

CMAP'S 2012 STATE LEGISLATIVE FRAMEWORK

97th Illinois General Assembly (2012 – Second Year)

The State of Illinois is key to the success of GO TO 2040 implementation. It allocates nearly \$50 billion per year across various program areas and plays a significant role in operating and maintaining the transportation system, promoting economic development, and maintaining and preserving our natural resources. Using GO TO 2040 as a guide, this document highlights policy priorities for CMAP during the 2012 legislative session. Generally speaking, CMAP is most interested in issues with a regional or statewide impact or those that could serve as precursors to broader, more comprehensive legislation. The document includes priority issues and *Legislative Principles* based on GO TO 2040's recommendations. The principles were developed to guide staff and inform our partners, the Governor, legislators, state agency directors, and others about CMAP's policy positions regarding legislative initiatives being discussed or introduced in the General Assembly.

THE ROLE OF CMAP

Many public policy issues transcend local jurisdictions or can be too large an undertaking for any one unit of government. Issues such as economic development, transportation, wastewater management, water supply and improving the quality of life in our region are examples of challenges that require regional cooperation. Regional planning helps coordinate efforts and resources within a metropolitan area and provides local, state and federal governments with a unified vision. As the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry and Will, the Chicago Metropolitan Agency for Planning (CMAP) is mandated by state statute to develop and guide the implementation of the region's first comprehensive regional plan, GO TO 2040. The plan was adopted in October 2010 and builds on the region's assets, identifies shortcomings, and recommends actions that will help sustain the region's economic vitality and global competitiveness. CMAP and GO TO 2040 serve an important role by identifying regional interests and impacts regarding actions being taken at various levels of government. CMAP is in a unique position to directly impact and improve the quality of life of more than eight million residents, more than half the state's population. To that end, CMAP is committed to working with the Governor, legislators, local elected officials, agencies and other partners in protecting and enhancing the quality of life for all who live and work in northeastern Illinois.

CMAP'S 12 LEGISLATIVE PRINCIPLES

PURSUE COORDINATED INVESTMENTS

One community, or even a single level of government, cannot solve our most pressing problems alone. The State of Illinois is large and diverse, but our communities are interdependent and state and local leaders will have to work across geographic borders to create sustainable prosperity. Metropolitan regions drive the U.S. economy, yet state governments make most of the decisions about investing federal 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 gives those areas more authority to decide how to use those funds. Such a regional approach could focus state investments to maximize their economic impact. Additionally, agencies should work together to streamline grant requirements and to align their goals, performance criteria and funding. By making collaboration across state programs routine, agencies can help regions to more effectively implement comprehensive solutions to their problems.

Legislative Principle:

CMAP will support legislative initiatives that take a regional approach; foster interjurisdictional collaboration; and intra-agency investments to increase efficiencies and remove duplication where appropriate.

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, walkable communities that offer transportation choices for access to schools, jobs, services and basic needs. More coordinated investment among transportation, environmental and housing expenditures can go a long way toward ameliorating some of the unintended consequences that can sometimes occur when policy areas are evaluated separately. Transportation funds should be programmed with land use and environmental considerations in mind. For example, funding programs from IDOT, DCEO and IHDA can be coordinated and streamlined to create plans, ordinance updates and capital investment programs that are consistent with GO TO 2040. These agencies can also prioritize funding to communities engaging in intergovernmental planning. Funding incentives from the state that encourage local governments to plan collaboratively for the future will help move northeastern Illinois toward the goal of greater livability.

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, and are based on comprehensive evaluation criteria considering the interconnected focus areas of transportation, housing, the environment and economic development.

MANAGE AND CONSERVE WATER & ENERGY

The conservation of water and energy is a top priority for GO TO 2040. In 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. For water, integration of land use and resource planning can play a central role in

achieving better conservation. Both energy and water resource conservation strategies are best achieved at the local level, but the state has a vital role to play. Funding to support local and regional energy retrofit programs, integration of land use and resource conservation planning, and promotion of renewable energies and improved technologies are all crucial to achieving conservation goals. The General Assembly should be directing natural resource agencies to identify opportunities to coordinate programs and funding sources. A coordinated effort across agencies will improve efficiency, interagency data sharing and cooperation.

