



REGIONAL ECONOMY COMMITTEE

AGENDA - FINAL

Monday, September 26, 2022

9:00 AM

Please join from your computer, tablet or smartphone.

<https://us06web.zoom.us/j/85803127013?pwd=aXpyN0I5djlmSUpsWjFBWWJJamFhdz09>

TO USE YOUR TELEPHONE

Meeting ID: 858 0312 7013

Passcode: 032581

One tap mobile

+13126266799,,85803127013#,,,,*032581# US (Chicago)

1.0 Call to Order and Introductions

2.0 Agenda Changes and Announcements

2.01 Requests for agenda changes

[22-447](#)

ACTION REQUESTED: Information

2.02 Executive Director’s announcements

[22-448](#)

ACTION REQUESTED: Information

3.0 Approval of Minutes

3.01 Minutes from May 23, 2022

[22-449](#)

ACTION REQUESTED: Approval

Attachments: [MeetingMinutes19-Sep-2022-04-53-13](#)

4.0 New Business

4.01 Strategic Direction Update

[22-445](#)

PURPOSE & ACTION: CMAP staff will provide an update on development of the agency’s Strategic Direction, including approaches and objectives of the Regional Economy focus area.

ACTION REQUESTED: Discussion

4.02 State and Federal Legislative Agenda[22-446](#)

PURPOSE & ACTION: CMAP staff will update the committee on relevant legislative activities and bill actions in the Illinois General Assembly and United States Congress.

ACTION REQUESTED: Discussion

Attachments: [2023 Federal Advocacy Agenda - Draft](#)
 [2023 State Advocacy Agenda - Draft](#)

4.03 Improving accessibility and ADA compliance[22-450](#)

PURPOSE & ACTION: CMAP has launched a new program to help communities improve accessibility for their residents and visitors with disabilities. Staff will provide an overview of this multi-year effort to assist communities in conducting ADA transition plans and taking other steps to remain compliant with federal regulations and eligible for federal funding.

ACTION REQUESTED: Discussion

5.0 Committee Member Updates**6.0 Other Business****7.0 Public Comment**

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the public comment period will immediately follow the last item on the agenda.

8.0 Next Meeting

The next meeting will be Monday, November 21, 2022.

9.0 Adjournment

REGIONAL ECONOMY COMMITTEE

MEETING MINUTES - FINAL

Monday, May 23, 2022

9:00 AM

May 23, 2022

Please join from your computer, tablet or smartphone.

[https://us06web.zoom.us/j/85803127013?
pwd=aXpyNOI5djlmSUpsWjFBWWJldmFhdz09](https://us06web.zoom.us/j/85803127013?pwd=aXpyNOI5djlmSUpsWjFBWWJldmFhdz09)

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1.0 Call to Order and Introductions

Chair called meeting to order at 9:03 AM.

Staff Present: Erin Aleman, Tony Manno, Alexandra Ensign, Ryan Ehlke

Others Present: Garland Armstrong, Heather Armstrong

Present: Bob Tucker, Kim Porter, Caitlin Ritter, Darnell Shields, Joan Fox, Jonathan Furr, Kendra Freeman, Kristi DeLaurentiis, Marisa Lewis, Michael Meyers, Olatunji Oboi Reed, Shannon McGhee, Tiffany McDowell, Veronica Gonzalez, and Tara Orbon

Excused: Peter Creticos

Absent: Adam Ballard, Dionne Baux, Jennifer Tammen, Kevin Kramer, and Josh Potter

Ex-Officio: Michael Horsting

2.0 Agenda Changes and Announcements

2.01 Request for agenda changes

[22-241](#)

No requests for agenda changes were heard.

2.02 Executive Director's Announcements

[22-243](#)

Director Aleman reviewed the previous MPO Board meeting. She noted the Board is working on an update to the ONTO 2050 Plan which should be completed in October. She also noted how CMAP is making sure the Infrastructure Investment Jobs Act (IIJA) positively impacts our region. Some example of this are communicating available Electric Vehicle infrastructure funds and holding public forums to make sure funds reach all areas of our region. Director Aleman also noted that CMAP is starting a new ADA program to ensure that local communities are in compliance with required planning requirements. She also noted that CMAP recently hired Linda Mastandrea as director of ADA Planning and local safety.

