

NORTHWEST MUNICIPAL CONFERENCE

1600 East Golf Road, Suite 0700
Des Plaines, Illinois 60016
(847) 296-9200 • Fax (847) 296-9207
www.nwmc-cog.org



*A Regional Association of Illinois
Municipalities and Townships
Representing a Population of Over One Million*

MEMBERS

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Arlington Heights
Bannockburn
Barrington
Bartlett
Buffalo Grove
Carpentersville
Crystal Lake
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Deerfield
Des Plaines
Elk Grove Village
Evanston
Fox Lake
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Lake Bluff
Lake Forest
Lake Zurich
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Lincolnshire
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Morton Grove
Mount Prospect
Niles
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Northfield Township
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Schaumburg
Skokie
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**Northwest Municipal Conference
Transportation Committee
Agenda
March 21, 2019
8:30 a.m.
NWMC Offices
1600 East Golf Road, Suite 0700
Des Plaines, IL 60016
(map/parking permit attached)**

- I. Call to Order/Introductions**
- II. Approval of February 21, 2019 Meeting Minutes (Attachment A)**
- III. Council of Mayors Executive Committee Transportation Revenue Discussion (Attachments B and C)**

The Council of Mayors Executive Committee met on March 5 to discuss potential recommendations for sustainable transportation funding. CMAP has provided mayors with talking points related to transportation funding, as well as background information on how the transportation system is funded in Illinois and other states. Staff will provide an update and requests Committee discussion of potential funding options, using CMAP's materials as a guide.

Action requested: Discussion
- IV. Legislative Recommendations (Attachment D)**

Staff will provide an update on potential bills of interest at the state level. Staff will also request input from the Committee to help inform NWMC's legislative activities.

Action requested: Discussion/Recommendation
- V. NWMC Multimodal Plan Update**

Staff will provide an update on the development of the NWMC Multimodal Plan and current engagement opportunities.

Action requested: Informational
- VI. STP Shared Fund Bonus Point Allocations**

Staff will provide an update on the process for allocation Council of Mayors bonus points for the Surface Transportation Program (STP) Shared Fund. Each council has 25 points that it can allocate to Shared Fund projects throughout the region, with 15 being the maximum number of points that can be assigned to a particular project. The Northwest and North Shore Councils of Mayors have developed methodologies for allocating these bonus points to eligible projects.

Action requested: Informational

VI. CMAP Update

An update on relevant activities from CMAP's committees will be provided.

Action requested: Informational

VII. Agency Reports

VIII. Other Business

IX. Adjourn

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Attachment A

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**Northwest Municipal Conference
Transportation Committee
Minutes
Thursday, February 21, 2019
8:30 a.m.
NWMC Offices
1600 East Golf Road, Suite 0700
Des Plaines, IL**

Members Present

Rod Craig, Village President, Hanover Park, *Co-Chair*
Bill Mcleod, Mayor, Village of Hoffman Estates, *Co-Chair, call-in*
Bob Benton, Trustee, Village of Deerfield
Jeff Brady, Division of Community Development, Village of Glenview
Joan Frazier, President, Village of Northfield
Tim Frenzer, Village Manager, Village of Wilmette
Ray Keller, Village Manager, Village of Lake Zurich
Anne Marrin, Village Administrator, Village of Fox Lake
Dan Randolph, Civil Engineer, Village of Niles
Matt Roan, Deputy Village Manager, Elk Grove Village
Karyn Robles, Division of Transportation, Village of Schaumburg

Others Present

Steve Andrews, Community Relations, Pace
Vicky Czuprynski, Community Relations, Illinois Tollway
Mark Fowler, Executive Director, NWMC *call-in*
Jane Grover, Principal, CMAP
Rick Mack, Community and Legislative Affairs Administrator, Metra
Cody Sheriff, Planning Liaison, McHenry County Council of Mayors
Jeff Koza, Capital Projects Manager, Village of Northbrook
Marie Hansen, Village of Engineer, Village of Barrington

I. Call to Order/Introductions

Mayor Craig called the meeting to order at 8:32 a.m. and those present gave introductions.

II. Approval of January 17, 2019 Meeting Minutes

The minutes were unanimously approved on a motion by On a motion made by Trustee Grossi, seconded by President Frazier.

III. Complete Streets Policies

Cody Sheriff of the McHenry County Council of Mayors began his presentation on complete streets policies by providing an overview of what Complete Streets policies address and why they are beneficial to communities. He noted that Complete Streets are designed and operated to enable safe use and mobility for all users, and that those users include people of all ages and abilities. He also mentioned that these

policies are a scoring factor for the STP Shared Fund and potentially local STP methodologies as well.

