



Chicago Metropolitan  
Agency for Planning

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**MEMORANDUM**

To: CMAP Board  
From: CMAP Staff  
Date: Wednesday, March 2, 2022  
Re: State Legislative Update

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The truncated second session of the 102nd General Assembly has already passed some significant dates: the February 18th committee deadline in the House, the February 25th deadline for 3rd reading in the Senate, as well as the Governor's joint State of the State and Budget address. The Governor's budget proposal included a one-year freeze of the annual inflation-based increase in the MFT rate. The state originally began indexing the MFT to inflation in 2019 to ensure sustainable transportation revenues, a key recommendation from [ON TO 2050](#).

Legislators have filed numerous bills with relevance to CMAP and partners, and staff continues to track and analyze proposals using the agency's [Framework and State Legislative Agenda](#). A proposal has been filed directing CMAP and the RTA to study recommendations for the long-term financial stability of the transit system in northeastern Illinois. Staff is monitoring the proposal and remains in contact with RTA and transportation advocates to support the critical work of ensuring adequate, sustainable funding for the region's transit system.

Staff recommend that the board support legislation to give non-home rule municipalities the authority to raise MFT, as well as legislation to authorize IDOT and the Tollway to pursue design build procurements for transportation projects. The CMAP board has supported similar legislation in previous sessions as noted in the table below.

As of this writing, the 3rd Reading deadline in the House is this Friday, March 4. Both the House and Senate will consider bills from the opposite chambers ahead of the committee deadline on March 25th. The third reading deadline is scheduled for Friday, April 1, and both chambers are scheduled to adjourn on Friday, April 8.

ACTION REQUESTED: Approval



## March 2022 Legislative Summary

Subject	Bill	Summary	Status	Agency Position
<b>COLLABORATION AT ALL LEVELS OF GOVERNMENT</b>				
Transit Funding Report	<a href="#">HB4608</a> <a href="#">SB3848</a>	<p><b>Rep. Eva Dina Delgado (D – Chicago)</b> <b>Sen. Ram Villivalam (D – Chicago)</b></p> <p>Directs CMAP, in coordination with the RTA, to submit a report of legislative recommendations to the Governor and General Assembly regarding legislative policy changes necessary to ensure the long-term viability of the region’s public transportation system. The report, which will involve the MPO Policy Committee and be developed separate from other planning requirements would be due to the General Assembly on January 1, 2024.</p> <p>Amendments have been filed. CMAP is currently working with bill sponsors and partners on the specifics of the legislation.</p>	<p>2/17/2022 <b>House</b> Held on Calendar Order of Second Reading</p> <p>2/25/2022 <b>Senate</b> Third Reading – Passed (054-000-000)</p>	
<b>CAPACITY TO PROVIDE A STRONG QUALITY OF LIFE</b>				
Local motor fuel tax	<a href="#">HB4424</a>	<p><b>Rep. Michael Zalewski (D-Riverside)</b></p> <p>Provides that a non-home rule municipality may, by ordinance, impose a tax on motor fuel in once cent per gallon increments, but not to exceed \$0.03 per gallon in total.</p> <p>ON TO 2050 recommends local user fees to help communities meet their unique needs. Further, the plan specifically calls for local motor fuel taxes to recoup the cost of providing road and other transportation infrastructure.</p>	<p>1/21/2022 <b>House</b> Referred to Rules</p>	<p><b>Support</b></p> <p><i>**CMAP Board has supported in prior sessions</i></p>
<b>MAKING TRANSFORMATIVE INVESTMENTS</b>				

Subject	Bill	Summary	Status	Agency Position
Public Private Partnerships	<a href="#">SB2981</a>	<p><b>Sen. Ram Villivalam (D – Chicago)</b>            Authorizes the Illinois Department of Transportation and Illinois Tollway to enter into certain alternative technical designs procurements, namely design-build and construction manager/general contractor as project delivery methods. Places time and monetary limits on the procurements and requires that both the Department and the Authority reports progress annually for the first five years of the program.</p> <p>ON TO 2050 recommends the careful, strategic pursuit of public private partnerships as a tool for procuring infrastructure projects. This legislation, as written, could provide the Department and the Tollway with an opportunity to build capacity around alternative project delivery.</p>	2/25/2022 <b>Senate</b> Third Reading – Passed (051-000-000)	<b>Support</b>

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