3.0 Approval of Minutes

3.01 Minutes from March 28, 2022

[22-237](#)

Attachments: [MeetingMinutes09-May-2022-12-42-47](#)

A motion was made by Marisa Lewis, seconded by Jonathan Furr, that the minutes be approved. The motion carried by the following vote:

Aye: Bob Tucker, Kim Porter, Darnell Shields, Jonathan Furr, Kendra Freeman, Kristi DeLaurentiis, Marisa Lewis, Michael Meyers, Olatunji Oboi Reed, Shannon McGhee, Tiffany McDowell, Veronica Gonzalez, and Tara Orbon

Excused: Peter Creticos

Absent: Adam Ballard, Dionne Baux, Jennifer Tammen, Kevin Kramer, and Josh Potter

Abstain: Caitlin Ritter, and Joan Fox

Ex-Officio: Michael Horsting

4.0 New Business**4.01 Feedback on CMAP's Strategic Direction Approaches and Measures**[22-244](#)

Alex Ensign, Director of Strategic Alignment and Innovation, introduced her team including Ryan Ehlke, Program Management Analyst, and provided an overview of the feedback staff had received from the Committee about the Strategic Direction which was presented at a previous meeting. Ensign noted how various approaches, outcomes and objectives were amended to incorporate Committee member feedback. Discussion continued with regards to the amended goals as members noted a desire to further include ADA considerations. Ensign noted that comments would be included and be various aspects be updated.

4.02 CMAP's Coordination of Economic Strategies[22-239](#)**Attachments:** [Regional Economic Recovery Task Force - Summary](#)
[TIP-Brookings - Project Primer - Jan 2022](#)

Austen Edwards, Senior Policy Analyst, gave a presentation on the background of this initiative and why such coordination is now occurring. He noted three CMAP projects currently underway in support.

Edwards began with an overview of A Framework and Action Plan by the Brookings Institute. He noted that the planning process started in November of 2021 and would continue through summer of this 2022. The ending action plan was to focus on tangible items/ activities to focus on regional development from local developers through the state administration. He also spoke of the partners that would be involved in the implementation. Committee members asked for additional clarification on the partners that would participate. Edwards explained government partners would participate, and one of the goals is to include community based organizations in the future. He noted past lessons learned is to make sure to find champions at the local level both private and public.

A second project was a strategic market assessment which will provide an in depth assessment of our region's competitive position and market opportunities. Committee members asked clarifying questions about the type of information to be included.

The final project Edwards spoke on was a CMAP collaborative on local incentives. He noted that the incentives consortium was building off two previous CMAP reports, a Local Development Tax Incentives in Northeastern Illinois and Improving Local Development Incentives. The first is an overview of available incentives and the second is a guide for how to use such incentives. Committee members noted their desire to ensure the program is equitable in study and implementation.

5.0 Other Business

Member Reed shared an update on the work being performed by Equiticity in North Lawndale at a community mobility center and upcoming work the organization will undertake to remove local inequities. Member DeLaurentiis shared an update on a pilot program for southland municipalities to have tax exempt parcels added to tax rolls at a lower rate. Member Lewis shared an update on new projects in suburban Cook County that promote inclusive and equitable economies, and an update on ARPA funding for several initiatives focusing on opportunity youth, returning residents, and building capacity. Member Furr shared an update on new initiatives that are being launched by NIU to support and engage students. Ex-officio member Orbon provided an update on Cook County's program to cover costs for transportation improvements in local communities.

6.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the public comment period will immediately follow the last item on the agenda.

Garland Armstrong of Des Moines, Iowa commented that the region should pursue a refund program for recycling bottles and cans.

7.0 Next Meeting

The next meeting will be September 26, 2022, at 9:00 a.m.

8.0 Adjournment

The meeting was adjourned at 10:53 a.m.

Minutes prepared by Dominick Argumedo.

