



MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: March 7, 2012

Re: State Legislative Update

On February 23, Governor Quinn introduced his [2013 operating budget](#) of \$24.8 billion. The Governor's plan is to stabilize the budget through major reductions and efficiencies within state government, pension and Medicaid stabilization, tax reform and anticipated jobs and economic growth. Of particular interest to CMAP is the Governor's inclusion of \$35.16 million in the Department of Transportation's budget for metropolitan planning and research. IDOT has typically used this fund to provide the \$3.5 million grant to CMAP.

Six weeks into the 97th General Assembly's second session, the Governor has not only delivered his Budget address but also his State of the State address. Since the start of the session on January 31, legislators have introduced more than 3,650 bills. Staff has reviewed each of those bills and is monitoring 205 active bills. Given that 2012 is the second year of the 97th General Assembly, it is possible that bills that did not pass or die last year may still be acted on. For that reason, CMAP will continue to monitor nearly 70 bills from last year in addition to the new legislation introduced this year. Bills that have not moved out of committee by the March 9 deadline in either chamber are effectively dead (unless granted a formal extension). Staff anticipates that many of the bills CMAP is currently monitoring will not move beyond March 9.

The attached document is a list of bills staff has reviewed which have relevance to [CMAP's 2012 State Legislative Framework](#). In February, 38 bills were shared with the board. An additional 24 bills have been added to this month's list. The vast majority of the bills we are tracking are included for informational purposes only and we have determined that it is not necessary to take an active role in supporting or opposing these bills at this point in the process. It is important to note that it is early in the session and most bills are still in the chamber of origin. Staff anticipates many more amendments and more detail in next month's report.

To assist you in reviewing this update, each bill has a brief synopsis and an update on progress through the legislative process. For those bills that are advancing through the legislative

process and/or could impact the implementation of GO TO 2040, the policy staff has reviewed them and have provided a more detailed description, as necessary. Finally, to date, CMAP staff has identified six bills for the Board to consider supporting because of their alignment to the recommendations in GO TO 2040 and discussions with the bill sponsor(s) and other interested stakeholders. Rationale for supporting each of these bills is included in the bill summary.

ACTION REQUESTED: Discussion

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2012 Legislative Summary

Subject	Bill	Summary	Status	Agency Position
ACHIEVE GREATER LIVABILITY THROUGH LAND USE AND HOUSING				
Vacant Properties	HB1109	Rep. Yarbrough (D-Broadview) Provides that municipalities may prescribe ordinances for the maintenance and security of vacant property and impose fines and registration fees for vacant property. Municipality may hold parties responsible for vacant property and may even set a lien upon the property for removal costs associated with vacant property. Contains provisions for determining whether a property has been abandoned.	Multiple amendments. (House) Placed on Calendar 2nd Reading - Short Debate 2/27/2012	
Affordable Housing	HB4505	Rep. Osmond (R-Antioch) Authorizes Lake County to establish an affordable housing trust fund.	(House) Motion Lost; 3-3-0; Remains in Counties & Townships Committee 2/23/2012	
School Rehabilitation	HB5227	Rep. Watson (D-Jacksonville) Amends the School Construction Law and requires that standards be set for how school districts prioritize building projects, including the rehabilitation of aging buildings. The bill encourages reinvestment in existing communities by increasing flexibility by adding rehabilitation to the options for schools to alleviate classroom shortages and address building conditions that pose health or safety hazards.	(House) Referred to Rules Committee 2/8/2012	
Foreclosed Properties	HB5453 and HB5454	Rep. Arroyo (D-Chicago) HB5453 Creates the Vacant Building in Foreclosure Responsibility Act. Person or entity that holds the legal title or is mortgagee must register the building and pay a fee. Also provides for inspection, penalties, rules and processes for reporting. HB5454 Creates the Vacant Residential Building Database Act. Provides that a Vacant Residential Building Database Program shall be established and administered by the Department of Financial and Professional Regulation. Provides guidelines and reporting requirements.	Both (House) Assigned to Housing Committee 2/27/2012	
Foreclosed Properties	HB5456	Rep. Arroyo (D-Chicago) Amends Banking and Savings and Loan Acts to provide that the Secretary of the Department of Financial and Professional Regulation can take over a financial institution if the institution is convicted of the	(House) Referred to Rules Committee 2/15/2012	