Mr. Sheriff then detailed the benefits of complete streets, noting that they are valuable because they improve health and happiness, support local economies, and promote equity. He also said that municipalities should include relevant stakeholders – including planning and development staff, municipal administrators, police and fire departments, and public works officials – when creating a policy. Mr. Sheriff then outlined the ten elements of Complete Streets policies and told the committee about some local complete streets policies that have been successful. He noted that the Village of Lakemoor was recognized as having one of the best Complete Streets policies in the country. Mr. Sheriff concluded by stating that many resources are available for communities who want to create a complete streets policy, and that NWMC staff would send that information out to the committee.

Mr. Randolph asked how Complete Streets policies factor into the STP Shared Fund scoring. Mr. Sheriff responded that either having a Complete Streets policy adopted or incorporating complete streets elements into a project would allow projects to gain additional points. He also stated that many local methodologies would likely include complete streets policies and elements as a scoring factor as well.

IV. NWMC Multimodal Plan Update (Attachment C)

Mr. Jackson gave an update on the *NWMC Multimodal Plan* update stating that progress has been made on the plan's development and that staff is working with Sam Schwartz on developing a methodology for analyzing the priority corridors identified in the 2010 plan. Mr. Jackson showed the committee the proposed branding for the plan and stated that a website with engagement opportunities, including public and member surveys, would be launched in the coming weeks. He also noted that staff was holding bi-weekly calls with staff from Sam Schwartz and CMAP to discuss progress on the plan and next steps.

V. STP Methodology Development (Attachments D and E)

Mr. Klingenstein stated that each council must create a new methodology for allocating and managing Surface Transportation Program (STP) funds. He said that these methodologies must incorporate the active program management requirements developed by CMAP and the FHWA, as well as new scoring criteria. He also noted that the Northwest and North Shore Councils have created subcommittees to begin to work on the development of these methodologies. He said that these committees would continue to meet until a draft plan was released in late spring, and that CMAP would then review the draft plans and provide comments. After incorporating CMAP's comments, the final plans would be approved by each council's technical committee in late summer, and by the full NWMC Board in September. A call for projects would then be held in January 2020.

Mr. Klingenstein then noted that each methodology would address project selection and programming, funding ratios, eligible project types, grandfathering, and cost increase policies, among other issues. He also noted that Lake County had already released a draft methodology, and that NWMC staff would send that draft methodology to the committee. Mr. Sheriff noted that the McHenry County Council

of Mayors had also just begun its methodology development, and that the Council was on a similar schedule to the Northwest and North Shore Councils.

VI. Council of Mayors Executive Committee Transportation Revenue Discussions

Mr. Klingenstein stated that the CMAP Council of Mayors Executive Committee will hold a special meeting on March 5 to start a discussion on transportation revenue options, in advance of a potential state capital bill. He noted that while it is unclear exactly what will be on the agenda, it would likely involve some discussion of the benefits and drawbacks of the revenue sources identified in On To 2050. Mr. Klingenstein also stated that if there are comments a member wishes to share with the Committee, they should contact their Council of Mayors representative. Ms. Robles asked if there were any unexpected funding sources being proposed. Mr. Klingenstein stated that he was unsure, though Mr. Sheriff said that he believed congestion pricing was a potential option. Mr. Bury asked if CMAP would create an outline of potential revenue sources and their impacts. Ms. Grover stated she would ask CMAP staff about this. Mr. Sheriff said that mayors are looking for information on both how much revenue each potential funding source will generate, and what projects can be accomplished with that revenue. Mr. Mack also noted that CMAP would be presenting on revenue sources and their potential impacts at a meeting of the McHenry County Council of Governments. He also noted that he would not be surprised if it took over a year for a state capital bill to come to fruition. Mayor Craig stated that situation includes issues of fairness and that implementing certain revenue sources may lead to disproportionate negative impacts on certain groups. He then stated that, for example, Metra cannot simply cut lines based on a cost-benefit analysis but that it must also look at the social impact.

VII. CMAP Update

Ms. Grover reminded the committee that the responses to the STP Shared Fund, CMAQ, and TAP-L call for projects were due to planning liaisons by March 1. She also stated that the My Daily Travel Survey was still open, and that responses from Lake County were lacking. Finally, Ms. Grover noted that CMAP would soon be offering training on public engagement, and that staff would send out additional information.

