

Legislative Framework: Illinois General Assembly

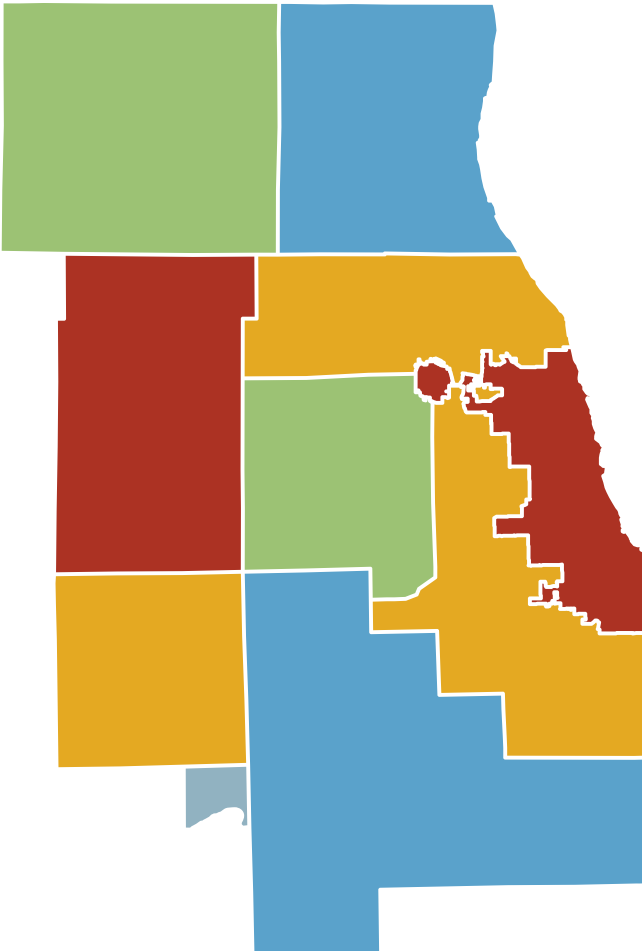


PURSUE COORDINATED INVESTMENTS

Metropolitan regions drive the U.S. economy, but state governments make most of the decisions about how and where to invest our tax dollars. The state all too often spreads those resources around too thinly, which undermines the ability of regions to implement plans — no matter how well-conceived. To harness the economic power of regions like ours, GO TO 2040 recommends that the state return and invest more resources in metropolitan areas and give those areas more authority to decide how to use those funds. Such a regional approach could focus state investments to maximize their economic impact.

LEGISLATIVE PRINCIPLE

CMAP will support legislative initiatives that foster interjurisdictional collaboration and focus state resources toward metropolitan regions, which will maximize economic returns for the State of Illinois.



INVEST STRATEGICALLY IN TRANSPORTATION

The future prosperity of Illinois depends on strategic transportation investments, yet our investments are often predicated on arbitrary formulas rather than economic or performance-based criteria. Unlike many states, Illinois lacks a transparent, performance-driven approach to programming its transportation investments. GO TO 2040 emphasizes that the state and other transportation implementers should first prioritize efforts to maintain and modernize existing assets before expanding the system, and that investments of all types should take a multimodal approach. Additionally, the state's larger capital funding process is inadequate and occurs too infrequently, averaging about one funding package per decade. Dependable, predictable funding is crucial for complex, long-term transportation projects.

In addition to emphasizing strategic transportation investments, GO TO 2040 recommends increasing transportation funding through several new or expanded sources. New revenues must be generated through efficient, sustainable user fees that better reflect the actual costs of maintaining and operating the system. User fees should also reflect broader social costs of transportation, such as the costs of traffic congestion.



LEGISLATIVE PRINCIPLES

CMAP will support legislative initiatives that create more robust measures for allocating state transportation funds and that establish a transparent and accountable process within IDOT to grant metropolitan regions more decision-making authority and flexibility in funding regional priorities.

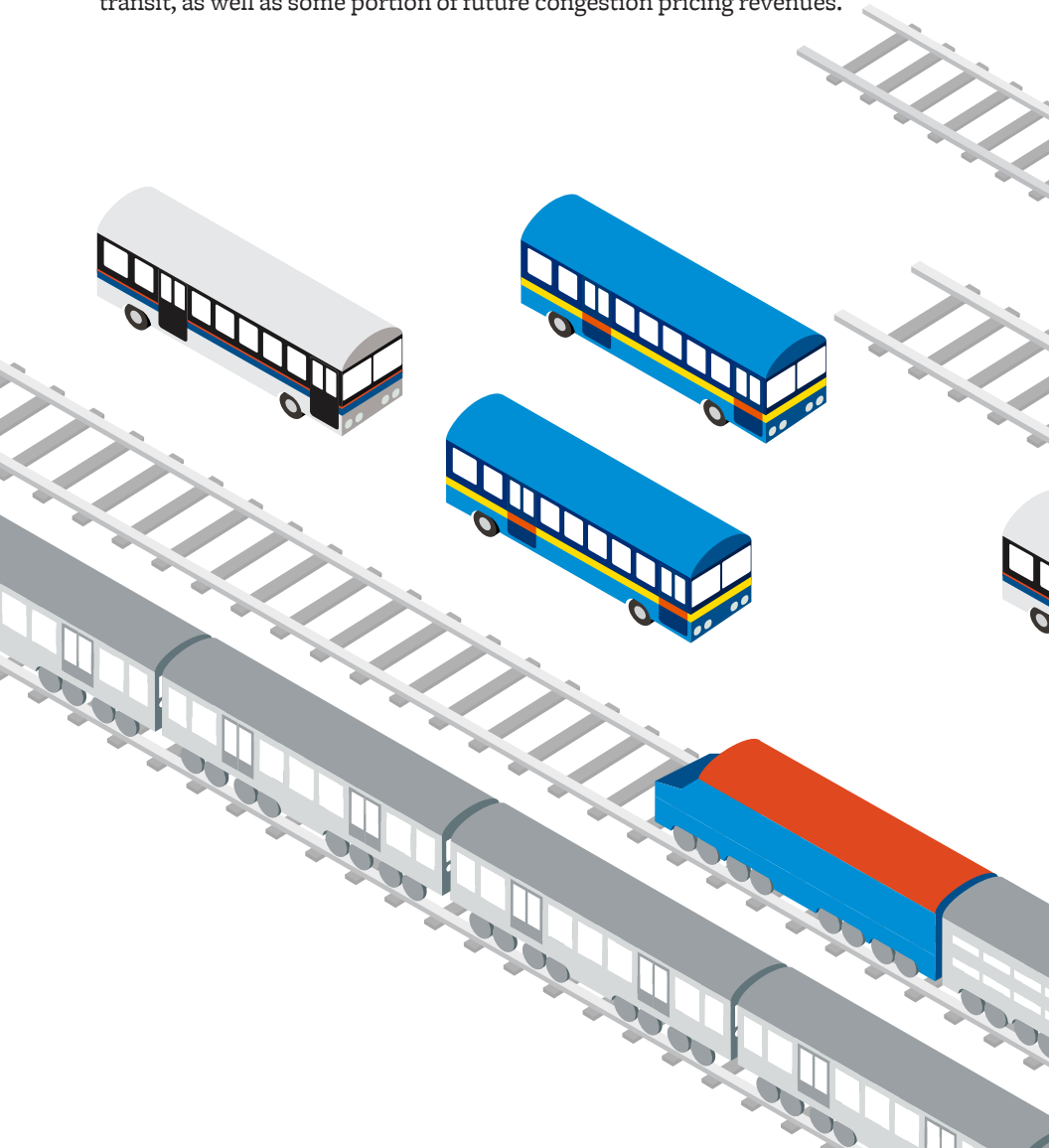
CMAP will support legislative initiatives that increase and index the existing motor fuel tax to support the transportation system. Additionally, CMAP will support legislative efforts to permit and encourage innovative transportation funding sources. Policies such as congestion pricing and value capture can support more efficient management of existing transportation assets, directly linking benefits received with costs paid. Further, CMAP continues to support the judicious application of public-private partnerships, so long as the public interest is adequately protected.

