



## MEMORANDUM

**To:** CMAP Transportation Committee

**From:** CMAP Intergovernmental Affairs staff

**Date:** May 17, 2024

**Subject:** State legislative updates

**Action Requested:** Information

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The Illinois General Assembly is scheduled to adjourn on Friday, May 24<sup>th</sup> with contingent session dates scheduled through Friday, May 31<sup>st</sup>. The next deadline ahead for lawmakers is for a third reading on substantive bills from the opposite chamber on Friday, April 17<sup>th</sup> for both the House and Senate.

Below, please find an update on key bills and legislative activity of interest. This information is up to date as of May 17, 2024 and is subject to change with the end of session activities.

### **SB3388/HB5077: RPA Appropriation Bill**

These bills would appropriate \$5M to CMAP to carry out the regional planning objectives identified in the Regional Planning Act. The majority of CMAP's funding is from USDOT, which is primarily able to support the agency's transportation work. Other projects that are not directly transportation related require external funding sources, such as state and federal grants, and philanthropic resources. CMAP is seeking this state appropriation to advance the breadth of work reflected in the Regional Planning Act.

CMAP has requested a meeting with Governor Pritzker before the end of session to further discuss the necessity of a \$5M appropriation from the state to CMAP. CMAP's Intergovernmental Affairs has provided budgeteers in both the House and Senate with additional information that outlines how a \$5M appropriation would support CMAP's non-transportation related work.

At the time of this writing, SB3388 has been re-referred to Senate Assignments and HB5077 has been assigned to Appropriations-General Services Committee.

### **SB3389/HB5078: RPA Modernization Bill**



SB3389 and HB5078 would modernize several elements of the Regional Planning Act, CMAP's enabling statute. Primarily, this bill would allow for a simple majority of Board members in office to approve certain operational items—contracts (except contracts pertaining to the employment of the Executive Director), grants, purchase agreements, and meeting minutes. All other items would continue to require concurrence of 4/5 of the Board members in office. This would allow for more timely decision making by the CMAP Board and ensure consistent flow to resources to support the agency's programs, policies, and projects. The bill makes other revisions to modernize the Regional Planning Act.

At the time of this writing, SB3389 is on third reading in the House and HB5078 is on third reading in the Senate.

### **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. The language and a legislative strategy are currently under discussion with the Illinois Municipal League, who has been pursuing other OMA legislative changes.

### **Select transportation bills of interest**

CMAP's Intergovernmental Affairs team 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 as pieces of legislation being considered before the Illinois General Assembly that may be of interest to the Transportation Committee.

It should be noted this list is not an exhaustive list of legislation being tracked by CMAP's Intergovernmental Affairs team. For more information on other tracked legislation, please contact Ryan Gougis, IGA Specialist at [rgougis@cmap.illinois.gov](mailto:rgougis@cmap.illinois.gov).

### **Transportation Safety**

#### **[HB3530 HA1](#) – VEH CD-CHANGE TO SPEED LIMIT (Rep. Buckner)**

**Description:** Amends the Illinois Vehicle Code. Provides that, on and after October 1, 2023, the default speed limit is 20 (instead of 30) miles per hour within an urban district, and 10 (instead of 15) miles per hour in an alley within an urban district. Provides that a county, municipality, or township with speed enforcement authority may only issue warnings for violations during the first 60 days after enactment. HA1 removes the requirement for the Secretary of State to communicate this change by September 1, 2023 to every licensed driver in the state.

**Status:** Re-referred to House Rules on 4/19/24

#### **[HB4451](#) – VEH CD-SPEED CAMERA REVENUE (Rep. Andrade, Jr.)**



**Description:** Establishes that a municipality that operates an automated speed enforcement system shall set aside 10% of the net proceeds from each system that generates more than \$500,000 in revenue for the school or park in the safety zone in which the automated speed enforcement system is located. Provides that the set aside proceeds may be allocated for any purpose designated by the school district or park district.

**Status:** Assigned to Senate Executive Subcommittee on Special Issues on 5/1/24

[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:** Re-referred to Senate Assignments on 5/3/24

**Transit and Bike/Ped**

[HB4489 HA1](#) – **BIKE/PEDESTRIAN PATH FUNDING** (Rep. Ness)

**Description:** Amends the Illinois Highway Code. 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:** Held on House Calendar Order of 2<sup>nd</sup> Reading on 5/16/24

[SB2844](#) – **RTA ACT – REDUCED FARES** (Sen. Simmons)

**Description:** Amends the Regional Transportation Authority Act. Provides that, by December 31, 2025, RTA, CTA, Metra, and Pace 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 5/3/24

[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:** Placed on House Calendar Order of 3<sup>rd</sup> Reading on 5/7/24



## **Transportation Infrastructure and Funding**

### **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:** Assigned to Senate Executive Committee on 5/1/24

### **HB5515** – **REVENUE-MOTOR FUEL** (Rep. Rita)

**Description:** Amends the Motor Fuel Tax Law. Provides that the tax imposed on receivers of motor fuel applies until January 1, 2040 (currently, January 1, 2025). Amends the Environmental Impact Fee Law. Extends the repeal of the Environmental Impact Fee Law until January 1, 2040.

**Status:** Assigned to House Revenue – Sales, Amusement and Other Taxes Subcommittee on 3/8/24

### **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 5/3/24

### **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:** Re-referred to House Rules on 5/10/24



[HB5145](#) – **EV CHARGER GRANT ACT** (Rep. Evans, Jr.)

**Description:** Creates the Electric Vehicle Charger Grant Act. Provides that any State agency that disburses grant funds for electric vehicle charging stations must include provisions in the criteria for awarding grant funds that encourage the use of equity eligible contractors by the grantees. Provides that the provisions shall include, but not be limited to, additional points to those grantees who commit to exclusively using equity eligible contractors, a portion of the grant funds devoted exclusively for equity eligible contractors, and inclusion of aspirational goals for all grantees to use equity eligible contractors.

**Status:** Re-referred to House Rules on 4/19/24