

MEMORANDUM

To: Transportation Committee

From: CMAP Intergovernmental Affairs Staff

Date: July 26, 2024

Subject: State legislative updates

Action Requested: Information

Transit subject matter hearings

This summer, the Senate Transportation Committee kicked off a series of hearings around the region and state to hear input on opportunities to improve transit service. The first hearing, which took place on Tuesday, July 9th in downtown Chicago, focused on how transit supports the economy. Below is the published schedule for future hearings (as of July 19, 2024):

Wednesday, July 24 at 10 a.m.

Location: Moraine Valley Community College, Palos Hills
Subject Matter: Transit must be accessible and equitable

Thursday, Aug. 8 at 10 a.m.

Location: Counties of DuPage, Will, and Kendall (exact location TBD)
Subject Matter: Transit support community quality of life

Wednesday, Aug. 28 at 10 a.m.

Location: Kane County and McHenry County (exact location TBD)
Subject Matter: Transit is crucial for public health

Wednesday, Sept. 18 at 10 a.m.

Location: Northwest Suburbs of Cook County and Lake County (exact location TBD)
Subject Matter: Transit mitigates climate impact

Wednesday, Oct. 16 at 10 a.m.

Location: Springfield (exact location TBD)
Subject Matter: Funding transit is a statewide priority

As legislative deliberations progress, CMAP will continue to provide legislators with input and analysis aligned with the PART report to help inform future discussions.

Legislative updates

The Illinois General Assembly adjourned for the spring 2024 legislative session on May 29, 2024, passing the FY25 budget appropriation ([SB251](#)), the Budget Implementation Act (BIMP) ([HB4959](#)) legislation and other legislative measures relevant to CMAP's work. This document includes updates on key bills and legislative activity of interest. This information is up to date as of July 19, 2024.

CMAP priorities

SB3388/HB5077: RPA Appropriation Bill

The RPA appropriation bills were not incorporated into the FY25 budget. CMAP staff will continue working with members of the Illinois General Assembly and the Governor's office to advance this appropriation in the next legislative session.

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.

SB3389 passed both chambers and was sent to the Governor on June 18, 2024. It is anticipated to be signed by the Governor as it received unanimous support.

FY25 Budget Legislation

[SB251](#) – FY25 Budget (Sen. Sims, Jr./Rep. Gordon-Booth)

Description: FY25 Operating and Capital appropriations.

Status: [Public Act 103-0589](#)

The enacted FY25 budget and BIMP offers some important takeaways related to transit funding:

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. 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.

HB4959 – FY25 BIMP (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: [Public Act 103-0588](#)

HB4951 – FY25 Revenue Omnibus (Rep. Burke/Sen. Villanueva)

Description: Creates the FY25 revenue omnibus.

Status: [Public Act 103-0592](#)

Staff analysis of the Governor's FY25 budget proposal is available on CMAP's website [here](#).

Climate and Equitable Transportation Act

The **Clean and Equitable Transportation Act** ([HB5829/SB3936](#)) is an omnibus bill that includes several different transit and climate provisions that would impact the region. The three components of the omnibus bill were also filed as separate pieces of legislation and are outlined below.

The **Metropolitan Mobility Authority Act** ([HB5823/SB3937](#)) offers a range of governance and operational reforms, including consolidating the RTA and the service boards into one entity to manage transit in the region and creates a new single regional board of directors. The bill also institutes several regional system improvements and establishes a TOD Office and Fund to advance transit-supportive land use. Additionally, a supplemental appropriations bill was filed ([HB5828/SB3938](#)) that would provide up to \$1.5B for transit, though the bill does not specify how that revenue would be raised. It is expected that deliberations about proposed reforms will take place over the next several months.

The **Transportation Choices Act** ([HB5825/SB3934](#)) establishes a statewide greenhouse gas target of net zero transportation emissions by 2050. The bill sets several compliance mechanisms and analytical requirements for IDOT and metropolitan planning organizations across the state. Specifically, the bill sets requirements for three project-level analyses, which

are 1) GHG Emissions Analysis for Roadway Capacity Expansion Projects, 2) Climate Equity Accessibility Score, and 3) Social Cost of Carbon. These each have impacts on projects in the long-range regional transportation plan and/or the programming of projects in the TIP.

The bill also establishes two plan-level requirements, which are the RTP GHG Emissions Analysis and Housing Coordination Planning. CMAP will be in conversation with IDOT, MPOs, bill sponsors, and other stakeholders about how best to achieve the objectives of this bill in light of IDOT and MPOs' existing federal requirements.

The **Zero Emission Vehicles Act (HB5824)** provides several provisions accelerating zero-emission vehicle adoption in Illinois. This includes a requirement that Illinois align with California's vehicle emission standards for passenger and heavy-duty vehicles.

Additional 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@cmapp.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: Referred to Senate Assignments on 6/26/2024

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: Referred to Senate Assignments on 6/26/2024

[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: Sent to the Governor on 6/14/2024

Transportation Infrastructure and Funding

[HB5511](#) – **2024 PROCUREMENT OMNIBUS** (Rep. Hoffman/Sen. Castro)

Description: Creates the procurement omnibus and provides for numerous changes to the Procurement Code. Creates the Progressive Design-Build Pilot Program Act. Provides that the Capital Development Board may elect to use the progressive design-build delivery method. Sets forth other provisions concerning procedures for selection and submission of qualifications, the award of contracts, pricing, and federal requirements. Makes other changes. One change of note 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 include the five most populous counties in Illinois, in addition to IDOT and Tollway.

Status: Sent to the Governor on 6/26/2024

[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