VIII. Agency Reports

a. Metra

Mr. Mack stated that Metra was seeking to improve efficiency, productivity, and reliability by buying 15 remanufactured locomotives with better horsepower and lower emissions. He noted that the average of the agency's locomotives is 31, while some rail cars are as old as 65. He stated that the agency would also be looking to replace around 400 rail cars.

Mr. Mack then said that Metra also maintains more than 800 bridges, and that approximately half of those are at least 100 years old. He also noted that the A2 interlocker, which helps move more than 100 trains per day, is both in need of replacement and sits on top of bridge that needs replacement. Mr. Mack said that a capital bill to fund Metra enhancements will allow for new locomotives, cars, and capital improvements that will increase productivity, cost efficiency, reliability, and comfort while decreasing emissions.

Mr. Grossi asked if the agency had considered leasing the remanufactured locomotives as opposed to buying them. Mayor Craig responded that buying made more sense since the agency was already saving money buying remanufactured locomotives as opposed to new ones. Mr. Mack noted that a new locomotive would cost \$7 million, and that the price is higher than a freight locomotive because fewer commuter rail locomotives are produced. Mr. Grossi asked if the rail cars that Metra was looking to purchase would be new or refurbished. Mr. Mack responded that they would be new.

b. Pace

Mr. Andrews stated that the agency had purchased property for a new Northwest Division headquarters in Wheeling, which would house both a bus maintenance garage and agency offices. He noted that the agency has significantly outgrown its existing Des Plaines facility and needs the new facility to house its busses. He said that the office space would be ready for use in the near future, but that the bus storage portion of the facility would be operational within five years. Mr. Andrews also reported that Rocky Donahue had officially been appointed as Pace Executive Director, having previously served in the same position on an interim basis.

c. Tollway

Ms. Czuprynski reported that the Pace I-90/Barrington Rd. Station had been recognized by the Chicago chapter of the American Public Works Association.

IX. Other Business

X. Adjourn

The committee voted unanimously to adjourn on a motion by Mr. Keller, seconded by Trustee Benton.

March 13, 2019

The public deserves a safe and reliable transportation system.

Squandering this opportunity will cost our region its economic strength.

- We are at a crisis point.
 - From roads to transit, the system is in dire need of repair.
 - Nearly one-quarter of the region's National Highway System roads have unacceptable ride quality.
 - 9 percent of the region's bridges are in poor condition.
 - More than 30 percent of the region's transit assets are not in a state of good repair.
 - We face a \$24 billion deficit just to operate and maintain the inadequate system we have today, much less enhance it.
- As North America's freight nexus, our transportation network is our historic strategic advantage.
 - Other states and regions are far ahead of us on finding funding solutions.
- We must avoid the easy fix—a short-term solution will put us back in the same spot or worse in five to ten years.

New revenue proposals must be sustainable, fair, equitable, and flexible.

- We need a long-term solution that can adapt to changing needs.
 - Flat tax rates for existing and new sources need to be indexed to inflation to keep up with costs.
 - To leverage available federal funding, Illinois must have sufficient revenues for its share of project costs.
- Costs should be paid by those who derive the most benefit from the system.
- Revenue sources should consider the ability of users to pay.
 - Policies such as fare-capping and a low-income assistance program for tolling should be part of any proposal.
- Using performance-based criteria to select what is funded results in the best projects being chosen regardless of mode.

Working together, we can identify how to improve transportation revenues to support our communities and northeastern Illinois.

- The region's adopted plan, ON TO 2050, recommends numerous strategies to constrain costs and increase revenues, including:
 - Make better use of existing dollars by applying performance based programming, including expanding cost-effective asset management practices
 - Increase the state motor fuel tax rate by at least 15 cents and index the rate to inflation.
 - Eventually, replace the MFT with a Road Usage Charge. To begin implementation, the state should pursue a voluntary demonstration project.
 - Generate additional revenue from existing sources like the RTA sales tax to support transit by broadening the state's sales tax base to include more services.
- Other states are far ahead of us on funding solutions. Two examples include:
 - Indiana has increased their motor fuel tax and indexed it to inflation, and increased registrations on trucks and electric/hybrid vehicles.

- Pennsylvania increased transportation revenues by \$2.3 billion per year for highways and transit, including increasing revenues from the wholesale tax on gas and vehicle registrations.
- Other ON TO 2050 revenue recommendations include revenues that can be raised locally, regionally, and federally. Learn more at <https://www.cmap.illinois.gov/2050/mobility/transportation-funding>.

