At its meeting on April 14, 2021, the Board of the Chicago Metropolitan Agency for Planning (CMAP) took action on the following bills. The positions taken are based on CMAP’s legislative [framework and agenda](https://www.cmap.illinois.gov/updates/legislative) and the bills’ potential impact on implementation of the ON TO [2050](https://www.cmap.illinois.gov/onto2050) comprehensive regional plan for the seven counties of northeastern Illinois.

For additional information, contact **Gordon Smith** by phone at **312-386-8739** or **gsmith@cmap.illinois.gov**.

See <http://www.cmap.illinois.gov> for more on CMAP and ON TO 2050.

**Chicago Metropolitan Agency for Planning**

**Legislative Position as of April 14, 2021**

[**HB860**](https://ilga.gov/legislation/billstatus.asp?DocNum=860&GAID=16&GA=102&DocTypeID=HB&LegID=129449&SessionID=110)  Regarding property tax assessments for income-producing properties  
  
**House Sponsor**

Rep. Will Davis

**CMAP Supports HB860**.

HB860 would 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.

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.

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**Chicago Metropolitan Agency for Planning**

**Legislative Position as of April 14, 2021**

[**HB1953**](https://ilga.gov/legislation/billstatus.asp?DocNum=1953&GAID=16&GA=102&DocTypeID=HB&LegID=130696&SessionID=110) **and** [**SB117**](https://ilga.gov/legislation/billstatus.asp?DocNum=117&GAID=16&GA=102&DocTypeID=SB&LegID=128460&SessionID=110)  Regarding infrastructure development programs in the Office of the State Treasurer

**House Sponsor**

Rep. Michael Halpin

**Senate Sponsor**  
Sen. Steve Stadelman

**CMAP Supports HB1953 and SB117**.

HB1953 and SB117 would create 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. 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.

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.

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**Chicago Metropolitan Agency for Planning**

**Legislative Position as of April 14, 2021**

[**HB270**](https://ilga.gov/legislation/billstatus.asp?DocNum=270&GAID=16&GA=102&DocTypeID=HB&LegID=128154&SessionID=110) **and** [**SB1768**](https://ilga.gov/legislation/billstatus.asp?DocNum=1768&GAID=16&GA=102&DocTypeID=SB&LegID=134419&SessionID=110)  Regarding funding for bicycle and pedestrian facilities

**House Sponsor**

Rep. Anna Moeller

**Senate Sponsor**  
Sen. Christopher Belt

**CMAP Supports HB270 and SB1768**.

HB270 and SB1768 would transfer 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.

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.

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