CMAP will support efforts to include robust capital funding as part of the annual budgetary process, rather than in the form of infrequent state capital program packages. State capital funding for transportation should incorporate new user-fee generated revenues, be allocated based on performance-based criteria, and provide additional capital funding for transit. Not all new revenues should be used for debt service — some of the new revenue should have a “pay-as-you-go” element to stabilize the state road fund to pay for ongoing needs.



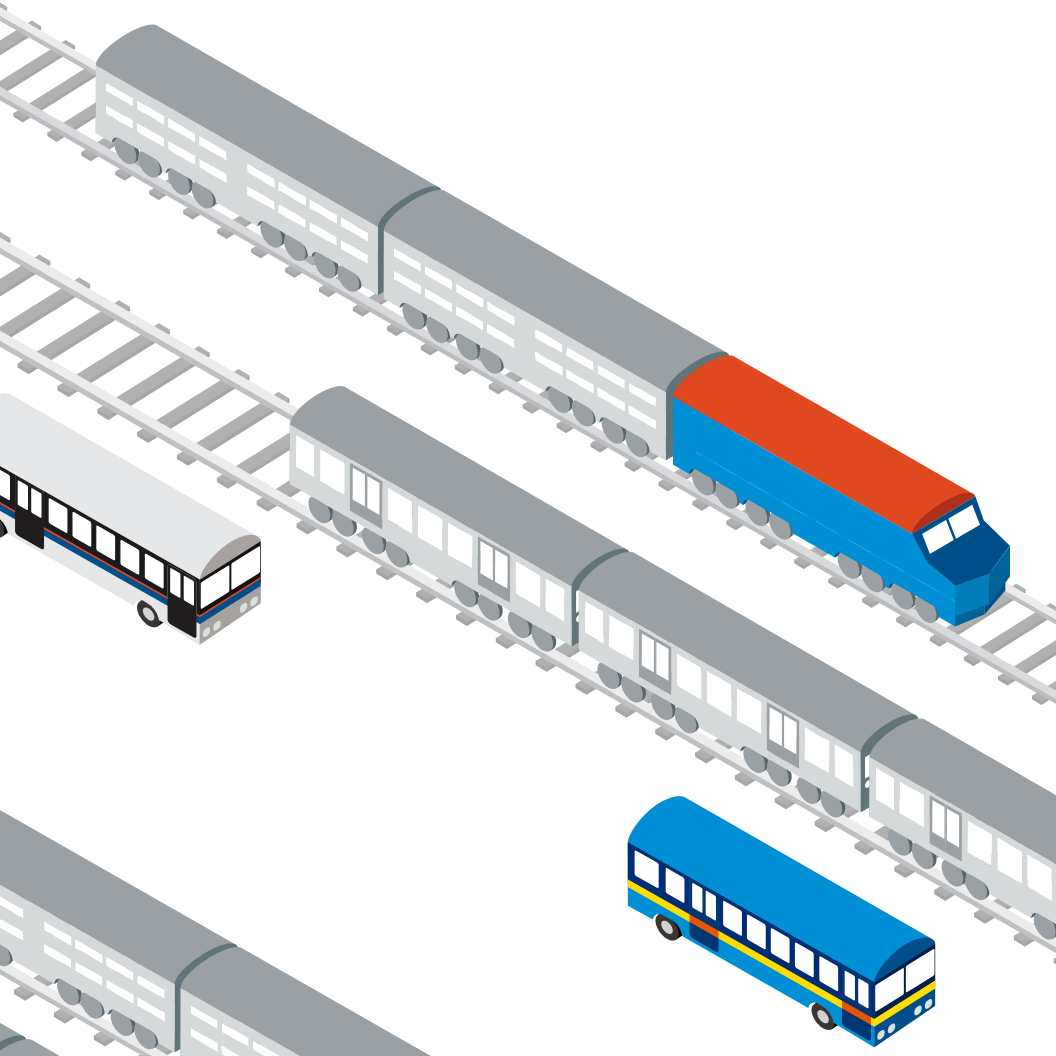
INCREASE COMMITMENT TO PUBLIC TRANSIT

Public transportation is essential to the future economic prosperity of our region, but after decades of underinvestment substantial funding is needed just to reach a good state of repair, and even more to modernize the system to world-class standards. While the top priority of GO TO 2040 is to maintain and modernize the existing transportation system, the plan also recommends a limited and conservative approach to expansion of service in the region. Further, GO TO 2040 encourages the state to support transit-oriented development through its transportation, housing, and economic development investments. It also recommends securing new sources of revenue to support transit, including dedicating a portion of any proposed gas tax increase to transit, as well as some portion of future congestion pricing revenues.



