compiled feedback on the conservation areas layer, and have initiated discussion with Chicago Wilderness and potential funders.
Explore the potential to create updated municipal emissions profiles in conjunction with a partner.	Ihnchak	A partner is exploring the potential to do this work under an existing program.
Explore land preservation strategies (open space, natural areas, agriculture...)	Daly	An LTA project will be initiated in summer 2018. Scoping and conversations with potential partners are underway. Staff are exploring potential for a policy update around this topic.
Focus CMAP's water quality work on ON TO 2050 priorities through partnerships with IEPA and others	Navota	Staff have scheduled a meeting with IEPA for August 2018

Goal	Lead	Status
Explore partnerships with County stormwater agencies to integrate stormwater management into local planning	Beck	Staff are in the process of scoping and reaching out to county stormwater agencies.
Assess flood vulnerability of transportation assets and infrastructure	Beck, Hyland	A potential funding source has been identified and on schedule for pursuit.
Advance water supply planning in the region in priority locations	Beck	Discussions with partners and IDNR are underway
Mobility		
Support new transportation revenues research and initiatives.	Hollander	A subcommittee of the CMAP Board and MPO Policy Committee explored new revenue principles and a memo was shared at the June, 2018 meeting. Scoping of future research and outreach is underway.
Charge a committee or task force with further exploring new vehicle technology and emerging mobility options.	Irvin	Staff are in the scoping phase of this project and exploring the potential to address larger emerging technology issues.
Work with IDOT and FHWA to allow the use of Transportation Development Credits generated by the tollways to be the local match for transportation investments in high need communities.	Dixon	Staff continue to discuss with both IDOT and FHWA.
Work with IDOT to revise design manuals to improve outcomes for bike and pedestrian safety, walkable neighborhoods and suburban downtowns, stormwater management, and other ON TO 2050 priorities	Murtha	Staff proposed projects in response to IDOT call for research as part of Planning Technical Advisory Group.
Conduct a series of truck routing, permitting, and delivery management studies in the region's freight-intensive land use clusters.	Schnobrich	CMAP received notice of award of Statewide Planning and Research funds for the project. Preliminary data collection and the hiring process for a staff person to support the project will be initiated shortly. The first of three studies is anticipated to begin in early 2019.

ACTION REQUESTED: Information

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