State Motor Fuels Tax Rates, 2018

Source: Federation of Tax Administrators | www.taxpolicycenter.org/statistics/state-motor-fuels-tax-rates

Notes: Compiled by FTA from various sources. /1 Tax rates do not include local option taxes. In AL, 1 - 3 cents; HI, 8.8 to 18.0 cent; IL, 5 cents in Chicago and 6 cents in Cook county /2 Local taxes for gasoline and gasohol vary from 0 cents to 6.0 cents. Includes Inspection Fee, SCETS, & Statewide Local Tax. /3 Carriers pay an additional surcharge equal to IL-11.7 cents (g) 11.9 cents (d), IN-11 cents, KY-2% (g) 4.7% (d). /4 Tax rate is based on the average wholesale price and is adjusted annually The actual rates are: KY, 9%; and UT, 12%. /5 Portion of the rate is adjustable based on maintenance costs, sales volume, cost of fuel to state government, or inflation. /6 Large trucks pay an additional (d) 3.5 cents (g) 12.6 cents. Actual rates (g) 5.1%, (d) 6%. /7 California Gasoline subject to 2.25% sales tax. Diesel subject to a 9.25% sales tax. /8 Diesel rate specified is the fuel use tax rate on large trucks. Small vehicles are subject to 18 cent tax rate.

State	GASOLINE (cents per gallon)			DIESEL FUEL (cents per gallon)			GASOHOL (cents per gallon)			Notes
	Excise	Fee/Tax	Total	Excise	Fee/Tax	Total	Excise	Fee/Tax	Total	
Alaska	8.0	0.95	8.95	8.0	0.95	8.95	8.0	0.95	8.95	Refining Surcharge
Hawaii ¹	16.0		16.0	16.0		16.0	16.0		16.0	Sales tax additional
Virginia ¹	16.2		16.2	20.2		20.2	16.2		16.2	/6
South Carolina	16.0	0.75	16.75	16.0	0.75	16.75	16.0	0.75	16.75	Inspection fee & LUST tax
Oklahoma	16.0	1.0	17.0	13.0	1.0	14.0	16.0	1.0	17.0	Environmental fee
Missouri	17.0	0.3	17.3	17.0	0.3	17.3	17.0	0.3	17.3	Inspection & Load fees
Alabama ¹	18.0		18.0	19.0		19.0	18.0		18.0	
Mississippi	18.0	0.4	18.4	18.0	0.4	18.4	18.0	0.4	18.4	Environmental fee
Federal	18.3	0.1	18.4	24.3	0.1	24.4	13.0	0.1	13.1	/7 LUST tax
New Mexico	17.0	1.875	18.875	21.0	1.875	22.875	17.0	1.875	18.875	Petroleum loading fee
Arizona	18.0	1.0	19.0	26.0	1.0	27.0	18.0	1.0	19.0	/8 LUST Tax
Texas	20.0		20.0	20.0		20.0	20.0		20.0	
Illinois	19.0	1.1	20.1	21.5	1.1	22.6	19.0	1.1	20.1	Sales tax add., env. & LUST fee /3
Louisiana	20.0	0.125	20.125	20.0	0.125	20.125	20.0	0.125	20.125	Inspection fee
Arkansas	21.5	0.3	21.8	22.5	0.3	22.8	21.5	0.3	21.8	Environmental fee
Colorado	22.0		22.0	20.5		20.5	20.0		20.0	