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Subject	Bill	Summary	Status	Agency Position
		offense of wrongful inducement of abandonment of a residence. Defines wrongful inducement of abandonment and makes provisions concerning notice that is required to be sent to mortgagors whose loans are past due. Authorizes a fast-track foreclosure procedure for abandoned residential real estate under specific circumstances.		
Foreclosed Properties	SB16	Sen. Collins (D-Chicago); Rep. Yarbrough (D-Broadview) Creates the Foreclosure Prevention Counseling Fund and provides that 75% of the moneys in this Fund shall be used for housing counseling outside Chicago and 25% be used for such counseling in Chicago.	Multiple Amendments. (House) Placed on Calendar 2nd Reading - Short Debate 02/27/2012	
Foreclosed Properties	SB3676	Sen. Trotter (D-Chicago) Provides that the county clerk shall abate 100% of property taxes levied by any taxing district for the first taxable year on foreclosed residential real estate purchased or otherwise received by a taxpayer for improvement.	(Senate) Revenue Hearing 3/7/2012	
MANAGE AND CONSERVE WATER & ENERGY				
Green Special Service Areas	HB28	Rep. Lang (D-Skokie) Authorizes creation of green special service areas and gives the Illinois Finance Authority the power to purchase special service area bonds. This bill supports recommendations in GO TO 2040 under the Livable Communities/Conserve Water and Energy. More specifically, these recommendations call for promotion of retrofit programs and water conservation programs, both of which could be accomplished through a green special service area, if a community chose to use that method.	(House) Assigned to Revenue & Finance Committee 1/24/2012	Support
Utilities	HB3974	Rep. Nekritz (D-DesPlaines) Requires utilities to procure energy efficiency products for eligible retail customers.	(House) Referred to Rules Committee 1/11/2012	
Plumbing	HB4496	Rep. Sente (D-Lincolnshire) Updates the plumbing code so minimum standards are consistent with nationally and internationally recognized plumbing codes that reflect advances in technologies and methods which more efficiently utilize natural resources and protect public health.	(House) Referred to Rules Committee 1/31/2012	
Wastewater Management	SB2525	Sen. Sandoval (D-Cicero) Holds the Metropolitan Water Reclamation District (MWRD) liable for	Senate Postponed – Judiciary Hearing 3/6/2012	

2012 Legislative Summary

Subject	Bill	Summary	Status	Agency Position
		damages caused by overflowing sewers, drainage ditches and other structures under its jurisdiction.		
EPA Rules	SB3251	Sen. Jacobs (D-Moline) Requires the Environmental Protection Agency, in certain rulemakings before the Illinois Pollution Control Board, to include a statement of reasons that (i) assesses the differences between the Agency's proposed rule and other state and federal laws and (ii) analyzes the need for and reasonableness of each difference.	Senate Environment Hearing 3/7/2012	
Fracking	HB5853 and SB3280	Rep. Winters (R-Rockford); Sen. Frerichs (D-Champaign) Requires the Department of Natural Resources to adopt rules around hydraulic fracking, the extraction of natural gas from shale. The rules will require that owners and operators of fracking operations must test integrity of equipment before it is used, report to the DNR and disclose chemicals used and if necessary identify appropriate disposal facilities. The bill outlines additional provisions regarding protection of underground sources of drinking water. Includes provisions regarding trade secrets and commercial information. Staff anticipates that most fracking will be done in New Albany shale in southeast Illinois.	(House) Referred to Rules Committee 2/16/2012 and (Senate) Environment Hearing 3/7/2012	
Water Pricing	HB5841	Rep. Roboletti (R-Addison) Provides that any municipality located in the Metropolitan Water Reclamation District shall furnish water to any other municipality or other municipal corporation within or outside its boundaries at "a price or charge that reflects the actual cost of service for the city, village, incorporated town, or other municipal corporation". Further provides that the charge for service shall be no greater than the providing municipality charges consumers within its limits for similar quantities. Basing price on the "actual cost of service" seems similar to the plan's call for "full-cost pricing" which is supported in GOTO 2040. The purpose of the plan's recommendation, however, is to collect revenues sufficient to reinvest in water infrastructure while also using pricing to manage demand. Some of the City of Chicago's rate hike will be used to pay for water main replacement and other infrastructure improvements, so if the bill reduces the revenues that can be used for those purposes; it runs against the plan recommendations.	(House) Referred to Rules Committee 2/16/2012	
Stormwater Management	HB5900	Rep. Fortner (R-West Chicago) Provides that county boards in several counties, including the CMAP	(House) Referred to Rules Committee 2/16/2012	

