



## MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: March 4, 2015

Re: State Legislative Update

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The Illinois 99<sup>th</sup> General Assembly convened on January 14, 2015. Following the State of the State address on February 4, Governor Rauner delivered his fiscal year 2016 (FY16) **budget proposal** on February 18 to a joint meeting of the Illinois General Assembly. **Staff analysis** found that the Governor's proposed budget for FY16 totals \$65 billion, of which \$28.4 billion are General Funds. The proposal would result in a 9.7 percent decrease from FY15 enacted General Funds appropriations.

Thus far, more than 6,000 bills have been introduced in the legislature. The deadlines for introduction of substantive bills passed in February. By Friday, March 27, substantive bills in the House or Senate must be out of committee in their chamber of origin. Numerous days of session have been canceled so far this spring. As a result, very few issues have either been reviewed by committee or been passed to the floor for consideration by the full House or Senate.

CMAP staff continues to monitor the progress and analyze bills with particular relevance to the agency. Bills included in the following pages of this memorandum either impact CMAP's 2015 State Legislative **Principles** and **Agenda** or are of interest to CMAP and its partners.

Staff recommends the Board support four bills that assist in the implementation of GO TO 2040 by promoting coordinated investment and bolstering the region's ability to invest strategically in transportation. Staff also recommends the board oppose one bill that diminishes the state's and region's ability to invest strategically in transportation by imposing an arbitrary formula for the appropriation of the motor fuel tax (MFT) rather than moving the state towards performance-based funding programming.

ACTION REQUESTED: Approval



## March 2015 Legislative Summary

Subject	Bill	Summary	Status	Agency Position
<b>ACHIEVE GREATER LIVABILITY THROUGH LAND USE AND HOUSING</b>				
Land banks for public uses	<a href="#">HB1517</a>	<p><b>Rep. Jehan A. Gordon-Booth</b> (D-Peoria)</p> <p>Creates the Land Bank Act. Allows for municipalities, townships, counties, and school districts, and/or a combination of these jurisdictions, to create and manage a land bank. School districts may only manage a land bank as part of a multijurisdictional land bank. Provides a limited set of public uses for land bank properties, including health clinics, hospitals, services and enrichment facilities, open or conservation space, and/or urban agriculture. Outlines administrative procedures, financing tools, purchase and sale processes, bonding limits, and procedures for dissolution. The bill would allow existing land banks to operate without change or being under the jurisdiction of a new, overlapping land bank.</p>	<p>2/26/2015</p> <p><b>House</b></p> <p>To Finance Subcommittee</p>	
Abandoned parcels	<a href="#">SB1630</a>	<p><b>Sen. Darin M. LaHood</b> (R-Peoria)</p> <p>Allows property to be declared abandoned by municipalities and counties if the property is not being maintained, and that counties and municipalities may try to sell or auction the property. If the irregular public parcels is not sold, the parcel may be transferred to adjoining property owners at no cost by ordinance with a 2/3 vote.</p>	<p>2/20/2015</p> <p><b>Senate</b></p> <p>Referred to Assignments</p>	
<b>PURSUE COORDINATED INVESTMENTS</b>				
Non-home rule consolidation	<a href="#">HB174</a>	<p><b>Rep. David McSweeney</b> (R-Cary)</p> <p>Establishes a referendum process for dissolving any non-home rule of government. Referendum approval would require a 60 percent supermajority of both the voters in the dissolving unit and voters in the receiving unit.</p>	<p>2/3/2015</p> <p><b>House</b></p> <p>Assigned to Executive Committee</p>	
County-led consolidation	<a href="#">HB229</a>	<p><b>Rep. Jack Franks</b> (D-Woodstock)</p> <p>Provide all counties in the state with the power to dissolve a local</p>	<p>2/26/2015</p> <p><b>House</b></p> <p>Assigned to</p>	<b>Support</b>

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		<p>government under certain conditions. Currently, only DuPage County has these powers, established by <a href="#">PA 98-0126</a> signed into law in 2013. Also, requires the transfer of all former employees of the dissolved unit of government to the receiving unit.</p> <p>GO TO 2040 recommends analyzing the effects of consolidating local governments and sharing services. The bill would provide an avenue for counties to implement local government consolidation.</p>	Counties & Townships Committee	
Coterminous township consolidation	<a href="#">SB40</a>	<p><a href="#">Sen. Pamela Althoff</a> (R-McHenry)</p> <p>Provides a process by which a single township that is within a coterminous municipality could dissolve. Currently, only Evanston may use the process outlined in statute (<a href="#">PA 98-127</a>). If a township were dissolved under this process, the coterminous municipality would have to take on its duties. If the municipality is coterminous with the township, there will likely be no township roads that need to be maintained. The municipality would have to provide general assistance programs and assessor services, which are only provided at the township level.</p> <p>GO TO 2040 recommendations the consolidation of government, where appropriate. This legislation provides a process for combining a coterminous township and municipality, and promotes locally driven efforts to find potential efficiencies.</p>	2/19/2015 <b>Senate</b> To Subcommittee on Governmental Operations	<b>Support</b>
<b>INVEST STRATEGICALLY IN TRANSPORTATION</b>				
MFT split	<a href="#">HB1375</a>	<p><a href="#">Rep. Luis Arroyo</a> (D-Chicago)</p> <p>Amends the State Finance Act to require that all Road Fund monies be split, with 50 percent going to IDOT District 1 and the other 50 percent to be split among the eight downstate districts. This split would begin in FY 2016.</p> <p>While the bill seems designed to increase resources to invest in the regional transportation system, and to address the longstanding 55/45 issue, it simply replaces one arbitrary formula with another. To move</p>	2/24/2015 <b>House</b> Assigned to Appropriations-Public Safety Committee	<b>Oppose</b>

