



102ND GENERAL ASSEMBLY

State of Illinois

2021 and 2022

HB0253

Introduced 1/29/2021, 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.

LRB102 02651 HEP 12654 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.
21 The asset management plan shall include, at a minimum,
22 strategies leading to a program of projects that would make
23 progress 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
7 operating in the peak hours in all fixed-route modes, and
8 transit services having fewer than 100 vehicles in one
9 nonfixed route, and that do not develop their own asset
10 management plans. The goal of the transit asset management
11 plan is to preserve and modernize capital transit assets that
12 will enhance the performance of the system. The transit asset
13 management plan shall establish a strategic and systematic
14 process to invest in operating, maintaining, and improving
15 public transportation capital assets effectively through their
16 entire life cycle. Federally required transit asset management
17 plans developed by the Regional Transportation Authority (RTA)
18 or service boards, as defined in Section 1.03 of the Regional
19 Transportation Authority Act, shall become the transportation
20 asset management plan for all public transportation assets
21 owned and operated by the service boards. The Department's
22 transit asset management plan shall be made publicly available
23 on the Department's website. The RTA shall be responsible for
24 making public transit asset management plans for its service
25 area 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
7 process shall provide the flexibility to take into
8 consideration the unique needs of communities across the
9 State. The Department shall solicit input from localities,
10 metropolitan planning organizations, transit authorities,
11 transportation authorities, representatives of labor and
12 private businesses, and other stakeholders in its development
13 of the prioritization process pursuant to this subsection.

14 The selection process shall include a defined, public
15 means by which candidate projects shall be submitted,
16 evaluated, and selected. The process shall include both a
17 quantitative analysis of the evaluation factors and
18 qualitative review by the Department. The Department may apply
19 different weights to the performance measures based on
20 regional geography or project type. Projects selected as part
21 of the process shall be included in the State's multi-year
22 transportation plan and the annual element of the multi-year
23 plan. The policies that guide the performance-based project
24 selection process shall be derived from State and regional
25 long-range transportation plans. Starting January 1, 2022, no
26 project shall be included in the multi-year transportation

1 plan or annual element without being evaluated under the
2 selection process described in this subsection. The Department
3 shall certify that it is making progress toward condition
4 targets anticipated in its transportation asset management
5 plan before programming projects using the process described
6 in this subsection. All plan and program development based on
7 the project selection process described in this subsection
8 shall include consideration of regional equity. The selection
9 process shall be based on an objective and quantifiable
10 analysis that considers, at a minimum, the following factors:
11 (1) congestion mitigation or improved traffic operations, (2)
12 economic development, (3) livability, (4) environmental
13 impact, (5) 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

1 funds; 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.