CMAP's Priorities for the 96th Illinois General Assembly

March 2009

Based on CMAP's priorities for this state legislative session, the following includes the relevant bills that have been introduced including a brief synopsis and a recommended position for the Board's consideration.

Support a State Capital Plan

CMAP is advocating for a state capital plan that encompasses the following five principles:

- Make it Significant
- Make it Comprehensive
- Make the Project Selection Process Transparent and Results-Driven
- Support it with New Revenue
- Set Aside Funds for Planning

Legislation Introduced

House Bill 1 (Bradley): Motor Fuel Tax Surcharge

Amends the Motor Fuel Tax Law. Provides that, beginning on July 1, 2009, an additional surcharge of 8 cents per gallon shall be imposed on the privilege of operating motor vehicles upon the public highways and recreational-type watercraft upon the waters of the State. Provides that moneys collected from the additional surcharge shall be deposited into the GROW Illinois Fund, and must be used only for debt service and capital improvements. Amends the State Finance Act to create the GROW Illinois Fund.

Bill Status as of 3/4/09: Assigned to Revenue & Finance Committee

CMAP Recommended Position: SUPPORT with a condition that accountability provisions be incorporated into the bill.

House Bill 2359 (Ryg): The Transportation Investment Accountability Act

Amends the Department of Transportation law of the Civil Administrative Code (20 ILCS 2705) to create a new Illinois Transportation Policy Committee, the committee will be comprised of representatives from the states 14 MPO's, IDOT and ex-officio legislative members. The committee will be required to work with IDOT and the MPO's to prepare

the states transportation plan that will guide all spending decisions and present priorities, performance measures and criteria for project evaluations. Recommend state transportation capital programs for approval by the Governor and General Assembly, allocate funds equitably to all regions of the state, and ensure that roads and bridges are maintained at the same level throughout the state.

Bill Status as of 3/4/09: Assigned to Transportation, Regulation, Roads & Bridges Committee

CMAP Recommended Position: GENERAL SUPPORT with continued discussions regarding bill language.

Restore Funding for Water Supply Planning

CMAP is advocating for funding to be restored for state and regional water supply planning in the Illinois Department of Natural Resources FY 2010 budget.

Legislation Introduced
Awaiting the Governor's upcoming budget address.

Fund the Local Planning Technical Assistance Act

CMAP is advocating for funding to be appropriated to administer grants as outlined in the Local Planning Technical Assistance Act.

Legislation Introduced
Awaiting the Governor's upcoming budget address.

Address the Foreclosure Crisis

CMAP is advocating for strengthened municipal authority to help municipalities address the abandoned properties problem precipitated by the foreclosure crisis.

Legislation Introduced

House Bill 1195 (Yarbrough) & Senate Bill 1409 (Collins): Illinois Vacant and Abandoned Properties Act

The Illinois Vacant and Abandoned Properties Act (H.B. 1195, S.B. 1409) would, among other things, require that servicers and other entities provide municipalities notice of foreclosure initiation and completion, authorize municipalities to create land banks, and allow municipalities to require mortgage holders to maintain properties in foreclosure

and recover much more of the money municipalities spend to maintain vacant and abandoned properties.

Bill Status as of 3/4/09: HB1195 Assigned to Executive Committee
SB1409 Referred to Assignments

CMAP Recommended Position: SUPPORT

Ability to Leverage Innovative Financing

CMAP is advocating for the state to enact enabling legislation to leverage private sector investment where appropriate.

Legislation Introduced

Senate Bill 297 (Sandoval): Design-Build Highway Construction
Creates the Design-Build for Highway Construction Demonstration Act. Authorizes the Department of Transportation and the Illinois State Toll Highway Authority to use a design-build method of source selection for highway construction projects. Sets forth procedures for using the design-build method. Requires the agencies to submit an evaluation report concerning the design-build method no later than December 31, 2012. Repeals the Act on June 30, 2013. Effective July 1, 2009.

Bill Status as of 3/4/09: Assigned to Transportation

CMAP Recommended Position: SUPPORT

Senate Bill 305 (Risinger): Public-Private Partnership
Creates the Public-Private Transportation Act of 2009. Finds that the public need for timely development and operation of transportation facilities may not be wholly satisfied by the existing methods of delivering those services, and authorizing private entities to deliver those services to the public may more timely, more efficient, or less costly. Provides that a private entity may enter into comprehensive agreements with the State and any agency or authority thereof, any city, village, incorporated town, or county and any other political subdivision of any of the foregoing for the development or operation of transportation facilities. Allows for the comprehensive agreement between the public and private entities to include a maximum rate of return for the private entity on the development or operation of the transportation facility, and provides for the allowable methods of compensation for both the public and private parties. Provides detailed rules and procedures for: the dedication of public property as a transportation facility, the powers and duties of the private entity, interim and service agreements, financing, material default and remedies, condemnation, crossing of utility lines, sovereign immunity, public disclosure, and procurement, among others. Amends the Freedom of

Information Act to provide exemptions for certain proprietary information related to the new Act.

Bill Status as of 3/4/09: Assigned to Executive

CMAP Recommended Position: SUPPORT with amendment that projects utilizing public-private partnerships must be consistent with regional plans.

Other Relevant Legislation

House Bill 270 (Hoffman): Regional Planning

Amends the Regional Planning Act. Provides that the Board of the Chicago Metropolitan Agency for Planning shall consist of 17 members (now, 15). Provides that the 2 additional members shall be appointed by the Governor. Sets forth the terms and residency requirements for the additional members. Effective immediately.

This bill is a result of an agreement that was reached between CMAP and the sponsor in order to pass the amended Regional Planning Act (Public Act 95-0677) that provided state funding for the Agency. Last year, the Board extended an offer to appoint two non-voting members to represent the state's interests on the board.

Bill Status as of 3/4/09: Third Reading-House