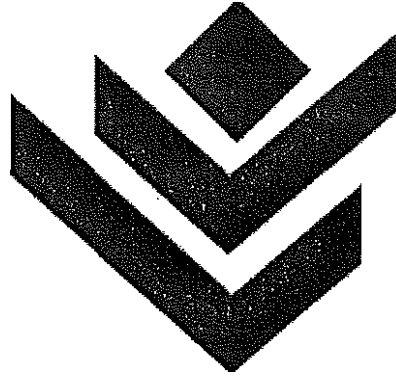




CITY OF
BLOOMINGTON
COMMITTEE OF THE
WHOLE MEETING
MARCH 19, 2018



City Logo Design Rationale

The symbol for the City of Bloomington is multifaceted in its visual and conceptual approach. Visually the symbol and the City's identity represent a modern progressive style which is consistent with the City's government. The symbol is based on three different concepts which combine to represent the City in a contemporary and appropriate way.

First and foremost is the chevron. The City government is a respected agency dedicated to serving the public. In this way, the chevron represents service, rank and authority.

The symbol may also be seen as a three dimensional building. This represents growth and diversity in our community.

Finally, the flower or plant derived from the original name "Blooming Grove," represents a community that is friendly and safe. Progress and growth are also associated with plant life as well as regeneration and renewal.

The symbol's positive upward movement is representative of the City's commitment to excellence!

Brief Summary of Five Council Priorities

Five Priorities

At the September retreat, Council informally selected its top five priorities, and since that time staff has seen that these five areas are the dominant focus of the Council's policy deliberations. The selected priorities are:

1. Economic Development
2. Infrastructure
3. Financial Planning
4. Reduced Emergency Response Times
5. Downtown Implementation Plan

The value in naming priorities is to establish policy direction, make that direction known to stakeholders and guide policy, budget and operational decisions. As we work to develop the City's FY17 budget, staff would find value in formalizing the five priorities for the next fiscal year.

Prior to formalization, we have prepared this brief summary to begin the dialogue about what each priority means, where it stands and what it will take to advance each going forward.

1. Economic Development

- A. Economic development was overwhelmingly recognized by the Council as **essential to the financial sustainability** of the community. It is our prime means to diversify our tax base and expand our revenue streams.
- B. City of Bloomington economic development is undertaken in parallel with **regional collaboration** and economic development initiatives of the EDC, B/N Advantage and others.
- C. The time is right to review our **economic development strategic plan and incentive policy**. Tools such as TIF are invaluable for the redevelopment of areas such as Colonial Plaza, and will be key to our success.
- D. Economic development cannot stand alone and depends on sound infrastructure and quality of life to successfully ensure a financially-sound future for our community.

2. Infrastructure

- A. The City is decades behind in funding much-needed **infrastructure maintenance**, estimated to total \$400M or more. Reliable infrastructure with the capacity to handle growth is essential to economic development, quality of life and the City's financial long-term stability.
- B. Our City's recently completed **infrastructure Master Plans**, encompassing streets, sanitary sewers, storm water, facilities, sidewalks and more provide detailed inventory, condition rating and make it possible for us to assess and prioritize critical needs.
- C. The next essential step is to develop a **five year Capital Improvement Plan** to address the most urgent/timely needs, AND a funding strategy.
- D. Some projects included in the City's Master Plans are prime candidates for borrowing. Financing options are many, and Council will determine a preferred strategy, ranging from conservative to aggressive.

3. Financial Planning

- A. Since the Great Recession, we are all adapting to a new economy that requires us to have a **long-term, continuously evolving plan for financial sustainability**, including a plan for appropriate reserves. We must have a balanced budget to avoid the pitfalls and reputational damage that many other governments continue to experience.
- B. A deficit in the City's General Fund was averted in the near term through Budget Task Force recommendations and the Council's recent adoption of a 1% sales tax increase. However, the City's expenses, especially those tied to Police and Fire pensions and labor costs, will continue to increase over the years. The **potential for a General Fund structural deficit** will continue to threaten future budgets.
- C. It will take all of us, including our citizens, to develop solutions for achievement of financial sustainability. We must focus on refining our financial projections, re-forecasting when appropriate, identifying programs and services, establishing appropriate levels of service performance measures, and prioritization.
- D. A **Capital Improvement Plan and funding** is critical to the City's financial strategy now and going forward.

4. Reduced Emergency Response Times

- A. Despite the excellent efforts of our first responders, the Fire Master Plan identified that **service to the City's northeast portion is inadequate and response times are below our standards**. Long-term, the Master Plan recommends a new Fire Station facility to serve the northeast area of the City. In the short-term, we must identify creative and innovative methods to reduce EMS and fire suppression response times.
- B. Quality public safety services are essential to a community's Economic Development and, with so many financial resources devoted to public safety, **finding efficient solutions to public safety issues** contributes to the long-term financial health of the community.

5. Downtown Implementation Plan

- A. The Downtown Master Plan was adopted by the City Council in 2013 without an Implementation Plan. Increased interest in Downtown economic development, notably in the proposed addition of hotel and/or convention center space, indicates this is the time to **design the City's role** in success of the Downtown.
 - a. It will take inside and outside **resources to vet potential Downtown projects**.
 - b. We must determine the amount and type of **public engagement** that is appropriate for Downtown development proposals.
 - c. Traditionally, municipalities play a role in Downtown **streetscape improvements** and meeting its **parking needs**.
- B. We can **build upon the qualities that make our Downtown special**, such as our ties to President Lincoln and Route 66, both expertly displayed in the new Visitors Center at the McLean County Museum of History. Smart economic development in Downtown will expand on existing assets and attractions like the Museum, the BCPA and the Coliseum.



RESOLUTION NO. 2016 -29

A RESOLUTION ADOPTING A MISSION, VISION AND VALUES STATEMENT FOR THE CITY OF BLOOMINGTON

WHEREAS, the City of Bloomington ("City") is an Illinois home-rule municipality; and

WHEREAS, the City is known as the "Jewel of the Midwest;" and

WHEREAS, the City is a great place to live, work and play; and

WHEREAS, the City Council desires to adopt a statement expressing the Organizational Mission, Vision and Values of the City.

NOW, THEREFORE, BE IT RESOLVED BY THE City Council of the City of Bloomington, McLean County, Illinois, as follows:

Section 1. The above stated recitals are incorporated herein by reference.

Section 2. The City Council of the City of Bloomington hereby formally adopt the following as the City's Organizational Mission, Vision and Values:

Mission: To lead, serve and uplift the City of Bloomington

Vision: A Jewel of Midwest Cities

Values: Service-centered, results-driven, inclusive.

Section 3. All resolutions in conflict with this Resolution, as well as any previous statements adopted on the mission, vision and values of the City are hereby repealed.

Section 4. This Resolution shall be in full force and effect immediately after its passage and approval.

APPROVED by the City Council of the City of Bloomington, McLean County, Bloomington, Illinois, July 25, 2016, by a vote of 7 to 1. (Nay: Alderman Kevin Lower) (Absent: Alderman David Sage)

CITY OF BLOOMINGTON

Tari Renner, Mayor

ATTEST

Cherry L. Lawson, City Clerk

AGENDA



**CITY COUNCIL COMMITTEE OF THE WHOLE
MEETING AGENDA
BLOOMINGTON POLICE DEPARTMENT
OSBORN CONFERENCE ROOM
305 EAST ST., 2ND FLOOR, BLOOMINGTON, IL 61701
MONDAY, MARCH 19, 2018, 5:30 P.M.**

1. Call to Order
2. Roll Call of Attendance
3. Public Comment
4. 2018 Annual Legislative Work Session to Discuss
 - a. Recommended State Infrastructure Projects in the City of Bloomington
 - b. Sales Tax Administrative Fee Reduction
 - c. Potential Property Tax Freeze
 - d. Legislators Update and Roundtable Discussion
5. Adjournment

RECOMMENDED STATE
INFRASTRUCTURE PROJECTS IN
THE CITY OF BLOOMINGTON



**LEGISLATIVE WORK SESSION
AGENDA ITEM NO. 4A**

FOR COUNCIL: March 19, 2018

SPONSORING DEPARTMENT: Public Works

SUBJECT: Presentation and discussion of recommended State Infrastructure Projects in the City of Bloomington.

RECOMMENDATION/MOTION: Presentation and discussion only.

STRATEGIC PLAN LINK: Goal 2. Upgrade City Infrastructure and Facilities; Goal 4. Strong Neighborhoods; Goal 5. Great Place – Livable, Sustainable City.

STRATEGIC PLAN SIGNIFICANCE: Objective 2a. Better quality roads and sidewalks; Objective 4c. Preservation of property/home valuations; Objective 4d. Improved neighborhood infrastructure; Objective 5a. Well-planned City with necessary services and infrastructure; Objective 5b. b. City decisions consistent with plans and policies; Objective 5e. More attractive city: commercial areas and neighborhoods.

BACKGROUND: Public Works is concerned about the condition of state-maintained infrastructure in Bloomington such as roads, sidewalks, and bridge. The Department wants the City Council to discuss additional state funding for the Illinois Department of Transportation (IDOT) so that IDOT can improve state-maintained infrastructure in Bloomington.

On February 14, 2018 Governor Bruce Rauner released the Fiscal Year 2019 Proposed Budget. The proposed capital budget includes \$9.7 billion for IDOT, which includes new and continuing investments in the state's infrastructure. However, the budget does not include any projects for Bloomington in IDOT's list of road and highway project examples. The final budget has not been approved. There's still time this year to fund these and additional projects in the City of Bloomington.

The IDOT's multi-year program proposes a total of \$448 million in spending for District 5, which includes McLean County, Champaign County, DeWitt County, Edgar County, Piatt County and Vermillion County. State road projects in Bloomington and Normal total \$24.4 million over five years. The City of Bloomington is supportive of the two projects listed in this plan that impact Bloomington, but the plan lacks additional projects that would be vital to transportation in Bloomington. The City is not suggesting that any projects be removed, but that additional funding be provided to IDOT so that they are able to make improvements to state-maintained infrastructure in Bloomington. The two supported projects in the plan are below. The two projects listed in the plan are below.

- Interstate 55 Business (Veterans Parkway) from Commerce Parkway to Interstate 55 and at Illinois 9 in Bloomington and Normal in McLean County. Resurfacing on 6.4 miles and ADA improvements from Commerce Parkway to Interstate 55 and engineering for location, environmental and design studies at Illinois 9 are programmed during FY 2019-2023 at a cost of \$13.5 million.
- Illinois 9/US 150 from east of Interstate 74 to Royal Pointe Drive in Bloomington and from Locust Street to Towanda Avenue in Bloomington. Resurfacing on 6.9 miles, ADA improvements, engineering for design, location and environmental studies and engineering for contract plans are programmed during FY 2018-2023 at a cost of \$10.9 million. Of this total, engineering for design, location and environmental studies is programmed in FY 2018 at a cost of \$1.3 million.

Additional projects that Public Works would like the State of Illinois to fund and for IDOT to include in their FY 2018-2023 Proposed Highway Improvement Program include:

- The US 51 Business multi-modal corridor project
- Resurfacing, and sidewalk/ADA ramp improvements on US 150 (Clinton Street) from Interstate 55 Business (Veterans Parkway) to Illinois 9 (Empire Street)
- Reconstruction and sidewalk/ADA ramp improvements on portions of US 51 Business (Center Street) from Emerson Street to Locust Street
- Bridge repairs, sidewalk/ADA ramp improvements on US 51 Business (Center Street and Main Street) from Oakland Street to Kentucky Alley (Bridges over Norfolk Southern Railway)
- Rerouting and sidewalk/ADA ramp improvements US 150/Illinois 9 from Lee Street to Center Street

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: N/A

FINANCIAL IMPACT: For discussion purposes only.

COMMUNITY DEVELOPMENT IMPACT:

Link to Comprehensive Plan/Downtown Plan Goals: N-1 Ensure the compact development of the City through denser, mixed-use developments and reinvestment in the established older neighborhoods; CWB-2 Create a lifelong community that meets the needs of residents of all ages and abilities; UEW-1 Provide quality public infrastructure within the City to protect public health, safety and the environment; TAQ-1 A safe and efficient network of streets, bicycle- pedestrian facilities and other infrastructure to serve users in any surface transportation mode; TAQ-5 Safe and efficient movement of freight by motor vehicle, rail and air, in the community and serving local, state, national and international markets.

FUTURE OPERATIONAL COST ASSOCIATED WITH NEW FACILITY CONSTRUCTION: N/A

Respectfully submitted for Council consideration.