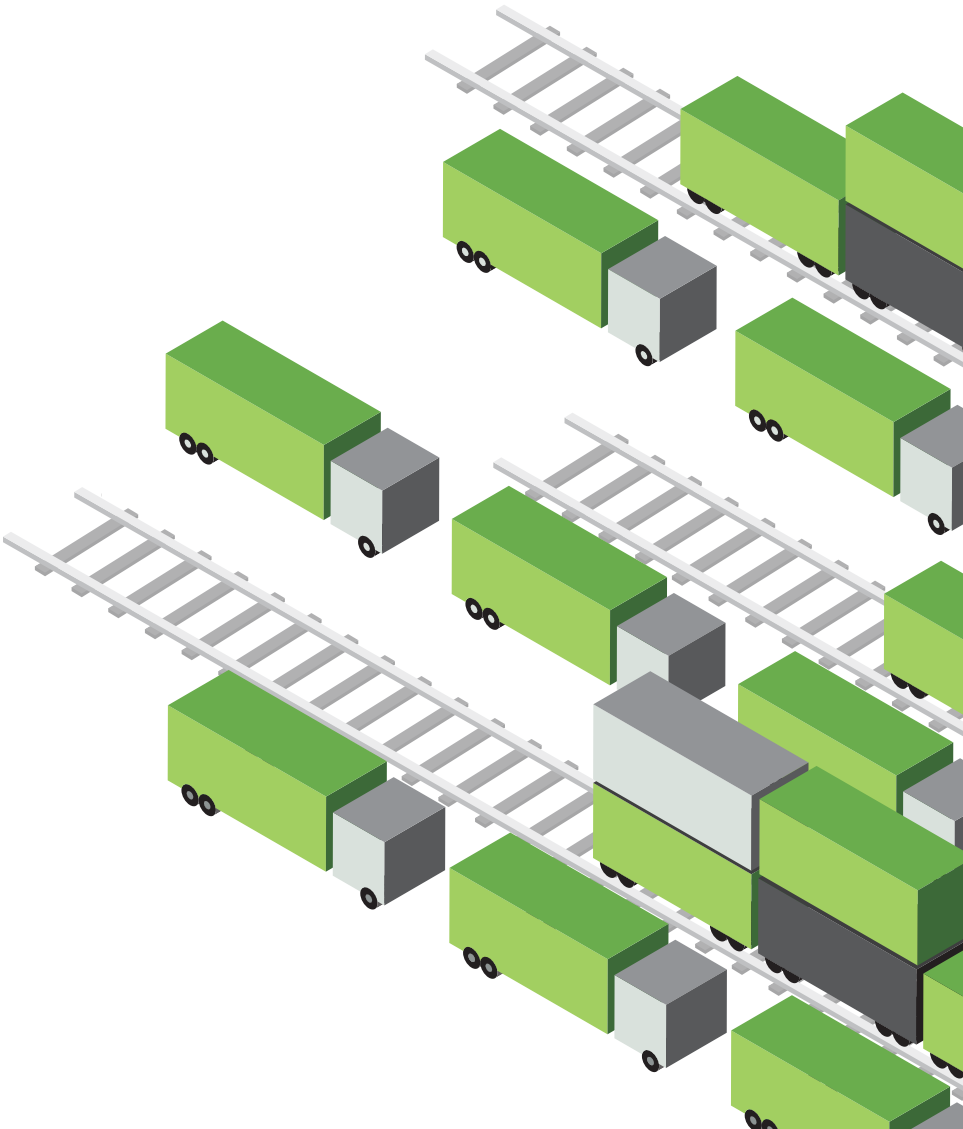
LEGISLATIVE PRINCIPLE

CMAQ will support legislative initiatives that provide more resources for the maintenance and modernization of our transit system, encourage innovative transit financing, and provide for reasonable expansion of the transit system as described in GO TO 2040. Transit investment decisions should be based on robust, transparent evaluation and prioritization that use explicit performance measures.



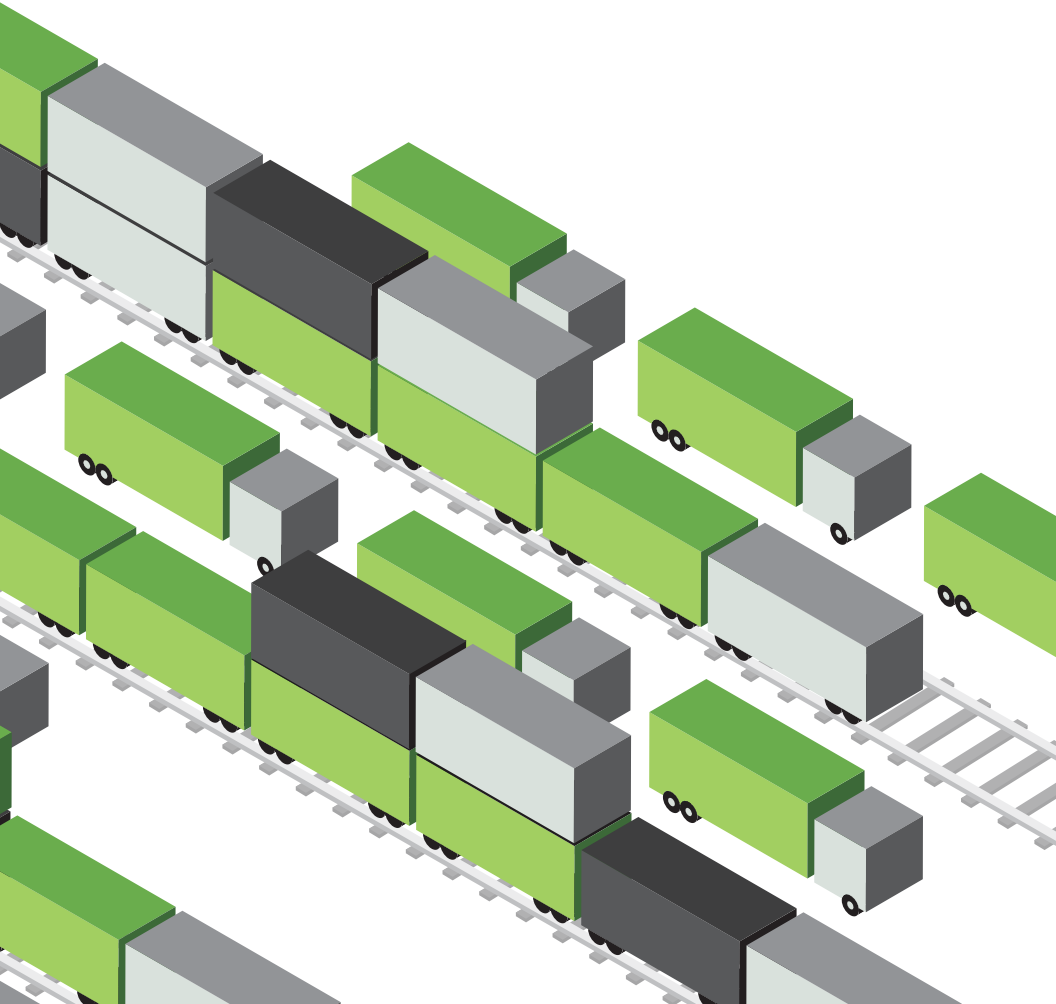
CREATE A MORE EFFICIENT FREIGHT NETWORK

By any measure, our region is the nation's rail and truck freight hub, and the State of Illinois has a vital role to play in maintaining this position. In partnership with the federal government and the region, the state should make a high priority of implementing the CREATE rail improvement program. Truck traffic in the region is also important, and the state can take a leadership role in identifying opportunities for dedicated freight corridors and access improvements to intermodal facilities and terminals. Funding and implementing specific freight improvements must be a high priority, but they should be accomplished efficiently, equitably, and on a metropolitan scale. GO TO 2040 recommends exploring the creation of a regional freight authority that would prioritize and finance freight infrastructure in the metropolitan area.



LEGISLATIVE PRINCIPLE

CMAP will support legislative initiatives that fund CREATE, efficiently improve regional truck-oriented intermodal and terminal access, and explore regional or statewide governance solutions for funding and prioritizing freight capital projects.



