



MEMORANDUM

To: CMAP Board

From: CMAP Intergovernmental Affairs staff

Date: May 29, 2024

Subject: State legislative update

Action Requested: Information

The Illinois General Assembly has adjourned for the spring 2024 legislative session and passed the FY25 budget appropriation ([SB251](#)) and Budget Implementation Act (BIMP) ([HB4959](#)) legislation as well as other legislative measures that impacts CMAP's work.

Below, please find below an update on key bills and legislative activity of interest. This information is up to date as of May 29, 2024.

SB3389/HB5078: RPA Modernization Bill

SB3389 has passed both chambers as of 5/20/2024. It is anticipated to be signed by the Governor as it received unanimous support.

SB3388/HB5077: RPA Appropriation Bill

The RPA funding bills were not incorporated into the FY25 budget. CMAP staff are appreciative of the Board's engagement on this issue and look forward to continued discussion on how to advance this appropriation in the next legislative session.

FY25 Budget Legislation

[SB251](#) – **\$DOR** (Sen. Sims, Jr./Rep. Gordon-Booth)

Description: FY25 Operating and Capital appropriations.

Status: Passed Both Houses on 5/29/2024

[HB4959](#) – **CREATIVE ECONOMY TASK FORCE** (Rep. Welch/Sen. Sims, Jr.)

Description: Creates the Fiscal Year 2025 Budget Implementation Act. Adds, deletes, and makes changes to various statutory provisions as needed to implement the State budget for Fiscal Year



2025. Effective immediately, except some provisions take effect July 1, 2024 and some provisions take effect January 1, 2025.

Status: Passed Both Houses on 5/29/2024

[HB4951](#) – **NEIGHBORHOOD CONCERT TAX** (Rep. Burke/Sen. Villanueva)

Description: FY25 revenue omnibus

Status: Passed Both Houses on 5/29/2024

Other bills of interest

CMAAP staff continues to track legislation before the Illinois General Assembly that impacts the region and is relevant to CMAAP's work. The following has been identified by CMAAP staff as pieces of legislation being considered before the Illinois General Assembly that may be of interest to the CMAAP Board.

It should be noted this list is not an exhaustive list of legislation being tracked by CMAAP staff. For more information on other tracked legislation by CMAAP staff, please contact Ryan Gougis, IGA Specialist at rgougis@cmap.illinois.gov.

Transit and Bike/Ped

[SB251](#) – **\$DOR** (Sen. Sims, Jr./Rep. Gordon-Booth)

Description: FY25 Operating and Capital appropriations.

Status: Passed Both Houses on 5/29/2024

CMAAP staff is reviewing the FY25 budget and BIMP but wanted to highlight the following initial takeaways:

- The RTA Act requires the Road Fund to provide \$150M to the Public Transportation Fund (PTF) each year (plus funds for RTA debt service). The remainder of the PTF's annual funding has historically come from the General Fund.
- As noted in last month's update, the Governor's FY25 budget proposal sought to increase this \$150M transfer from the Road Fund to the PTF by \$175M, totaling \$325M.
- The FY25 BIMP instead increases the transfer from the Road Fund to the PTF by only \$75M, totaling \$225M. It also calls for \$50M from the Leaking Underground Storage Tank Fund (LUST Fund) to be transferred to the PTF. The LUST FUND is funded through a fraction of the MFT, but is separate from the Road Fund.



- Both the \$75M and \$50M transfers included in the FY25 BIMP are one-time transfers, to occur only in FY25. However, this sets a precedent for similar transfers in the future.
- The transfers do not provide new revenues for transportation, but rather shift the funding burden of the PTF away from the General Fund. This does not meet the transportation system's operating and capital needs at a time when 1) additional funds are needed and 2) the long-term sustainability of existing revenue sources — like the MFT — continues to be at risk.

