



Chicago Metropolitan Agency for Planning

Agenda Item No. 7.0

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MEMORANDUM

To: MPO Policy Committee

From: CMAP Staff

Date: March 2, 2017

Re: State Legislative Update

Illinois has operated without a complete budget since July 1, 2015. During this time, the state's bill backlog has grown to \$12.4 billion. Immediate budgetary action by the Governor and General Assembly is acutely needed.

The 100th Illinois General Assembly convened on January 11, 2017. On February 15, following the State of the State address, Governor Rauner delivered his fiscal year 2018 (FY18) **budget proposal** to a joint meeting of the Illinois General Assembly. The Governor's proposal includes a \$32.7 billion operating budget and a \$17.7 billion capital budget. Alternatively, the Senate Grand Bargain introduced by Senate President Cullerton and Leader Radogno proposes an operating budget of \$37.3 billion. Staff will continue to monitor budget negotiations.

Thus far, more than 6,000 bills have been introduced in the General Assembly. The deadlines for introducing substantive bills passed in February. By March 31, substantive bills in the House or Senate must be out of committee in the chamber of origin. The House and Senate have met infrequently thus far this spring. As a result, relatively few issues have been reviewed by committee or passed to the floor for consideration by the full House or Senate.

Staff continues to track and analyze bills with particular relevance to CMAP. Legislation included in this memorandum impact CMAP's 2017 State Legislative **Principles** and **Agenda** or is of interest to CMAP and its partners, and have at a minimum been assigned to a substantive committee ahead of the March 31 committee deadline.

Staff recommends the Board support eight bills that contribute to the implementation of GO TO 2040 by bolstering the region's ability to manage stormwater, facilitate efficient governance, invest strategically in transportation, and increase our commitment to public transit.

ACTION REQUESTED: Approval

March 2017 Legislative Summary

Subject	Bill	Summary	Status	Agency Position
MANAGE AND CONSERVE WATER AND ENERGY				
Stormwater management	SB1507 HB2756	<p>Sen. Heather Steans (D-Chicago) Rep. Mike Fortner (R-West Chicago)</p> <p>Amends the stormwater management sections of county codes to account for urban flooding, prioritize green infrastructure solutions, and provide grants for stormwater management. The bill also gives stormwater management authority to counties outside the CMAP region.</p> <p>Staff recommends support of the legislation because it aligns with GO TO 2040 and current program areas in stormwater management by providing communities with tools to mitigate flooding and manage stormwater.</p>	<p>2/22/2017 Senate Local Government Committee</p> <p>2/22/2017 House Counties & Townships Committee</p>	Support
PURSUE COORDINATED INVESTMENTS				
Local government consolidation	HB496	<p>Rep. Tom Demmer (R-Dixon)</p> <p>Provides a dissolution process for a single township that exists within a coterminous municipality. Currently, only Evanston, which dissolved the coterminous Evanston Township, may use the process outlined in PA 98-127. In the region, Zion, Oak Park, River Forest, Berwyn, and Cicero have coterminous municipalities.</p> <p>Staff recommends support of this legislation because it provides a process for combining coterminous townships and municipalities, and promotes locally driven efforts to find government efficiencies—both contained in the GO TO 2040 recommendations.</p>	<p>2/14/2017 House Government Consolidation & Modernization Committee</p>	Support

Subject	Bill	Summary	Status	Agency Position
Local government consolidation	SB3	<p>Sen. Thomas Cullerton (D-Villa Park)</p> <p>The bill would make several changes to existing law that facilitate local government consolidation by expanding the DuPage, Lake, and McHenry pilot program allowing the county board to consolidate/eliminate certain units of government to all counties in Illinois. The bill would allow counties to cease township organization structure (eliminate townships countywide) and choose whether to restructure into a commission form of government, rather than requiring that form of government in order to cease township organization. The bill would remove restrictions that limit townships to 126 square miles. The bill would provide a process by which any township within a coterminous municipality can dissolve and allows township road districts to be abolished when they have less than 15 center lane miles.</p> <p>While the efficient governance proposals articulated in this bill align well with GO TO 2040, staff recommends a neutral position because this bill is inseparable from the Senate's Grand Bargain.</p>	<p>2/8/2017</p> <p>Senate</p> <p>Third Reading – Passed <i>with a motion filed by the sponsor to reconsider</i></p>	Neutral