2012 Legislative Summary

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		<p>area, that have adopted stormwater management plans may adopt a schedule of fees applicable to real property within the county that benefits from the county's stormwater management facilities and activities. GO TO 2040 recommends a user fee system to help pay for needed stormwater facilities, basing the fee on the costs a particular property owner imposes on the drainage system, and recommends providing incentives to property owners to use green infrastructure. This legislation does both (it includes a fee waiver provision). Several changes could improve the legislation: the referendum requirement could be eliminated; the cap on the fee is arbitrary and should be eliminated; and the fee should be based on the cost of service, as a normal utility would.</p>		
Air Quality	SB3283 and HB5168	<p>Sen. Clayborne (D-East St. Louis) and Rep. Phelps (D-Hasrrisburg) Suspends the portion of the Illinois Pollution Control Board's Multi-Pollutant Standard (MPS) rules that limits the sale or transfer of sulfur dioxide allowances under certain circumstances. HB5168 is companion.</p>	<p>(Senate) Energy Hearing 3/8/2012 and (House) Referred to Rules Committee 2/08/2012</p>	
Air Quality	SB3672	<p>Sen. Rezin (R-Peru) Limits the authority of the Illinois Pollution Control Board to prescribe ambient air quality standards for criteria air pollutants, such as Nitrogen Dioxide, if those standards are more exacting than the National Ambient Air Quality Standards set by the Administrator of the United States Environmental Protection Agency.</p>	<p>(Senate) Placed on Calendar Order of 3rd Reading 3/6/2012</p>	
EXPAND AND IMPROVE PARKS AND OPEN SPACE				
Local Parks	HB4000	<p>Rep. Jones (D-Calumet City) Repeals the Park and Recreation Facility Construction Act (PARC), which allows the Department of Natural Resources to give matching grants to local park districts for capital projects. PARC, in effect since 2009, is funded with Build Illinois bonds. This bill runs counter to the recommendations in GO TO 2040 and we will continue to monitor this bill closely.</p>	<p>(House) Referred to Rules Committee 1/18/2012</p>	
DNR Funding	HB6037 and	<p>Rep. Madigan (D-Chicago) and Sen. Kotowski (D-Park Ridge) Makes appropriations for the ordinary and contingent expenses of the</p>	<p>(House)Assigned to Appropriations-General</p>	

2012 Legislative Summary

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	SB3901	Department of Natural Resources for the fiscal year beginning July 1, 2012.	Services Committee 2/29/2012 and (Senate) Assigned to Appropriations II 2/28/2012	
PROMOTE SUSTAINABLE LOCAL FOODS				
Local food systems	HR734	Rep. Burke (D-Oak Lawn) Resolution urges Congress to adopt a farm bill that supports and promotes the development of local and regional food systems. An identical resolution, SR530 was adopted by the Senate on 2/9/2012.	(House) Placed on Calendar Order of Resolutions 2/29/2012	
SUPPORT ECONOMIC INNOVATION				
Job Renewal and Enterprise Zones	HB3919	Rep. Brown (R-Decatur) Creates a new law for municipalities or counties with less than 200,000 people that have an average unemployment rate higher than the average unemployment rate of at least 75% of all Illinois local government entities during last five years to become "Job Renewal Zones." Businesses in Job Renewal Zones will be provided the tax credits offered through the Enterprise Zone program, as well as other tax incentives if certain criteria are met. The Zones would be in effect from July 1, 2013 to January 1, 2023. The purpose of this legislation appears to be to spur economic development and job creation by reducing the tax burden. GO TO 2040 does not link tax incentives to economic development. It does state that elected officials should bolster or reinstate successful programs that support innovation, and that the evaluation is needed to identify successful programs. The bill requires that a report to the Governor on the program is only needed no later than when the program is set to expire, January 1, 2023.	(House) Referred to Rules Committee 1/10/2012	
Enterprise Zones	HB3922 and HB5834	Rep. Brown (R-Decatur) and Rep. Morthland (R-Moline) Both of these pieces of legislation extend Enterprise Zones for an additional 20 years, beyond the original 30-year life, upon application from the county or municipality that designated the enterprise zone. This in turn amends the Retailers' Occupation Tax act and the Public Utilities	(House) Referred to Rules Committee 1/10/2012 and (House) Referred to Rules Committee 2/16/2012	

