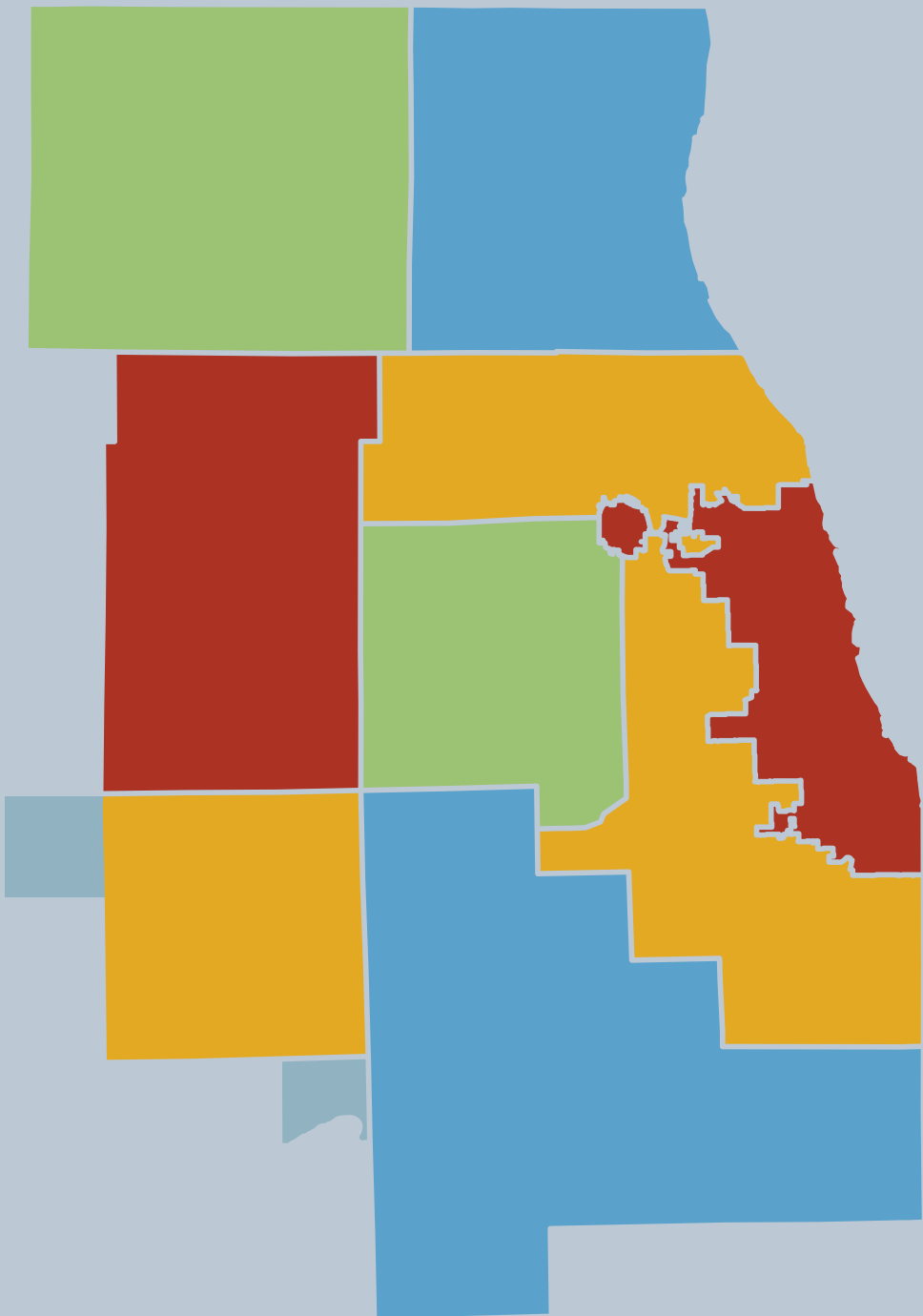




# LEGISLATIVE PRINCIPLES FOR THE ILLINOIS GENERAL ASSEMBLY 2017





# Introduction

The State of Illinois is key to the successful implementation of GO TO 2040, metropolitan Chicago's comprehensive regional plan. The state government allocates billions of dollars each year across various program areas and plays a significant role in operating and maintaining the transportation system, promoting economic development, and maintaining and preserving natural resources. However, the state's ongoing fiscal challenges continue to crowd out these investment priorities.