2023 Federal Advocacy Agenda – DRAFT for discussion (as of 9/19/2022)

**Subject to change based internal and external feedback during review period*

Introduction

Northeastern Illinois and its communities have experienced drastic and defining changes over the past four years since adopting the region’s long-term comprehensive plan, ON TO 2050. A global pandemic disrupted economies, deepened inequities, and changed the ways people move throughout the region. But northeastern Illinois has new opportunities to make transformative investments in the region with the unprecedented funding from the Infrastructure Investment and Jobs Act (IIJA). Guided by three principles — inclusive growth, resilience, and prioritized investment — ON TO 2050, and the updates to the plan, provides a vision for how to overcome these new and persistent challenges and foster a more inclusive and thriving region.

As the region’s federally designated metropolitan planning organization (MPO), the Chicago Metropolitan Agency for Planning (CMAP) will take full advantage of new opportunities provided within the IIJA to address challenges facing the region. The region’s transportation system requires adequate funding and bold action to address today’s problems and anticipate tomorrow’s opportunities. The region must take immediate and coordinated action to mitigate climate change by reducing emissions while we adapt to our already changing weather patterns. Additionally, the region’s economy is not keeping up with peers and is held back by vast and entrenched inequity.

To address those challenges, the federal agenda aligns with CMAP’s three core focus areas: Transportation, Climate and Regional Economic Competitiveness.

Transportation

The \$1.2 trillion Infrastructure Investment and Jobs Act offers an incredible opportunity to strengthen the transportation system in northeastern Illinois. It provides more funding for the region’s transportation programs to address the ways people travel, challenges with congestion, air quality and resilience, and improvements that can keep bicyclists and pedestrians safe. MPOs like CMAP were established to bring together government officials from across entire regions to prioritize projects, ensure federal funding is being obligated in a timely manner, and track the progress of federally-required performance targets for the transportation system.

As Congress and the Administration continue to work with state and local agencies on IIJA implementation, CMAP is ready and has the capacity to work with state and federal partners to address the region’s safety, emissions, and resilience challenges. To do this, MPOs still need increased flexibility and direct access to federal funding to better address those challenges facing major metropolitan regions.

Increase local access to federal resources for successful IIJA implementation

CMAP supports:

- Fully funding newly authorized programs within the IIJA, such as the Healthy Streets program for resilience improvements and the Active Transportation Infrastructure Investment program for bicycle and pedestrian infrastructure.
- Increasing transparency and coordination with regions around new IIJA Carbon Reduction and PROTECT resilience formula funding to ensure those programs are not being transferred or flexed to fund projects with minimal carbon reduction impact and resilience improvements.

- Establishing a pilot program that gives direct funding and project selection authority to large MPOs for a portion of funding allowing regions to directly address carbon reduction, resilience, and safety.
- U.S. Department of Transportation (DOT) providing a formal schedule for when grant awards will be announced following the application window for competitive grants and giving successful grantees a target date for a completed grant agreement. All of this should be available on a publicly accessible dashboard to identify and address delays in the time between grant awards and grant contracts.

Increase local support for safe and complete streets

CMAP supports:

- Expanding MPO programming authority for Highway Safety Improvement Program (HSIP) funds, reflecting responsibilities for achieving Federal Highway Administration Safety Performance Management goals, and making the 15 percent vulnerable road user (for safety improvements for non-motorist) set-aside for HSIP permanent.
- Identifying dedicated resources to provide local governments with comprehensive Americans with Disabilities Act (ADA) support.

Sustainably fund the transportation system

CMAP supports:

- Increasing the federal motor fuel tax rate, indexing it with inflation, and developing new innovative funding mechanisms, such as a national per-mile road usage charge and federal freight transportation fee in the long term.
- Requiring the Federal Highway Administration (FHWA) develop a highway formula modernization report recommending changes to better align apportionment formulas to support states and MPOs in meeting national surface transportation and performance measurement goals.
- Offering greater flexibility for states and regions to impose user fees by removing federal restrictions on tolling the interstate system and removing restrictions on commercial activity on the Interstate system.