Prepared by: Michael Hill, Public Works Administration

Reviewed by: Jim Karch, PE CFM, Director of Public Works

Financial & budgetary review by: Chris Tomerlin, Budge Analyst
Scott Rathbun, Sr. Budget Manager

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:



Steve Rasmussen
Interim City Manager

Attachments:

- 1B - PROJECT INFO Funding for State Infrastructure in Bloomington 20180319
- 1C - ILLINOIS PROPOSED BUDGET EXCERPT Funding for State Infrastructure in Bloomington 20180319
- 1D - IDOT PLAN EXCERPT Funding for State Infrastructure in Bloomington 20180319

Recommended State Infrastructure Projects in the City of Bloomington, Illinois

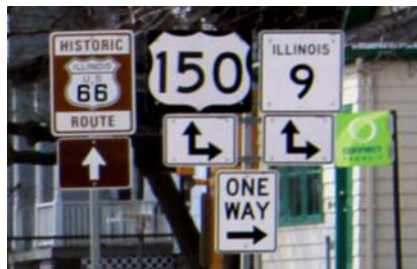
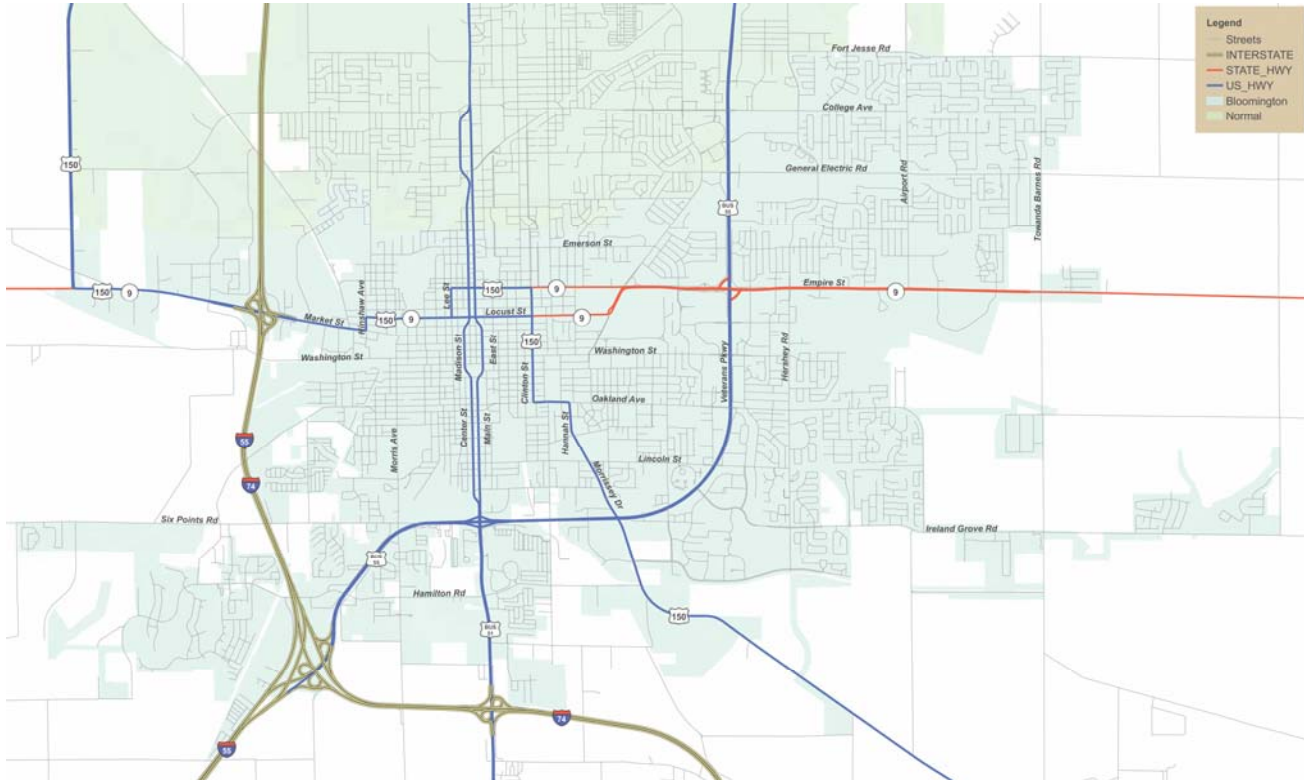


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City of Bloomington
Public Works Department
115 E. Washington St., PO BOX 3157
Bloomington, IL 61702-3157
Web: www.cityblm.org/publicworks
E-mail: publicworks@cityblm.org
Phone: (309) 434-2225
Fax: (309) 434-2201

"Providing excellence in stewardship and service."



**Director of
Public Works**
Jim Karch, PE CFM



**City
Engineer**
Kevin Kothe, PE



**Assistant City
Engineer**
Ryan Otto, PE

City of Bloomington Comprehensive Plan and Strategic Plan Tie-In

Comprehensive Plan 2035 provides a context for decisions about growth and development in the City. It reflects the City's policy intent with respect to many issues that confront Bloomington, including built, fiscal, social, environment and economic conditions. The plan sets forth a series of goals to be achieved over the next twenty years, defines objectives to be reached in support of the goals, and recommends actions by the City, and its regional partners, to reach the objectives. The plan also addresses implementation, by establishing benchmarks and measures of performance to gauge to what degree the goals and objectives are attained, and whether the progress achieved is producing the intended results.

Goal N-1: Ensure the compact development of the City through denser, mixed-use developments and reinvestment in the established older neighborhoods

Goal CWB-2: Create a lifelong community that meets the needs of residents of all ages and abilities

Goal UEW-1: Provide quality public infrastructure within the City to protect public health, safety and the environment

Goal TAQ-1: A safe and efficient network of streets, bicycle- pedestrian facilities and other infrastructure to serve users in any surface transportation mode

Goal TAQ-5: Safe and efficient movement of freight by motor vehicle, rail and air, in the community and serving local, state, national and international markets.

Strategic Plan 2010-2025 sets the tone for City government functions in Bloomington. The goals and objectives are guiding principles that enter into every City action. Every staff memo asking for City Council action must link to at least one goal. All of these projects fit into the following goals and objectives, helping Bloomington become a "Jewel of Midwest Cities."

Goal 2. Upgrade City Infrastructure and Facilities

Objective 2a. Better quality roads and sidewalks

Goal 4. Strong Neighborhoods

Objective 4c. Preservation of property/home valuations

Objective 4d. Improved neighborhood infrastructure

Goal 5. Great Place – Livable, Sustainable City

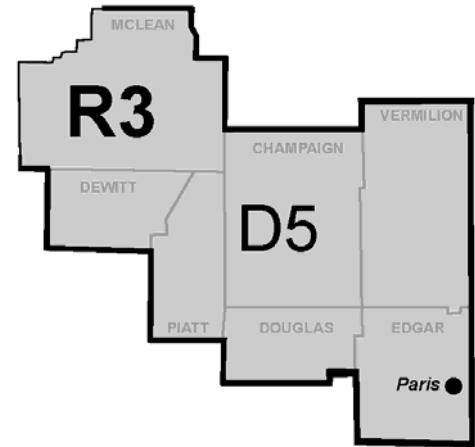
Objective 5a. Well-planned City with necessary services and infrastructure

Objective 5b. City decisions consistent with plans and policies

Objective 5e. More attractive city: commercial areas and neighborhood.

IDOT's Highway Improvement Program

The Illinois Department of Transportation's (IDOT) multi-year program proposes a total of \$448 million in spending for District 5, which includes McLean County, Champaign County, DeWitt County, Edgar County, Piatt County and Vermillion County. State road projects in Bloomington and Normal total \$24.4 million over five years. The City of Bloomington is supportive of the two projects listed in this plan that impact Bloomington, but the plan lacks additional projects that would be vital to transportation in Bloomington. The City is not suggesting that any projects be removed, but that additional funding be provided to IDOT so that they are able to make improvements to state-maintained infrastructure in Bloomington. The two supported projects in the plan are below.



Project 1: Interstate 55 Business (Veterans Parkway) from Commerce Parkway to Interstate 55 and at Illinois 9 in Bloomington and Normal in McLean County

Resurfacing on 6.4 miles and ADA improvements from Commerce Parkway to Interstate 55 and engineering for location, environmental and design studies at Illinois 9 are programmed during FY 2019-2023 at a cost of \$13.5 million.

Project 1:	\$13,500,000
Project 2:	\$10,900,000
Total:	\$24,400,000

Project 2: Illinois 9/US 150 from east of Interstate 74 to Royal Pointe Drive in Bloomington and from Locust Street to Towanda Avenue in Bloomington

Resurfacing on 6.9 miles, ADA improvements, engineering for design, location and environmental studies and engineering for contract plans are programmed during FY 2018-2023 at a cost of \$10.9 million. Of this total, engineering for design, location and environmental studies is programmed in FY 2018 at a cost of \$1.3 million.

State of Illinois FY 2019 Proposed Budget

On February 14, 2018 Governor Bruce Rauner released the Fiscal Year 2019 Proposed Budget. The proposed capital budget includes \$9.7 billion for IDOT, which includes new and continuing investments in the state's infrastructure. However, the budget does not include any projects for Bloomington in IDOT's list of road and highway project examples. The final budget has not been approved. There's still time this year to fund these and additional projects in the City of Bloomington.

Main Street / US 51 (Bus.) Multi-Modal Corridor

The Main Street / US 51 Corridor Project includes essential improvements by providing new, safe and enhanced modes of travel to a multitude of users, re-invigorating the corridor. An on-street bicycle lane will be provided, segregating bicycle traffic from pedestrian traffic using the existing sidewalk system. Enhancements will be made for pedestrian travel to include an expanded sidewalk network, wider sidewalks, safe crosswalks, and ADA compliant ramps. Streetscaping, as proposed by The Main Street Transportation Improvement Feasibility Study for Bloomington-Normal, Illinois, is planned by the communities for a future enhancement as part of a comprehensive corridor improvement. A traffic calming effect through a reduction in lane width, rehabilitated sections of pavement and curb and gutter, and traffic signal modernization and optimization, is designed to reduce vehicle-vehicle crashes. Users within the corridor will also have direct connections to Uptown Station in Normal (where more than **250,000** riders access Amtrak annually); Connect Transit, an award-winning public transit system; regional bus service; and a new connection to the Constitution Trail. The proposed improvement to Business Route US 51 will upgrade the corridor to a complete, well designed, multimodal transportation system through the commercial, entertainment, health, and education pillar of Bloomington-Normal, becoming a national model for other municipalities. It builds on millions of dollars of previous investment, including high-speed rail and significantly expanded Connect Transit bus service.

Preliminary Engineering	\$3,000,000	Construction	\$18,000,000
Land Acquisition	\$1,500,000	Construction Engineering	\$500,000
Utility Adjustments	\$500,000	Total Cost	\$23,500,000

The project will benefit students, residents, visitors and workers with alternatives for active modes of transportation to schools, businesses, medical facilities, social services and institutions, while at the same time easing vehicular traffic congestion. The project will promote healthy, safe, efficient, economical and environmentally friendly opportunities for travel to meet the demands of a changing demographic.



Project south end, Main at Olive, Bloomington



Project north end, College at Main, Normal

US 150 / Illinois 9 Rerouting and Improvements

Members of the Council, City staff and the Bent School teachers and administration strongly disagree with the current routing of US Rt. 150/IL Rt. 9 along Lee St. from Empire St. to Locust St. The City believes this routing is detrimental to neighborhood character and public safety and that the routing poorly serves the trucking industry as well. Rerouting this section to US Business 51 on Center St. would be fairly inexpensive and an easily achieved improvement. The Main St. Feasibility Study also recommended the reroute. Locust would be converted to two-way traffic from Lee St. to Main St. to accommodate the change. Rerouting as proposed would have a limited cost. The City would then assume responsibility for Lee St. and would repurpose it as pedestrian friendly collector street with potential for multi model uses, including bike lanes.

In addition to rerouting, this area needs sidewalk and ramp improvements to comply with the Americans with Disabilities Act.



US 150 / Illinois 9 directs traffic, including semi-trucks, along Lee Street. Residences and Bent Elementary School are impacted.

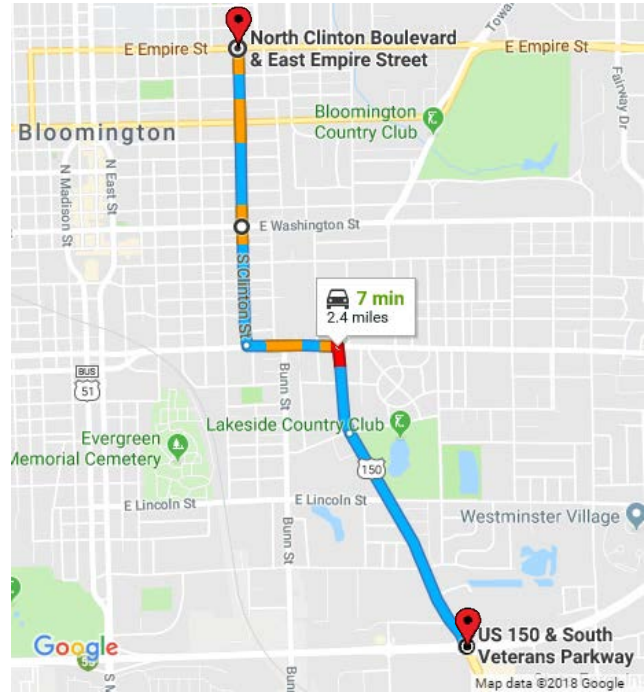


U.S. 150 / Illinois Route 9 stays out of the neighborhood. Locust remains a two-way street through the corridor instead of becoming one-way eastbound at Lee Street. Side benefit: Better access to downtown.