ACHIEVE GREATER LIVABILITY THROUGH LAND USE AND HOUSING

Our state has an important role to play in helping communities strive toward the principles of livability — healthy, safe, and walkable communities that offer transportation choices for access to schools, jobs, services and basic needs. More coordinated investment among transportation, housing, environmental, and economic development expenditures can ameliorate unintended consequences that sometimes result when policy areas are evaluated separately. Additionally, while housing and land use decisions have traditionally been the purview of individual municipalities, many of the region's communities have realized that they face common problems like foreclosure prevention or prioritizing investments in affordable housing. As a result, they have created structures and organizations to address these problems with shared resources and solutions. However, state funding for housing and land use initiatives is often available only at the municipal level, limiting the ability of these organizations to receive funding and carry out multijurisdictional strategies.



LEGISLATIVE PRINCIPLES

CMAP will support legislative initiatives that align funding across various state agencies for planning, ordinance updates, and capital investments that align with GO TO 2040's livability principles.

CMAP supports legislative initiatives that promote reinvestment in existing communities and align with the livability principles of GO TO 2040. Specifically, CMAP supports initiatives and programs that are competitive, offered on a statewide or regional basis, allocate funds based on need, and are based on comprehensive evaluation criteria considering the interconnected focus areas of transportation, housing, the environment, and economic development.

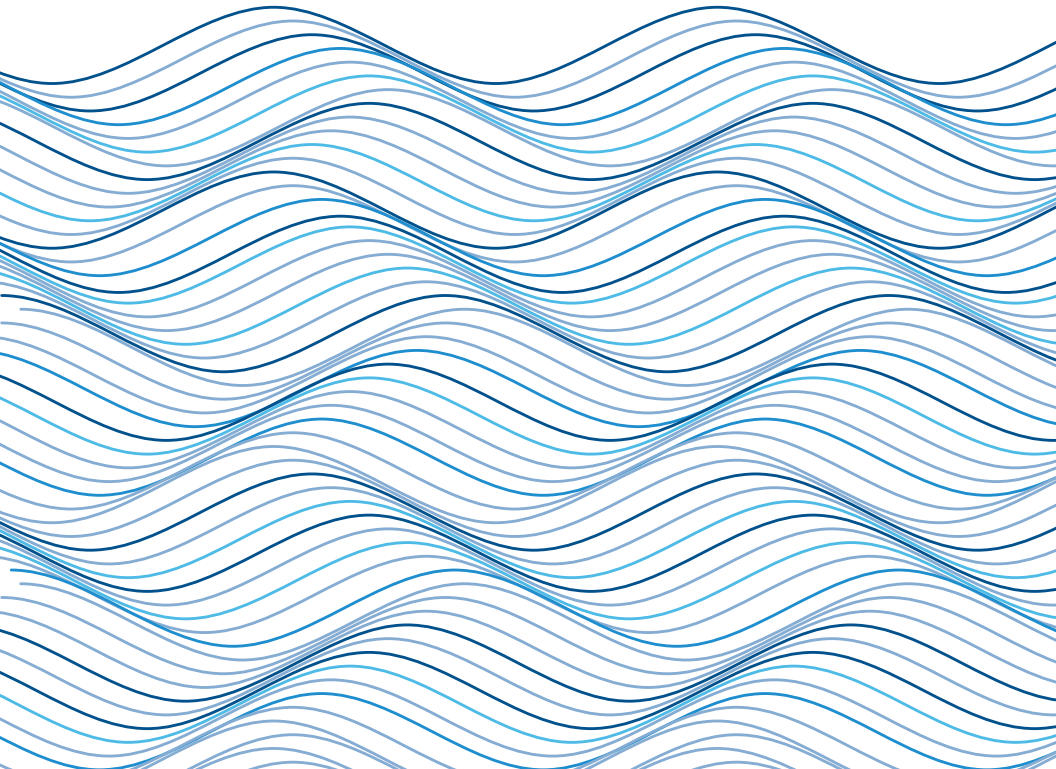
CMAP supports legislative initiatives that provide funding or assistance to multijurisdictional organizations seeking to address shared housing and land use problems. This can be achieved through expanding eligibility for existing resources or providing new resources for multijurisdictional organizations.



MANAGE AND CONSERVE WATER AND ENERGY

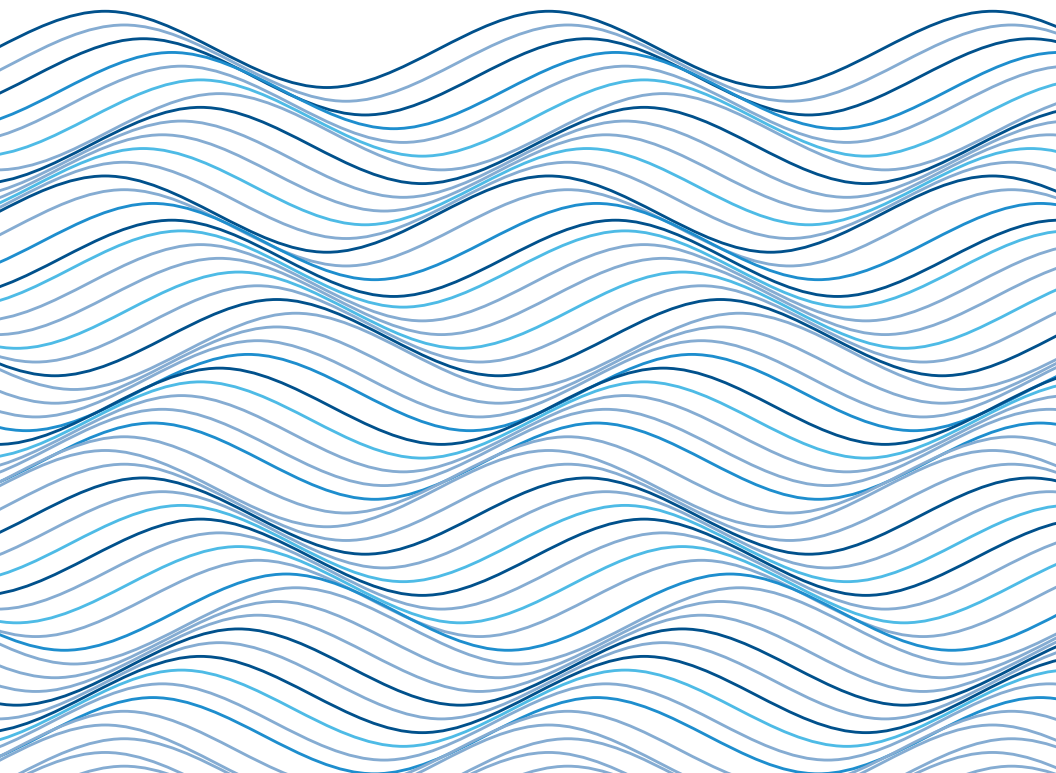
The conservation of water and energy is a top priority for GO TO 2040.