Climate

As northeastern Illinois works to build more financial and operational resilience into the day-to-day reality of roads and rails, the region must simultaneously commit to reducing emissions. Much work remains to respond to the risks of climate change posed by the emissions generated by our transportation system. To prevent the most severe impacts of climate change, northeastern Illinois needs to reduce greenhouse gas emissions by approximately 10 percent annually to approach net zero by 2050. As more commuters have turned to driving over transit due to the pandemic, CMAP analysis indicates gridlock and longer travel times may cost the region \$1.2 billion annually in productivity costs. Enhancing federal support for transit and other carbon-reducing modes of transportation will be key to addressing congestion, enhancing the region's resilience, and meeting regional emissions goals.

Northeastern Illinois is home to the second largest transit agency with the second most transit travel in the country. At the height of the pandemic, Congress reinforced the necessity to support transit systems nationwide by providing direct operating assistance over three COVID relief funding packages from March 2020 to March 2021. The region received more than \$3.37 billion over that period to make up for

lost public funding and operating revenues. This funding will not be able to sustain the region's transit system indefinitely with an expected budget shortfall of \$730 million beginning in 2026.

Strengthen federal standards and support transit to reduce emissions and congestion

CMAP supports:

- Increasing funding for transit from the Highway Trust Fund and other transportation system user fees.
- Prioritizing current funding streams for mass transit systems with the greatest infrastructure needs and highest number of passengers and increasing federal support to these systems for operating costs.
- Revising federal requirements to eliminate the funding disparity between transit projects and highway projects, such as increasing the federal share under the FTA's New Starts program from 60 to 80 percent for projects extending the transit system.
- Providing greater flexibility to use toll revenues to pursue multimodal transportation system and carbon reduction strategy goals such as providing high-speed, high-reliability transit service to improve expressway corridors.
- Adopting aggressive post-Model Year 2026 emission standards to continue the acceleration of a transition to low and zero emissions fleets.
- Creating a uniform Buy America waiver process across U.S. DOT's agencies (FHWA, FTA) for projects that are proven to substantially improve air quality.

Plan for a climate resilient future

CMAP supports:

- Allowing MPOs to use Resilience Improvement Plan to qualify for the 90 percent federal share for formula funds within the urbanized area covered by the plan.
- Increasing eligibility and coordination for water, wastewater and stormwater infrastructure and planning funding to regions. The U.S. Environmental Protection Agency should leverage the ability of regional planning agencies to assist disadvantaged communities in accessing federal and state funds.
- Modernizing policies related to flooding, including making risk information available for property sales and reforming the National Flood Insurance Program to develop long-term solutions for properties that suffer repetitive losses or are at high risk of flooding such as FEMA's Risk Rating 2.0 system.
- The National Oceanic and Atmospheric Administration providing regular updates of its precipitation reports, Atlas 14, to ensure future planning and investment decisions are able to withstand the impacts extreme weather events.
- Increasing investments that maintain the health, recreational use, and economic benefits of Lake Michigan and the Great Lakes by providing long-term stable funding for the Great Lakes Restoration Initiative.

Regional Economic Competitiveness

Northeastern Illinois will thrive by making the region more competitive, expanding economic opportunity, and reducing inequity. With six Class I railroads, one of the nation's largest and fastest-growing air-cargo hubs, and the only maritime connection between the Great Lakes and the Mississippi River system, and more than \$3 trillion in goods moved annually, the region remains North America's

freight hub. This massive concentration of freight activity in northeastern Illinois provides a competitive advantage that helps to drive the national economy. However, this level of freight activity raises significant infrastructure challenges, including increased congestion and emissions directly impacting communities and passenger rail networks.

To address these and other region-wide economic challenges, more comprehensive federal support should be given to MPOs. The federal government should continue, through agencies like the Economic Development Administration (EDA) and the U.S. Housing and Urban Development (HUD) in partnership with U.S. DOT, to support regional economies by providing increased funding for regional innovation, cluster-focused initiatives, and housing coordination. The federal government should also consider ways to ensure federal investments are comprehensive and strategic through increased coordination with regional transportation planning processes and state, county, and local economic plans.