This document describes the Chicago Metropolitan Agency for Planning's (CMAP) legislative principles to guide and inform partners, the Governor, legislators, state agency directors, and others about the agency's policy positions in the 100th General Assembly. Generally speaking, CMAP is most interested in legislative initiatives that have regional or statewide impacts, or those that could serve as precursors to broader, more comprehensive legislation. This detailed framework accompanies the shorter state legislative agenda that focuses on the legislative priorities.

The remainder of this document describes CMAP's legislative principles organized around the 12 recommendations included in GO TO 2040. Also, please see CMAP's 2017 State Legislative Agenda enumerating the agency's priorities for the 100th Illinois General Assembly <http://www.cmap.illinois.gov/about/legislative-policy-statements>.





## **Pursue coordinated investments**

GO TO 2040 emphasizes effective, collaborative approaches to address resource, infrastructure, and investment needs, many of which are felt most keenly at the metropolitan scale. With a region as large and diverse as northeastern Illinois, implementation of the plan's recommendations will require that leaders recognize the interdependence of our communities and work across political boundaries to address issues facing multiple jurisdictions. To support coordinated investments, GO TO 2040 recommends taking a regional approach, promoting comprehensive solutions, and increasing the coordination and consolidation of local services.

### **Legislative principles**

*CMAP supports efforts that invest more in metropolitan areas and their comprehensive planning initiatives, and that grant greater decision-making authorities to regional-level governance.*

*CMAP supports efforts that improve the coordination and alignment of programs, regulations, and funding across state agencies, to ensure a comprehensive perspective in decision making and to generate more efficient outcomes.*

*CMAP supports policies that enable local governments to evaluate and implement the appropriate consolidation or coordination of local services, solve problems with innovative solutions, and improve intergovernmental collaboration.*



## 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 measures of need or impact. GO TO 2040 supports a more transparent, performance-driven approach for programming transportation investments. Further, transportation implementers should prioritize projects that maintain and modernize the existing system, while expensive new capacity projects should be built only when the need is great.

In addition to emphasizing strategic transportation investments, GO TO 2040 recommends increasing transportation funding through several new or expanded sources, noting that user fees should be structured to track with the inflation of construction costs over time. While not representing a significant new source of revenue, the appropriate application of public-private partnerships can reduce costs and accelerate project delivery by providing a greater role for the private sector in project development and potentially in financing, operations, and/or maintenance. Due to their complexity and potential risk, GO TO 2040 states clearly that such agreements must be structured carefully to protect the public interest.

New revenues must be generated through efficient, sustainable user fees that better reflect the broader social costs of transportation and link costs paid with benefits received. Through congestion pricing, toll rates rise and fall with traffic levels, encouraging more efficient use of the system while also raising revenues. Value capture strategies recognize that transportation investments increase property values and business activity, and tap into these sources to pay for upfront construction costs.



## Legislative principles

*CMAP supports legislative initiatives that create a transparent, performance-based funding process for state transportation investments and encourage collaboration with MPOs and other stakeholders.*

*CMAP supports legislative initiatives that increase the existing motor fuel tax to support the transportation system and index it to inflation. CMAP also supports efforts to develop a sustainable, long-term replacement to the motor fuel tax based on transportation user fees.*

*CMAP supports legislative efforts to permit and encourage innovative transportation funding sources such as congestion pricing and value capture. Further, CMAP continues to support the judicious application of public-private partnerships, so long as the public interest is adequately protected.*



## **Increase commitment to public transit**

Public transportation is essential to the future economic prosperity of our region. After decades of underinvestment, substantial funding is needed just to adequately maintain the system, and even more is required 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 motor fuel tax increase, as well as some portion of future congestion pricing revenues, to transit.

### **Legislative principle**

*CMAP supports 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.*





## **Create a more efficient freight network**

Metropolitan Chicago is the nation's freight hub, and the state plays a vital role in maintaining this position. In partnership with the federal government and the region, the state should prioritize implementing the CREATE program, a collection of 70 rail projects aimed at improving freight mobility in the Chicago region. Truck traffic also presents a major challenge for the region. The state can take a leadership role in identifying opportunities for dedicated freight corridors, streamlined truck permitting, better documented and coordinated truck routes, and improved access to intermodal facilities. Further, GO TO 2040 supports better integration of freight needs into existing capital programming approaches.