INVEST STRATEGICALLY IN TRANSPORTATION

Transportation user fees	HB662	<p>Rep. Thomas Morrison (R-Palatine)</p> <p>Increases the state's electric vehicle registration fee from \$35 for two years to \$216 per year, and increases the plug-in hybrid vehicle registration fee from \$101 to \$158.50.</p> <p>Staff recommends supporting the legislation because it will enhance transportation revenues through user fees. As these types of vehicles continue to proliferate, it will be necessary to ensure that users of the system are charged appropriately in order to ensure sufficient funding for transportation.</p>	<p>2/23/2017</p> <p>House</p> <p>Placed on Calendar 2nd Reading</p>	Support
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Motor fuel tax increase	HB3136	Rep. Robert Pritchard (R-Sycamore)	2/22/2017 House	Neutral
<p>Increases the state motor fuel tax (MFT) by 10 cents to 29 cents per gallon. The bill would also revise proportion of revenue disbursed to local governments. Currently, after various deductions, 45.6 percent of MFT revenue goes to state transportation funds (Road Fund and State Construction Account), and 54.4 percent of the revenue goes to counties, townships, and municipalities. Of the increased revenues generated, 60 percent would go to the Road Fund and 40 percent would go to local governments. Within the portion for local governments, the distribution criteria would remain the same as current law.</p> <p>Although GO TO 2040 promotes an increase in MFT, staff recommends a neutral position. This bill does not index the MFT rate to inflation, which means growth in construction costs will continue to reduce the buying power of the MFT. Nor does the bill address the fact that vehicle fuel economy improvements are driving low growth in fuel consumption, and that a full replacement to the MFT is needed. Finally, the bill uses a formula rather than performance-based funding allocations.</p>			<p>Transportation: Regulation, Roads & Bridges Committee</p>	
I-55 managed lanes	SJR7 HJR12	Sen. Martin Sandoval (D-Cicero) Rep. Jim Durkin (R-Western Springs)	<p>1/24/2017 Senate Assignments Committee</p> <p>2/22/2017 House Executive Committee</p>	Support
<p>Authorizes IDOT to begin a procurement process pursuant to the authority provided under the Public-Private Partnerships (PPP) for Transportation Act. Specifically, IDOT proposes using a PPP to provide additional highway capacity along Interstate 55 from Interstate 355 to Interstate 90/Interstate 94 in DuPage, Cook, and Will Counties, and tolling the additional capacity.</p> <p>The I-55 Express Toll Lane is included in the GO TO 2040 list of fiscally constrained projects.</p>				

INCREASE COMMITMENT TO PUBLIC TRANSIT

Transit benefits programs	HB2802	Rep. Theresa Mah (D-Chicago)	2/22/2017 House Mass Transit Committee	Support
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Requires all businesses with more than 20 employees to offer their employees either (1) the federal pre-tax transportation benefit program or (2) a program to supply transit passes to employees or reimburse employees for commute-related parking expenses. The bill would be effective January 1, 2018.

Staff recommends supporting this legislation because it is consistent with GO TO 2040's goal of increasing regional transit ridership. Increased access to the benefit program could incentivize more transit ridership.

RTA working cash	HB3004	Rep. Al Riley (D-Chicago)	2/22/2017 House Assigned to Mass Transit Committee	Support
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Allows the RTA to sell additional Working Cash Notes before July 1, 2020 (now 2018) 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.

Staff recommends supporting this legislation because the RTA's capacity to issue working cash notes is a critical tool for mitigating the impact of the state's practice of delaying payments.

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