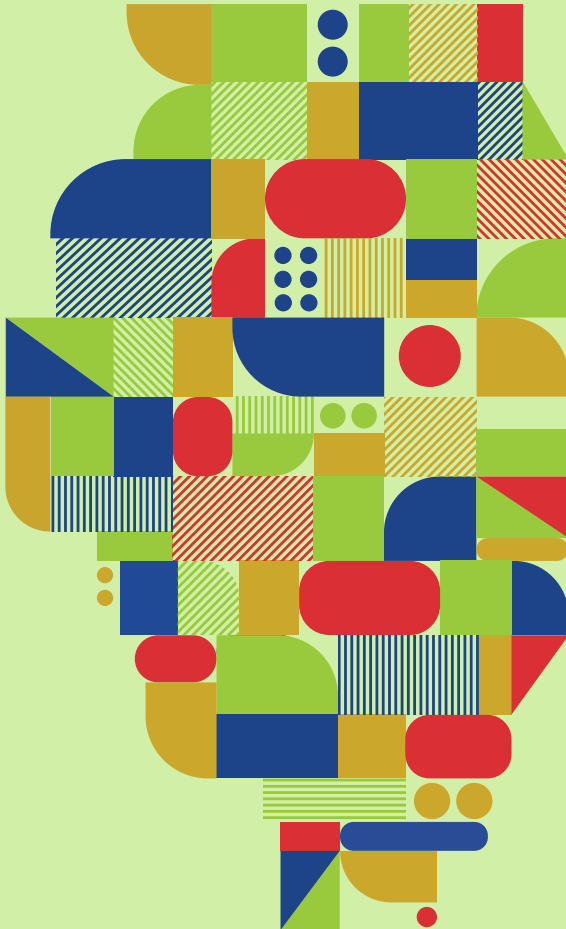




2020
LEGISLATIVE
AGENDA FOR THE
101ST ILLINOIS
GENERAL ASSEMBLY





7
counties

284
communities

8.5 million
residents

The Chicago region has a tradition of seizing its destiny rather than leaving the future to chance. That tradition is founded on ambitious, bold planning. In that vein, the Chicago Metropolitan Agency for Planning (CMAP) was created in 2005 (70 ILCS 1707) to guide planning in northeastern Illinois.

The region is home to one of the world's great economic centers, abundant natural resources, and a vast multimodal transportation system. Adopted in October 2018, CMAP's ON TO 2050 comprehensive regional plan recommends policy changes and legislative actions to capitalize on these vital assets. Framed by three principles — Inclusive Growth, Resilience, and Prioritized Investment — ON TO 2050 builds on past planning efforts to maintain metropolitan Chicago's competitive advantages, address persistent challenges, and achieve regional prosperity.

The 2020 Legislative Agenda presents CMAP's positions on state legislation related to planning, transportation funding and programming, fiscal and tax policy, and support for local governments. A more detailed legislative framework to inform potential state legislation is available at www.cmap.illinois.gov/updates/legislative.

Allocate funds for comprehensive regional planning activities

When the State of Illinois created CMAP, it charged the agency with comprehensively planning for the Chicago region, incorporating land use and transportation planning with work on housing, regional economic growth, water resource management, community development, and environmental issues. 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). Funding from the state is primarily limited to transportation activities and needs to include funding that supports all of CMAP's planning activities as mandated in the state enabling legislation, with a special emphasis on natural resource planning for CMAP and partner agencies.

CMAP supports:

Dedicated funding for all of CMAP's comprehensive planning activities mandated by the State.

New, sustainable revenues to support state and regional water planning by the Illinois Department of Natural Resources, Illinois State Water Survey, Illinois Water Inventory Program, and regional partners.

Support transparent, performance-based capital programming

The passage of Rebuild Illinois marks an important step towards addressing the state's significant transportation infrastructure needs, but these expanded revenues must be used wisely. Rather than using arbitrary formulas, the State of Illinois and regional implementers should use performance-based criteria to select projects that provide the greatest overall benefit. A more transparent process would ensure that limited resources are steered toward the most critical needs, improve system condition over the long-term, provide more accountability, and reflect regional priorities.