Strengthen inclusive economic growth regionally

CMAP supports:

- Amending the national highway goals in 23 U.S.C. § 150 to add a measure for how well the transportation system connects people to jobs and services.
- Creating a demonstration grant to provide reduced fares for low-income riders to help close transit equity gaps.
- Ensuring federal investments from the EDA are comprehensive and strategic through increased coordination with MPOs, especially in regions without an Economic Development District.
- Continuation of American Rescue Plan Act EDA programs and funding levels that supported regional economic development, such as the Build Back Better Challenge, the Good Jobs Challenge, and the Economic Adjustment Assistance program.
- Support place-based housing mobility solutions, including funding for regional housing authority-led efforts.
- Increasing funding for re-employment, skilling, and reskilling programs authorized in the Workforce Innovation and Opportunity Act (WIOA) that further the development, implementation, and expansion of career pathway programs.

Increase opportunities for comprehensive planning support

CMAP supports:

- Requiring the FHWA and HUD to provide MPOs comprehensive technical assistance and support for the newly authorized regional housing coordination plan process, and ensuring MPOs have maximum flexibility to fund everything that is individually eligible within the housing coordination process.
- Making programs like the Thriving Communities Initiative permanent through the reauthorization process so that investment decisions across transportation, land use, and housing have long-term federal support from HUD and DOT.
- Providing targeted assistance and funding through programs like the Thriving Communities Initiative for community capacity building that includes Phase 1 engineering support, a key barrier for many disadvantaged communities in making projects a reality.
- Creating a joint office between DOT, HUD, and the EDA that provides comprehensive support to regions with federal funding opportunities at the intersection of transportation, housing, and economic development.

Support the flow of people and goods through the region and country

CMAP supports:

- Establishing a separate Office of Multimodal Freight within DOT to develop a comprehensive assessment of freight system needs with high quality data sets that will inform competitive and formula freight programs based on need and significant national impact.
- Requiring rail carriers to provide descriptions of how existing and future passenger rail service would be impacted in the event of a merger between rail carriers.
- Prioritizing communities that see increased freight traffic and delays due to Surface Transportation Board approved-rail mergers for programs that target mitigation against the negative impact of freight such as the Railroad Crossing Elimination Program.
- Creating a grade crossings data collection program that is transparent, regularly updated, uses quality public data, and supports communities most impacted by freight movement.

DRAFT

2023 State Advocacy Agenda – DRAFT for discussion (as of 9/19/2022)

**Subject to change based internal and external feedback during review period*

Introduction

Over the past two years, the region has continued to grapple with the prolonged impacts of the COVID-19 pandemic and the ongoing uncertainty about our future economic outlook. With a chronically underfunded transit system, persistent economic inequality, and the growing threat of climate change, the region's long-standing challenges remain.

At the same time, the pandemic has also fostered a greater spirit of innovation and collaboration. ON TO 2050, and the update to the plan, provides a vision for how to overcome these new and enduring challenges and foster a more inclusive and thriving region. The Illinois General Assembly and Administration have critical roles to play to ensure we can realize this vision.

ON TO 2050's three principles of inclusive growth, resilience, and prioritized investment guide the Chicago Metropolitan Agency for Planning (CMAP)'s State Advocacy Agenda. The priorities in the agenda are aligned with the themes of CMAP's strategic direction – transportation, regional economic competitiveness, and climate, with an emphasis on how these focus areas are connected and strengthened with sound planning and regional collaboration.

Administration & Funding

The pandemic highlighted the importance of strengthening local capacity and regional coordination. The Regional Planning Act, CMAP's enabling legislation, outlines a broad range of planning activities for the agency to undertake, including integrating transportation and land use planning with housing, water resources management, economic development, and more. Work that does not have a direct transportation nexus often requires external funding from multiple sources, limiting the resources available to undertake comprehensive and integrated planning processes.

CMAP's enabling legislation pledged that "additional funding shall be provided to CMAP to support those functions and programs authorized by [the Regional Planning Act]" (70 ILCS 1707/62). With more flexible funding, CMAP will be better positioned to fulfill our legislative obligations. We will seek to expand our work on municipal capacity building, climate resiliency, and water resources management. Additionally, more flexible funding will allow all of the state's MPOs to be more responsive to the pandemic's shifting of local mobility, land use, and economic needs. Given the many opportunities this funding will unlock, this will be CMAP's primary legislative priority this session.

