



# Chicago Metropolitan Agency for Planning

## Agenda Item No. 9.0

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## MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: April 5, 2017

Re: State Legislative Update

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The State of Illinois has operated without a complete budget since July 1, 2015. The state's bill backlog stands at \$12.2 billion. Immediate budgetary action by the Governor and General Assembly is acutely needed.

Although the Senate passed some portions of the "Grand Bargain" budget compromise—SB3 expanding options for local government consolidation, SB5 addressing state pension contributions, SB7 permitting additional casinos, and SB8 dealing with procurement—the package must be approved in its entirety to go into effect. As of this writing, the other necessary measures have not moved forward and no other comprehensive proposal has been filed to address the impasse.

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. The deadline for all bills to be passed out of their chamber of origin is Friday, April 28.

Included in this memorandum is an updated list of Board-supported bills and their position in the legislative process. Additionally, HB2538, which amends the Regional Planning Act, requires open meetings of the CMAP board to be live-streamed and recorded, passed unanimously out of the House. Senator Karen McConnaughay is sponsoring the bill in the Senate, and it has since been referred to Assignments.

Staff is not recommending any position changes. The bills listed 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:** Information



## April 2017 Legislative Summary

| Subject                                     | Bill   | Summary   | Status   | Agency<br>Position |
|---|--|---|--|--------------------|
| <b>MANAGE AND CONSERVE WATER AND ENERGY</b> |  |   |  |                    |
| Stormwater management                       | <a href="#">SB1507</a><br><a href="#">HB2756</a> | <p><b>Sen. Heather Steans (D-Chicago)</b><br/><b>Rep. Mike Fortner (R-West Chicago)</b></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>CMAP supports 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>3/10/2017<br/><b>Senate</b><br/>Local Government Committee</p> <p>3/23/2017<br/><b>House</b><br/>Second reading<br/>Passed Counties &amp; Townships Committee</p> | <b>Support</b>     |
| <b>PURSUE COORDINATED INVESTMENTS</b>       |  |   |  |                    |
| Local government consolidation              | <a href="#">HB496</a>                            | <p><b>Rep. Tom Demmer (R-Dixon)</b><br/><b>Sen. Thomas Cullerton (D-Villa Park)</b></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>CMAP supports 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>3/29/2017<br/><b>House</b><br/>Third reading<br/>Passed (111-002-000)</p> <p>3/30/2017<br/><b>Senate</b><br/>Referred to Assignments</p>                          | <b>Support</b>     |

| Subject                        | Bill       | Summary  | Status  | Agency Position |
|--------------------------------|------------|--|---|-----------------|
| Local government consolidation | <b>SB3</b> | <p><b>Sen. Thomas Cullerton (D-Villa Park)</b></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><b>Senate</b></p> <p>Third Reading – Passed (043-014-002) <i>with a motion filed by the sponsor to reconsider and three amendments, contingent on Grand Bargain.</i></p> | <b>Neutral</b>  |

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#### INVEST STRATEGICALLY IN TRANSPORTATION

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|                          |              |   |   |                |
|--------------------------|--------------|---|---|----------------|
| Transportation user fees | <b>HB662</b> | <p><b>Rep. Thomas Morrison (R-Palatine)</b></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><b>House</b></p> <p>Placed on Calendar<br/>Second Reading</p> | <b>Support</b> |
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|-------------------------|---|--|--|----------------|
| Motor fuel tax increase | <a href="#">HB3136</a>                        | <b>Rep. Robert Pritchard (R-Sycamore)</b>  | 3/14/2017  | <b>Neutral</b> |
|                         |   | As amended, the bill increases the state motor fuel tax (MFT) by 10 cents to 29 cents per gallon and an extra 2.5 cents per gallon for diesel fuel.  | <b>House</b>   |                |
|                         |   | GO TO 2040 called for an increase in the MFT, and the legislation will increase funding available for the state's transportation system. However, staff does not recommend support of this initiative because it failed to advance out of committee.   | Transportation: Regulation, Roads & Bridges Committee<br><i>Lost</i> |                |
|                         |   | Staff will work to assist with any future initiatives. Future legislation could be improved by indexing the raised MFT rate to inflation. This would account for rising construction costs that continue to reduce the buying power of the MFT. More importantly, increasing the MFT is an intermediate measure that would not negate the need for a long-term replacement.          |  |                |
| I-55 managed lanes      | <a href="#">SJR7</a><br><a href="#">HJR12</a> | <b>Sen. Martin Sandoval (D-Cicero)</b><br><b>Rep. Jim Durkin (R-Western Springs)</b>   | 1/24/2017  | <b>Support</b> |
|                         |   | 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. | <b>Senate</b><br>Assignments Committee                               |                |
|                         |   | GOTO 2040 called for the I-55 Express Toll Lane in the list of fiscally constrained projects.  | 2/22/2017  |                |
|                         |   |  | <b>House</b><br>Executive Committee                                  |                |

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**INCREASE COMMITMENT TO PUBLIC TRANSIT**

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|---------------------------|---------------|-------------------------------------|---|----------------|
| Transit benefits programs | <b>HB2802</b> | <b>Rep. Theresa Mah (D-Chicago)</b> | 3/15/2017<br><b>House</b><br>Placed on Calendar<br>Second Reading | <b>Support</b> |
|---------------------------|---------------|-------------------------------------|---|----------------|

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.

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|------------------|---------------|----------------------------------|---|----------------|
| RTA working cash | <b>HB3004</b> | <b>Rep. Al Riley (D-Chicago)</b> | 3/22/2017<br><b>House</b><br>Placed on Calendar<br>Second Reading | <b>Support</b> |
|------------------|---------------|----------------------------------|---|----------------|

Allows the Regional Transportation Authority (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. As amended, the RTA would also be permitted to establish a line of credit with a bank or other financial institution. To do so, the RTA must pass an ordinance and submit the ordinance to the Governor's Office of Management and Budget and the State Comptroller.

Staff recommends supporting this legislation because the RTA's capacity to access short-term capital is a critical tool for mitigating the impact of the state's practice of delaying payments.

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