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		<p>Act, extending the benefits these provide to businesses located in enterprise zones. The first enterprise zones were created in 1983, so are set to expire next year. GO TO 2040 does not link tax incentives to economic development. The plan does state that elected officials should bolster or reinstate successful programs that support innovation, and that the evaluation is needed to identify successful programs. To our knowledge, there has not been an evaluation of the cost and benefits of the program. There are annual reports on job retention, creation and investments, but a comprehensive analysis of the costs has not been undertaken. Finally, there is no stated requirement for an applicant to demonstrate the current status of the community is still economically distressed, as it was when originally granted the zone.</p>		
EDGE Tax Credits	HB3934	<p>Rep. Franks (D-Woodstock) Creates an Economic Incentive Committee within the Department of Revenue for the purpose of approving agreements entered into under the Economic Development for a Growing Economy (EDGE) Tax Credit Act. Amendment sets forth provisions regarding timing for amendment approval and committee appointments.</p>	(House) State Government Administration Committee Hearing 3/ 7/2012	
R&D Tax Credit	SB2523	<p>Sen. McCarter (R-Highland Park) Extends the expiration date of the research and development credit from 2011 to 2016 (cannot be carried forward after January 2016). Extends the lifetime of Enterprise Zones from 30 to 35 years. Amends the Retailers' Occupation Tax Act and the Public Utilities Act to reflect the extension to 35 years. Exempts manufacturers from additional charges added to its utility bills as a pass-on of state utility taxes. The apparent goal of this legislation is to promote economic development in distressed communities by reducing the tax burden on companies that are new or expanding or are conducting research and development. This may encourage some economic development, but the effect will likely be negligible and the cost of lost revenue may outweigh the benefits. It may cause moves within the region, so the end result is a net loss regionally, although very distressed areas may be better off.</p>	(Senate) To Revenue Subcommittee on Tax Credits 3/1/2012	
Business Location Incentive	HB5440	<p>Rep. Mussman (D-Schaumburg) Re-enacts the existing Business Location Efficiency Incentive Act which was inadvertently repealed on December 31, 2011. In theory, it would incentivize businesses to locate near public transit and/or near affordable</p>	(House) Remains in Revenue & Finance Committee 3/1/2012	

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		<p>housing. This is aligned with the plan's recommendations and supports livable communities. It also provides incentives to create jobs in areas with high unemployment. The impacts would largely be positive, especially when being awarded to businesses that are moving to the region from out of the region, rather than moving from one area in the region to another. This incentive, enacted in 2005, has never been used by a business, which indicates it may not be a sufficient incentive to encourage the location decisions it aims for. Prior CMAP research has discovered the lengthy process and paperwork is prohibitive.</p>		
REFORM STATE AND LOCAL TAX POLICY				
Tax Rebate Transparency	<p>HB3850 and HB3859</p>	<p>Rep. Sente (D-Lincolnshire) Both bills amend the Freedom of Information Act (FOIA) to include tax rebates or refunds and require counties and municipalities to post this information online as part of the public record. HB3859 defines "tax revenue sharing" and it goes further to include specific language about sales tax rebates and reporting to the Department of Revenue. Both bills are aligned with GOTO 2040's emphasis on access to information and intergovernmental cooperation. Taxing bodies do not always make tax incentive deals public, even though it is an expenditure of taxpayer dollars. While the bills do not address intergovernmental competition over economic development in any direct way, they do address transparency over the use of public funds. Amendment filed by Sente pending in the House Rules committee 2/29/12.</p>	<p>(House) Referred to Rules Committee 10/19/2011 and (House) Assigned to Revenue & Finance Committee 2/27/2012</p>	Support
Gasoline Sales Tax	<p>HB3836</p>	<p>Rep. Morthland (R-Moline) Allows the Department of Revenue to adjust the 6.25% sales tax on gasoline within 30 miles of the state borders with Iowa, Kentucky or Missouri if the Department finds that the rate of tax imposed is lower or higher than 6.25% in those neighboring states.</p>	<p>(House) Assigned to Revenue & Finance Committee 2/6/2012</p>	
Corporate Income Tax	<p>HB3917</p>	<p>Rep. Costello (D-Sparta) Rolls back the corporate income tax rate to 4.8 percent.</p>	<p>(House) Referred to Rules Committee 1/10/2012</p>	
Corporate income tax	<p>HB3918</p>	<p>Rep. Cross (R-Plainfield) Reduces the corporate income tax rate to 6% in 2013 and 4.8% in 2014. Further reductions in the rate will take place based on monthly increases in unemployment rates.</p>	<p>(House) Referred to Rules Committee 1/10/2012</p>	

