



101ST GENERAL ASSEMBLY

State of Illinois

2019 and 2020

HB5244

by Rep. Kambium Buckner

SYNOPSIS AS INTRODUCED:

20 ILCS 2705/2705-203 new

Amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Requires the Department of Transportation to establish and implement a transportation performance program for all transportation facilities under its jurisdiction. Provides that the Department shall develop a risk-based, statewide highway system asset management plan to preserve and improve the conditions of highway and bridge assets and enhance the performance of the system while minimizing life-cycle cost. Provides that the asset management plan shall include, at a minimum, strategies leading to a program of projects that would make progress toward achievement of targets for asset condition and performance of the State highway system. Provides that the asset management plan shall be made publicly available on the Department's website. Provides that the Department shall develop a needs-based asset management plan for State-supported public transportation assets, including vehicles, facilities, equipment, and other infrastructure. Limits the plan to certain transit services. Provides that the Department shall develop a performance-based project selection process to prioritize taxpayer investment in transportation assets that go above and beyond maintaining the existing system in a state of good repair and to evaluate projects that add capacity. Adds various requirements regarding the new asset management plan and performance-based programming. Effective immediately.

LRB101 20505 HEP 70101 b

FISCAL NOTE ACT
MAY APPLY

A BILL FOR

1 AN ACT concerning transportation.

2 **Be it enacted by the People of the State of Illinois,**
3 **represented in the General Assembly:**

4 Section 5. The Department of Transportation Law of the
5 Civil Administrative Code of Illinois is amended by adding
6 Section 2705-203 as follows:

7 (20 ILCS 2705/2705-203 new)

8 Sec. 2705-203. Transportation asset management plan and
9 performance-based programming.

10 (a) The General Assembly declares it to be in the public
11 interest that a statewide transportation performance program
12 and project prioritization process be developed and
13 implemented to improve the efficiency and effectiveness of the
14 State's transportation system, transportation safety, and
15 transportation accessibility for people and goods and
16 environmental quality and to promote inclusive economic growth
17 throughout the State.

18 (b) The Department of Transportation shall establish and
19 implement a statewide transportation performance program for
20 all transportation facilities under its jurisdiction. The
21 purposes of the statewide transportation performance program
22 are to:

23 (1) establish a strategic approach that uses

1 transportation system information to make investment and
2 policy decisions to achieve statewide and regional
3 performance goals;

4 (2) ensure transportation investment decisions emerge
5 from an objective and quantifiable technical analysis;

6 (3) evaluate the need and financial support necessary
7 for maintaining, expanding, and modernizing existing
8 transportation infrastructure;

9 (4) ensure that all State transportation funds
10 invested are directed to support progress toward the
11 achievement of performance targets established in asset
12 management plans and the State and regional performance
13 targets under the National Performance Management Measures
14 Program; and

15 (5) make investment decisions transparent and
16 accessible to the public.

17 (c) The Department shall develop a risk-based, statewide
18 highway system asset management plan to preserve and improve
19 the conditions of highway and bridge assets and enhance the
20 performance of the system while minimizing life-cycle cost. The
21 asset management plan shall include, at a minimum, strategies
22 leading to a program of projects that would make progress
23 toward achievement of targets for asset condition and
24 performance of the State highway system. The asset management
25 plan shall be made publicly available on the Department's
26 website.

1 (d) The Department shall develop a needs-based asset
2 management plan for State-supported public transportation
3 assets, including vehicles, facilities, equipment, and other
4 infrastructure. The transit asset management plan shall
5 include transit services using federal funding under 49 U.S.C.
6 5311, transit services having fewer than 100 vehicles operating
7 in the peak hour in all fixed-route modes, and transit services
8 having fewer than 100 vehicles in one nonfixed route, and that
9 do not develop their own asset management plans. The goal of
10 the transit asset management plan is to preserve and modernize
11 capital transit assets that will enhance the performance of the
12 system. The transit asset management plan shall establish a
13 strategic and systematic process to invest in operating,
14 maintaining, and improving public transportation capital
15 assets effectively through their entire life cycle. Federally
16 required transit asset management plans developed by the
17 Regional Transportation Authority (RTA) or service boards, as
18 defined in Section 1.03 of the Regional Transportation
19 Authority Act, shall become the transportation asset
20 management plan for all public transportation assets owned and
21 operated by the service boards. The Department's transit asset
22 management plan shall be made publicly available on the
23 Department's website. The RTA shall be responsible for making
24 public transit asset management plans for its service area
25 publicly available.

26 (e) The Department shall develop a performance-based

1 project selection process to prioritize taxpayer investment in
2 transportation assets that go above and beyond maintaining the
3 existing system in a state of good repair and to evaluate
4 projects that add capacity. The goal of the process is to
5 select projects equitably through an evaluation process that
6 assesses the costs and benefits of new investment. This process
7 shall provide the flexibility to take into consideration the
8 unique needs of communities across the State. The Department
9 shall solicit input from localities, metropolitan planning
10 organizations, transit authorities, transportation
11 authorities, representatives of labor and private businesses,
12 and other stakeholders in its development of the prioritization
13 process pursuant to this subsection.

14 The selection process shall include a defined, public means
15 by which candidate projects shall be submitted, evaluated, and
16 selected. The process shall include both a quantitative
17 analysis of the evaluation factors and qualitative review by
18 the Department. The Department may apply different weights to
19 the performance measures based on regional geography or project
20 type. Projects selected as part of the process shall be
21 included in the State's multi-year transportation plan and the
22 annual element of the multi-year plan. The policies that guide
23 the performance-based project selection process shall be
24 derived from State and regional long-range transportation
25 plans. Starting January 1, 2021, no project shall be included
26 in the multi-year transportation plan or annual element without

1 being evaluated under the selection process described in this
2 subsection. The Department shall certify that it is making
3 progress toward condition targets anticipated in its
4 transportation asset management plan before programming
5 projects using the process described in this subsection. All
6 plan and program development based on the project selection
7 process described in this subsection shall include
8 consideration of regional equity. The selection process shall
9 be based on an objective and quantifiable analysis that
10 considers, at a minimum, the following factors: (1) congestion
11 mitigation or improved traffic operations, (2) economic
12 development, (3) livability, (4) environmental impact, (5)
13 accessibility, and (6) safety.

14 (f) The prioritization process developed under subsection
15 (e) shall not apply to:

16 (1) projects funded by the Congestion Mitigation and
17 Air Quality Improvement funds apportioned to the State
18 pursuant to 23 U.S.C. 104(b) (4) and State matching funds;

19 (2) projects funded by the Highway Safety Improvement
20 Program funds apportioned to the State pursuant to 23
21 U.S.C. 104(b) (3) and State matching funds;

22 (3) projects funded by the Transportation Alternatives
23 funds set-aside pursuant to 23 U.S.C. 213 and State
24 matching funds;

25 (4) projects funded by the National Highway Freight
26 Program pursuant to 23 U.S.C. 167 and State matching funds;

1 and

2 (5) funds to be allocated to urban areas based on
3 population under federal law.

4 (g) A summary of the project evaluation process, measures,
5 program, and scores for all candidate projects shall be
6 published on the website of the Department in a timely manner.

7 Section 99. Effective date. This Act takes effect upon
8 becoming law.