Delaware	23.0		23.0	22.0		22.0	23.0		23.0	Plus 0.9% GRT
North Dakota	23.0		23.0	23.0		23.0	23.0		23.0	
Dist. of Columbia	23.5		23.5	23.5		23.5	23.5		23.5	
Nevada ¹	23.0	0.805	23.805	27.0	0.75	27.75	23.0	0.805	23.805	Inspection & cleanup fee
New Hampshire	22.2	1.625	23.825	22.2	1.625	23.825	22.2	1.625	23.825	Oil discharge cleanup fee
Massachusetts	24.0		24.0	24.0		24.0	24.0		24.0	
Wyoming	23.0	1	24.0	23.0	1	24.0	23.0	1	24.0	License tax
New York	8.0	16.2	24.2	8.0	15.15	23.15	8.0	16.9	24.9	Petroleum Tax, Sales tax additional
Connecticut	25.0		25.0	41.7		41.7	25.0		25.0	Plus a 8.1% Petroleum tax (gas)
Kansas	24.0	1.03	25.03	26.0	1.03	27.030	24.0	1.03	25.03	Environmental & Inspection fees
Tennessee ¹	24.0	1.4	25.4	21.0	1.4	22.4	24.0	1.4	25.4	Petroleum Tax & Envir. Fee
Kentucky	24.6	1.4	26.0	21.6	1.4	23.0	24.6	1.4	26.0	Environmental fee /4
Michigan	26.3		26.3	26.3		26.3	26.3		26.3	/3
Georgia ⁵	26.8		26.8	30.0		30.0	26.8		26.8	Sales tax additional
Indiana ⁵	28.0		28.0	26.0		26.0	28.0		28.0	/5 Local sales tax additional
Ohio	28.0		28.0	28.0		28.0	28.0		28.0	Sales tax additional /3
Minnesota	28.5	0.1	28.6	28.5	0.1	28.6	28.5	0.1	28.6	Inspect fee
Nebraska	28.4	0.9	29.3	28.4	0.3	28.7	28.4	0.9	29.3	Petroleum fee /5
Utah	29.4		29.4	29.4		29.4	29.4		29.4	/4
Maine	30.0		30.0	31.2		31.2	30.0		30.0	
South Dakota ¹	28.0	2	30.0	28.0	2	30.0	26.6	2	28.6	Inspection fee (gasohol E10)
Iowa	30.5		30.5	32.5		32.5	29.0		29.0	
Vermont ⁵	12.1	18.62	30.72	28.0	4.0	32.0	12.1	18.62	30.72	Cleanup Fee & Trans. Fee
Florida ²	17.725	13.7	31.425	18.6	13.7	32.3	17.725	13.7	31.425	Sales tax added to excise /2
Montana	31.5		31.5	29.25		29.25	31.5		31.5	
Wisconsin	30.9	2.0	32.9	30.9	2.0	32.9	30.9	2.0	32.9	Petroleum Insp. Fee
Idaho	32.0	1	33.0	32.0	1	33.0	32.0	1	33.0	Clean Water Fee
Maryland ⁵	33.8		33.8	34.55		34.55	33.8		33.8	/5
Oregon ¹	34.0		34.0	34.0		34.0	34.0		34.0	
Rhode Island	33.0	1	34.0	33.0	1	34.0	33.0	1	34.0	LUST tax
North Carolina	35.1	0.25	35.35	35.1	0.25	35.35	35.1	0.25	35.35	/5 /10 Inspection tax
West Virginia	20.5	15.2	35.7	20.5	15.2	35.7	20.5	15.2	35.7	Sales tax added to excise
New Jersey	10.5	26.6	37.10	13.5	30.7	44.20	10.5	26.6	37.10	Petroleum fee
California	41.7	5.0	46.7	36.0	25.0	61.0	41.7	5.0	46.7	Includes prepaid sales tax /7
Washington	49.4		49.4	49.4		49.4	49.4		49.4	0.5% privilege tax
Pennsylvania	57.6		57.6	74.1		74.1	57.6		57.6	Oil franchise tax only