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LGDF	HB3803	Rep. Gaffney (R-Wauconda) Amends the State Revenue Sharing Act and the Illinois Income Tax Act and requires a certain amount of income taxes collected must be deposited directly into the Local Government Distributive Fund (LGDF), rather than being deposited into and redistributed from the General Revenue Fund. Additionally, the bill amends the definition of "State spending" to include amounts appropriated from the LGDF under the State Revenue Sharing Act.	(House) Referred to Rules Committee 10/5/2011	
LGDF	HB4011	Rep. DeLuca (D-Crete) Amends the State Revenue Sharing Act and the Illinois Income Tax Act and requires certain amount of income taxes collected must be deposited directly into the Local Government Distributive Fund, rather than being redistributed from the General Revenue Fund. A similar bill was filed in the 2011 session.	(House) Referred to Rules Committee 1/18/2012	
IMPROVE ACCESS TO INFORMATION				
Business Registry	HB4018	Rep. DeLuca (D-Crete) Allows municipalities to set up a business registry and to fine businesses that do not register.	(House) Cities & Villages Committee Hearing 3/6/2012	
Public Information	HB4514	Rep. Yarbrough (D-Broadview) Requires counties to microphotograph or otherwise reproduce electronically any records received in writing by the recorder. Applicable for counties of less than 500,000 inhabitants.	(House) Assigned to Counties & Townships Committee 2/27/2012	
INVEST STRATEGICALLY IN TRANSPORTATION				
Public-Private Partnerships	HB4502 and SB3216	Rep. Nekritz (D-DesPlaines) and Sen. Steans (D-Chicago) These companion bills amend the Public-Private Partnerships for Transportation Act. The bills clarify the procurement process, allow public agencies a type of "right of first refusal" when considering a project for a potential public-private partnership, expand the Tollway's authority to increase public accountability, restrict long-term leases to 65 years (rather than 99) and state that design-build and design-build-finance agreements are permissible. PPPs can help fill gaps in traditional	(House) Judiciary I - Civil Law Committee Hearing 3/7// 2012 and (Senate) Procurement Committee Hearing 3/8/2012	Support

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		<p>financing, particularly for large and complex major capital projects. They can promote cost efficiency, improved risk allocation, and accelerated project delivery. To the extent that PPPs can catalyze projects that would not otherwise be implemented, the bill would increase expenditures on transportation. To the extent that PPPs would rely on tolls, container fees, or passenger fares, they would support user-fee financing. The bills are aligned with GOTO 2040's recommendations around innovative financing, specifically targeted use of public-private partnerships.</p>		
IDOT	HB4153	Rep. Madigan (D-Chicago) IDOT budget bill.	(House) Executive Committee Hearing 3/8/2012	
Road Fund	HB3864 and SB2549	Rep. Saviano (R-Elmwood Park) and Sen. Lauzen (R-Aurora) Prohibits sweeps, administrative charges or any other maneuver that would transfer any amount from the Motor Fuel Tax Fund, the State Construction Account Fund, and the Road Fund. SB2549 is companion bill.	(House) Referred to Rules Committee 10/27/2011 and (Senate) Assigned To Revenue Subcommittee on Special Issues 3/1/2012	
Toll Increases	HB3924	Rep. Morthland (R-Moline) Requires Illinois State Toll Highway Authority to obtain a joint resolution of the ILGA to proceed with any toll increases.	(House) Referred to Rules Committee 1/10/2012	
Aeronautics Funds	HB4140 and HB4444	Rep. Mautino (D-Spring Valley) Creates the Federal/State/Local Airport Fund by replacing the current Aeronautics Funds and transferring balance into the new fund as well as \$6.3 million from the Road Fund. HB4444 and HB4140 are very similar, however HB4444 allows the Department of Transportation to increase permitting fees charged for pilots and aircrafts.	(House) Referred to Rules Committee 1/30/2012 and (House) Assigned to Transportation: Regulation, Roads & Bridges Committee 2/7/2012	
Tollway	HB4078	Rep. Winters (R-Rockford) Amends the Toll Highway Act to provide that upon written approval of the Governor, the Tollway may exercise its authorities under the Toll Highway Act to design and construct new railroad tracks. The Tollway may charge fees to passenger and freight rail operators using its tracks. No monies from the Road Fund may be used to implement these new provisions. The bill could impact the plan's recommendations for major	(House) Placed on Calendar Order of 3rd Reading - Short Debate 2/28/2012	

