

During the 98th session of the Illinois General Assembly, the Chicago Metropolitan Agency for Planning (CMAP) is pursuing the following priorities as appropriate with our regional legislative delegation, relevant state agencies, the Governor and his staff, and CMAP partners. The agenda was based on the adopted GO TO 2040 plan, current priorities of the Governor and the General Assembly, and discussions with key leadership and CMAP partners. Additionally, many issues arise during the legislative session that are not listed below and will be addressed using the State Legislative Framework document.

CMAP Funding

To fulfill the legislative mandate that created CMAP, in 2007 the Illinois General Assembly established the Comprehensive Regional Planning Fund (CRPF), which supported effective planning in urban and rural areas of the state. In addition to supporting CMAP's important non-transportation work -- such as planning and policy development for housing, water, natural resources, economic development, and more -- the fund provided an essential match of our agency's federal transportation planning dollars. CMAP received funding from the CRPF for two fiscal years, 2008 and 2009.

For the past several years, the state's fiscal difficulties have resulted in deep budget cuts that included suspension of appropriations for the CRPF. In FY11, the General Assembly took the additional steps of "sweeping" the CRPF (i.e., transferring these dollars to the General Revenue Fund) and passing legislation to dissolve the fund. For the past four years, the Illinois Department of Transportation has provided replacement funds for the CRPF. Dissolving the fund was a critical setback in the state's commitment to effective planning across Illinois. This issue needs to be addressed to ensure that CMAP has a stable, dedicated funding source to effectively implement the comprehensive vision of GO TO 2040. **CMAP supports efforts to diversify its funding support from the State to secure stable dedicated non-transportation funding in addition to a \$6 million appropriation under Metropolitan Planning and Research in the IDOT FY14 budget for statewide metropolitan planning organizations (MPOs).**

State Fiscal Health and Tax Policies

CMAP closely monitors state fiscal policies because the Chicago region's ability to implement GO TO 2040 is significantly shaped by the fiscal and tax policies decisions made at the state level. GO TO 2040 emphasizes the importance of clear investment priorities to support our workforce, our communities, and our infrastructure. These investments are vital for northeastern Illinois to remain economically competitive in the 21st Century. The State's ability to make these investments will be increasingly affected by rising pension obligations, Medicaid costs, debt service payments, non-transparent budgeting, and a shrinking tax base. In Illinois, sales and income tax rates (inclusive of the personal property replacement tax rate) remain relatively high, while the overall tax base remains increasingly narrow. CMAP's Regional Tax Policy Task Force's advisory report recommended broadening the state's tax bases to align with the changing economy and demographics, for example adding more services to the tax base. It is vital for the State of Illinois to regain its fiscal footing. **CMAP supports comprehensive reforms to the State's pension program that will help close budget deficits, maintain essential services, and restore fiscal responsibility. In addition, CMAP will support legislative initiatives that broaden the sales and income tax bases to keep rates low and the state economically competitive.**

Transportation Investments and Revenues

Investments in transportation infrastructure continue to be crowded out by increasing pension payments and other debt obligations. The lack of priorities or criteria for selecting capital projects in a time of diminishing resources deteriorates our transportation network, a core factor to economic competitiveness. Oftentimes a capital bill is developed without the identification of new revenues. There are numerous transportation needs in northeastern Illinois that cannot be entirely funded by existing revenue streams, i.e., motor fuel tax and tolls. The Illinois General Assembly should increase the MFT and encourage innovative financing options, such as congestion pricing and value-capture. **CMAP will support legislation to increase the existing 19 cents per gallon gasoline tax and index the tax to inflation, of which a portion of these proceeds should be devoted to transit. Additionally, CMAP will support legislation that enables the creation of value-capture districts, to allow increased regionwide flexibility to finance all modes of transportation.**

Performance-based Transportation Funding

GO TO 2040 recommends that transportation funding decisions be based on transparent evaluation criteria, utilizing performance measures developed by the State, MPOs and the region's transportation stakeholders. Since the implementation of GO TO 2040, CMAP staff has engaged state, regional, and local partners in a multiple conversations about the benefits of a more transparent process for allocating scarce capital dollars. Furthermore, the recently-passed federal transportation reauthorization bill, Moving Ahead for Progress in the 21st Century (MAP-21), signals a new federal emphasis on outcome-based performance measurement. **CMAP supports an initiative that urges the formation of a technical advisory group for implementing performance-based funding for transportation.**

State/Regional Water Planning and Management

Water 2050 noted something that has become all too apparent with the drought of 2012--even in a state blessed with an abundance of water, shortages are a real concern. Now more than ever, the State of Illinois and the Chicago metropolitan region are vulnerable to drought, shortage, and conflicts between water users. Much needs to be done to maintain sustainable water supply for the region, and the State, however, this cannot be accomplished without new, sustainable funding for water supply planning and management. In 2006, the State provided funding for state and regional water planning. This funding depleted steadily as the Illinois Department of Natural Resources (IDNR) continued to adjust to budget reductions due to limited state revenues. **CMAP supports increasing funding to IDNR with new revenues that will support state and regional water resources planning, with a portion to be directed to the 11-county CMAP water planning area.**

Transparency and Accountability

Government budgets are increasingly complex and citizens have the right to know how their tax dollars are being spent, especially in tough fiscal times. Data and information sharing through transparent and open governments improves efficiency and accountability. GO TO 2040 asserts that data which does not jeopardize personal privacy or public safety should be made available in a functional format, online and disseminated in a timely fashion. Most issues in today's policy and planning environment are fundamentally data-driven and cross-jurisdictional, and it is incumbent on all levels of government to engage in robust data sharing. As a public agency, CMAP relies on other agencies' data to complete its own work in planning and transportation programming. In addition to providing this data, governments should share how decisions are being made. The process by which data are selected and used to establish policies, prioritize projects, and administer funding is important to understanding how government operates and will help policy makers at all levels of government make better and more informed decisions. **CMAP supports legislation that facilitates more data and information sharing, especially at the budget and appropriations level, and requires agencies to report and make public agency program outcomes and results.**

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About CMAP

The Chicago Metropolitan Agency for Planning (CMAP) is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. CMAP developed and now leads the implementation of GO TO 2040, metropolitan Chicago's first comprehensive regional plan in more than 100 years. To address anticipated population growth of more than 2 million new residents, GO TO 2040 establishes coordinated strategies that help the region's 284 communities address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. See www.cmap.illinois.gov for more information.

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