US 150, I-55 (Bus.) to Illinois 9 Improvements

US 150 (Clinton Street) from Interstate 55 Business (Veterans Parkway) to Illinois 9 (Empire Street)

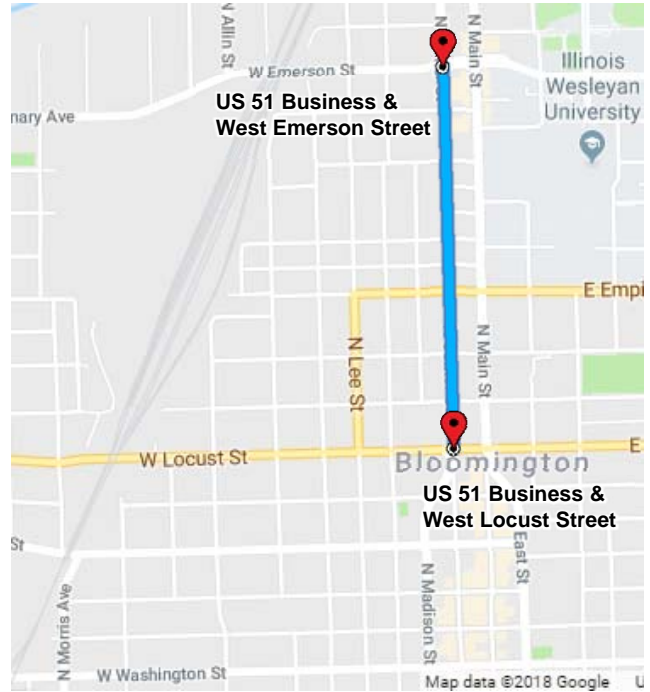
Resurfacing is overdue on US 150 as a whole, but especially on Clinton Street. The City urges IDOT to give high priority to Clinton Street and to engage in resurfacing of all routes through the City more often than it does currently. In addition, sidewalk improvements, and ADA ramp improvements are needed along this route.



US 51 (Bus.), Emerson to Locust Improvements

Portions of US 51 Business (Center Street) from Emerson Street to Locust Street

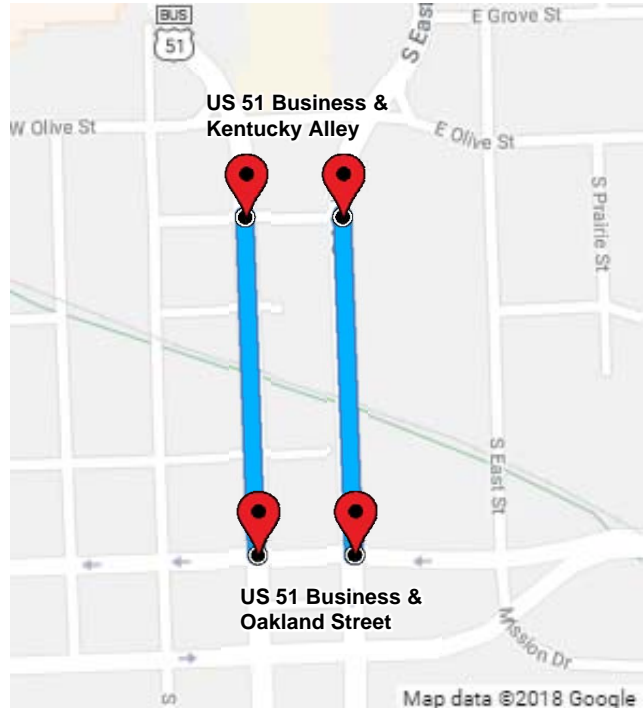
Reconstruction, sidewalk improvements, and ADA ramp improvements are needed on US 51 north of the Downtown. This area has a poor subbase, which is believed to be responsible for premature failure of resurfacing on the roads. Road reconstruction is necessary in this area.



US 51 (Bus.), Oakland to Kentucky Improvements

US 51 Business (Center Street and Main Street) from Oakland Street to Kentucky Alley (Bridges over Norfolk Southern Railroad)

Resurfacing, bridge repairs, sidewalk improvements, and ADA ramp improvements are needed for the US 51 Business bridges that cross Norfolk Southern Railway. Pieces of concrete are falling from the bridges, causing a potentially fatal hazard for vehicles and pedestrians that travel underneath them.



Sample Resolution

RESOLUTION NO. 20__ -

**A RESOLUTION URGING THE STATE OF ILLINOIS
TO FUND THE ILLINOIS DEPARTMENT OF TRANSPORTATION
TO MAKE IMPROVEMENTS TO STATE-MAINTAINED
INFRASTRUCTURE IN BLOOMINGTON**

WHEREAS, Illinois sits at the crossroads of the nation with 140,000 miles of public roads, the third largest Interstate highway network, the third largest bridge inventory, the second biggest public transit system, the greatest convergence of freight rail traffic in the nation, the largest land-based cargo container port in the world and yet operates on aging transit and rail systems, airports, highways and waterways that are essential to limiting congestion and emissions while increasing the mobility of goods, services and people; and

WHEREAS, infrastructure is critical to the economic vitality of our communities, our state and the country; and

WHEREAS, the Governor's Proposed Fiscal Year 2019 Budget does not include projects located in the City of Bloomington in its list of project examples; and

WHEREAS, the City of Bloomington is supportive of the \$24.4 million in proposed projects for state-maintained infrastructure in Bloomington that are outlined in the Illinois Department of Transportation's (IDOT) FY 2018-2023 Proposed Highway Improvement Program; and

WHEREAS, the City of Bloomington is supportive of additional funding for projects that will address state-maintained infrastructure in Bloomington as part of IDOT's FY 2018-2023 Proposed Highway Improvement Program that does not remove funding from other projects; and

WHEREAS, it is equally important to support all transportation systems—local roads, state roads, interstate highways, bridges, public transit, airports, waterways, & freight rail efficiencies—because no single component operates unaided without other elements of the transportation networks; and

WHEREAS, the actual construction need for additional investment in Illinois' transportation networks totals more than \$65 billion; and

WHEREAS, investment in safer, modern and more efficient transportation will pay dividends now and for years to come if it is supported by appropriate and sufficient revenue streams; and

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BLOOMINGTON, ILLINOIS:

That we do hereby urge additional funding for the Illinois Department of Transportation and the FY 2018-2023 Proposed Highway Improvement Program to finance continued investment in transportation projects throughout Illinois and increased investment in state-maintained roads in the City of Bloomington and urge the members of the General Assembly and Governor of the

Sample Resolution

State of Illinois to enact a plan that raises additional revenue to properly address the poor condition of our existing infrastructure, and provide sufficient funds to finance a new series of construction bonds to enable transportation projects that Illinois can rely upon; and

BE IT FURTHER RESOLVED:

That we do hereby urge the Illinois Department of Transportation to add the list of projects as shown in 'Exhibit A' and funding for such projects to its Multi-Year Highway Improvement Program, with the FY 2018-2023 Proposed Highway Improvement Program being the most recent version of the program; and

UPON ADOPTION COPIES OF THIS RESOLUTION WILL BE SENT TO:

Bruce Rauner, Governor of the State of Illinois; Randall Blankenhorn, Secretary of the Illinois Department of Transportation; the Honorable John Cullerton, President of the Illinois Senate; the Honorable Michael Madigan, Speaker of the Illinois House of Representatives; the Honorable Christine Radogno, Minority Leader of the Illinois Senate; the Honorable Jim Durkin, Minority Leader of the Illinois House of Representatives; the Honorable Bill Brady, Illinois Senator 44th District; the Honorable Jason Barickman, Illinois Senator 53rd District; the Honorable Dan Brady, Illinois Representative 105th District; and the Honorable Keith Sommer, Illinois Representative 88th District.

PASSED this ___ day of _____ 20__.

APPROVED this ___ day of _____ 20__.

CITY OF BLOOMINGTON

ATTEST

Tari Renner, Mayor

Cherry L. Lawson, C.M.C., City Clerk

State of Illinois



CAPITAL BUDGET • FISCAL YEAR 2019

BRUCE RAUNER, GOVERNOR





CAPITAL BUDGET

Governor Bruce Rauner

Fiscal Year 2019
July 1, 2018 – June 30, 2019

Illinois State Capital Budget Fiscal Year 2019

Agency Budget Detail: Illinois Department of Transportation

ILLINOIS DEPARTMENT OF TRANSPORTATION

2300 South Dirksen Parkway
Springfield, IL 62764
217.482.7820
www.idot.illinois.gov

MAJOR RESPONSIBILITIES

- The Illinois Department of Transportation (IDOT) is an economic engine for the state, investing billions of dollars to build, support and maintain modern and efficient roadways, railways, airports and transit systems.
- IDOT's core mission is to provide safe and cost-effective transportation options throughout the state, which serves as the transportation hub of North America.

FISCAL YEAR 2019 CAPITAL BUDGET

The recommended fiscal year 2019 capital budget for IDOT is \$9.7 billion including new and continuing investments in the state's infrastructure.

BUDGET HIGHLIGHTS

The proposed capital budget includes \$2.7 billion in new spending authority, which primarily consists of a \$2.2 billion Road Program. It also features \$7 billion in appropriations for ongoing infrastructure improvements, including:

- Rail passenger and rail freight: \$0.8 billion;
- Public transportation: \$1.5 billion;
- Roads and bridges: \$4.3 billion; and
- Highways and other improvements: \$0.4 billion.

AGENCY PROJECT DETAIL

IDOT annually produces a multi-year, multimodal transportation improvement program that outlines the maintenance and capital needs for one of the country's most robust transportation systems.

ROADS AND HIGHWAYS

Illinois is located at the center of the U.S. interstate highway system with three coast-to-coast interstates (I-70, I-80 and I-90) passing through the state. 2,169 miles of interstate highway serves Illinois, ranking Illinois third in the nation in total interstate miles. The Illinois interstate system is part of a nearly 16,000-mile state highway system that makes interstate routes easily accessible to every region. Illinois also benefits from major interstate-to-interstate interchanges. In order to maintain these vast roadway systems, the department's fiscal year 2019 Road Program features nearly \$2.2 billion of pay-as-you-go spending. This includes:

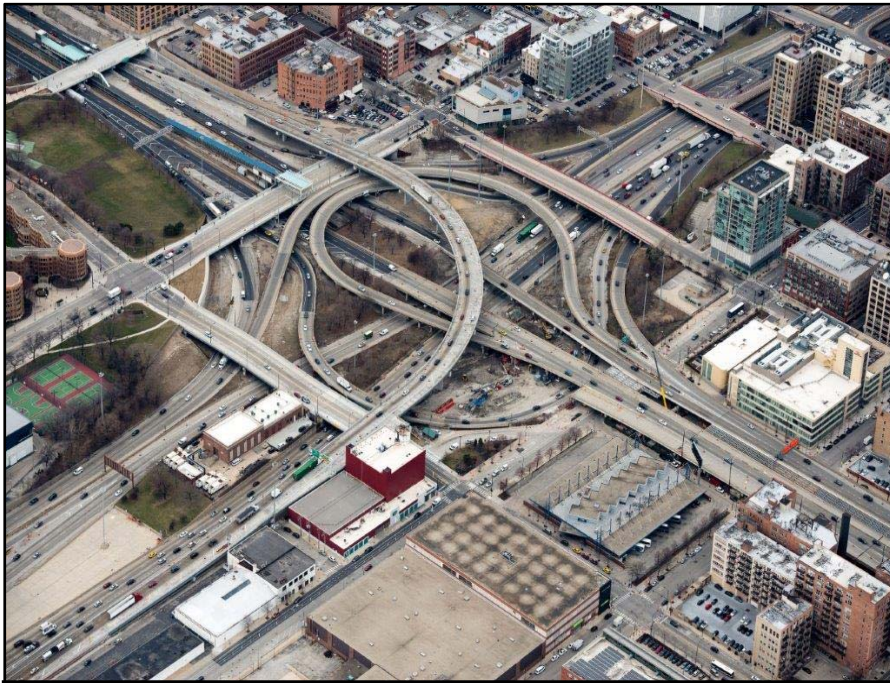
- \$1,543.0 million for general transportation-related construction;
- \$606.2 million for the local share of road improvements;
- \$21.8 million for counties under one million in population;
- \$15.0 million for township bridges;
- \$10.0 million for road districts and townships; and
- \$4.0 million for high growth cities.

Agency Budget Detail: Illinois Department of Transportation

JANE BYRNE INTERCHANGE

IDOT has begun work on the reconstruction of the Circle Interchange in Chicago. Interstates 55, 90 and 94 experience severe congestion and are unable to accommodate the existing traffic demands, resulting in unreliable travel times and increased costs for delivery of goods and services. The main features of this reconstruction project include the replacement of 50-year old bridges and the provision of four lanes in each direction on I-90/94 to correct a lane balance issue.

The Jane Byrne Interchange is located in the heart of downtown Chicago, adjacent to the west end of the central business district. The interchange is more than 50 years old and near the end of the lifecycle for a facility of its type. The Jane Byrne Interchange is critical to the nation's transportation system, particularly for freight movement on the interstate and arterial roadways. Of the more than 400,000 vehicles per day that travel through the interchange, approximately 33,000 are trucks. This traffic significantly impacts roadway capacity and levels of service throughout the region. This volume of traffic has made the Jane Byrne Interchange one of the slowest, most congested highway freight bottlenecks in the nation, according to the American Transportation Research Institute and the Federal Highway Administration.