CMAP supports:

- Providing annual funding to support implementation of the Regional Planning Act and comprehensive planning for the state's MPOs
- Increasing data sharing and transparency by state and local agencies, especially in instances that could aid in COVID-19 recovery, to guide data-informed policymaking and regional collaboration

Transportation

Earlier in 2022, Governor Pritzker signed into law Public Act 102-1028, which directs CMAP in coordination with the Regional Transportation Authority (RTA) to devise a comprehensive set of legislative recommendations for the long-term financial sustainability of the transit system. The transit system urgently needs comprehensive, sustainable sources of revenue for the region to recover from the pandemic and prosper in the future. Furthermore, traffic congestion in northeastern Illinois remains a significant challenge. Freight congestion in particular is only expected to increase, likely further impacting Black and Latino communities that are already disproportionately harmed by emissions from the transportation sector.

The passage of the federal Infrastructure Investment and Jobs Act presents a tremendous opportunity to address some of the state's longstanding mobility issues and transportation concerns exacerbated by the pandemic. This includes confronting the rise in traffic fatalities, which began climbing upward in 2010 and have continued to rise since the COVID-19 pandemic began. To complement federal funding opportunities, there are additional steps that can be taken to advance improvements in street design, the expansion of safe walking and biking infrastructure, and safety related policy changes.

Transportation funding and finance reform

CMAP supports:

- Developing a comprehensive strategy to identify and enact new long term, sustainable sources of revenue for transit
- Beginning the necessary steps, including implementing pilot projects, to replace the MFT with a road usage charge of at least 2 cents per mile indexed to an inflationary measure.
- Piloting different congestion pricing frameworks to assess how different options enhance mobility and limit impact on low-income drivers
- Instituting a regional fee on transportation network company (TNC) trips, and allowing anonymized trip data to be shared with third party transportation researchers and planners
- Providing incentives to employers to reduce VMT of their employees, and requiring employers of a certain size within the RTA service area to participate in the Transit Benefit Fare Program

Safe and complete streets

CMAP supports:

- Expanding capacity at IDOT to address traffic safety concerns in a coordinated and comprehensive fashion, including through the creation of a new Safe and Complete Streets Coordinator position or similar role
- Creating a competitive grant program to incentivize municipalities to adopt road diets, design self-enforcing streets, and institute other traffic calming measures to improve traffic safety
- Giving municipalities greater ability to make safety related improvements by reducing the barriers municipalities encounter when seeking to lower speed limits
- Allowing additional municipalities to pilot automated technology to promote traffic safety in conjunction with instituting requirements to conduct an equity analysis assessing the impacts on communities of color, effectiveness in reducing speeding, and evaluating the opportunity to dedicate potential revenues to make safety related improvements in pilot areas
- Identifying dedicated resources to provide local governments with comprehensive ADA support

Innovation and transparency

CMAP supports:

- Instituting performance-based planning and project selection measures for IJIA funded investments and making these metrics publicly available
- Modernizing transportation funding decision processes to prioritize demonstrated system needs, align with federal funding and regional plans, and promote transparency
- Ensuring motor vehicle fuel tax revenues are able to support holistic transportation system needs

Climate

The Climate and Equitable Jobs Act (CEJA) puts Illinois on a path toward a 100% clean energy future by 2050 by investing in renewable energy and promoting clean energy job creation. CEJA also includes important provisions to measure equity in access to clean energy resources and job training opportunities. In addition to CEJA, the Reimagining Electric Vehicles (REV) Act introduced new incentives to strengthen Illinois' competitiveness as a hub for electric vehicle manufacturing. Taken together, CEJA and REV Act put Illinois in a strong position to reduce emissions, especially from the energy sector, and build a clean energy workforce pipeline. Today, the transportation sector is the largest source of emissions in Illinois, highlighting the need to accelerate transportation mitigation efforts while protecting our communities from future climate risks.