SB2844 – RTA ACT-REDUCED FARES (Sen. Simmons)

Description: Amends the Regional Transportation Authority Act. Provides that, by December 31, 2025, the Regional Transportation Authority, the Board of the Commuter Rail Division of the Authority, the Board of the Suburban Bus Division of the Authority, and the Board of the Chicago Transit Authority shall create a program to provide free rides to persons earning under 138% of the U.S. Department of Health and Human Services' poverty guidelines.

Status: Re-referred to Senate Assignments on 5/3/2024

SB3202 – BIKEWAY ACT-TRANSPORT PLAN (Sen. Toro)

Description: Amends the Bikeway Act. Provides that a municipality or county may prepare a bicycle transportation plan. Specifies the information that must be included in the plan.

Status: Passed Both Houses on 5/17/2024

SB3309 SA1 – VEH CD-BIKE TRAIL SIGNS (Sen. Simmons)

Description: Requires the authority having maintenance jurisdiction over a publicly owned paved bicycle trail in the State to erect permanent regulatory or warning signage be posted 150 feet in advance of a crossing alerting pedestrians or cyclists of highway crossings unless the intersection where the trail crosses the highway is controlled by an official traffic control device or sign (now, the signage is required regardless of whether the intersection is controlled by an official traffic control device or sign).

Status: Re-referred to Senate Assignments on 5/3/2024

HB4489 HA1 – BIKE/PEDESTRIAN PATH FUNDING (Rep. Ness/Sen. Jones, III)

Description: Provides that the Department of Transportation shall establish and solely fund bicycle and pedestrian ways in conjunction with the construction, reconstruction, or other change of any State transportation facility in an unincorporated area of a county that is located within one mile of a municipality with a population of over 50,000 (in addition to in or within one mile of a municipality with a population of over 1,000 people). Allows a county (in addition to a municipality) to opt out of bicycle and pedestrian way construction by passing a resolution stating that a bicycle or pedestrian way does not fit within its development plan.

Status: Placed on Senate Calendar Order of 2nd Reading on 5/21/2024



Transportation Infrastructure and Funding

SB1767 SA1 – CARGO TRANSPORTATION TAX (Sen. Ventura)

Description: Creates the Cargo Transportation Tax Act. Provides that a tax is imposed upon each retailer that transports by common carrier tangible personal property into the State from a point outside of the State. Provides that the tax is imposed based on the gross weight of the commercial motor vehicle. Provides that proceeds from the tax imposed by the Act shall be deposited into the Cargo Transportation Tax Fund, a special fund created in the State treasury. Provides that moneys in the Fund shall be used by the Department of Transportation for road projects in areas of the State that receive heightened levels of traffic as a result of the transportation of tangible personal property.

Status: Re-referred to Senate Assignments on 5/3/2024

HB5511 – PROCUREMENT-BID PREFERENCE (Rep. Hoffman/Sen. Castro)

Description: Amends the Illinois Procurement Code. One change of note included in this procurement omnibus bill is the restoration of the language stricken last session from the Public-Private Partnerships for Transportation Act that requires any transportation facility developed under this act to be consistent with the regional plan of the MPO in whose boundaries the project is located. It also expands the definition of a “responsible public entity” to also include the five most populous counties in Illinois, in addition to IDOT and Tollway.

Status: Passed Both Houses on 5/28/2024

Climate

SB1289 – INS-DENTAL CARE/REIMBURSEMENT (Sen. Fine/Rep. Williams)

Description: Creates the Safety and Aid for the Environment in Carbon Capture and Sequestration Act (which may be referred to as the SAFE CCS Act).

Status: Passed Both Houses on 5/26/2024

SB1556 SA2 – EPA-CLEAN TRANSPORT STANDARD (Sen. Koehler)

Description: Creates the Clean Transportation Act and requires the IEPA to adopt rules creating a clean transportation standard that reduces carbon intensity from the on-road transportation sector by 25% within 10 years of the IEPA’s adopted rules.