JANE BYRNE INTERCHANGE IN CHICAGO

Consistently ranked as one of the nation's worst bottlenecks, the reconstruction of the interchange at the confluence of Interstates 90/94 at Interstate 290/Congress Parkway in Chicago made significant progress over the last year. One of the centerpieces, the new Northwest Flyover Ramp, links northbound Interstate 90/94 with westbound Interstate 290 and was completed and opened to traffic in late 2016. The \$600 million interchange project is anticipated to be complete in 2022, providing improved safety, traffic flow and travel times.

Other significant features of the project include: reconstruction and widening of the northbound-to-westbound and eastbound-to-northbound ramps that will improve safety and mobility; a

new collector-distributor (C-D) road from northbound I-90/94 to the downtown exit ramps; and a new C-D road from southbound I-90/94 to the Taylor Street exit that will improve safety by eliminating weaves and forced merges. Three new flyover ramps will also help improve mobility throughout the interchange.

Additional features of this project include ten bridges that will be reconstructed at Taylor, Harrison, Van Buren, Jackson, Adams, Monroe, Halsted/Harrison, Peoria and Morgan streets. These new bridges will enhance the multimodal transportation system of the surrounding street network, including bike lanes, wider sidewalks and improved access to transit. Lighting upgrades, traffic signal installation and landscaping will be included as aesthetic features intended to allow the new interchange to fit within the context of the surrounding neighborhoods and the University of Illinois-Chicago campus.

Agency Budget Detail: Illinois Department of Transportation

IDOT anticipates to let projects in fiscal year 2019 that include new interchange ramps, the Adams Street Bridge, the eastbound I-290/Congress Parkway flyover ramp to northbound I-90/94 and the westbound I-290/Congress Parkway flyover ramp to I-90/94.

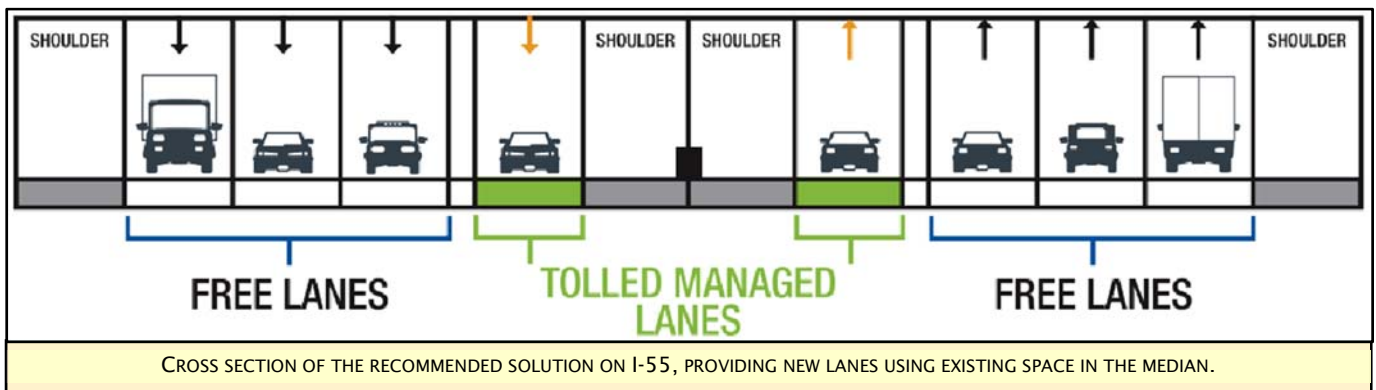
These improvements are expected to produce a 50 percent reduction in delays, which will result in up to five million fewer hours of drivers sitting in congested traffic annually. Reduced idle time will save up to 1.6 million gallons of gasoline per year. It will also save more than \$185 million per year in lost work production from delayed travelers. The annual on-road CO₂ emissions from the project area will be lowered by one-third by 2040.

I-55 MANAGED LANES

Interstate 55 experiences severe congestion for extended periods of time on a daily basis and is unable to accommodate the existing traffic demands due to limited roadway capacity, high truck volumes and numerous interchanges. In addition, commuters have limited public transit options. This has resulted in increasingly long and unreliable travel times as well as increased costs for the delivery of goods and services.

The I-55 Managed Lane Project will add at least one lane in each direction within the existing median to a critical travel corridor between Interstate 355 and Interstate 90/94, a 25 mile stretch entering and leaving downtown Chicago. The proposed improvement maximizes the use of the existing infrastructure, supports public transit options and evaluates new revenue opportunities to support the implementation and maintenance of proposed improvements.

The scope of work for this project also includes structure rehabilitation and widening, drainage improvements, noise walls, improved signage and Intelligent Transportation System elements to achieve project goals. The existing travel lanes along I-55 will remain a freeway but the new managed lanes are proposed to be tolled as express toll lanes with dynamic pricing to provide travel choices within the corridor. This solution best addresses the corridor needs by providing the greatest ability to control congestion, accommodate Pace bus service and decrease travel times in both the tolled and freeway lanes. The estimated cost for construction is \$425 million.



In late 2017, IDOT revised the project to propose the addition of second managed lane north of the Tri-State Tollway within the existing IDOT right-of-way. The additional capacity will make it easier to maintain consistent, reliable speeds and travel times for all I-55 users. Approval from the Federal Highway Administration (FHWA) is anticipated this year.

A 2011 state law allows IDOT to design, build, finance, operate and maintain highway projects using Public-Private Partnerships (P3). In 2016, IDOT issued a Request for Information (RFI) to solicit industry input on how best to deliver the project and received 18 responses suggesting strong, competitive interest from potential developers. Toll revenues from the project and P3 financing sources would be available to pay for construction, operation and maintenance costs. Construction is estimated at \$700 million and could begin as early as calendar year 2019.

Agency Budget Detail: Illinois Department of Transportation

HOUBOLT ROAD BRIDGE

A first-of-its-kind agreement in Illinois between the state, local governments and CenterPoint Properties was reached in 2016 to rebuild Houbolt Road Bridge, linking Interstate 80 and the intermodal facilities in Will County that make up the country's largest inland port. The project is estimated to cost up to \$190 million and will alleviate traffic congestion on local roads, improve safety and further strengthen the state's economy.

This historic agreement was the result of the teamwork between IDOT, CenterPoint, the City of Joliet and Will County. Under the agreement, CenterPoint will build and operate a new toll bridge on Houbolt Road over the Des Plaines River and the BNSF Railroad tracks at a cost of approximately \$150 million to \$170 million.

An IDOT contribution of \$21 million will widen Houbolt Road and reconfigure the existing interchange with I-80 to a diverging-diamond design to accommodate the increased traffic demand. The City of Joliet is working with IDOT to implement and oversee the improvements.

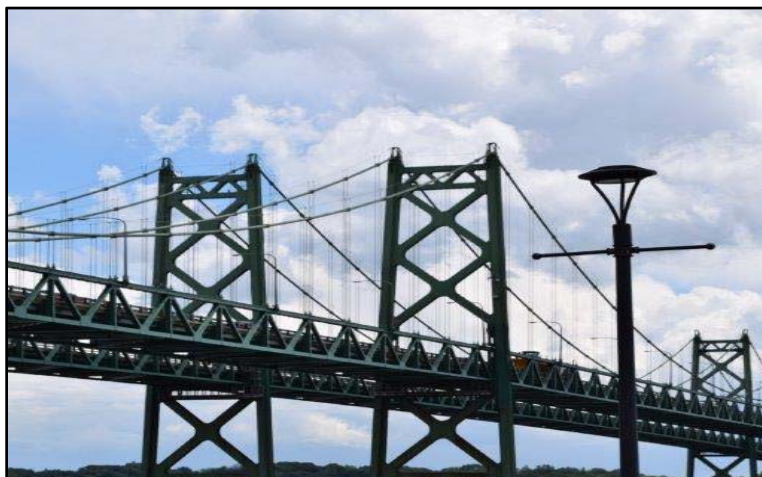
When complete, the project will provide two lanes of traffic in each direction between I-80 and CenterPoint's intermodal facilities, which are home to thousands of jobs and \$75 billion in freight activity annually. The new link will relieve congestion on roads not built for heavy truck traffic, answer the safety concerns expressed by local communities and make the intermodal facilities more efficient. Construction could start as early as mid-2018, with the bridge opening to traffic in late 2019 or early 2020.

About 11,000 vehicles per day are expected to use the bridge initially, including more than 6,600 trucks. By the year 2040, it is anticipated that traffic will grow to approximately 30,000 vehicles per day, including about 18,000 trucks. The project will improve the flow of goods and services throughout the region, relieving the congestion and addressing the safety issues that are impacting many surrounding communities.

INTERSTATE 74 BRIDGE

The I-74 corridor serves as a principal highway route through the Quad Cities region, accommodating local and interstate traffic. The corridor also serves as the most highly utilized crossing of the Mississippi River in the Quad Cities area. Traffic on I-74 currently travels over the Mississippi River between Moline and Bettendorf via two historic two-lane bridges. Both bridges are currently classified as functionally obsolete due to their narrow width and high traffic volumes.

Construction started in 2017 on the new Interstate 74 Mississippi River Bridge, a joint Iowa-Illinois project that is on an expedited schedule and due to be complete in 2020. The Illinois share of the project is estimated at \$478.4 million.



I-74 BRIDGE

Agency Budget Detail: Illinois Department of Transportation

The project is designed to increase capacity throughout the area by:

- Upgrading approximately seven miles of the existing four-lane interstate, which includes the new bridge;
- Improving six existing interchanges;
- Enhancing the connecting arterial roadway system; and
- Improving opportunities for transit, bicycle/pedestrian and intermodal connections.

NORTH LAKE SHORE DRIVE FROM GRAND AVENUE TO HOLLYWOOD AVENUE IN CHICAGO



NORTH LAKE SHORE DRIVE IN CHICAGO

North Lake Shore Drive in Chicago is a critical transportation artery in Chicago. Today, it carries as many as 155,000 vehicles per day as well as almost 70,000 bus riders. Additionally, the Lakefront Trail is one of the most heavily used trails of its kind in the country, accommodating as many as 31,000 users per day on a summer weekend. Unfortunately, the drive also averages nearly 1,200 total traffic incidents per year.

Most bridges and tunnels on this route are more than 80 years old. More than half of the pedestrian tunnels do not accommodate today's peak demands and most access facilities are not compliant with federal guidelines to accommodate those with disabilities.

Led by IDOT, studies are ongoing to receive public input and develop a series of proposed improvements. These preliminary studies are anticipated to be completed in 2020.

METRO EAST BRIDGES

IDOT recently completed a new ramp connecting eastbound Martin Luther King Bridge to south/west Interstate 55/64 and southbound Illinois 3 in East St. Louis. This ramp replaces the movement from westbound Interstate 44 to the Poplar Street Bridge that was removed to allow the Missouri Department of Transportation (MoDOT) to construct a dual-lane exit ramp from the Poplar Street Bridge to southbound/westbound Interstate 55/44. The \$27.7 million project has been ongoing since January 2015.

The Missouri Department of Transportation, in cooperation with IDOT, is leading a project to rehabilitate the Poplar Street Bridge, construct dual-lane entrance and exit ramps from the bridge to I-55/44, and construct an additional eastbound lane on the bridge. Construction in the westbound direction has been completed, with construction in the eastbound direction expected to be complete in 2018.

INTERSTATE 270 OVER THE MISSISSIPPI RIVER IN MADISON COUNTY

Preliminary engineering and environmental studies are ongoing to analyze the replacement of the bridge that carries Interstate 270 over the Mississippi River, connecting Madison County in Illinois and St. Louis, Missouri. This structure is known locally as the Chain of Rocks Bridge. About 51,000 vehicle trips are made each day across the bridge, with approximately 17 percent of these trips being truck traffic.

With the Missouri Department of Transportation as a partner, this process will take a detailed look at the replacement of the existing structure carrying I-270 over the Mississippi River and the construction of a new structure or structures. The study may also include a modification of the interchange at I-270 and Riverview Drive in St. Louis.

The current preferred alternative consists of constructing new twin bridges, one on the same alignment

Agency Budget Detail: Illinois Department of Transportation

as the existing Chain of Rocks Bridge and one directly south. The new bridge will accommodate up to six lanes and include wider shoulders. The new bridge will be striped for four lanes initially but will be constructed to be compatible with six lanes of traffic in the future when the connecting roads are widened to six lanes. In fiscal year 2019, \$3 million has been identified for engineering to proceed but funding for construction has not been identified.

INTERSTATE 90 (KENNEDY EXPRESSWAY) REVERSIBLE LANES: INTERSTATE 94 (EDENS EXPRESSWAY) TO OHIO STREET

The Kennedy Reversible Lane Access Control System in Chicago was built as part of the Kennedy Expressway Reconstruction more than 20 years ago. The system is comprised of 117 swing gates, six arresting barriers and 15 rotating signs that advise motorists on the status of the reversible lanes. Two lanes in the median of the expressway will flow toward or away from the city. All of these devices are controlled and monitored around the clock to provide additional capacity to either direction of the expressway in a very short timeframe and help manage congestion.

Unfortunately, the system is aging, with the rotating signs being in the worst condition. The company that manufactured the original signs is no longer in business and replacement parts are unavailable. A current contract is replacing these signs with full color, digital message boards that will be easier to read, more reliable and easier to maintain, as well as compliant with current federal interstate sign standards. Construction under this contract is mostly complete.