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		away from this paradigm, CMAP supports performance-based funding as a transparent, credible, and defensible approach to programming.		
MFT and sales tax on motor fuels	<a href="#">HB3174</a>	<p><a href="#">Rep. Mike Fortner</a> (R-West Chicago)</p> <p>Eliminates the state’s share of the sales tax rate for motor fuel sales, forbids most transfers from the Road Fund, and imposes a new 15 cent/gallon user fee, to be adjusted over time for inflation. Proceeds from the new user fee raised from the six-county Chicago region (excluding Kendall) would be dedicated to transit improvements; all other proceeds would be dedicated to road, transit, and Amtrak services.</p>	2/25/2015 <b>House</b> Referred to Rules Committee	
MFT on other fuels	<a href="#">SB1907</a>	<p><a href="#">Sen. Don Harmon</a> (D-Oak Park)</p> <p>Amends the Motor Fuel Tax statute to include compressed natural gas, liquefied natural gas, and propane to the motor fuel tax base when used as motor fuel. Under the bill, compressed natural gas utilized as motor fuel would be taxed at a rate of 19 cents per gallon, like regular motor fuel, and liquefied natural gas or propane used as motor fuel would be taxed at a rate of 21.5 cents per gallon, just like diesel fuel.</p> <p>GO TO 2040 supports the implementation of user fees for transportation. This legislation would enhance the MFT’s ability to act as a use fee for road usage through broadening the base to include other types of motor fuel usage.</p>	2/20/2015 <b>Senate</b> Referred to Assignments	<b>Support</b>
<b>INCREASE COMMITMENT TO PUBLIC TRANSIT</b>				
RTA working cash notes	<a href="#">HB2685</a>	<p><a href="#">Rep. Al Riley</a> (D-Hazel Crest)</p> <p>Allows the RTA to sell additional Working Cash Notes before July 1, 2018 (now 2016) that are over and above and in addition to the \$100,000,000 authorization. Working Cash Notes are essentially short-term (i.e. less than 24- month) loans to cover operating expenses.</p>	2/19/2015 <b>House</b> Referred to Rules Committee	<b>Support</b>

Subject	Bill	Summary	Status	Agency Position
<b>CREATE A MORE EFFICIENT FREIGHT NETWORK</b>				
Rail crossings	<a href="#">HB420</a> <a href="#">SB1773</a>	<p><a href="#">Rep. Kelly Burke</a> (D-Oak Lawn) <a href="#">Sen. Bill Cunningham</a> (D-Chicago)</p> <p>HB420 and SB1773 are companion bills. Both bills require IDOT and ICC to study highway-rail grade crossing delays in localities with more than 100,000 residents (municipalities with fewer residents can petition to be included in the study), and ICC to designate “Essential Rail Crossings” each year. Further, the bills increase fines on railroads for excessive delays at Essential Rail Crossings, and dedicate those revenues to IDOT for grade crossing improvements via a new Rail Crossings Blocking Fund.</p> <p><b>Note:</b> In 2008, the Illinois Supreme Court <b>ruled</b> that similar regulations, namely imposing fines for excessive delays, are a federal, not state or local, responsibility.</p>	<p>2/13/2015 <b>House</b> Assigned to Transportation: Reg, Roads &amp; Bridges</p> <p>2/20/2015 <b>Senate</b> Referred to Assignments</p>	
Rail crossings	<a href="#">SB1865</a>	<p><a href="#">Sen. Dale A. Righter</a> (R-Mattoon)</p> <p>Requires IDOT and ICC to study highway-rail grade crossing delays in municipalities with more than 15,000 residents, and ICC to designate “Essential Rail Crossings” each year. Further, the bill allows municipalities to impose fines on railroads for blocking Essential Rail Crossings for more than 30 minutes.</p> <p><b>Note:</b> In 2008, the Illinois Supreme Court <b>ruled</b> that similar regulations, namely imposing fines for excessive delays, are a federal, not state or local, responsibility.</p>	<p>2/20/2015 <b>Senate</b> Referred to Assignments</p>	

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