The CMAP Board convened the Regional Freight Leadership Task Force as a group of public and private stakeholders to investigate funding and governance issues facing the regional freight system. Although the task force concluded in 2014, state action is needed to fulfill its recommendations, which include robust and comprehensive freight planning; new, dedicated funding sources for freight investment in northeastern Illinois; and an ongoing commitment and capacity to implement freight plans.

### **Legislative principles**

*CMAP supports legislative initiatives that fund CREATE, provide regional trucking improvements, and better integrate freight issues into existing capital programming processes.*

*CMAP supports efforts that continue to fulfill the Regional Freight Leadership Task Force recommendations.*



## **Achieve greater livability through land use and housing**

The state has an important role to play in helping communities achieve 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 in the areas of transportation, housing, environmental, and economic development is critical to promoting sustainable, livable communities. Recognizing that they face common challenges, such as preventing foreclosures or prioritizing investments in affordable housing, many of the region’s communities have created collaborative approaches to address these problems. However, state funding 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 supports 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 either expand eligibility for existing resources or provide new funding or assistance to multijurisdictional organizations seeking to address shared housing and land use problems.*

*CMAP supports legislative initiatives that promote reinvestment in existing communities—specifically initiatives 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.*



## **Manage and conserve water and energy resources**

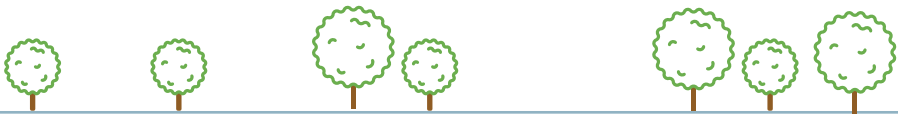
The conservation of water and energy is a top priority for GO TO 2040. Over the next 30 years, these resources will likely become more constrained, affecting the region's economy and quality of life. The energy priorities in GO TO 2040 are focused on reducing demand and increasing efficiency, as well as the use of renewable energy options. The state can support energy conservation by providing funding, financing mechanisms, and local technical assistance.

Priorities for water efficiency and water supply planning are outlined in the Water 2050 regional plan. New, sustainable funding is needed for CMAP to support water supply planning and investment in water infrastructure. Pricing can help ensure the prudent management of water infrastructure, particularly through a shift toward paying for the full costs of water service delivery through user fees. Further, many communities lose a considerable amount of treated water through leaks in their systems, wasting ratepayer and taxpayer dollars. This water loss should continue to be addressed through technical assistance, audits, and infrastructure improvements. At the same time, such technical assistance may be needed to help prepare local water suppliers for drought. Additionally, portions of northeastern Illinois suffer from chronic, destructive, and costly flooding. While there are many low-capital solutions to flooding, some problems can only be solved by a commitment to investing in flood control and improved stormwater management.

### **Legislative principles**

*CMAP supports initiatives that help manage water and energy demand, help rehabilitate existing infrastructure, and incorporate more efficient, renewable energy options and technologies.*

*CMAP supports initiatives that establish new, sustainable funding for water infrastructure, water supply planning, and flood protection and that promote full-cost pricing of water infrastructure.*



## **Expand and improve parks and open space**

A top priority of GO TO 2040 is to expand northeastern Illinois' green infrastructure network, an inventory of the most significant locations targeted for land conservation. To do so, CMAP recommends making significant, prioritized investments in parks and open space. The state can play a critical role in this effort through the Illinois Department of Natural Resources' (IDNR) open space acquisition and management programs. Major benefits will follow from investing in the green infrastructure network, including enhanced quality of life and property values, improved public health through the promotion of active lifestyles, and the protection of ecosystem services such as biodiversity, water supply, flood storage, and water purification. GO TO 2040 recommends preserving an additional 150,000 acres of land by 2040 through a collaborative, multi-organizational, public-private approach.

### **Legislative principles**

*CMAP supports legislative initiatives that coordinate open space investment to create a connected green infrastructure network and prioritize preservation of northeastern Illinois' most important natural areas.*

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



## Promote sustainable local foods

Illinois has some of the most fertile soils in the country, yet most of the money spent on food production feeds the economies of other states and nations. Indeed, a small fraction of the region's farms produce food directly for human consumption. The state can support the economic and environmental benefits of local food production through its policies, regulations, and direct procurement. Further, the state can support a variety of demonstration programs to improve access to affordable, healthy food in disadvantaged communities.