SWING GATES ON THE OUTBOUND SECTION OF KENNEDY EXPRESSWAY

Agency Budget Detail: Illinois Department of Transportation

ROAD AND HIGHWAY PROJECT EXAMPLES

REGION 1

FY 2018 AND CONTINUING PROJECTS

- Intersection reconstruction and bridge reconstruction to provide modernized traffic signals and flood protection at Illinois 47 and Main Street in Blackberry and Campton Townships in Kane County.
- Bridge and box culvert replacement at Hastings Creek on Illinois 132 from Sheehan Drive to Munn Road in Lake County.
- Replacement of the bridge carrying Hanks Road over Illinois 56 and Lake Run Creek in Kane County.
- Replacement of the bridge at Illinois 83 (Torrence Avenue) over Little Calumet River in Cook County.
- Reconstruction and widening on Wolf Road from Illinois 21 to Hintz Road in Cook County.

REGION 2

FY 2018 AND CONTINUING PROJECTS

- Bridge replacement on Illinois 89 over the Illinois River in Spring Valley.
- Reconstruction and widening of Illinois 5 in Moline from Interstate 74 to 70th Street.
- Reconstruction and widening of Illinois 2 (North Main) in Rockford between Auburn Street and Riverside Boulevard.
- Bridge replacement on Illinois 178 over the Illinois River in Utica.
- Additional lanes and reconstruction, including bridge replacements, along U.S. 34 between Eldamain Road and Center Parkway in Yorkville.
- Additional lanes and reconstruction along U.S. 34 between Yorkville and Orchard Road.
- Construction of a new interchange and structure along I-57 at 6000 N Road near Bourbonnais.
- Resurfacing and structure repairs along Interstate 57 from the Ford County line to the Iroquois County line.
- Bridge replacement on U.S. 34 over Indian Creek west of Illinois 78.
- Reconstruction and resurfacing of Illinois 75 from Rock River to Illinois 2 in Rockton.
- Resurfacing, bridge repairs and patching along Interstate 88 between Sand Road and Illinois 78.
- Additional lanes and reconstruction along Illinois 71 between Illinois 47 and Illinois 126 in Yorkville.

REGION 3

FY 2018 AND CONTINUING PROJECTS

- Painting and steel repairs to the bridge carrying Interstate 474 over the Illinois River west of Creve Coeur.
- Replacement of the bridge carrying I-74 over the BNSF Railroad and Lincoln Street, south of Galesburg.
- Replacement of structure carrying U.S. 150 over the BNSF Railroad just east of Galesburg.
- Paving of the Northwest Macomb Bypass: U.S. 67 to U.S. 136 - the northbound lanes only, including two ramps to U.S. 67 and U.S. 136 (northwest interchange), including structures over the East Fork of the Lamoine River.
- Replacement of the structures carrying I-74 over Pope Creek in Knox County.
- Resurfacing I-74 in Tazewell County.
- Resurfacing U.S. 34 in Warren County.
- Resurfacing and new culvert on I-74 from University Avenue in Urbana to two miles east of St. Joseph.
- Bridge replacement on U.S. 150 over the Illinois River in Peoria County

REGION 4

FY 2018 AND CONTINUING PROJECTS

- Bridge replacement of U.S. 54 over the Mississippi River (Champ Clark Bridge) at Louisiana, Mo., with MoDOT as the lead agency.
- Resurfacing of I-55/I-72 from north of Southwind Road to north of Stevenson Drive in Springfield.
- Bridge deck overlay on I-55 over Brush Creek in Sangamon County.
- Resurfacing of Illinois 4 and Illinois 104 at Auburn in Sangamon County.
- Bridge deck replacement along I-72 at Second Street and over I-55 Business Loop, as well as resurfacing of I-72 from the MacArthur Interchange to the 6th Street Interchange in Springfield.
- Resurfacing of I-72 from the Mississippi River to the I-172 Interchange.
- Resurfacing and adding paved shoulders on Illinois 125 from Pleasant Plains to Illinois 97 in Sangamon County.
- Bridge replacement on Illinois 96 over Sheridan Creek in Hancock County. Bridge replacement on Illinois 133 over Jonathan Branch, 2.5 miles east of Lovington in Moultrie County.
- Bridge replacement on Illinois 16 over Little Wabash Creek, two miles west of Mattoon in Coles County.
- Bridge replacement on Illinois 1 south of Birds Road in Lawrence County.

Agency Budget Detail: Illinois Department of Transportation

REGION 5

FY 2018 AND CONTINUING PROJECTS

- Resurfacing on I-70 from the CSX Railroad to the BNSF Railroad in Bond County.
- Bridge replacement on Illinois 143 over Shoal Creek in Bond County.
- Bridge replacement on I-57 over Illinois 146 in Union County.
- Bridge repair on the Joe Page Bridge in Calhoun and Greene counties.
- New Illinois 13 frontage road from Campground Road to Greenbriar Road near Carterville.
- Bridge replacement on Illinois 143 over Indian Creek in Madison County.
- Bridge deck replacement on Interstate 55 over the MCT Bike Trail, five miles south of Illinois 140.
- Bridge deck replacement on Illinois 15 over Richland Creek in St. Clair County.
- Illinois 154 resurfacing from Panther Drive in Pinckneyville to U.S. 51.
- Illinois 37 safety project to construct Hot Mix Asphalt shoulders from Yellow Banks Road to the south city limit of Benton.
- Bridge replacement on Illinois 161 over Crooked Creek in Clinton County.
- Resurfacing on I-70 from just west of Sugar Loaf Road to the CSX Railroad.
- Illinois 13 bridge replacement and widening, four total structures, from east of Giant City Road to west of Reed Station Road in Carbondale.

PUBLIC TRANSIT

The main focus of the state's public transportation capital funding efforts is to keep the current infrastructure in a state of good repair, with system modernization and expansion funded when appropriate. Infrastructure projects address statewide capital needs and include constructing or expanding transit facilities, replacing buses and passenger rail cars that have exceeded their useful lives, replacing maintenance equipment, reconstruction of tracks, improving stations, and upgrading security and communications systems.

NORTHEASTERN ILLINOIS TRANSIT

The Regional Transportation Authority (RTA) is the body that oversees the finances and operations for the three transit agencies in northeastern Illinois. These primary local and regional transit providers are the Chicago Transit Authority (CTA), Metra and Pace.

CHICAGO TRANSIT AUTHORITY

The CTA operates the nation's second largest transportation system serving the city and 35 area suburbs with elevated and subway trains and buses.

95TH STREET TERMINAL

In 2016, the CTA approved a contract to construct a new, modern and larger 95th Street Terminal on the Red Line. This is one of the largest rail station projects in the agency's history and an investment that will modernize transit and promote economic opportunity on Chicago's South Side.

The contract will engineer, design and build new north and south passenger terminals. The project will replace an outdated cramped bus and rail facility at 95th Street and the Dan Ryan Expressway (Interstate 90/94) with a modern, spacious facility that will better serve the 20,000-plus bus and rail passengers who travel through the terminal daily. The terminal is one of CTA's busiest, with 24-hour Red Line service and more than 1,000 bus trips on a typical weekday. The south terminal will open



RENDERING OF THE 95TH STREET TERMINAL

Agency Budget Detail: Illinois Department of Transportation

in 2018 and the north terminal will open in 2019. The total cost of the project is \$280 million, of which \$90 million is being provided through IDOT.

WILSON STATION RECONSTRUCTION

The \$206 million Wilson Station reconstruction will be one of the largest CTA station projects in the agency's history. The planned reconstruction of the Wilson Red Line station began in 2014, and will replace the badly deteriorated facility that was built in 1923. The completely rebuilt, modern and accessible station will serve as a new transfer point between Red and Purple Line Express train service and will provide station access to persons with disabilities in accordance with the Americans with Disabilities Act.

More than 80 percent of the funding for the \$206 million project comes from IDOT, with the remaining funding provided by the Federal Transit Administration and a tax-increment financing district. The main station is substantial complete and open for use.



ARTIST'S RENDERING OF THE WILSON STATION

BLUE LINE IMPROVEMENTS

IDOT continues to participate in the CTA's four-year Your New Blue improvement program for the Blue Line O'Hare branch, a \$492 million program to provide faster, smoother commutes and improved stations.

Your New Blue includes state-funded components of track and station improvement projects along the 12.5 mile stretch of the O'Hare Branch between the Grand and O'Hare station. This includes rehabilitation projects at the Western, Damen and California stations, which were completed in 2015. The Peoria Street station was also completed in 2015. Funding for Your New Blue is being provided by a variety of local, state and federal sources, with \$90 million provided by the state.

The state has also provided approximately \$37 million for components of the Addison, Irving Park, Montrose, Harlem and Cumberland station renewal projects as well as approximately \$15 million for the rehabilitation of the Jefferson Park station. The contribution of state funds is tentative for the Grand, Chicago and Division stations.

Agency Budget Detail: Illinois Department of Transportation

RAILCARS

The state is providing approximately \$53 million for the CTA 3200 Series railcar overhaul project. This overhaul provides the replacement of major components of the rail cars, including Heating, Ventilation and Air Condition, and the auxiliary power supply units. In addition, signage and interior lighting will be upgraded to LEDs, seats and doors will be replaced and rebuilt, as well as the railcar trucks, braking systems, batteries, propulsion systems and undercar cabling. State funding provided for this project will allow for 58 rail cars to be fully overhauled. The project is slated for completion in 2018.

METRA

Metra is the commuter railroad in the Chicago metropolitan area. It is the fourth biggest commuter rail system in the United States. Metra is helping to oversee implementation of the federally-mandated Positive Train Control (PTC) installation. The primary function of this new safety technology is to prevent train accidents by automatically stopping or slowing moving trains in order to avoid collisions or derailment. The estimated cost of this computerized system is upwards of \$400 million, of which the state has provided \$85 million. Metra is anticipating future federal and state funding to cover the remaining cost of this project. Metra has committed to implementing PTC by the end of 2019.

In addition, a public-private partnership between Metra and the Union Pacific Railroad will construct two new segments of the third mainline track on the UP-West Line. The improvements along both segments (Vale Interlocking in River Forest to 25th Avenue Interlocking in Melrose Park and Kress Interlocking in West Chicago to Peck Interlocking in Geneva) will include track work, signal infrastructure improvements, interlocking upgrades and all other work necessary at highway grade crossings. The project will also include platform relocations and improvements at both the Maywood and Melrose Park stations, and platforms, shelter and parking improvements at the Geneva station. State funding of \$44.5 million will fund the design, environmental study, potential land acquisition and construction for both segments of the new third mainline.

PACE

Pace is the suburban bus division of the RTA. IDOT continues to support Pace projects, including the conversion of its fleet to compressed natural gas (CNG), a safer, more cost-effective alternative to regular gasoline. The state has invested approximately \$49 million for the purchase of 91 CNG buses under contract with Pace, of which 48 have been delivered. In addition, IDOT previously provided \$2 million to Pace for the construction of a new transit center at Toyota Park in Bridgeview. Pace is now proceeding with the final phase at the center, which includes the construction of a canopy structure.

DOWNSTATE ILLINOIS PUBLIC TRANSIT

The Downstate Capital Program consists of a variety of projects from facility construction and renovations to equipment purchases. Construction projects include bus storage facilities, multimodal stations, maintenance, administrative and dispatch facilities.

Currently, construction is underway for the multimodal station project in Rock Island as well as a bus storage facility in Rockford. The process of administering these projects is being managed by IDOT, with approximately \$10 million in funding made available from the Downstate Transit Improvement Fund.

CONSOLIDATED VEHICLE PROCUREMENT

The Consolidated Vehicle Procurement (CVP) Program is IDOT's chief capital program for equipping service providers with accessible vehicles. Service providers include private, not-for-profit agencies and public entities charged with meeting the transportation needs of Illinois' disabled, senior and transit-

Agency Budget Detail: Illinois Department of Transportation

dependent populations. Throughout 2017, the CVP program completed awards to more than 100 individual grantees comprised of 215 vehicles, purchased with approximately \$10 million in combined federal and state funds.

RAIL

Illinois is at the center of the nation's rail system with a comprehensive network consisting of nearly 10,000 miles of railroad tracks. A total of 41 railroads currently operate in Illinois. They range in size from a short one-mile intrastate carrier to larger railroads extending from Illinois to the west and east coasts, Gulf of Mexico, Canada and Mexico.

HIGH-SPEED RAIL

The Illinois High-Speed Rail project is upgrading the Chicago-St. Louis rail corridor to provide passenger service at speeds up to 110 mph, leading to shorter travel times, increased reliability and safety, as well as upgraded or new stations. Work has continued throughout the corridor over the last year, including siding reconstructions, grade crossing upgrades, new fencing and signal improvements. In 2017, IDOT made major safety upgrades at 203 grade crossings by installing four-quadrant gates and loop detectors to detect vehicles on the tracks when trains are approaching. In addition, 39 crossings deemed at-risk have been permanently closed.

Within the last year, in conjunction with partner communities, IDOT has opened new stations that are part of the project in Dwight, Pontiac, Lincoln, Alton and Carlinville. Improvements to the existing station in Normal are nearing completion and upgrades are planned for the Springfield station. A separate project will be a new multimodal station in Joliet that is set to open in 2018. These facilities will provide better customer experience, with amenities like free Wi-Fi and connections to bicycle and pedestrian facilities.