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		<p>capital projects such as the I-90 managed lanes corridor. Additional rail investment could support the plan’s recommendations to increase commitment to mass transit and freight. In isolation, the STAR Line or passenger rail service to Rockford would be positive for the region. However, transit service in the I-90 corridor could probably be delivered more inexpensively through a BRT/HOT lane. A similar bill was filed in the 2011 session but was vetoed by the Governor in August 2011.</p>		
RTA	HB4509	<p>Rep. Rita (D – Blue Island) Requires the Regional Transportation Authority (RTA) to ensure that construction projects or acquisitions involving a cost of more than \$100,000 (currently \$10,000) and the disposition of all specified property, be made known through public notice and subject to public bidding.</p>	(House) Assigned to Mass Transit Committee 2/27/2012	
Illiana Funding	HB5226	<p>Rep. Jones (D-Calumet City) Establishes an Illiana Expressway Project Fund and SouthEast Service Line Project Fund. Provides that beginning in FY 2014, \$2 million of all annual toll revenues collected in the 29th, 30th, 33rd, and 38th representative districts and the 15th and 30th senatorial districts be evenly deposited into the new funds. These two projects are not included in GO TO 2040’s fiscally constrained major capital projects. Also, the diversion of ITHWA revenues could restrain the Tollway’s capacity to finance its capital program.</p>	(House) Tollway Oversight Committee Hearing 3/7/2012	
Parking Taxes	HB5547	<p>Rep. Zalewski (D-Summit) Provides that home rule municipalities with a population of more than 3,000,000 and home rule counties are not prohibited from imposing a tax on the use of a parking facility. It would allow Cook County (the only home rule county) to tax parking and to allow Chicago to tax parking once the 3,000,000 population threshold is reached (Chicago’s current population is around 2.7 million). GO TO 2040 calls on the region’s municipalities to implement performance-based parking. A tax on parking could affect the prices paid by the user and the effectiveness of performance pricing. Depending on its use, the revenues raised from a new parking tax could be used to further other plan objectives. GO TO 2040 calls on the region to raise new sustainable revenue sources for transportation. Assuming the parking tax is used for transportation, it could contribute to the plan’s recommendation. It also corresponds to a user fee, which supports the plan’s preferred financing philosophy.</p>	(House) Amendment 1 Cities & Villages Committee Hearing 3/6/2012	

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Subject	Bill	Summary	Status	Agency Position
		However, a new parking tax may undermine performance-parking by artificially raising market costs for parking. House amendment 1, which is scheduled for committee, changes the population threshold to 2,000,000 to include Chicago.		
Road Fund	SB2514	Sen. Altoff (R-Crystal Lake) Provides that revenues in the Motor Fuel Tax Fund, State Construction Account Fund, and Road Fund cannot be transferred to other state funds without special authorizing legislation. The bill would also outlaw attempts to circumvent these funds' special status through governmental reorganization or other methods. Also, the bill would repeal a section of the State Finance Act that currently authorizes the Governor to transfer funds from the Road Fund to the Construction Account. Impetus for this bill may have arisen from concern that the state's transportation accounts would be raided to cover deficits elsewhere in the state budget. The state has struggled with structural budget issues for much of the past decade. This bill provides reasonable protections to the state's transportation funds, essentially granting them Trust Fund status, and would improve the reliability of these funds into the future. HB3864 is the companion bill; SB2549 is similar.	(Senate) Assigned to Revenue Subcommittee on Special Issues 3/1/2012 and (House) Referred to Rules Committee 10/27/2011	
Capital Projects Fund	SB2516	Sen. Dillard (R-Westmont) Requires the Department of Revenue to deposit 80 percent of the net revenue from the sales tax on gasoline into the Capital Projects Fund.	(Senate) Assigned to Revenue 1/31/2012	
Toll Increases	SB2530	Sen. Murphy (R-Palatine) Requires a joint resolution from the General Assembly before toll rates can be increased. Similar to HB3924 . Senate amendment 1 (referred to Executive Committee) requires any increases be approved by 8 of the 11 directors of the Toll Authority.	(Senate) Amendment 1 Executive 2/9/2012	
Motor Fuel Tax Uses	SB2552	Sen. LaHood (R-Peoria) Allows Motor Fuel Tax (MFT) funds to be spent on roads in public cemeteries with more than 5 miles of roads.	(Senate) Assigned to Transportation 1/24/2012	
IDOT Rail Services	SB2861	Sen. Sandoval (D-Cicero) Requires the Department of Transportation to deposit funds into an escrow account from which funds may be withdrawn by intercity passenger rail service providers for the purpose of maintenance.	(Senate) Placed on Calendar Order of 2nd Reading 2/8/2012	