Over the next 30 years, these resources will likely become more constrained, affecting business, government and residents. The energy priorities in GO TO 2040 are focused on meeting needs through demand reduction and for our region to determine a path to increase the use of renewable energy options. Implementing water conservation and supply planning recommendations outlined in Water 2050 is critical to maintaining a sustainable water supply for the region and the state. However, this goal cannot be accomplished without new, sustainable funding for water supply planning and management. It is likewise critical that funding for infrastructure itself support sustainability, particularly through a shift toward paying for the full costs of infrastructure through user fees. This is important in drinking water, stormwater, and wastewater systems. Finally, integration of land use and resource planning should play a central role in achieving better conservation. A key component to this is the support of watershed planning and the development of appropriate tools to manage the impact of growth on water resources.



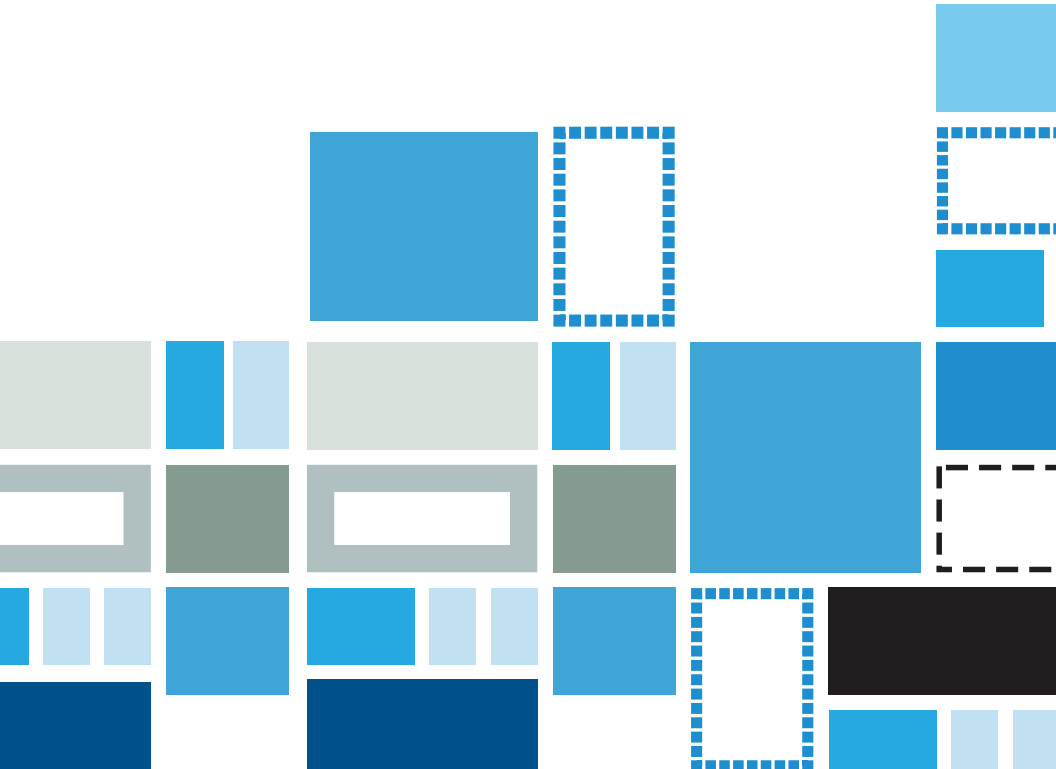
LEGISLATIVE PRINCIPLE

CMAP will support energy and water conservation initiatives that sustainably support growth and reduce demand within the existing infrastructure; establish new, sustainable funding for state/regional water management; incorporate more renewable energy options and technologies; and promote integrated water and land use planning through multi-objective planning.



EXPAND AND IMPROVE PARKS AND OPEN SPACE

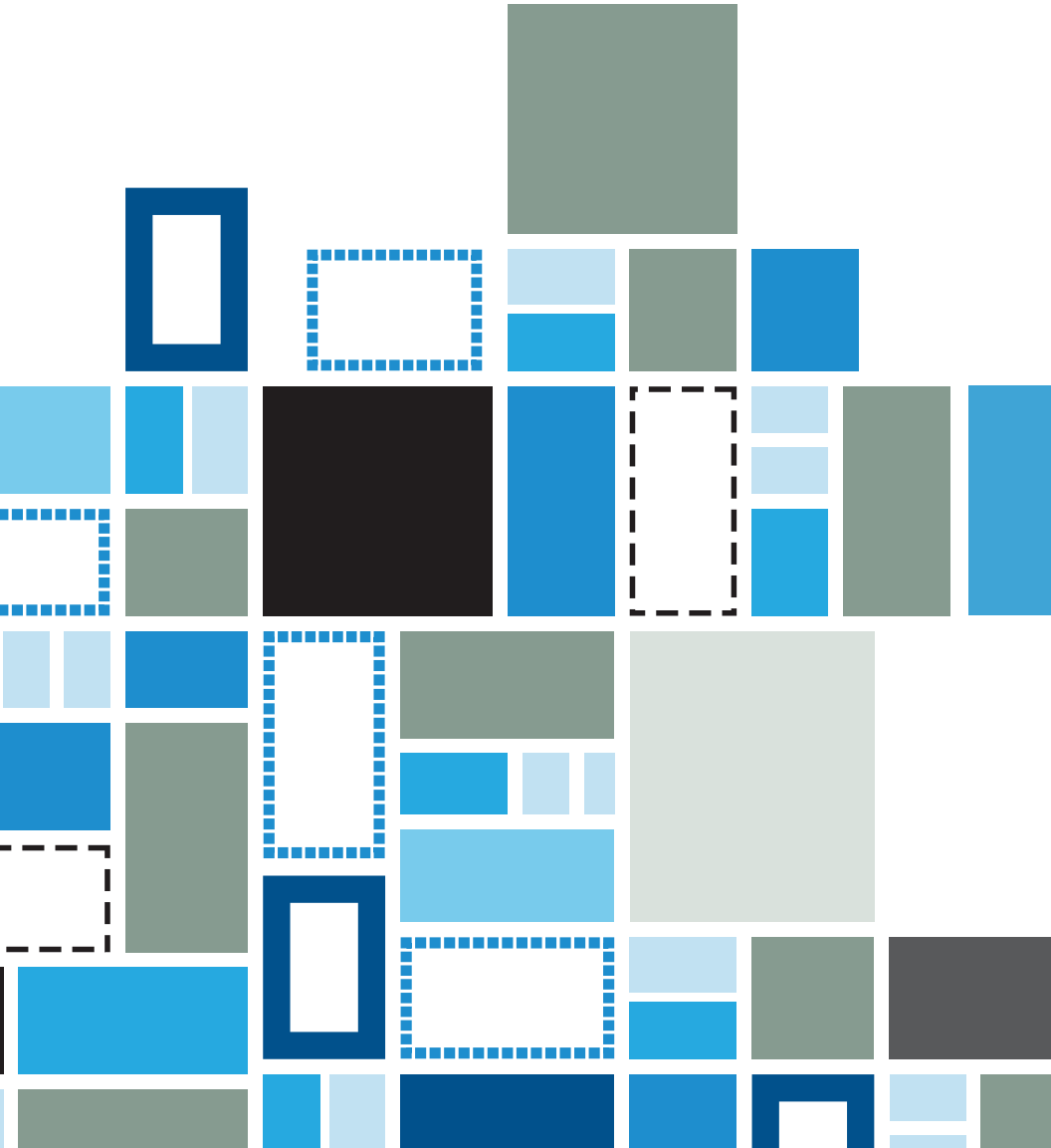
The State of Illinois plays an important role in conserving natural areas, promoting access to parks, and providing funding through various grant programs to local governments for acquiring and managing parks and open lands. The state operates and maintains large quantities of open space throughout northeastern Illinois, and IDNR has been a leader in acquiring land and helping the region achieve various objectives regarding parks and open lands. A top priority of GO TO 2040 is to expand the green infrastructure network. To do so, CMAP recommends making significant, criteria-based investments in parks and open space. Major benefits will follow from this, including enhanced quality of life and property values, improved public health through the promotion of active lifestyles, and the protection of ecosystem services like biodiversity, water supply, flood storage, and water purification. CMAP and GO TO 2040 recommend preserving an additional 150,000 acres of land over the next 30 years through a collaborative, multi-organizational, public-private approach.