Legislative Principle:

CMAP will support energy and water conservation initiatives that meet our needs, yet reduce demand; promote and finance local and regional retrofit programs; incorporate renewable energy options; use new technologies; promote water reuse techniques, 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 land acquisition and helping the region achieve various parks and open lands objectives. 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 that an additional 150,000 acres of land be preserved 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 in developed areas, 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 scarcity 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 program delivery around the needs of individuals and families. In addition, the use of

technology and better 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 one of the most important factors — if not the most important — in strengthening the region's economy. Like other states, Illinois makes large expenditures toward schools, from pre-kindergarten to community colleges to the university system. The state can help support the goals of GO TO 2040 particularly by ensuring that these expenditures are achieving the desired outcomes of higher 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, and 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 to help 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 and high-tech jobs. Data indicates that the region is underperforming across a variety of innovation measures, and is falling behind compared to other U.S. metropolitan areas. It will require serious action to increase economic innovation to keep the metropolitan Chicago region thriving and globally competitive. GO TO 2040 suggests 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, and work 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

To create livable communities and keep our region economically competitive, state and local tax systems should encourage effective land use, generate good jobs, and foster sustainable economic activity. GO TO 2040 recommends the CMAP Board establish a Task Force to give advice on state and local tax policy reforms that would advance GO TO 2040's goal for sustained regional economic competitiveness through creating more livable communities, improving the region's economic climate, enhancing the region's transportation system, and making governance in the region more efficient. The Task Force is charged with evaluating state and local fiscal policy issues through the lens of the regional economy and the connections between tax policies and development decisions with a focus on improving the efficiency, equity and transparency of the tax system. In early 2012, the Task Force will submit a report to the CMAP Board.

Legislative Principle:

CMAP supports legislative initiatives that align with the CMAP Board's state and local tax policy recommendations, as made through the Regional Tax Policy Task Force.

IMPROVE ACCESS TO INFORMATION

Most state agencies control large amounts of data and information. Policy challenges cannot be solved – and efficient governance cannot be achieved – without comprehensive, current and accurate data resources. Residents are served best when government information is freely accessible to all. When public bodies have access to complete, accurate and timely information, leaders can make decisions that are better for our communities, our region and the state.

Legislative Principle:

CMAP will support legislation that expands the dissemination of state data, helps local governments post data online, facilitates opportunities to form partnerships around data-sharing pilot projects with other interested regional partners, and helps implement best practices and technological improvements that facilitate open exchange of data.

INVEST STRATEGICALLY IN TRANSPORTATION

The future prosperity of Illinois depends on strategic transportation investments, and this requirement is especially pertinent in tough economic times. However, our current investment practice is often predicated on arbitrary formulas rather than economic or performance-based criteria. Illinois, unlike many other states, lacks a transparent, performance-driven approach to programming its transportation dollars after they are apportioned to the various highway districts. GO TO 2040 emphasizes that the state and other transportation implementers prioritize efforts to maintain and modernize existing assets before expanding the system, and that investments of all types take a multimodal approach, with consideration for all users.

Additionally, the state's larger capital funding process is inconsistent, consisting of a major supplementary funding package about once a 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. The generation of new revenues must be done through efficient, sustainable user fees, which should better reflect the actual costs of maintaining and operating the system. Additionally, user fees should reflect broader social costs of transportation, such as the costs of traffic congestion.

Legislative Principles:

- CMAP will support legislative initiatives that establish more robust statewide measures for allocating transportation funds, establish a transparent and accountable process within IDOT to grant 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 repair and modernization of the transportation system. Additionally, CMAP will support legislation to permit and encourage innovative transportation finance measures that reflect the marginal costs of using the system. Policies such as congestion pricing support more efficient management of existing transportation assets and encourage travelers to make judicious use of our scarce transportation resources.
- CMAP will support efforts to include state capital program funding as part of the annual budgetary process, rather than in the form of infrequent state capital program packages. Again, project selection should be based upon performance criteria.