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Subject	Bill	Summary	Status	Agency Position
Motor Fuel Tax	SB3236	<p>Sen. Sandoval (D-Cicero)</p> <p>Annually indexes the state motor fuels tax to inflation beginning January 1, 2013. The incremental new revenues collected within the 6-county RTA service region would be transferred to the Public Transportation Fund. The apparent reason for the legislation is to increase the purchasing power of the gas tax and to increase funding for mass transit. The bill addresses two key issues identified in GO TO 2040: (1) the purchasing power of the gas tax has eroded significantly since it was last raised in 1990, and (2) the region needs to increase its commitment to mass transit. Moreover, the bill would provide a new dedicated source of transit funding. In addition to indexing the gas tax to inflation, GO TO 2040 calls for the gas tax to be increased 8 cents. The bill does not provide an increase. The bill would index the gas tax to inflation based on the CPI. The construction cost index is a more accurate measure of inflation in the transportation industry. The bill would direct the region's gas tax increment to the Public Transportation Fund. The PTF supports the RTA, but also downstate transit agencies. Some of the new revenues raised in northeastern Illinois could be diverted downstate.</p>	(Senate) Revenue Hearing 3/7/2012	
Illiana	SB3318	<p>Sen. Hutchinson (D-Chicago Heights)</p> <p>Amends the Public-Private Partnerships for Illiana Expressway Act. The bill modifies language regarding procurement to be more aligned with the provisions outlined in the Build-Design Procurement act. Second, the bill would allow IDOT to acquire property for the Illiana Expressway using eminent domain authority and removes restrictions regarding quick-take powers. Construction of the Illiana Expressway is not included as a fiscally constrained major capital project in GO TO 2040.</p>	(Senate) Transportation Hearing 3/6/2012	
INCREASE COMMITMENT TO PUBLIC TRANSIT				
RTA	HB3875	<p>Rep. Colvin (D-Chicago)</p> <p>Extends the Regional Transit Authority's ability to issue, sell, and deliver additional Working Cash Notes until July 1, 2014 (now 2012). The bill also caps the amount of Working Cash Notes the RTA could issue to \$300 million. Working Cash Notes are essentially short-term (i.e. less than 24-month) loans to cover operating expenses. Working Cash Notes can cover a cash flow deficit in anticipation of tax receipts or other future</p>	(House) Placed on Calendar 2nd Reading - Short Debate 2/23/2012	Support

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		revenues. Extending the RTA's authority to issue Working Cash Notes can support GO TO 2040's recommendation to increase commitment to public transit, and to support transit operations.		
RTA	SB2572	Sen. Garrett (D-Highwood) Requires service board budgets to match the RTA budget and allows the RTA to withhold funding if they do not comply.	(Senate) Referred to Assignments 1/11/2012	
Suburban Bus Facilities	HB4036	Rep. Nekritz (D-DesPlaines) Authorizes the Suburban Bus Board to issue bonds to construct and expand facilities including a CNG facility and two garages. While the bill expands Pace's authority to issue bonds, the provisions could limit Pace's ability to meet current and future capital needs as well as restrict its ability to repay the bonds because the bill does not permit that revenues received under the RTA Act be used to repay the bonds.	(House) Placed on Calendar Order of 3rd Reading - Short Debate 2/28/2012	
CREATE A MORE EFFICIENT FREIGHT NETWORK				
Airport Intermodal	SB2527	Sen. Sandoval (D-Cicero) This bill provides that an airport authority has the power to invest in, plan, market, and otherwise support intermodal transportation. Sets forth powers concerning construction, shuttle services, financial support, and marketing. Further provides that no airport authority may apply for federal funding for intercity bus or train projects without approval of IDOT.	(Senate) Senate Placed on Calendar Order of 2nd Reading 2/8/2012	