### Legislative principle

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



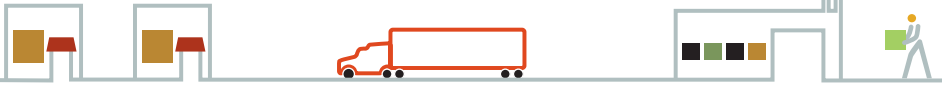
## **Improve education and workforce development**

The quality of our workforce is among the most important factors in maintaining a strong economy. The state plays a critical role in workforce development by coordinating and funding the public education system and workforce training. GO TO 2040 emphasizes the importance of strengthening workforce development programs to ensure that the region's pool of workers is prepared to meet the needs of current and future employers. Better information networks can help measure, track, and analyze performance to support this goal.

### **Legislative principles**

*CMAP supports legislative initiatives that align workforce development, education, and economic development initiatives, measure outcomes, and improve data-driven decision making.*

*CMAP supports legislative initiatives that improve the flexibility and delivery of workforce development services, including the strengthening of sector-based and community-focused provision of services.*



## Support economic innovation

Innovation plays a major role in a sustainable, prosperous, and globally competitive regional economy. The region's propensity to innovate—develop new products, technologies, processes, business models, and markets—results in goods and services that are faster, cheaper, and better. However, a variety of innovation measures indicate that the region's and state's innovative capacity is lagging behind that of peers. Serious action to increase economic innovation will be necessary to keep the region thriving and globally competitive.

GO TO 2040 suggests that the state should use enhanced data to evaluate financial incentives and programs and target them toward the attraction and retention of innovative industries that provide good jobs. The state can strengthen its focus on nurturing regional industry clusters by working with industry coalitions to secure and leverage public and private funding.

### Legislative principle

*CMAP supports legislative initiatives that evaluate and monitor economic development programs, identify successful approaches, and target investments toward the region's industry clusters.*



## Reform state tax policy

Metropolitan Chicago's ability to make infrastructure and community investments recommended in GO TO 2040 is significantly shaped by fiscal and tax policy decisions made at the state level. CMAP is specifically interested in how tax policy influences the overall economic well-being of the metropolitan region, including the commercial, industrial, and residential development of our communities. State 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 competition among local governments for the attraction or retention of sales tax-generating businesses, to little or no overall regional benefit. In Illinois, the sales and income tax bases remain relatively narrow, stifling the ability of tax revenues to keep pace with broader economic trends.

### Legislative principle

*CMAP supports legislative initiatives that reform state tax policy through careful expansion of the sales and income tax bases, as well as careful modification of state revenue sharing structures with local governments to encourage regional collaboration and broader GO TO 2040 development goals.*





## **Improve access to information**

Data sharing through transparent, open governance improves efficiency and accountability. CMAP relies on other agencies' data to complete its own work in planning and transportation programming and policy; its work depends on the timely reporting of data in a usable format and accessible location. Transparency in data is essential for understanding how government operates, and helps policymakers at all levels of government make better and more informed decisions.

### **Legislative principle**

*CMAP supports legislation to increase data and information sharing by requiring state and local agencies to make their programs and policies 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 its Policy Committee 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 and updated in 2014. The agency and its partners are now developing ON TO 2050, which will build on GO TO 2040's vision. Like its predecessor, ON TO 2050 will be 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.

Implementation of GO TO 2040 and concurrent development of ON TO 2050 are the main priorities for CMAP. The agency provides extensive support to communities through its Local Technical Assistance (LTA) program. So far LTA has funded more than 150 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. HUD grant expired in December 2013, CMAP is continuing the LTA program with new funding from the U.S. HUD and the Illinois Attorney General national foreclosure settlement fund, among other local sources.

GO TO 2040 recommendations 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, with \$274 million programmed over five years (federal FY 2016-20) in the most recent call for projects.
- The Transportation Improvement Program (TIP) accounts for all federally funded and otherwise regionally significant projects, totaling \$12 billion from federal FY 2016-19.
- The local Surface Transportation Program (STP) works with subregional Councils of Mayors to allocate these funds, which totaled \$124 million in federal FY 2016.
- The local Transportation Alternatives Program (TAP) supports non-motorized transportation in the region, with \$28 million approved in the most recent three-year cycle (federal FY 2015-17).

CMAP conducts extensive, data-driven research and analysis related to policy objectives contained in GO TO 2040, including diverse economic factors such as workforce, innovation, and state and local tax policies. 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 middle- and high-skilled workers. CMAP's research also has shed light on the impacts of state and local tax policies.

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