



Rep. Kambium Buckner

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10200HB0253ham001

LRB102 02651 RAM 24191 a

1 AMENDMENT TO HOUSE BILL 253

2 AMENDMENT NO. _____. Amend House Bill 253 by replacing
3 everything after the enacting clause with the following:

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 project prioritization process be developed
12 and implemented to: improve the efficiency and effectiveness
13 of the State's transportation system and transportation
14 safety; enhance movement and multi-modal connections of people
15 and goods; mitigate environmental impacts; and promote
16 inclusive economic growth throughout the State.

1 (b) In accordance with Section 2705-200, the Department of
2 Transportation shall develop and publish a statewide
3 multi-modal transportation improvement program for all
4 transportation facilities under its jurisdiction. The
5 development of the program shall use the following methods:

6 (1) use transportation system information to make
7 investment and policy decisions to achieve statewide and
8 regional performance goals established in the State's
9 long-range transportation plan;

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

12 (3) evaluate the need and financial support necessary
13 for maintaining, expanding, and modernizing existing
14 transportation infrastructure;

15 (4) ensure that all State transportation funds
16 invested are directed to support progress toward the
17 achievement of performance targets established in the
18 State's long-range transportation plan;

19 (5) make investment decisions transparent and
20 accessible to the public;

21 (6) consider emissions and increase infrastructure
22 resilience to climate change; and

23 (7) reduce disparities in transportation system
24 performance experienced by racially marginalized
25 communities, low-income to moderate-income consumers, and
26 other disadvantaged groups and populations identified

1 under the Environmental Justice Act.

2 (c) The Department shall develop a risk-based, statewide
3 highway system asset management plan in accordance with 23
4 U.S.C. 119 and 23 CFR Part 515 to preserve and improve the
5 condition of highway and bridge assets and enhance the
6 performance of the system while minimizing the life-cycle
7 cost. The asset management plan shall be made publicly
8 available on the Department's website.

9 (d) The Department shall develop a needs-based transit
10 asset management plan for State-supported public
11 transportation assets, including vehicles, facilities,
12 equipment, and other infrastructure in accordance with 49 CFR
13 Part 625. The goal of the transit asset management plan is to
14 preserve and modernize capital transit assets that will
15 enhance the performance of the transit system. 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 plans for all public transportation assets owned
21 and operated by the service boards. The Department's transit
22 asset 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 State-owned transportation assets that add capacity. The goal
3 of the process is to select projects through an evaluation
4 process. This process shall provide the ability to prioritize
5 projects based on geographic regions. The Department shall
6 solicit input from localities, metropolitan planning
7 organizations, transit authorities, transportation
8 authorities, representatives of labor and private businesses,
9 the public, community-based organizations, and other
10 stakeholders in its development of the prioritization process
11 pursuant to this subsection.

12 The selection process shall include a defined public
13 process by which candidate projects are evaluated and
14 selected. The process shall include both a quantitative
15 analysis of the evaluation factors and qualitative review by
16 the Department. The Department may apply different weights to
17 the performance measures based on regional geography or
18 project type. Projects selected as part of the process will be
19 considered for inclusion in the State's multi-year
20 transportation program and the annual element of the
21 multi-year program. Starting April 1, 2022, no new capacity
22 project shall be included in the multi-year transportation
23 plan or annual element without being evaluated under the
24 selection process described in this Section. Existing projects
25 in the multi-year highway improvement program may be included
26 regardless of the outcome of using the performance-based

1 project selection tool. The policies that guide the
2 performance-based project selection process shall be derived
3 from State and regional long-range transportation plans. The
4 Department shall certify that it is making progress toward the
5 goals included in the State's long-range transportation plan.
6 All plan and program development based on the project
7 selection process described in this subsection shall include
8 consideration of regional balance. The selection process shall
9 be based on an objective and quantifiable analysis that
10 considers, at a minimum, the goals identified in the
11 long-range transportation plan and shall:

12 (1) consider emissions and increase infrastructure
13 resilience due to climate change; and

14 (2) reduce disparities in transportation system
15 performance experienced by racially marginalized
16 communities, low-income to moderate-income consumers, and
17 other disadvantaged groups and populations identified
18 under the Environmental Justice Act.

19 (f) The prioritization process developed under subsection
20 (e) may apply only to State jurisdiction projects and not to:

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

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

1 (3) projects funded by the Transportation Alternatives
2 funds set-aside pursuant to 23 U.S.C. 133(h) and State
3 matching funds;

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

7 (5) funds to be allocated to urban areas based on
8 population under federal law; and

9 (6) any new federal program that requires competitive
10 selection, distribution to local public agencies, or
11 specific eligibility.

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

15 Section 10. The Regional Transportation Authority Act is
16 amended by adding Section 2.39 as follows:

17 (70 ILCS 3615/2.39 new)

18 Sec. 2.39. Prioritization process for Northeastern
19 Illinois transit projects.

20 (a) The Authority shall develop a transparent
21 prioritization process for Northeastern Illinois transit
22 projects receiving State capital funding. The prioritization
23 process must consider, at a minimum: (1) access to key
24 destinations such as jobs, retail, healthcare, and

1 recreation), (2) reliability improvement, (3) capacity needs,
2 (4) safety, (5) state of good repair, (6) racial equity and
3 mobility justice, and (7) economic development. All State
4 capital funding awards shall be made by the Regional
5 Transportation Authority in accordance with the prioritization
6 process. An appropriate public input process shall be
7 established. The Authority shall make a report to the General
8 Assembly each year describing the prioritization process and
9 its use in funding awards.

10 (b) A summary of the project evaluation process, measures,
11 program, and scores or prioritization criteria for all
12 candidate projects shall be published on the Authority's
13 website in a timely manner.

14 (c) Starting April 1, 2022, no project shall be included
15 in the 5-year capital program, or amendments to that program,
16 without being evaluated under the selection process described
17 in this Section.

18 Section 99. Effective date. This Act takes effect upon
19 becoming law.".