New rolling stock is also a large part of the improvements being made to the Chicago-St. Louis corridor as well as Amtrak corridors throughout the Midwest. New locomotives have already been put into service. A total of 33 will be received for use in the Midwest by early 2018. The states are also working with the Federal Railroad Administration and the State of California on revising the schedule for delivery of 88 new railcars to be used in Illinois, Missouri and Michigan.

The work scheduled to be completed in 2018 includes finalization of fencing and crossing upgrades in Springfield, construction of a new Kankakee River bridge, and the installation of Positive Train Control equipment by Amtrak on locomotives.



AMTRAK'S NEW STATIONS IN DWIGHT (LEFT) AND PONTIAC (RIGHT)

Agency Budget Detail: Illinois Department of Transportation

CHICAGO REGION ENVIRONMENTAL AND TRANSPORTATION EFFICIENCY PROGRAM (CREATE)

The Chicago Region Environmental and Transportation Efficiency (CREATE) Program is a public-private partnership between the U.S. Department of Transportation, the State of Illinois, the City of Chicago, Metra, Amtrak and the nation's freight railroads. CREATE's mission is to improve the safety and efficiency of the region's passenger and freight rail infrastructure to achieve national and regional benefits, while advancing the local quality of life by reducing traffic delays, increasing safety and improving air quality. Of the 70 projects in CREATE, 29 are complete, five are under construction, four are in the final engineering phase, 13 are in preliminary engineering and 19 have yet to be initiated.

A major CREATE project completed in 2017 was a grade separation of Illinois 19 (Irving Park Road) at the Canadian Pacific Railroad in Bensenville. The project included pavement reconstruction and widening, improved intersection geometry, additional auxiliary lanes, drainage system improvements, and signal modernization. The most significant component of the project includes lowering Illinois 19 and raising the Canadian Pacific Railroad Bridge to provide an improved vertical clearance.

Approximately 32,600 vehicles pass through the crossing daily. Separation of the roadway from the railroad tracks will reduce traffic congestion and improve safety. The grade separation is located at the southwestern edge of O'Hare International Airport and is being constructed in conjunction with an O'Hare Modernization Program project to build a grade separation at Union Pacific Railroad over Irving Park Road.

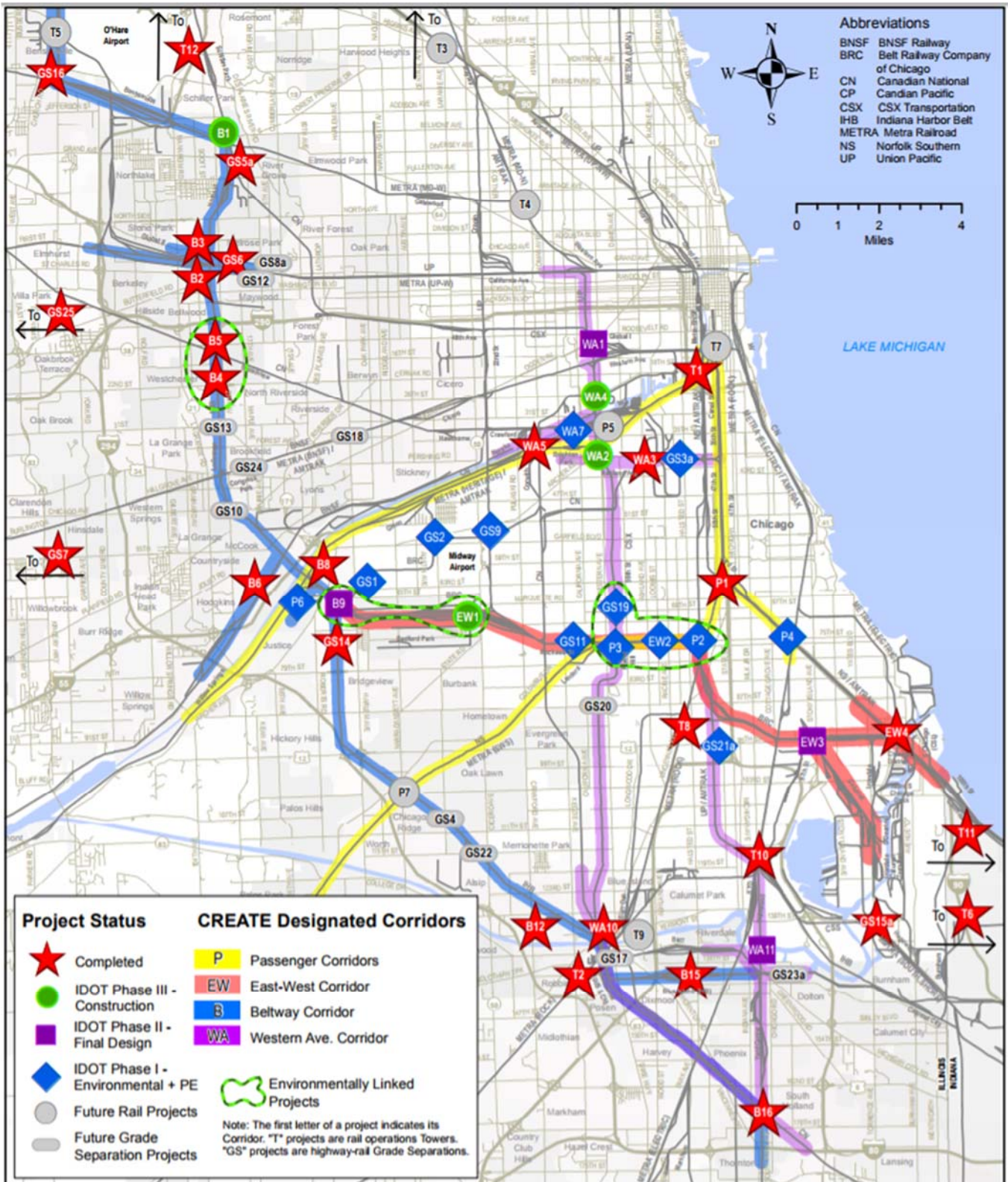
In December 2016, IDOT, Cook County, the City of Chicago, the region's freight railroads, Metra and Amtrak submitted an Infrastructure For Rebuilding America (INFRA) grant application to the U.S. Department of Transportation for the 75th Street Corridor Improvement project and Argo Connections project. These projects comprise five inter-related infrastructure improvements that are central, both geographically and functionally, to reducing rail and highway delays and expanding freight, commuter and passenger railroad capacity in the region. The application seeks \$160 million in federal support to leverage public and private funding commitments to fix the most complex and congested segment of railroad in North America. The \$160 million request leverages two-thirds of the project cost being shared by private freight railroads, the State of Illinois, City of Chicago, Cook County, Metra and Amtrak. The federal grant will close the funding gap and allow these inter-related projects to proceed to construction.

The CREATE Program application effectively demonstrated how these projects would have substantial national and regional economic benefits as capacity and reliability are improved through the Chicago Rail Terminal; leverages significant private funding with minimal federal funding; demonstrates innovative techniques and practices; and incorporates performance measures and accountability.



Agency Budget Detail: Illinois Department of Transportation

CREATE PROGRAM PROJECT STATUS MAP



Agency Budget Detail: Illinois Department of Transportation

AERONAUTICS

The Illinois aviation system consists of nearly 825 landing facilities. These facilities include commercial service, reliever and general aviation airports, private restricted landing areas and hospital heliports. Funding and technical assistance for the state's system of public airports is provided through the Federal Aviation Administration's Airport Improvement Program.

PEORIA INTERNATIONAL

The existing Peoria Airport terminal is showing signs of extensive distress due to age and weather, resulting in joint and material failure. Replacement of both large lane sections and select panel replacement will be done to serve current traffic and will be staged accordingly to minimize inconvenience of existing commercial traffic. The \$4 million project will be complete in fiscal year 2019.



LEWIS UNIVERSITY AIRPORT, ROMEOVILLE



LEWIS UNIVERSITY AIRPORT CONSTRUCTION

The Lewis University Airport in the Village of Romeoville is currently undergoing complete site and pavement modifications for Runway 9/27, in accordance with the Federal Aviation Administration's Runway Safety Area Determination. This consists of various grading, pavement adjustment, drainage adjustments, electrical work and movement of navigational aids. The \$2.9 million project is nearing completion.

Agency Budget Detail: Illinois Department of Transportation

Fiscal Year 2019 Recommended Appropriations for the Illinois Department of Transportation (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Transportation Bond, Series A Fund	-	28,191.6	28,191.6
Transportation Bond, Series B Fund	-	1,609,610.8	1,609,610.8
Transportation Bond, Series D Fund	-	571,425.1	571,425.1
Pay-as-you-go			
Downstate Transit Improvement Fund	10,000.0	27,973.5	37,973.5
Federal High Speed Rail Trust Fund	20,000.0	609,984.8	629,984.8
Federal Mass Transit Trust Fund	20,000.0	64,517.6	84,517.6
Federal/State/Local Airport Fund	90,000.0	144,313.7	234,313.7
Grade Crossing Protection Fund	39,000.0	83,716.3	122,716.3
Rail Freight Loan Repayment Fund	-	2,000.0	2,000.0
Road Fund	1,630,600.0	3,058,461.1	4,689,061.1
State Construction Account Fund	898,000.0	814,158.5	1,712,158.5
State Rail Freight Loan Repayment Fund	-	10,000.0	10,000.0
Working Capital Revolving Loan Fund	2,000.0	-	2,000.0
South Suburban Airport Improvement Fund	1,000.0	-	1,000.0
Total	2,710,600.0	7,024,352.9	9,734,952.9



State of Illinois
Illinois Department of Transportation

FY 2018-2023

Proposed Highway Improvement Program



 Illinois Department
of Transportation

FY 2018-2023 Proposed Highway Improvement Program

Spring 2017

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Program Overview

Each year the Illinois Department of Transportation (IDOT) develops a fiscally constrained six-year program that details how it will invest transportation dollars in the state and local highway system. The Fiscal Year (FY) 2018-2023 Proposed Highway Improvement Program (sometimes referred to as the Multi-Year Plan, or MYP) totals \$11.65 billion and includes a FY 2018 annual highway program of \$2.2 billion.

The priorities of this program are to improve the National Highway System (NHS) and structurally deficient bridges on the NHS. There are more than 7,000 miles of state-maintained roads on the NHS and 4,092 bridges on the NHS. The department's focus on the NHS is due in large part to new federal performance rules that require state departments of transportation to prioritize the condition of the NHS system. New federal performance measures were developed as a way to, *"increase the accountability and transparency of the federal-aid highway program and provides for a framework to support improved investment decision making through a focus on performance outcomes for key national transportation goals."*¹

Like many states, Illinois does not have enough resources to maintain our existing system of roads and bridges. Illinois' 19 cents per gallon motor fuel tax has remained the same since 1991. Without additional revenues, our system continues to deteriorate at a greater rate than the state can keep up with. Therefore, the department must find ways to further prioritize needed investments to make certain each dollar is spent wisely.

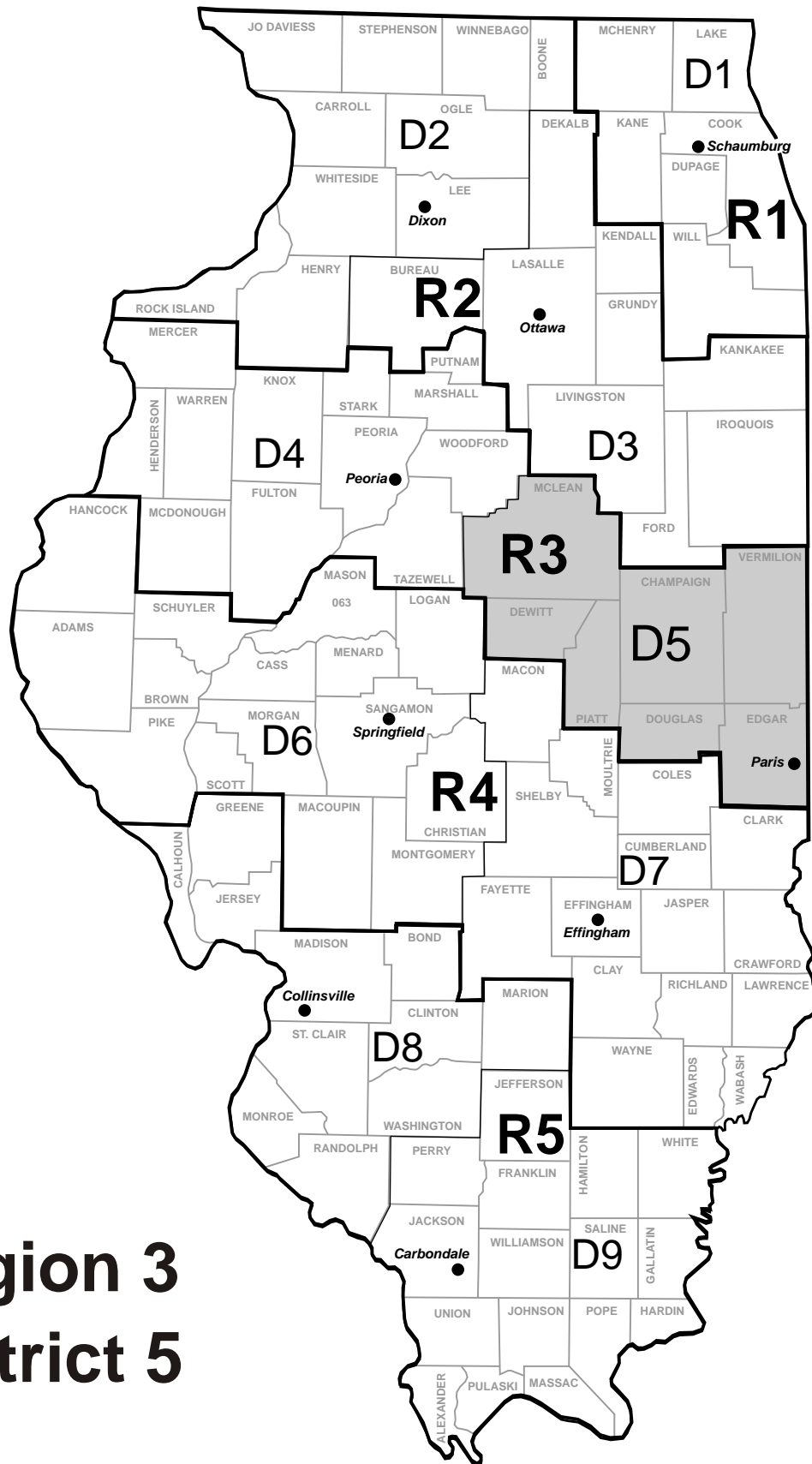
To ensure the projects selected for the program continue to meet our objectives, the department has developed a new tool that evaluates the expected benefits of congestion mitigation and expansion projects. This tool, further discussed in the Value-Driven Project Selection section, is assisting IDOT in evaluating these types of projects in a performance-based, data-driven manner. For the FY 2018-2023 program, the department embarked on an in-depth analysis to determine whether or not it will have financial resources to continue funding early phases of projects that don't have construction funds identified.