Status: Re-referred to Senate Assignments on 5/17/2024

SB3323 SA2 & 3 – ACCESSIBLE EV CHARGING STATION (Sen. McConchie/Rep. Williams)

Description: Creates the Accessible Electric Vehicle Charging Station Act. Requires the Department of Transportation to ensure that charging stations in the State are sufficiently accessible to allow independent use by drivers with disabilities, including people who have



limited or no hand dexterity, limb differences, or upper extremity amputations and use adaptive driving controls. Requires chargers designed to serve people who use mobility devices to be located on an accessible route. SA2 adds language providing that the Attorney General shall have the authority to enforce the Act and that the Attorney General may investigate any complaint or reported violation of the Act and, if necessary, to ensure compliance. SA3 provides that the Act does not apply to a charger owned by a resident of a single-family home, a condominium association, a common interest community association, a master association, or a residential housing cooperative if the charger is not used for a commercial purpose.

Status: Re-referred to House Rules Committee on 5/10/2024

[HB4196 HCA1](#) – **VEH CD – ELECTRIC SCHOOL BUSES** (Rep. Moylan/Sen. Villivalam)

Description: Requires the Illinois Environmental Protection Agency to establish a Fleet Electrification Incentive Program to provide fleet owners and operators in the State grants to promote the use of eligible electric vehicles. Provides that the Agency shall use a points-based evaluation and shall award additional points to an application from an eligible purchaser whose eligible electric vehicles are to be domiciled in an equity investment eligible community.

Status: Referred to Senate Assignments on 5/17/2024

Water Resources Management

[SB771 SFA1](#) – **REGULATION - TECH** (Sen. Ellman)

Description: Creates the Wetlands Protection Act to restore protections for wetlands and small streams that were formerly protected from pollution and destruction by the Clean Water Act.

Status: Placed on Senate Calendar Order of 3rd Reading on 4/9/2024

[SB2628/HB4207 HCA1 & HFA2](#) – **TRANSPORTATION-FLOOD INSURANCE** (Sen. Koehler/Rep. Chung)

Description: Amends the Rivers, Lakes, and Streams Act. Requires the Department of Natural Resources to ensure that State agencies comply with the National Flood Insurance Program requirements. Requires all State agencies to obtain a special flood hazard area development permit before undertaking development activity on State-owned property that is located in a special flood hazard area. Requires the Department to adopt an administrative rule setting forth a State special flood hazard area development program to ensure that specified conditions are met for the issuance of permits prior to any State agency development within a special flood hazard area. Allows the Department of Natural Resources to adopt emergency rules.

Status: SB2628 Passed Both Houses on 5/24/2024; HB4207 was referred to Senate Assignments on 4/16/2024

[SB2743](#) – **WATER PLAN TASK FORCE ACT** (Sen. Ellman/Rep. Williams)



Description: Creates the Water Plan Task Force Act. Establishes the State Water Plan Task Force. Provides that the Task Force shall be chaired by the Director of the Office of Water Resources of the Department of Natural Resources and composed of the directors, or their designee, from various other State entities. Requires the Task Force to identify critical water issues, to develop and implement recommendations that address the critical water issues, and to reevaluate critical water issues and needs. Requires the Task Force to publish a State Water Plan not less than every 10 years. SA1 removes the Office of the Governor from the State Water Plan Task Force.

Status: Passed Both Houses on 5/22/2024

Regional Economy

SB3455 – IDOR-PROP TX STUDY (Sen. Martwick/Rep. Canty)

Description: Provides that the Department of Revenue, in consultation with the Department of Commerce and Economic Opportunity, shall conduct a study to evaluate the property tax system in the State. Provides that the Department of Revenue may determine the scope of the historical data necessary to complete the study, but in no event shall the scope or time period be less than the 10 most recent tax years for which the Department has complete data.

Status: Passed Both Houses on 5/20/2024