

AN ACT concerning transportation.

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

Section 1. Short title. This Act may be cited as the Blue-Ribbon Commission on Transportation Infrastructure Funding and Policy Act.

Section 5. Findings. The General Assembly finds the following:

(1) Illinois' transportation system is crucial to every resident, employee, and business. It serves as the backbone of the economy and is a critical component of Illinois' economic competitiveness.

(2) The State must continue to pursue an equitable transportation network in which marginalized communities have improved access to all modes of transportation, thereby enhancing access to jobs, housing, and other services.

(3) Illinois is home to an expansive transportation network, currently ranking third in the nation for the number of roadway miles and bridges, totaling 127,044 and 26,848, respectively. The State also has 6,883 miles of freight railway, 1,118 inland waterway miles, 58 transit systems with over 450 million annual transit trips, and 17

major airports.

(4) The historic Rebuild Illinois capital plan adopted in 2019 will end in June 2025.

(5) The motor fuel tax and vehicle registration fees remain the most significant form of transportation funding for Illinois.

(6) Illinois will continue to contend with transportation funding shortfalls due to increasing vehicle fuel efficiency and the rising popularity of electric vehicles.

(7) New and innovative funding and policy options are needed to adequately maintain Illinois' transportation systems and support future growth.

(8) The General Assembly should study these issues to determine funding mechanisms for transportation projects and operations in Illinois, policy changes to support the efficient governance and delivery of transportation projects, and the workforce needed to support the future transportation system.

Section 10. Commission created.

(a) The Blue-Ribbon Commission on Transportation Infrastructure Funding and Policy is created within the Department of Transportation consisting of members appointed as follows:

(1) Four members of the House of Representatives, with

2 to be appointed by the Speaker of the House of Representatives and 2 to be appointed by the Minority Leader of the House of Representatives.

(2) Four members of the Senate, with 2 to be appointed by the President of the Senate and 2 to be appointed by the Minority Leader of the Senate.

(3) Eight members appointed by the Governor with the advice and consent of the Senate.

(4) The chair of the Commission to be appointed by the Governor from among his 8 appointments.

(b) Members shall have expertise, knowledge, or experience in transportation infrastructure development, construction, workforce, or policy. Members shall also represent a diverse set of sectors, including the labor, engineering, construction, transit, active transportation, rail, air, or other sectors, and shall include participants of the Disadvantaged Business Enterprise Program. No more than 2 appointees shall be members of the same sector.

(c) Members shall represent geographically diverse regions of the State.

(d) Members shall be appointed by May 31, 2022.

Section 15. Meetings. The Commission shall hold its first meeting within 2 months from the effective date of this Act. The Commission may conduct meetings at such places and at such times as it may deem necessary or convenient to enable it to

exercise fully and effectively its powers, perform its duties, and accomplish its objectives and purposes.

Section 20. Duties. The Commission shall evaluate Illinois' existing transportation infrastructure funding and policy processes and develop alternative solutions. The Commission shall:

(1) Evaluate current transportation funding in Illinois, taking into account the viability of existing revenue sources and funding distributions.

(2) Consider new and innovative funding options.

(3) Evaluate the existing governance of Illinois' transportation system, including roles and responsibilities for the State and county, township, and municipal governments.

(4) Evaluate current and future workforce needs to design, construct, and manage the state's transportation system within the Illinois Department of Transportation and within the State as a whole.

(5) Evaluate current and future data needs of the Illinois Department of Transportation.

(6) Consider and recommend steps to expedite project approval and completion.

(7) Consider future trends that will impact the transportation system, including safety needs, racial equity, electric vehicles, and climate change.

(8) Consider ways to improve transportation investment impacts on goals such as improving racial equity, addressing climate change, and increasing economic growth.

(9) Consider improvements to the performance-based programming system.

(10) Consider multimodal system needs, including public transportation, bicycle facilities, railways, waterways, and airports.

(11) Consider alternative solutions employed by other states.

Section 25. Report. The Commission shall direct the Illinois Department of Transportation to enter into a contract with a third party to assist the Commission in producing a document that evaluates the topics under this Act and outline formal recommendations that can be acted upon by the General Assembly. The Commission shall report a summary of its activities and produce a final report of the data, findings, and recommendations to the General Assembly by January 31, 2023. The final report shall include specific, actionable recommendations for legislation and organizational adjustments. The final report may include recommendations for pilot programs to test alternatives. The final report and recommendations shall also include any minority and individual views of task force members.

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Section 30. Repeal. This Commission is dissolved, and this Act is repealed on February 1, 2023.

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