Also of note this year, in the fall of 2016, voters in Illinois were asked to vote on a proposed constitutional amendment that would essentially require all transportation funding to be placed in a "lockbox" where revenues could not be used for anything other than transportation investments. Based upon preliminary analysis, the constitutional amendment provides for no new revenues for transportation. It simply protects existing revenue streams. The department is actively working to develop guidelines that will assist in implementation of the amendment.

The success of the "lockbox" amendment shows the public believes that transportation revenues should be used to support transportation investment. There are many facets of Illinois' transportation system – roads and bridges, transit, freight rail, passenger rail, ports and waterways, and bicycle and pedestrian infrastructure. While the Multi-Year Plan focuses on roads and bridges, the research, planning and programming process is a critical part of investing in our infrastructure. Therefore, the department is taking a comprehensive approach to defining what transportation means.

Moving forward, IDOT is continuing to work to ensure we invest our limited resources wisely, and that the resources we do have help communities meet local goals and support the growth of Illinois' economy.

¹ <https://www.fhwa.dot.gov/tpm/rule.cfm>



Region 3

District 5

**TRANSPORTATION PROGRAM SUMMARY
ILLINOIS DEPARTMENT OF TRANSPORTATION
REGION 3, DISTRICT 5, PARIS**

Overview

Highway District 5 encompasses 7 counties in eastern Illinois and includes the cities of Bloomington-Normal, Champaign-Urbana, Clinton, Danville and Tuscola, plus many smaller communities which serve as satellites for the larger employment areas or as focal points of this farming area. The state highway system in District 5 consists of 1,305 miles of highways and 679 bridges, supporting 9.5 million vehicle miles of travel daily.

State Program

The program for state and local highways will average \$1.941 billion annually for the FY 2018-2023 period. Approximately \$448 million will be provided during FY 2018-2023 for improvements to state highways in District 5. The following table summarizes anticipated accomplishments on the state highway system in District 5 during this time frame.

FY 2018-2023 Accomplishments

<u>System Maintenance</u>	
NHS (miles)	104
Non-NHS (miles)	68
Safety Locations (number)	0
<u>Bridge Maintenance</u>	
NHS (number)	20
Non-NHS (number)	14
New Bridges (number)	7
Minor Structural Repairs (number)	27
<u>Expansion/Congestion Mitigation</u>	
NHS (miles)	0
Non-NHS (miles)	0
Traffic Improvements/Locations (number)	0

Major Highway projects of interest that are tentatively scheduled during the FY 2018-2023 time frame include:

- **Interstate 55 from south of Lexington to Livingston County line in McLean County.** Resurfacing on 10.1 miles and ramp repair at the Chenoa and Lexington interchanges are programmed during FY 2019-2023 at a cost of \$16.6 million.
- **Interstate 55 Business (Veterans Parkway) from Commerce Parkway to Interstate 55 and at Illinois 9 in Bloomington in McLean County.** Resurfacing on 6.4 miles and ADA improvements from Commerce Parkway to Interstate 55 and engineering for location, environmental and design studies at Illinois 9 are programmed during FY 2019-2023 at a cost of \$13.5 million.
- **Interstate 57 under US 150 and Mattis Avenue and Interstate 74 under Mattis Avenue northwest of Champaign in Champaign County.** Bridge replacements, utility adjustments and construction engineering are programmed during FY 2018-2023 at a cost of \$28.8 million. Of this total, utility adjustments are programmed in FY 2018 at a cost of \$1.7 million. *This project has been approved for Illinois Major Bridge Program funding.*

- **Interstate 57 at Interstate 74 interchange in Champaign County.** Interchange reconstruction, new bridge, bridge replacement, culvert replacement, new culvert, utility adjustments and construction engineering are programmed during FY 2019-2023 at a cost of \$120.5 million. *This project has been approved for Illinois Major Bridge Program funding. Provides for efficient freight movement.*
- **Interstate 74 at Illinois Central Railroad and Township Road 158 in Champaign County.** Bridge rehabilitation, engineering for design, location and environmental studies, engineering for contract plans and railroad flagger are programmed during FY 2018-2023 at a cost of \$26.9 million. Of this total, engineering for design, location and environmental studies, engineering for contract plans and railroad flagger are programmed in FY 2018 at a cost of \$3.9 million. *This project has been approved for Illinois Major Bridge Program funding.*
- **Interstate 74 from US 150 west of Danville to Middle Fork Vermilion River in Vermilion County.** Reconstruction on 5.8 miles is programmed during FY 2019-2023 at a cost of \$23 million.
- **Interstate 74 at Salt Fork Vermilion River west of Danville in Vermilion County.** Bridge rehabilitation and construction engineering are programmed during FY 2019-2023 at a cost of \$18 million. *This project has been approved for Illinois Major Bridge Program funding.*
- **Illinois 9/US 150 from east of Interstate 74 to Royal Pointe Drive in Bloomington and from Locust Street to Towanda Avenue in Bloomington.** Resurfacing on 6.9 miles, ADA improvements, engineering for design, location and environmental studies and engineering for contract plans are programmed during FY 2018-2023 at a cost of \$10.9 million. Of this total, engineering for design, location and environmental studies is programmed in FY 2018 at a cost of \$1.3 million.
- **Illinois 133 from US 45 in Arcola to Coles County line.** Resurfacing on 13.5 miles, ADA improvements, new shoulders and safety improvements are programmed during FY 2019-2023 at a cost of \$5.1 million.

**SALES TAX ADMINISTRATIVE
FEE REDUCTION**



**LEGISLATIVE WORK SESSION
AGENDA ITEM NO. 4B**

FOR COUNCIL: March 19, 2018

SPONSORING DEPARTMENT: Administration Department

SUBJECT: Presentation and discussion of Sales Tax Administrative Fee Reduction.

RECOMMENDATION/MOTION: Presentation and discussion only.

STRATEGIC PLAN LINK: Goal 1: Financially Sound City Providing Quality Basic Services

STRATEGIC PLAN SIGNIFICANCE: Objective 1.A-Budget with adequate resources to support defined services and level of services; Objective 1.D-City services delivered in the most cost-effective, efficient manner.

BACKGROUND: As part of the State Fiscal Year (SFY) 2018, the budget provided authority for the Illinois Department of Revenue to impose a 2% administrative fee on 14 locally-imposed sales taxes. For the City of Bloomington the 2% administrative fee resulted in a loss of approximately \$400,000 for fiscal year 2018.

State of Illinois law does not provide an option for municipalities to collect their locally-imposed sales tax themselves, and in response Representative Anthony DeLuca (D-Chicago Heights) filed HB4101. The legislation proposes to reduce the sales tax administrative fee to 1%. The reduction would restore half of the revenues to be spent providing local services to municipal residents while still acknowledging the cost associated with collecting the sales tax.

The City of Bloomington is faced with a budget deficit of \$2.9 million for FY2019 partially due to limited growth in EAV, unfunded mandates, and declining sales tax. All revenues are essential and the 1% reduction in the sales tax administration fee would result in much needed funding for Bloomington to provide vital City services to our community.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: N/A

FINANCIAL IMPACT: For discussion purposes only.

COMMUNITY DEVELOPMENT IMPACT: N/A

FUTURE OPERATIONAL COST ASSOCIATED WITH NEW FACILITY CONSTRUCTION: N/A

Respectfully submitted for Council consideration.

Prepared by: Melissa Hon, Assistant to the City Manager

Financial & budgetary review by: Chris Tomerlin, Budget Analyst
Scott Rathbun, Sr. Budget Manager

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:



Steve Rasmussen
Interim City Manager

Attachments:

- 1B - Illinois Municipal League Position Paper on Sales Tax Administrative Fee Reduction



Illinois Municipal League

POSITION PAPER

February 6, 2018

Sales Tax Administrative Fee Reduction

Illinois law requires the state, through the Illinois Department of Revenue (IDOR), to collect certain locally-imposed sales taxes on behalf of various local governments. The revenue collected is then remitted back to the local governments that adopted the sales taxes. Municipalities that choose to adopt these taxes are mandated to participate in the state’s collection system through IDOR – the taxes cannot be collected locally.

Bill Number:

HB 4101

Sponsor:

Rep. DeLuca (D-80)

IML Position:

SUPPORT

The aforementioned locally-imposed sales taxes are separate and distinct from the 1.25% local portion of the 6.25% state sales tax shared with some local governments. Municipal governing boards are not required to take any local action to receive this shared sales tax revenue.

The Issue:

The Budget Implementation (BIMP) bill enacted into law in July 2017 as P.A. 100-0023 included a provision authorizing IDOR to impose a 2% administrative fee on 14 locally-imposed sales taxes. The affected sales taxes in the BIMP legislation are listed in the table below. Several locally-imposed municipal sales taxes (bolded) were included among the sales tax revenues subjected to the administrative fee in the BIMP bill.

County and Mass Transit District Fund	Non-Home Rule Municipal Retailers’ Occupation Tax
Home Rule County Retailers’ Occupation Tax Law	Non-Home Rule Municipal Service Occupation Tax
Special County Retailers’ Occupation Tax For Public Safety, Public Facilities, or Transportation	Home Rule Municipal Service Occupation Tax Act
Home Rule County Service Occupation Tax Law	Metro East Park and Recreation District Act
Home Rule Retailers’ Occupation Tax Act	Metro East Mass Transit District Use and Occupation Taxes
Non-Home Rule Municipal Retailers’ Occupation Tax Act	Regional Transportation Authority Act Taxes
Non-Home Rule Municipal Service Occupation Tax Act	Water Commission Act of 1985 Taxes

The 2% fee is estimated to reallocate \$60 million to IDOR from affected local government budgets statewide. Municipalities that have any of the taxes listed above will see a reduction in their locally-imposed sales tax revenue disbursements by the state as a result of the BIMP bill.

IML Solution:

The administrative fee was imposed as part of the State Fiscal Year 2018 budget with no real opportunity for discussion or debate. State law does not provide the option for municipalities to collect their locally-imposed sales taxes themselves. The General Assembly should reduce the sales tax administrative fee to 1%, which is an acknowledgement that there is a cost associated with collecting the locally-imposed sales tax. This would restore half of the revenues taken by the state that should be spent to provide local services to municipal residents. Local taxpayers should not be forced to disproportionately fund the IDOR at the expense of local services.

HB 4101 WILL ENSURE THAT MORE REVENUES RESULTING FROM LOCALLY-IMPOSED SALES TAXES ARE SPENT TO BENEFIT LOCAL RESIDENTS.

POTENTIAL PROPERTY
TAX FREEZE



**LEGISLATIVE WORK SESSION
AGENDA ITEM NO. 4C**

FOR COUNCIL: March 19, 2018

SPONSORING DEPARTMENT: Administration Department

SUBJECT: Presentation and discussion of Potential Property Tax Freeze.

RECOMMENDATION/MOTION: Presentation and discussion only.

STRATEGIC PLAN LINK: Goal 1: Financially Sound City Providing Quality Basic Services

STRATEGIC PLAN SIGNIFICANCE: Objective 1.A-Budget with adequate resources to support defined services and level of services; Objective 1.D-City services delivered in the most cost-effective, efficient manner.

BACKGROUND: Every year the City of Bloomington is challenged to provide essential municipal services with limited resources. Declining sales tax, unfunded mandates, and state reductions in shared revenue, combined with limited growth in EAV has created a very challenging fiscal environment.

Property tax is the largest source of funding for the City of Bloomington, and the Bloomington Public Library. From 2016 to 2017, the City of Bloomington had a minimal growth in EAV of only \$6.5 million, which is less than 1%. While the details are not yet available related to exemptions affecting this period's EAV, the prior year included \$6.1 million related to the Disabled Veteran's exemption which was greatly expanded in 2015.