LEGISLATIVE PRINCIPLES

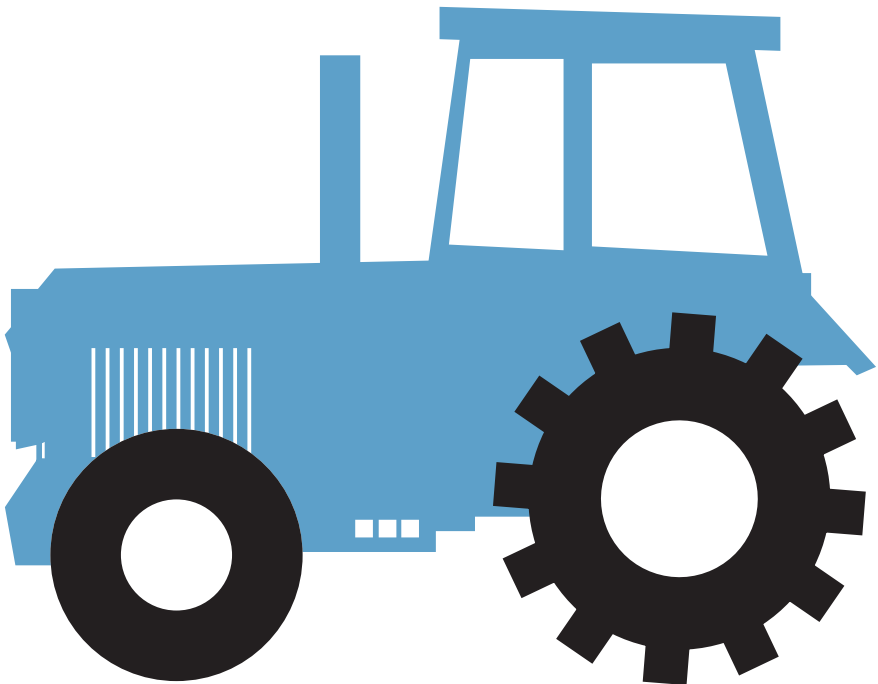
CMAP will support legislative initiatives that coordinate open space investment to create a connected green infrastructure network and prioritize preservation of the most important natural areas.

CMAP will support legislative initiatives that increase funding to provide parks and conserve land, that invest in the establishment of new parks, and policies that provide green connections through greenway trails.



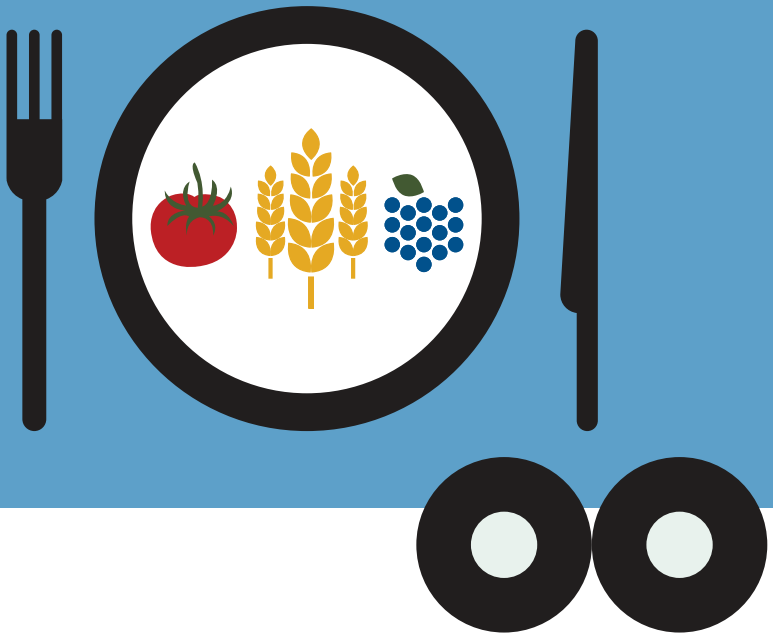
PROMOTE SUSTAINABLE LOCAL FOODS

Food — like air, water and shelter — is a basic human need and directly influences the economy, environment, public health and overall quality of life. Hunger and food security continue to be major issues of concern in our region and across the state. The Illinois Department of Human Services (IDHS) and the Illinois State Board of Education (ISBE) administer and/or oversee many of the nutrition and hunger-relief programs that operate in Illinois. Better alignment of government agencies and services across the region and state can enhance programs so they better address the needs of individuals and families. In addition, the use of technology and improved data and information systems can streamline programs and services and make it easier for residents to apply for and renew for certain services.



LEGISLATIVE PRINCIPLE

CMAP supports legislative initiatives applied statewide or regionally that facilitate sustainable local food production; increase access to safe, fresh, affordable and healthy foods; and improve local food-related data, research, training, and information sharing.



IMPROVE EDUCATION AND WORKFORCE DEVELOPMENT

Researchers, business leaders and elected officials agree that the quality of our workforce is among the most important factors — if not the most important — in strengthening the region's economy. Like other states, Illinois invests considerable amounts on schools, from pre-kindergarten to community colleges to the university system. The state can help support the goals of GO TO 2040 by ensuring that these expenditures achieve desired outcomes of increasing educational attainment and preparing our residents for the jobs of tomorrow.

GO TO 2040 emphasizes the importance of strengthening workforce development programs, which can have a significant role in sustaining economic growth by providing an important intermediary function in the labor market. The sheer complexity of the workforce development system can be strengthened through more coordination and better information networks to track, measure, and analyze performance.



LEGISLATIVE PRINCIPLES

CMAP will support legislative initiatives that align workforce development, education, and economic development initiatives to measure outcomes, as well as efforts that improve data-driven decision making.

CMAP will support legislative initiatives that increase flexibility and improve delivery of workforce development services, including the strengthening of community-focused provision of services.