The growing threat of climate change will also have a greater impact on local and regional water infrastructure needs. The region suffers major flood damage on an annual basis, degraded aquatic systems across the majority of the region, and water shortages in areas that are growing the fastest. Water infrastructure is expensive to maintain, and underinvestment can lead to economic, environmental, and public health challenges. Adopting a more integrated approach that coordinates planning and management of water supply, wastewater, and stormwater can help alleviate the burden municipalities individually and foster regional collaboration.

Integrated water resources management

CMAP supports:

- New, sustainable revenues to support state and regional water planning and enhanced coordination among the Illinois Department of Natural Resources, Illinois State Water Survey, Illinois Water Inventory Program, and regional partners
- Coordinating and standardizing community water supplier reporting requirements and improving data sharing across agencies and partners in support of an integrated water resources management approach
- Promoting equity in water infrastructure investments supported by the state revolving loan fund, including expanding capacity in low-income communities to promote access to loans
- Updating statewide design standards to reflect green infrastructure techniques and precipitation trends

Reducing transportation emissions

CMAP supports:

- Providing resources and incentives for local governments to complete Community Energy, Climate, and Jobs plans as described in CEJA
- Ensuring equitable deployment of and access to electric vehicle charging infrastructure across the region
- Establishing state transportation emissions reduction goals in alignment with federally required greenhouse gas emissions reduction targets and the state carbon reduction strategy

Regional Economic Competitiveness

The COVID-19 pandemic has exacerbated long-standing challenges in the region's economy, including stagnating economic growth and pay disparities among communities of color. But the crisis has also created an opportunity to more intentionally rebuild the region and ensure economic growth reduces inequality and strengthens the region's resilience. Local governments will continue to play an essential role in recovery, and creating more opportunities for regional collaboration and shared service delivery will help foster a stronger and more resilient economy. Additionally, transit service has been integral to keeping our regional economy moving forward. Ensuring service is responsive to changing mobility needs and job opportunities will be key to a successful recovery.

Furthermore, while the official 2020 Census figures show overall population loss in Illinois, all seven counties in northeastern Illinois grew over the last 10 years. This growth is the result of a number of different demographic trends. The region is becoming more diverse even as many residents of color remain excluded from skilled, family-sustaining jobs and Black residents disproportionately leave the region to seek opportunity elsewhere. Our workforce is also getting older, as Baby Boomers age and birth rates decline—undermining efforts to sustain a strong tax base to support public services. To respond to these and other evolving trends and remain an economically competitive region, it is critical to prioritize strategic and sustainable development practices, improve access to high-quality jobs, and promote investment in disinvested areas.

Local and regional tax policy

CMAP supports:

- Modernizing the sales tax, including broadening the sales tax base to include additional services to increase funding for transportation, give municipalities more options to generate sufficient revenue from existing and desired development, and reduce economic distortions
- Increasing state revenue allocation to local governments and reforming state revenue disbursement criteria to reduce wide divergences across municipalities
- Allowing non-home rule municipalities to impose certain kinds of user fees to provide services and maintain infrastructure

Data standardization and transparency

CMAP supports:

- Requiring a regular audit of all tax abatements, diversions, and credits for economic development to assess their economic and fiscal impacts

- Giving research partners access to additional details about sales tax rebate agreements (including agreement text and amounts rebated) through data use agreements that protect proprietary business data
- Instituting TIF data reporting standards to allow planners and researchers to more easily assess TIF expenditures, impacts, and effectiveness across the region

Innovative service delivery

CMAP supports:

- Providing funding for local governments to study implementation of consolidation and innovative partnerships, including shared services models
- Further enabling use of public private partnerships for infrastructure in the region, including providing resources for innovative financing, advancing design-build strategies, and promoting workforce equity

Equity in fees, fines, and fares

CMAP supports:

- Authorizing local jurisdictions to create a pilot program to test income-based fines, escalating fines, or other alternative traffic enforcement structures that consider a driver's ability to pay that may be below the statutory minimum fine amount
- Expanding reporting of incidents of traffic violation fines and ticketing outcomes to allow for analysis with an equity lens