For the last six years the City of Bloomington has been able to provide a balanced budget without increasing property taxes. A potential property tax freeze would not only limit the City's ability to realize an increase in revenue, but could potentially decrease funding levels. With rising pension costs and critical infrastructure improvement needs, it is crucial that the City maintain the ability to adjust the property tax revenue to meet the cost of expenditures. Property tax is the largest source of revenue and vitally important to the financial sustainability of the City of Bloomington.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: N/A

FINANCIAL IMPACT: For discussion purposes only.

COMMUNITY DEVELOPMENT IMPACT: N/A

**FUTURE OPERATIONAL COST ASSOCIATED WITH NEW FACILITY
CONSTRUCTION: N/A**

Respectfully submitted for Council consideration.

Prepared by: Melissa Hon, Assistant to the City Manager

Financial & budgetary review by: Chris Tomerlin, Budget Analyst
Scott Rathbun, Sr. Budget Manager

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:



Steve Rasmussen
Interim City Manager

Attachments:

- None

ILLINOIS MUNICIPAL LEAGUE
2018 LEGISLATIVE AGENDA



IMI

ILLINOIS MUNICIPAL LEAGUE



2018 STATE LEGISLATIVE AGENDA



LEGISLATIVE AND LEGAL ADVOCACY TEAM



(L-R) Joe McCoy, Legislative Director; Kim Cummings, Advocacy Coordinator; Nathan Piper, Communications Specialist; Brad Cole, Executive Director; Greg Willis, Assistant Legislative Director; Patrick W. Hayes, General Counsel; Amelia Finch, Assistant Counsel

ABOUT THE ILLINOIS MUNICIPAL LEAGUE

Since 1913, the Illinois Municipal League (IML) has served Illinois municipalities as the nonprofit, nonpolitical association of cities, villages and incorporated towns.

IML is the statewide, community-focused advocacy and educational organization giving municipalities a powerful presence and voice in our state and national capitols.

For more information about IML or its programs and services, please visit iml.org or contact any member of our Legislative and Legal Advocacy Team at 217.525.1220.

ILLINOIS MUNICIPAL LEAGUE CORE PRINCIPLES

- Empower Grassroots Governance
- Preserve Home Rule Authority
- Oppose Unfunded Mandates
- Preserve the Rights of Municipalities to Decide Employee Wages and Benefits
- Protect State-Shared Revenues

LEGISLATIVE ISSUE AREAS

MUNICIPAL AUTHORITY

Municipal operations are complex and require partnerships with both the federal and state governments. The enactment of laws and regulations that preempt local authority only hinders the ability of municipal officials to meet the needs of residents and address community problems. Municipalities must maintain the autonomy necessary to fulfill their responsibilities.

MUNICIPAL REVENUE AND TAXATION

Municipal governments rely on state revenue sharing to provide essential local services. These revenues fund first responders, provide for safe drinking water and pay for the infrastructure investments necessary for well-maintained streets. Recent diversions of state-shared revenue will restrict these important expenditures and impair the quality of life for local residents. Restoring and maintaining state-shared revenues is essential to the mission of local government. In addition, municipal governments must have the flexibility to diversify their local revenue sources.

MEETINGS, PUBLIC RECORDS AND NOTIFICATIONS

IML believes that a vibrant democracy requires the active participation of an engaged citizenry. Citizens elect their local leaders and have an obligation to hold their leaders accountable. The Open Meetings Act, Freedom of Information Act and public notification laws are essential accountability mechanisms. These laws must be balanced to consider municipal staff obligations, privacy mandates, evolving technology and occasional abuses of the process by those seeking public information.

LABOR LAWS, COMPENSATION AND EMPLOYMENT BENEFITS

As with the private sector, compensation and benefit decisions involving local government employees are appropriately made by the employer. Wages and benefits must balance the interests of the employee, employer and taxpayer. The General Assembly and Governor must avoid enacting laws that increase the costs of compensation, benefits and personnel on municipalities without providing revenues to offset the financial obligations created by their actions. Existing state labor and employment policies must also be reexamined with the intent of ensuring that local governments are vested with the discretion and ability to maintain personnel costs at sustainable levels.

INTERGOVERNMENTAL COOPERATION

Municipal governments and Illinois taxpayers benefit from the broad authority that allows local governments to cooperatively pool resources and share services. Service cooperation and consolidation reduces the costs to local governments, eliminates redundancies and appropriates resources wisely and effectively.

ILLINOIS MUNICIPAL LEAGUE: 2018 State Legislative Agenda

PUBLIC SAFETY PENSION FUND CONSOLIDATION

Issue

Public safety pension costs continue to increase and threaten to divert available municipal revenues away from funding other important programs and services intended to secure the health, safety and welfare of municipal residents. Benefit reductions appear highly unlikely following court decisions upholding a strict interpretation of the “impairment clause” within the Illinois Constitution. The existence of over 660 separate municipal public safety pension funds restricts investment opportunities and creates overlapping administrative expenses.

IML Solution

The General Assembly should reduce long-term pension costs by consolidating the administrative and/or investment functions of the over 660 municipal public safety pension funds to achieve greater administrative efficiency and investment return opportunities. IML has developed five draft proposals to achieve various forms of consolidation.

AUTOMATIC APPROPRIATION AUTHORITY FOR LOCAL FUNDS

Issue

Annual appropriation authority is required for Motor Fuel Tax (MFT), video/casino gaming, Use Tax and 9-1-1 revenues to be distributed to municipalities. An annual appropriation requirement can prevent these funds from being distributed despite the fact that they are non-General Revenue funds that do not affect state government.

IML Solution

The General Assembly should make MFT, video/casino gaming, Use Tax and emergency 9-1-1 revenues that are collected and distributed by the state subject to continuing appropriations. Funds would be automatically distributed to local governments and not dependent on the state budget process.

EXPANSION OF HOME RULE ELIGIBILITY

Issue

The Illinois Constitution automatically grants home rule status to municipalities that exceed 25,000 residents. There are currently 215 communities with home rule status. Non-home rule communities are granted limited authority compared to home rule communities despite having to address similar problems.

IML Solution

The General Assembly should allow voters to consider amending the Illinois Constitution to expand eligibility for home rule status to provide all municipalities that reach a population in excess of 5,000 residents with those additional governing tools to meet the needs of their communities. An additional 169 municipalities could achieve home rule status if the proposed constitutional amendment is passed by the General Assembly and approved by voters.

PUBLIC SAFETY COLLECTIVE BARGAINING REFORM

Issue

Arbitrators are rendering decisions in police and fire labor disputes that compel local governments to fund wage and benefit awards that exceed available revenues. This results in budgetary difficulties and layoffs of other employees. Municipal employers are also mandated to bargain over residency, and arbitrators can prohibit municipalities from requiring that first responders live within the communities they serve.

IML Solution

The General Assembly should require arbitrators to base decisions primarily on actual available revenues and a municipality’s current financial status. Residency requirements should be removed as a mandatory subject of bargaining.

REINSTATEMENT OF THE PUBLIC DUTY RULE

Issue

For decades, the common law public duty rule protected governmental entities and their employees from burdensome litigation costs. The public duty rule provides that a governmental entity and its employees do not owe a duty of care to provide services to individual members of the general public, such as police and fire protection services, because public entities owe a broader duty to the public at large. In 2016, the Illinois Supreme Court ruled 4-3 that the public duty rule is no longer viable in Illinois.

IML Solution

The General Assembly should restore the broad protections previously provided by the common law public duty rule by codifying the public duty rule into statute. This would restore a longstanding policy that has always protected local governments and their employees from litigation costs.

ASSESS INTEREST ON OVERDUE UTILITY PAYMENTS

Issue

During the state budget impasse, the state was not authorized to make utility payments for its facilities throughout Illinois. Municipalities and private utility vendors continued to provide services in the absence of payments. When the budget impasse was settled and bills were eventually paid, private utility companies received interest payments along with the original vouchered amount. Municipalities providing identical services were not entitled to interest payments.

IML Solution

The General Assembly should require the state to treat a past due utility bill the same, regardless of whether the bill is submitted by a private utility or a municipal utility.

REDUCE SALES TAX ADMINISTRATIVE FEE

Issue

The Budget Implementation (BIMP) bill, enacted into law in July 2017 as P.A. 100-0023, included a provision authorizing the Illinois Department of Revenue (IDOR) to impose a 2% administrative fee on 14 locally-imposed sales taxes. Several locally-imposed municipal sales taxes were included among the sales tax revenues subjected to the administrative fee in the BIMP bill. The administrative fee diverts \$60 million a year from local governments.

IML Solution

The General Assembly should reduce the recently enacted state administrative fee on the collection of locally-imposed sales taxes from 2% to 1%. This would restore \$30 million to local governments.

PERMISSIBLE AUDIT FILINGS WITH COMPTROLLER

Issue

In June 2017, the Comptroller's Office notified municipalities that it will no longer accept annual audit statements prepared using the cash basis or modified cash basis accounting method. This policy shift undermines existing law and decades of precedent. Communities currently filing annual audits using cash basis accounting methods will incur additional costs to convert their audit statements to the more complex accrual method of accounting.

IML Solution

The General Assembly should amend the Municipal Code to clarify that municipalities have the option to file audits and related statements with the Comptroller's Office using either the accrual or cash basis method of accounting.

PROTECT EQUALIZED ASSESSED VALUE OF PROPERTY

Issue

The passage of P.A. 96-1083 (2010) allowed for the use of “compulsory sales” as fair comparable sales in the assessment challenge process. A compulsory sale is defined to include sales that are most often thought to be consummated under duress, such as short sales, foreclosure sales and bankruptcy sales. This policy results in a reduction in the assessed value of properties, which leads to a decline in the overall equalized assessed value (EAV) of property within a taxing body.

IML Solution

The General Assembly should repeal the provision in the Property Tax Code that allows for the use of compulsory sales as evidence of comparable value in assessment challenges to protect the equalized assessed value of property within a taxing body.

APPLICATION FEE FOR TELECOMMUNICATIONS CARRIER ACCESS TO PUBLIC RIGHT-OF-WAY

Issue

An application fee for a permit to construct any facility on, over, above, along, upon, across or within a municipal right-of-way by a telecommunications carrier is prohibited under existing law.

IML Solution

The General Assembly should allow for a municipality to impose an application fee on telecommunications carriers that want access to the public right-of-way.

NOTIFICATION OF TAXING BODIES OF PETITION TO REDUCE EAV

Issue

The Code of Civil Procedure does not require that taxing bodies be notified by a property owner seeking an action in circuit court to reduce the equalized assessed value (EAV) of their property by \$100,000 or more. Consequently, local governments’ ability to present evidence challenging the proposed reduction in EAV may be impaired.

IML Solution

The statute within the Property Tax Code concerning appeals before the Property Tax Appeal Board includes a requirement that all affected taxing bodies receive notice from the board of review when a property owner files a petition seeking a reduction in EAV of \$100,000 or greater. The General Assembly should add a provision to the Code of Civil Procedure requiring the property owner to provide that notice in matters before the circuit court.

ALLOW MUNICIPALITIES TO SELECT FORM OF SURETY USED BY DEVELOPERS

Issue

In instances when developers declare bankruptcy or abandon partially built developments, municipalities must collect the surety to complete subdivision infrastructure improvements such as streets, water pipes and sidewalks. If the subdivision improvements are guaranteed with a letter of credit, collection of funds is much simpler.

IML Solution

Developers are currently allowed to select the form of surety used to guarantee funding for project completion. The General Assembly should restore the authority of municipalities to determine the form of surety that will be accepted for improvements within a subdivision.

NON-HOME RULE MUNICIPAL IMPOSITION OF USE TAX ON NATURAL GAS PROVIDERS

Issue

Non-home rule municipalities do not have the authority to impose a tax on out-of-state natural gas providers that deliver their product to residents within those municipalities.

IML Solution

The General Assembly should grant authority for non-home rule municipalities to impose a use tax on out-of-state natural gas providers.

SENSIBLE CHANGE TO BIDDING MUNICIPAL SERVICES

Issue

Non-home rule municipalities are not allowed to request pricing information before selecting a firm to provide architectural, engineering or land surveying services when the cost of the project is \$25,000 or more. Only after a firm has been selected can the municipality and selected individuals or firms begin fee negotiations. This process is known as Qualifications-Based Selection (QBS). Using QBS may prevent local governments from finding the best value among firms that meet the necessary qualifications because the traditional bidding system is not permitted.

IML Solution

The General Assembly should update the statute by adopting the federal financial threshold for QBS. This would allow non-home rule municipalities to use the Request for Qualifications (RFQ) process for hiring professional services on projects costing less than \$150,000.

REMOVAL OF TAX CAP RESTRICTION FOR INITIAL LEVY BY NON-HOME RULE MUNICIPALITIES

Issue

A non-home rule municipality otherwise subject to tax caps under the Property Tax Extension Limitation Law (PTELL) is restricted by PTELL when establishing an initial property tax levy after not having imposed and collected a property tax for a number of years. This makes it difficult to generate sufficient property tax revenue to fund the obligations that necessitated the decision to begin levying the property tax.

IML Solution

The General Assembly should allow non-home rule municipalities located within tax capped counties that have not levied and collected a property tax within the previous five years to institute a levy, without going to referendum, at the same rate as a non-home rule municipality that is not under tax caps.

IML AT A GLANCE



www.iml.org



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