SUPPORT ECONOMIC INNOVATION

Economic innovation, the process by which new ideas transform into new goods and services, is generated largely by the private sector, but the public sector has an important role in helping spur innovation by supporting ideas, institutions, and relationships. The regional economy can gain substantial benefits from innovation through the creation of high-paying jobs, specifically knowledge-based and high-tech jobs. Data trends indicate that the region is underperforming across a variety of innovation measures, falling behind other U.S. metropolitan areas. Serious action to increase economic innovation will be necessary to keep the metropolitan Chicago region thriving and globally competitive. GO TO 2040 suggests that the state use enhanced data to evaluate financial incentives and programs and target them toward the attraction and retention of innovative industries with good jobs. The state can strengthen its focus on nurturing regional industry clusters like freight and logistics, advanced manufacturing, and biopharmaceuticals, while working with industry coalitions to secure and leverage public and private funding.



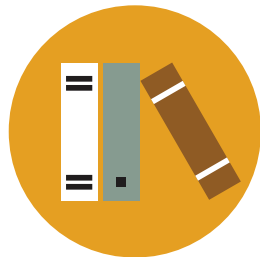
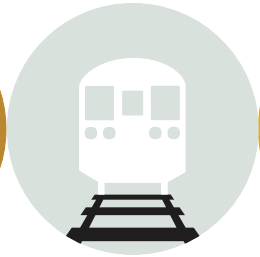
LEGISLATIVE PRINCIPLE

CMAP will support legislative initiatives that evaluate and expand successful programs, improve data-driven decision making, and target investments towards the region's industry clusters.



REFORM STATE TAX POLICY

The Chicago region's ability to make the infrastructure and community investments recommended in GO TO 2040 is significantly shaped by fiscal and tax policy decisions made at the state level. CMAP's specific interest in tax policy is how it influences the overall economic well-being of the metropolitan region, including the commercial, industrial and residential development of our communities. The state's tax policies sometimes distort land use decisions rather than allow markets or quality of life factors to guide them. In particular, the sales tax can foster intense competition among different local governments about the attraction or retention of retail business, to little or no regional benefit. In Illinois, sales and income tax rates (inclusive of the personal property replacement tax rate) remain relatively high, while the overall tax base remains narrow.



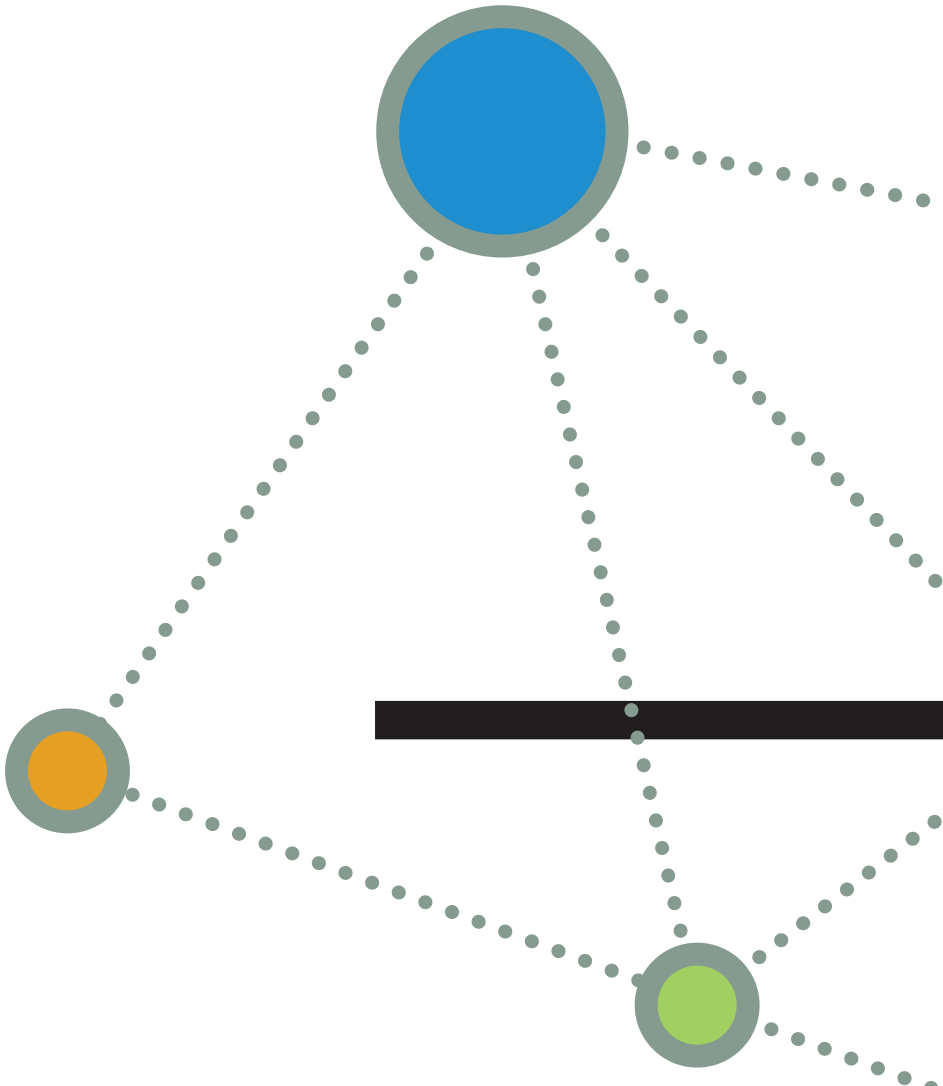
LEGISLATIVE PRINCIPLE

CMAP supports legislative initiatives that reform state tax policy through 1) careful expansion of the sales and income tax base, 2) careful modification of state revenue sharing structures with local governments to encourage regional collaboration and broader GO TO 2040 development goals, and 3) increased transparency of the system, including tax incentives.