CMAP supports:

State legislation and administrative actions to advance performance-based programming and prioritize infrastructure investments using asset management principles.

Legislation clarifying the eligibility of the Transportation Renewal Fund (35 ILCS 505/8b) to explicitly include transit, freight, bicycle, and pedestrian infrastructure.

Collect and provide data to support decision making and accountability

Robust data is necessary to conduct research, prioritize public investments, and make better and more informed decisions. Data sharing through open governance also improves transparency and accountability by enabling residents to understand how government operates. As technology advances and brings new transportation options to the region, CMAP and planners need better access to information — such as data from transportation network companies (TNCs) like Uber and Lyft — to help guide congestion management, planning, and investment decisions.

CMAP supports:

Legislation to increase data sharing and transparency by state and local agencies.

Legislation to increase data and information sharing at a regional scale by TNCs and other private personal mobility companies that aids local and regional planning and decision making.



Reform tax policy to strengthen communities

Fiscal and tax policy decisions made at the state level significantly affect the Chicago region's ability to make infrastructure and community investments recommended in ON TO 2050. Tax policy influences the region's overall economy, including the commercial, industrial, and residential development of communities. Tax policy can also limit the ability of local governments to meet their quality of life goals, create an overreliance on property tax, and hold some communities in a cycle of disinvestment.

Under the current tax structure, communities without sales tax generating businesses or dense commercial development often have few revenue options sufficient to cover the cost of public services and infrastructure. Reforms are needed to improve revenue-generating options for communities that have a very low tax base compared with their costs for providing basic services, helping break the cycle of slow growth or disinvestment. Current policies can inadvertently lead local governments to compete with one another for economic development, with little or no overall gain for the region or state. Changes to the tax system must also reflect the state's economies and demographics, and promote inclusive growth.

Many of the region's local governments face revenue constraints, a backlog of infrastructure needs, and insufficient staffing. Sharing services, consolidating services, or consolidating governments can provide benefits, including improved capacity and resources, greater efficiency, enhanced service quality, and cost savings. The State can help facilitate partnerships and consolidation by providing support to local governments interested in pursuing these strategies.

CMAP supports:

Reforms to the criteria the state uses to direct revenues to local governments in order to reduce wide divergences across municipalities, allow each municipality to support its own desired mix of land uses, and adapt to changing development patterns.

Broadening the sales tax base to include more services, in such a way that could allow for lower rates.

A state program that provides funding to local governments for study and implementation of consolidation and other partnerships.

Implement user fees and regional revenues to sustainably fund the region's multimodal transportation system

Metropolitan Chicago is home to an extensive multimodal transportation network, serves as North America's freight hub, and features one of the nation's most extensive public transit networks. While Rebuild Illinois expanded revenues, these reforms still fall short of the level of resources required to support the current system let alone make improvements that are crucial to the region's economic competitiveness.

Additionally, with increasing fuel efficiency and a stagnating population, motor fuel taxes and revenues from vehicle registrations fees will not adequately fund needed infrastructure maintenance and improvements in the long term. Further, the tax burden will grow more inequitable across the system as some vehicles become more efficient and a greater number are powered by alternative fuels. The state urgently needs to begin a pilot study of a per-mile road usage charge to aid in transitioning away from the motor fuel tax.

Increased state and federal investment, while critical, will likely be insufficient to meet the region's significant needs. Metropolitan Chicago should generate robust local revenues and allocate those funds based on performance rather than arbitrary formulas. Regionally raised and regionally invested funds would help complete a significant number of prioritized projects and modernize the system while leveraging private and public funding sources.

Tolling remains a major opportunity to manage congestion and ensure expressway facilities have resources for long-term maintenance. A full rebuild of the I-290 Eisenhower is desperately needed and likely cannot be funded without exploring innovative partnerships or alternative revenue sources, such as tolling. While Rebuild Illinois provided a significant down-payment for I-80, additional improvements are needed to address congestion and freight mobility throughout the corridor.

