

**MEMORANDUM**

To: CMAP Board

From: CMAP Staff

Date: April 7, 2021

Re: State Legislative Update

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Although procedurally altered by the pandemic, the first session of the 102nd Illinois General Assembly has already passed some significant legislative milestones: the Governor's joint State of the State and [Budget](#) address on February 17th, as well as the March 26th committee deadline in the House. The Senate has delayed the committee deadline, requiring all bills to leave substantive committees by Friday, April 9. Both House and Senate committees have met remotely, with some scheduled in-person session days in order to move bills through the process. As of this writing, both chambers are on recess, and will reconvene on Tuesday, April 13, in advance of the deadline for third readings on Friday, April 23.

Legislators filed numerous bills with relevance to CMAP and partners, including proposals on consolidation, addressing congestion, economic development, and statewide energy policy. Initiatives, listed below under their related ON TO 2050 recommendations, have the potential to impact ON TO 2050 implementation. Throughout the session, staff track and analyze bills with relevance to the [ON TO 2050 Legislative Framework and State Agenda](#).

Staff recommend that the board support legislation to fund infrastructure for biking and walking, enable the State Treasurer invest in Illinois infrastructure projects, and improve data available for property tax assessment in Cook County. The CMAP board has considered similar legislation in previous General Assemblies as noted in the table below.

**ACTION REQUESTED:** Approval



## April 2021 Legislative Summary

Subject	Bill	Summary	Status	Agency Position
<b>CAPACITY TO PROVIDE A STRONG QUALITY OF LIFE</b>				
Property tax assessment	<a href="#">HB860</a>	<p><b>Rep. Will Davis (D – East Hazel Crest)</b></p> <p>Authorizes the Cook County Assessor’s Office, and with the approval of their respective county boards in all other county assessor’s offices, the ability to collect income and expense data—already required for federal tax filings and currently collected for the appeals process—for income generating properties on an annual basis. The requirement applies to larger buildings, residential buildings with six or more units and commercial properties with a market value greater than \$500,000. This data would be aggregated and anonymized to inform assessment process. This is an initiative of the Cook County Assessor, and would bring county assessment processes in line with other states including New York, Massachusetts, Virginia, and Washington D.C.</p> <p>ON TO 2050 calls for improved access to public information through technology and transparency. Fairer and more predictable assessments could attract additional investments into the region, specifically in disinvested areas. In the long run, this initiative could also address the plan’s recommendations to support robust economic growth and promote reinvestment.</p>	<p>3/27/2021</p> <p><b>House</b></p> <p>Rereferred to Rules</p>	<p><b>Support</b></p> <p><i>*CMAP Board supported in previous sessions</i></p>
Innovative infrastructure funding	<a href="#">HB1953</a> <a href="#">SB117</a>	<p><b>Rep. Michael Halpin (D – Rock Island)</b>  <b>Sen. Steve Stadelman (D – Rockford)</b></p> <p>Creates an Infrastructure Development Account (IDA) within the investment portfolio of the Office of the State Treasurer not to exceed 5 percent of total holdings, an estimated \$700 million.</p>	<p>3/18/2021</p> <p><b>House</b></p> <p>Placed on the Calendar of 2<sup>nd</sup> Reading</p>	<p><b>Support</b></p>

Subject	Bill	Summary	Status	Agency Position
		<p>Authorizes the Treasurer’s Office to enter into agreements with infrastructure financing firms to fund projects in Illinois. The Treasurer has used similar initiatives in the past to boost investments in Illinois technology sector through the Illinois Growth and Innovation Fund.</p> <p>This proposal has the potential to increase public private partnerships in Illinois, and gives municipalities more tools to fund infrastructure, both recommendations from ON TO 2050.</p>	<p>2/15/2019  <b>Senate</b>  Assignments</p>	

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**DATA DRIVEN AND TRANSPARENT INVESTMENT DECISIONS**

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Performance-based transportation programming	<a href="#">HB253</a> <a href="#">SB2475</a>	<p><b>Rep. Kam Buckner (D - Chicago)</b>  <b>Sen. Ram Villivalam (D – Chicago)</b></p> <p>Requires IDOT to establish and implement a statewide transportation performance program for all transportation facilities under its jurisdiction. While IDOT currently incorporates some performance-based programming principles into their current funding processes, and is required to monitor asset conditions through the Transportation Asset Management Plan, this bill would require regular reporting and public participation. The language outlines similar provisions for the RTA, and requires that RTA share asset condition data with IDOT for planning purposes.</p> <p>The intent of this legislation is aligned with ON TO 2050 recommendations on performance-based programming and increased transparency for investment decisions. Implementation of the program has the potential to reorient funding towards achieving the greatest return on investment and community goals. As written the language supports, but does not require, changes to existing formulas in allocation of state infrastructure funds.</p>	<p>3/4/2021  <b>House</b>  Placed on the Calendar  2<sup>nd</sup> Reading</p> <p>2/26/2021  <b>Senate</b>  Referred to  Assignments</p>	<b>Support</b>
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Subject	Bill	Summary	Status	Agency Position
<b>A SYSTEM THAT WORKS BETTER FOR EVERYONE</b>				
Funding for bicycle and pedestrian infrastructure	<a href="#">HB270</a> <a href="#">SB1768</a>	<p><b>Rep. Anna Moeller (D – Elgin)</b> <b>Sen. Christopher Belt (D – East St. Louis)</b></p> <p>Transfers the responsibility for the local contribution for bicycle and pedestrian facilities under IDOT jurisdiction from the municipality to IDOT. Applies to state construction facilities within one mile of a designated area, making the policy apply to much of northeastern Illinois. IDOT funding cycles regularly do not line up with municipal funding for bicycle and pedestrian facilities on these types of roadways, creating less safe facilities for non-motorized users. Municipalities would maintain responsibility for maintaining these facilities.</p> <p>ON TO 2050 calls for improved travel safety, especially for alternative modes of transportation. Increasing IDOT’s commitment to Complete Streets where practicable would ensure improved bicycle and pedestrian facilities throughout the region.</p>	<p>3/4/2021 <b>House</b> Placed on the Calendar of 2nd Reading</p> <p>3/24/2021 <b>Senate</b> Assigned to Transportation</p>	Funding for bicycle and pedestrian infrastructure

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