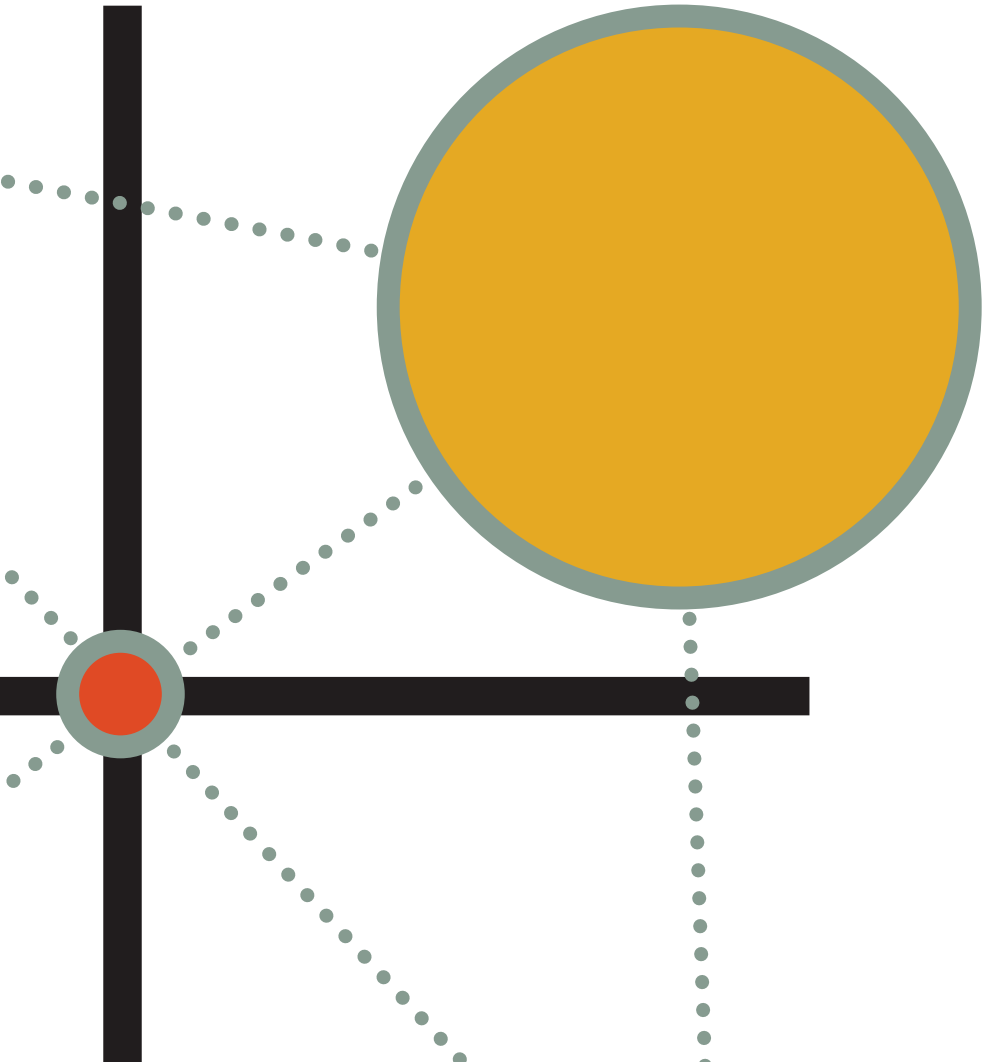
IMPROVE ACCESS TO INFORMATION

Data and information sharing through transparent and open governance improves efficiency and accountability. As a public agency, CMAP relies on other agencies' data to complete its own work in planning and transportation programming. By sharing their data in a timely manner, usable format, and accessible location, units of government also communicate clearly how they make decisions to establish policies, prioritize projects, and administer funding. Improving this transparency is essential for understanding how government operates, and it will help policymakers at all levels of government make better and more informed decisions.



LEGISLATIVE PRINCIPLE

CMAP will develop and support legislation to increase data and information sharing by requiring agencies to make their program outcomes more transparent to the public.

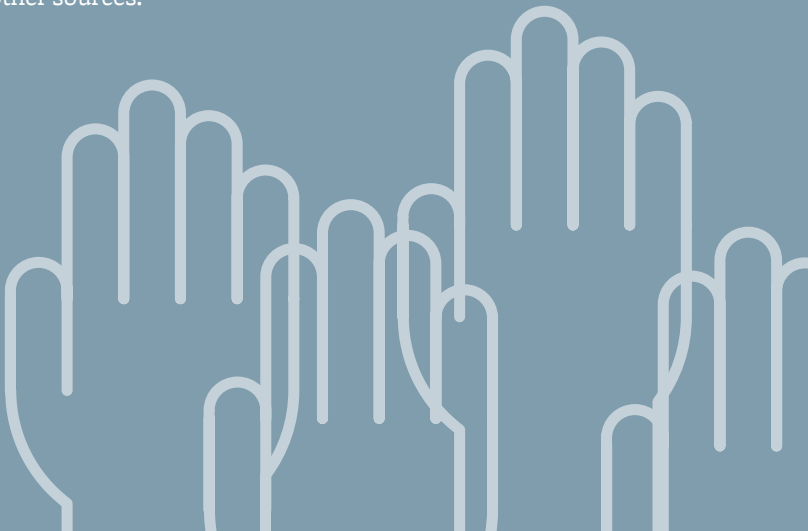


ABOUT CMAP

The Chicago Metropolitan Agency for Planning (CMAP) was created in 2005 by state statute (70 ILCS 1707) and is the federally designated Metropolitan Planning Organization (MPO) for the seven counties of Cook, DuPage, Kane, Kendall, Lake, McHenry and Will. Its state and federal mandates require CMAP to conduct comprehensive regional planning, prioritize transportation investments, provide technical assistance for communities, and compile data resources that enhance decision making. CMAP developed and now guides implementation of the region's GO TO 2040 comprehensive plan, which was adopted unanimously in October 2010 by leaders from across the seven counties. To address anticipated population growth of more than 2 million new residents, GO TO 2040 is an innovative, policy-based plan that establishes coordinated strategies to help the region's 284 communities address transportation, economic development, open space, water, energy, housing, and other quality-of-life issues. In 2013, CMAP received the American Planning Association's first-ever National Planning Excellence Award for a Planning Agency.

See www.cmap.illinois.gov for more information.

Implementation of GO TO 2040 remains the number one priority for CMAP. The agency provides extensive support to communities through its Local Technical Assistance (LTA) program. So far LTA has supported more than 150 competitive projects in which counties, municipalities, and nongovernmental organizations are planning for increased livability, sustainability, and economic vitality. The program helps address significant demand in the region for updating local comprehensive plans, ordinances, and related planning activities. Though its three-year U.S. Department of Housing and Urban Development grant expired in December 2013, CMAP will continue the LTA program with new funding from the U.S. Department of Commerce Economic Development Administration and the Illinois Attorney General national foreclosure settlement fund, among other sources.



GO TO 2040 recommendations also guide the allocation of federal transportation dollars in northeastern Illinois through the following programs that CMAP administers:

- The Congestion Mitigation and Air Quality Improvement (CMAQ) program supports surface transportation improvements, which currently total \$582 million over five years.
- The Transportation Improvement Program (TIP) accounts for all federally funded and otherwise regionally significant projects, totaling \$12.7 billion from FY 2010-15.
- The Surface Transportation Program (STP) works with subregional Councils of Mayors to allocate these funds, which totaled \$121.28 million in fiscal year 2013.
- The Transportation Alternatives Program (TAP) was initiated in 2013 following passage of the federal Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill. Through a competitive project-selection process, it will provide \$17 million over two years to support non-motorized transportation.

CMAP conducts extensive, data-driven research and analysis related to policy objectives in GO TO 2040, including diverse economic factors such as workforce, innovation, and tax policies. The agency's series of drill-down reports has examined the resurgence of advanced manufacturing and its intersection with the region's freight cluster. CMAP helps to coordinate efforts to build partnerships involving the institutions that provide education and training and the industries that need a reliable pool of highly skilled workers. And because current tax policies often create incentives for development patterns that are contrary to GO TO 2040.





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