

The Illinois Regional Planning Act Funding

103rd General Assembly Spring Session

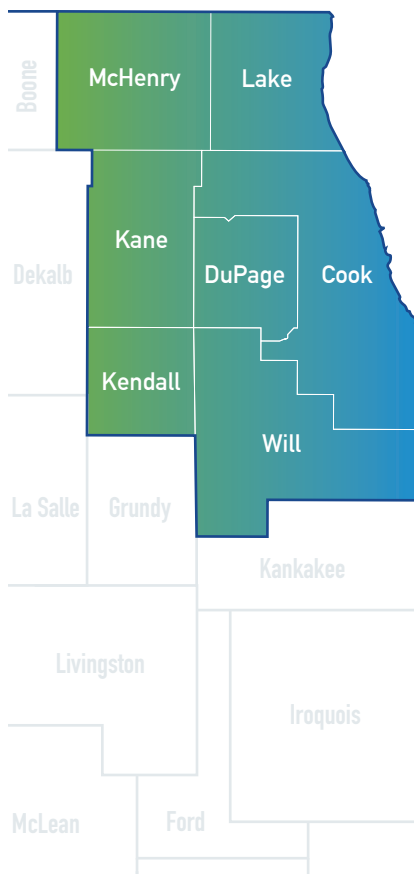
SB1429, sponsored by Senator Ram Villivalam (D-Chicago) and Senator Don DeWitte (R-St. Charles) and HB4027, sponsored by Representative Martin Moylan (D-Des Plaines) and Representative Dan Ugaste (R-Geneva) would appropriate \$10 million in funding to the Chicago Metropolitan Agency for Planning (CMAP) to support the functions and programs prescribed in the Illinois Regional Planning Act. This would strengthen CMAP's valuable policy and planning work on behalf of northeastern Illinois, and leverage the federal funds available through the historic Infrastructure Investment and Jobs Act and other federal legislation.

Regional Planning Act - (70 ILCS 1707/62)

In order to carry out any of the powers or purposes of CMAP, the Board shall be involved in the allocation of traditional sources of funds such as those from the federal Metropolitan Planning Program and CMAQ as well as non-traditional federal funds consistent with the Board's broader mission. These funds may be supplemented by fees for services and by grants from nongovernmental agencies. The Board may also pursue and accept funding from State, regional, and local sources in order to meet its planning objectives.

Additional funding shall be provided to CMAP to support those functions and programs authorized by this Act.

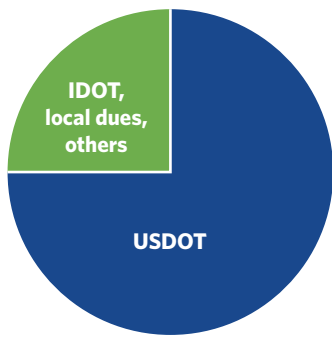
(Source: P.A. 95-677, eff. 10-11-07.)



Overview

In 2005, the General Assembly approved the Illinois Regional Planning Act establishing CMAP as the comprehensive planning agency for northeastern Illinois' 284 municipalities and 7 counties, responsible for a wide variety of functions to:

- Develop the comprehensive regional plan that addresses transportation, land use, housing, natural resource management, water supply, flood control, economic development, and more (ON TO 2050)
- Build capacity and deliver technical assistance to local government
- Collect, exchange, share, analyze, evaluate, model, and share data
- Foster meaningful and equitable engagement
- Inform and shape land use and transportation policies
- Plan for safe and equitable transportation investments
- Plan for a coordinated and integrated regional transportation system
- Produce official forecasts for growth



USDOT
Supports transportation

IDOT, local dues, others
Supports CMAP's other work on behalf of the region related to transportation, climate, and regional economy

CMAP budget and revenue

As the federally designated Metropolitan Planning Organization responsible for programming federal transportation dollars, CMAP derives most of its revenue from the federal government. These funds can only be used for specific transportation uses.

However, as noted above, CMAP's scope of work (as required by the Act) is much more expansive. While CMAP continually seeks external funding sources for non-transportation work, predictable funding from the General Assembly would allow us to expand upon existing policy research and municipal programs.

In fact, the Regional Planning Act states that, "Additional funding shall be provided to CMAP to support those functions and programs authorized by this Act." Yet the promised funding was never appropriated.

Investing in communities

An investment in CMAP is an investment in the 284 municipalities and 7 counties we serve. With a relatively modest amount of funding, we'll have the opportunity to unlock additional federal resources and drive more investment to all of our communities to:

- Deepen planning and policy work in areas including water resources management, climate mitigation and resiliency, housing, economic competitiveness, and more
- Advance equity-driven planning and assistance
- Build capacity through resources and technical assistance
- Grow connections with other government agencies
- Make existing planning more comprehensive and integrated

Illinois must get the most out of federal infrastructure dollars

The federal Infrastructure Investment and Jobs Act presents a critical opportunity to drive more investment to northeastern Illinois. While CMAP has built consensus on the region's priority transportation projects for these funds, there are other federal opportunities we cannot pursue without increased capacity and matched dollars. We cannot afford to leave federal funding on the table nor can Illinois lose these opportunities for funding altogether.

Questions?

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 Visit cmap.illinois.gov for more information