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Wilmette
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Vice-President
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Secretary
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Treasurer
Ghida Neukirch
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Memorandum

TO: NWMC Transportation Committee

FROM: Joshua Klingenstein, Program Associate for Transportation
Cole Jackson, Program Associate for Transportation

RE: Transportation Legislation and Resolutions in the General Assembly

DATE: March 15, 2019

NWMC staff are tracking multiple transportation-related bills which are currently being discussed by the Illinois General Assembly. Synopses of five of those bills are below. Staff is asking for committee input on these bills, which will help inform NWMC's legislative positions.

[SJ24 Multimodal Transportation Resolution](#) - This joint resolution is in support of the Illinois Department of Transportation (IDOT) updating its policies and design guidelines to reflect the needs of everyone using the road thereby improving safety for all. It resolves to eliminate the requirement for local governments to provide matching funds for Complete Streets features like sidewalks, pedestrian refuge islands and bike lanes on state routes. It also directs IDOT to conduct an evaluation of the implementation of the state's Complete Streets policy and implement outstanding action items from the state's 2012 bicycle plan.

Status: Placed on Calendar Order of Secretary's Desk Resolutions March 6, 2019

[SB1642 Driver's Education – Bike and Pedestrian Safety](#) - Amends the School Code. Provides that, beginning with the 2020-2021 school year, the curriculum of a driver education course must include instruction on bicycle and pedestrian safety, which must include, but is not limited to, instruction on how to safely pass a cyclist on the road, special considerations while driving in urban areas and near bicycle lanes, how to navigate an intersection with pedestrians and cyclists, exiting a vehicle without endangering pedestrians and cyclists, and the requirement that drivers exercise due care to avoid collision with a bicyclist or pedestrian on the road. Amends the Illinois Vehicle Code. Provides that, for the purpose of educating prospective licensees on the potential dangers caused by motor vehicles to pedestrians, bicyclists, in-line skaters, scooter riders, skateboarders, and other non-motorized vehicles, the Secretary of State shall include, in the Illinois Rules of the Road publication, information on bicycle and pedestrian safety.

Status: Senate Education Hearing March 19

[SB2016 ITEP DOT Supplemental Funding](#) - Provides that, in addition to any other funding that may be provided to the Illinois Transportation Enhancement Program (ITEP) from federal, State, or other sources, the Department of Transportation shall set aside an amount equal to 2% of the total appropriation received by the Department from the Road Fund for the projects in the categories of pedestrian and bicycle facilities, streetscape projects, and the conversion of abandoned railroad corridors to trails. Provides that the funds shall be administered according to the requirements of the current Guidelines Manual published by the Department for ITEP. Provides that, for projects funded under the Section: (1) local matching funding shall be required according to a sliding scale based on community size, median income, and total property tax base, (2) Phase I Studies and Phase I Engineering Reports are not required to be completed before application is made, and (3) at least 25% of funding shall be directed towards projects in high-need communities. Provides that the Department shall adopt rules necessary to implement the Section.

Status: Senate Transportation Hearing March 19

Amendments

Amendment 1: Stipulates that IDOT shall adhere to a 2-year funding cycle for calls for projects, and that IDOT shall make all funded and unfunded ITEP applications available to the public when the call is completed, including scoring information.

[SB2144 Complete Streets Act](#) - Creates the Complete Streets Act. Requires the Department of Transportation to use federal or State funds allocated for transportation projects to improve safety, access, and mobility for users of the various modes of transportation. Creates the Complete Streets Advisory Board. Provides that the Governor shall appoint members representing various agencies, organizations, or interest groups to the Advisory Board. Provides that the Advisory Board, in coordination with a representative or representatives of the Department, shall prepare a report on the status of the implementation of the Complete Streets Initiative. Provides that the Advisory Board shall submit its initial report and recommendations to the Governor, the Department, and the General Assembly on or before January 1, 2021, and annually on January 1 of each subsequent year. Defines the terms "Advisory Board", "Department", "multimodal", "multimodal planning or multimodal transportation planning", and "user or users". Effective immediately.

Status: Senate Transportation Hearing March 19

[HB 1590: VEH CD-Electric Scooters](#)

Rep. Marcus C. Evans, Jr.

Synopsis: Amends the Illinois Vehicle Code. Defines "low-speed electric scooter". Provides that a person may not operate a low-speed electric scooter without a driver's license, instruction permit, or State identification card and unless he or she is 16 years of age or older. Provides that a person may operate a low-speed electric scooter where the operation of bicycles is permitted, including, but not limited to, bicycle lanes and bicycle paths, and shall have all of the rights and shall be subject to

all of the duties applicable to the rider of a bicycle. Provides requirements for lamps and reflectors for use at nighttime. Provides requirement for brakes. Prohibits the equipping or use of sirens, with the exception of scooters that are police vehicles or fire department vehicles. Effective immediately.

Status: Transportation: Vehicles and Safety Committee Hearing March 13

[SB 1256: VEH CD-Excessive Idling](#)

Amends the Illinois Vehicle Code. Provides that a person who operates a motor vehicle operating on diesel fuel in an affected area may not cause or allow the motor vehicle, when it is not in motion, to idle for more than a total of 10 minutes within any 60-minute period under any circumstances if the vehicle is within 200 feet of a residential area. Provides that if a person violates the provisions concerning excessive idling within 200 feet of a residential area, the law enforcement agency having jurisdiction over the residential area or the law enforcement agency having jurisdiction over the property on which the violation took place may enforce the provisions.

Status: Environment and Conservation Hearing March 21

Amendments

Amendment 1: Exempts school buses.

Amendment 2: Exempts motor vehicles that transport refuse, garbage, or recyclable materials.

Amendment 3: Limits bills to areas “within a county of over 3 million residents but outside of a municipality of over 2 million residents,” essentially restricting the bill to Cook County municipalities outside of the City of Chicago.