INCREASE COMMITMENT TO PUBLIC TRANSIT

Public transportation helps reduce congestion, improves air quality, and provides transportation alternatives for those who can't or choose not to drive. The mobility enabled by transit helps our economy grow and improves our quality of life – two goals that will become increasingly important as our region welcomes an additional 2.8 million residents over the next 30 years. After decades of underinvestment, our transit system requires substantial funds to return to a good state of repair. The top priority of GO TO 2040 is to maintain and operate the existing transportation system – and transit is no exception. The goal is to move the system toward a “state of good repair,” the point at which all transit facilities are in good condition and there is no backlog of capital maintenance. The plan also recommends a limited and conservative approach to expansion of service in the region. GO TO 2040 encourages the state to support transit-oriented development through its transportation, housing and economic development investments. GO TO 2040 also recommends securing new sources of revenue to support transit, including dedicating a portion of the proposed gas tax increase to transit, as well as some portion of future congestion pricing revenues.

Legislative Principle:

CMAP will support legislative initiatives that provide more resources for the maintenance and modernization of our transit system, that encourage innovative transit financing, and that provide for reasonable expansion of the transit system as described in GO TO 2040.

CREATE A MORE EFFICIENT FREIGHT NETWORK

By any measure, our region is the nation's rail and truck freight hub, and the state has a vital role to play in ensuring that we maintain this position. In partnership with the federal government and the region, the state should prioritize the implementation of the CREATE rail improvement project. Truck traffic in the region is also important, and the state can take a leadership role in identifying opportunities for dedicated freight corridors and implementing truckways or similar facilities when appropriate. A major element of GO TO 2040's approach to freight is the establishment of a regional freight authority to prioritize and finance freight infrastructure; the state should take an active role in the formation of this entity.

Legislative Principle:

CMAP will support legislative initiatives that fund CREATE, explore the creation and funding of truckways, and establish a Regional Freight Authority.

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DRAFT STATE AGENDA, SPRING 2012

During the 2012 session of the Illinois General Assembly, 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

Secure a stable and dedicated funding source for CMAP. The legislation creating CMAP called for the agency to produce a comprehensive land use and transportation plan for our region and a dedicated funding source to enable CMAP to perform its duties. Last year, the budget implementation bill dissolved the Comprehensive Regional Planning Fund (CRPF), making CMAP reliant solely on an annual Road Fund grant from IDOT, which sharply limits our future scope in other vital non-transportation activities. CMAP received \$3.5 million from the General Revenue Fund for comprehensive planning. A portion of that served as the state match for federal transportation funding, with the remainder supporting CMAP's statutorily required non-transportation activities. 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.

Support legislative initiatives dedicated to funding state and regional water planning. 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.

INVEST STRATEGICALLY IN TRANSPORTATION

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. CMAP will continue to engage the Secretary of the IDOT and IDOT officials, other transportation policy advocates, the Governor's office and the General Assembly as to the benefits of and implementation of performance-driven criteria into the development process for transportation investments.

CMAP will support legislative initiatives to increase the existing 19 cents per gallon gasoline tax and index the tax to inflation. A portion of these proceeds should be devoted to transit. Additionally, CMAP will support legislation to permit and encourage innovative transportation finance measures that reflect the marginal costs of using the system.

REGIONAL FREIGHT AUTHORITY

GO TO 2040 recommends that a Regional Freight Authority be created to address the regional freight needs in northeastern Illinois. CMAP will monitor legislative activity to address freight needs in northeastern Illinois and the state. CMAP will facilitate and convene meetings between CMAP's Freight Committee and the key senate proponent and to consider any additional meetings between CMAP, stakeholders and the legislative sponsor to discuss ways to incorporate GO TO 2040 plan recommendations into any developing freight issues.

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