Transportation infrastructure investments must also reflect the changing technological landscape. Lawmakers can shape the development of emerging technologies, such as autonomous vehicles and transportation network companies, to improve mobility throughout the region. Legislation should maintain local authority and avoid prohibiting or mandating specific technologies. New programs should focus on integrating new technologies into existing transportation systems and services in ways that leverage the new services' strengths.

CMAP supports:

A statewide pilot for a per-mile road usage charge that will become necessary due to the long-term insufficiency and inequity of the motor fuel tax.

New, sustainable, regionally raised revenues for transportation to make multimodal investments that meet the region's unique transportation needs.

Congestion pricing and other operational improvements to ensure people and goods can move efficiently.

About CMAP

The Chicago Metropolitan Agency for Planning (CMAP) was created in 2005 by state statute (70 ILCS 1707) and CMAP's Policy Committee is the federally designated Metropolitan Planning Organization (MPO) for the seven counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will plus portions of Grundy and DeKalb. 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 is focused on implementing ON TO 2050 — the region's comprehensive plan, which was adopted in October 2018 by leaders from across the seven counties. ON TO 2050 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. Three principles guide the plan and unify the goals and implementation strategies: Inclusive Growth, Resilience, and Prioritized Investment.

Implementation of ON TO 2050 is CMAP's main priority. There are three primary ways CMAP is working to achieve regional goals — hands-on technical assistance to local governments, aligning capital investments through performance based decision-making, and through collaborative research and analysis.

- **Local Technical Assistance (LTA) Program.** CMAP has initiated over 220 LTA projects in partnership with counties, municipalities, and nongovernmental organizations who are planning for increased livability, sustainability, and economic vitality.
- **Performance-Based Programming.** ON TO 2050 recommendations guide the allocation of federal transportation dollars in northeastern Illinois through the following programs that CMAP administers:
 - » \$381 million invested over five years (federal FY 2020-2024) as a part of the Congestion Mitigation and Air Quality Improvement program to enhance mobility and improve air quality throughout the region.

- » \$198 million approved via the STP-Shared Fund for federal FY 2020-2024, developed through coordination with subregional Councils of Mayors and the City of Chicago to address regional infrastructure priorities. The subregional councils will have their next call for projects in 2020.
 - » \$32.4 million allocated as part of the Transportation Alternatives Program for federal FY 2020-24 to support alternative modes of transportation and help complete CMAP's Regional Greenways and Trails Plan.
 - » \$13 billion in total, accounted for in the Transportation Improvement Program (TIP), which includes all federally funded and otherwise regionally significant projects for federal FY2020-2024.
- **Policy Research and Analysis.** CMAP conducts extensive, data-driven research and analysis related to policy objectives contained in ON TO 2050, including diverse economic factors such as workforce, innovation, and state and local tax policies. CMAP helps to coordinate collaborative efforts to build partnerships involving educational institutions, government entities, and industries to strengthen our region's economy.

Contact

Gordon Smith

Director of Government Affairs

312-386-8739

gsmith@cmapp.illinois.gov



233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

312-454-0400

info@cmmap.illinois.gov

www.cmmap.illinois.gov

CMAP Board

City of Chicago Appointments

Rita Athas, senior advisor, World Business Chicago

Frank Beal, senior executive, Civic Consulting Alliance

Maurice Cox, acting commissioner, department of planning and development, City of Chicago

Mike Montgomery, associate attorney, Akerman LLP

Anne Sheahan, deputy mayor infrastructure and services, City of Chicago

Cook County Appointments

Gerald Bennett, mayor, Palos Hills (Southwest Cook), *Chair*

Karen Darch, village president Village of Barrington (Northwest Cook)

Richard Reinbold, president, Village of Richton Park (South Cook)

Matthew Walsh, former trustee, Indian Head Park (West Cook)

Diane Williams, trustee, Village of Flossmoor, (Suburban Cook)

Collar County Appointments

Matthew Brolley, president, Montgomery (Kane/Kendall)

James Healy, member, DuPage County Board (DuPage)

John Noak, mayor, Romeoville (Will)

Nancy Rotering, mayor, City of Highland Park (Lake)

Carolyn Schofield, member, McHenry County Board (McHenry)

Non-voting Members

Leanne Redden, executive director, Regional Transportation Authority (MPO Policy Committee)