



Chicago Metropolitan
Agency for Planning

433 West Van Buren Street, Suite 450
Chicago, IL 60607
cmap.illinois.gov | 312-454-0400

MEMORANDUM

To: CMAP Board

From: CMAP Intergovernmental Affairs staff

Date: April 24, 2024

Subject: State legislative update

Action Requested: Information

Following a recess the week of April 22nd, the Illinois General Assembly is back in session through their scheduled adjournment at the end of May. Currently, each chamber is focused on hearing bills received from the opposite chamber and continuing to advance bills through the legislative process.

The primary action item for the General Assembly is to adopt a FY25 budget. CMAP staff have reviewed the Governor's FY25 budget proposal and identified the following key takeaways:

- The Governor's FY25 budget proposal builds on recent fiscal progress that places the state in a position to respond to evolving macroeconomic conditions. Despite slowing inflation, persistent economic pressure and the expiration of pandemic-related federal aid present greater uncertainty for future budget years.
- The budget proposal recommends a total \$123.2 billion appropriation for the operating budget, including \$52.7 billion of expenditures from the state's General Fund. Accounting for all revenues, the General Fund revenue forecast is \$53.0 billion for FY25, which is equivalent to an increase of \$777 million (or 1.5 percent) compared to estimated fiscal year 2024 (FY24) levels.
- The proposed elimination of the grocery tax comes at a time when the share of state support to local governments is declining. Modernizing the sales tax base, as proposed in ON TO 2050 and the Plan of Action for Regional Transit report, would provide local governments with much needed revenues and offer the state additional flexibility to meet current and future funding needs.
- The budget also proposes using \$175 million from the Road Fund to supplement the annual state contribution to the Public Transportation Fund (PTF). In past years, the PTF contribution has been funded by the General Fund. Since the state has been shifting sales tax collections from motor fuel to the Road Fund for the last few years, the

additional funds that will be going into the Road Fund in FY25 effectively offset the transfer to the PTF. However, when combined, General Fund deposits into the PTF and Road Fund are estimated to be \$4 million less in FY25 than FY24, highlighting the urgent need for the state to enact broader transportation reforms that will ensure the region and state can meet transportation operating and capital funding needs.

Below, please find an update on key bills and legislative activity of interest. This information is up to date as of April 24, 2024.

SB3389/HB5078: RPA Modernization Bill

SB3389 passed in the Senate via the agreed bills list. The bill is now in the Rules Committee in the House. HB5078 unanimously passed the House. The bill is now in the Assignments Committee in the Senate. These bills continue to progress through the legislative process.

SB3388/HB5077: RPA Appropriation Bill

These bills, which would appropriate \$5M to CMAP to carry out the regional planning objectives identified in the Regional Planning Act, have remained in their respective committees. SB3388 has been assigned to Senate Appropriations - Public Safety and Infrastructure and HB5077 has been assigned to Appropriations-General Services Committee. CMAP Intergovernmental Affairs staff are seeking subject matter hearings for both bills and continue to discuss these bills with legislators and budgeteers.

OMA legislative activity

CMAP has prepared draft legislative language that would provide the CMAP Board and its committees with the flexibility to allow for members to participate virtually and be counted toward quorum. Members of the Senate have expressed openness to such changes, but the likelihood of this bill advancing this session remains low. Staff will continue to engage in dialogue with legislators about these flexibilities and will assess what changes may be more feasible next session.

Other bills of interest

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

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

Transit and Bike/Ped

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: Rule 2-10 Committee Deadline Established As May 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: Arrived in the House, referred to Rules Committee on 4/15/24

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: Rule 2-10 Third Reading Deadline Established As May 3, 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: Rule 2-10 Committee Deadline Established As May 3, 2024

HB5100 – UNSOLICITED PROPOSALS (Rep. Hoffman)

Description: Provides that nothing in specified provisions concerning prohibited bidders shall prohibit a person or business from submitting an unsolicited proposal under the Public-Private Partnership for Transportation Act.

Status: Passed the House on Third Reading on 4/19/24

[HB5171/SB3798](#) – **PUBLIC-PRIVATE PARTNER-NOTICES** (Rep. Mah/Sen. Villivalam)

Description: Amends the Public-Private Partnerships for Transportation Act. Provides that each year, at least 30 days prior to the beginning of the responsible public entity's fiscal year, the responsible public entity shall submit to the General Assembly a description of potential projects that the responsible public entity is considering undertaking under the Act to each county, municipality, and metropolitan planning organization, with respect to each project located within its boundaries.

Status: HB5171 re-referred to Rules Committee on 4/5/24; SB3798 assigned to Senate Executive Subcommittee on Procurement on 3/7/24, Rule 2-10 Third Reading deadline established as 5/3/24

Climate

[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: Held in Senate Energy and Public Utilities on 3/22/24, Rule 2-10 Committee deadline established as 5/3/24

[SB3323 SA2 & 3](#) – **ACCESSIBLE EV CHARGING STATION** (Sen. McConchie)

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: Arrived in the House, referred to Rules Committee on 4/18/24

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

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: Arrived in the Senate 4/19/24

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: Rule 2-10 Third Reading Deadline Established As May 3, 2024

SB2628 SCA1/HB4207 HFA2 – TRANSPORTATION-FLOOD INSURANCE (Sen. Koehler/Rep. Chung)

Description: Requires the Department of Transportation 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.

Status: SB2628 SCA1 arrived in the House and referred to House Rules Committee on 4/15/24; HB4207 HFA2 arrived in the Senate and referred to Senate Assignments Committee on 4/16/24

SB2743 SA1 – WATER PLAN TASK FORCE ACT (Sen. Ellman)

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: Arrived in the House, assigned to House Energy & Environment Committee on 4/16/24

Regional Economy

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

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 the Senate and referred to House Rules Committee on 4/12/2024