

Infrastructure Council Quarterly Meeting

Sponsored by BNSF Railway



Agenda

April 4th: Hanson Professional Services
1525 South Sixth Street, Springfield

8:30: IDOT Director of Highways Paul Loete to talk about the rollout of the Transportation Asset Management Plan and the state's needs and condition

9:00: Rebecca Mason on ways Council Members can help advocate for a capital funding bill

9:15-9:20: Networking break and materials distributed

9:20: Business Meeting

1. Update on Capital Discussions
 - a. Governor's Working Group
 - b. Chamber Funding Bill
2. Legislation Update
3. Critical Infrastructure Summit
4. Waterways Update
 - a. Planned Closure of Illinois River Locks and Dams
 - b. Brandon Road update
5. Federal Surface Transportation



ILLINOIS CHAMBER OF COMMERCE

HB 3823: Transportation Modernization Bill

Although this legislation does not address the full extent of the transportation system's maintenance needs, it does begin to dig out of a decades-old funding hole. Raising about \$2 billion in annual revenue, this legislation proposes to offset the impact of revenue increases with pro-consumer, pro-business reforms and to bond a portion of the revenue so the state may begin addressing its critical bridge need.

Funding

- Annual funding of
 - \$600 million for IDOT
 - \$240 million for local governments (a 40% increase over today's funding)
 - \$672 million for transit capital expenses
 - \$20 million for the Grade Crossing Protection Fund to fund better rail/highway grade crossings
 - \$2 million for construction trades training for disadvantaged populations
- Bond funding of
 - \$4 billion to IDOT to accelerate bridge improvements
 - \$1 billion for other needs (ports, federal grant match for local governments, transit)

Pro-Consumer, Pro-Business Reforms

- Phases out the state sales tax on motor fuel and replaces it with 10 cents per gallon motor fuel tax. This results in a savings to the consumer when gas is over \$2 per gallon, narrows the gap between neighboring states and Illinois especially when gas prices climb, and eliminates a state tax on a tax.
- Directs the Secretary of State to determine a schedule of registration fees based on the year of the vehicle. This provision ensures that drivers with older vehicles, who may drive fewer miles, get less miles per gallon, or be less able to afford registration fees will see a decrease in their registration costs.
- Eliminates the Commercial Distribution Fee. This fee puts Illinois at a competitive disadvantage for truck fleets, which is currently the sector employing the largest number of people.
- Provides funding for building trades training programs for disadvantaged populations.

Revenue Increases

- To address our state's significant pavement decline and bridge investment need, this legislation raises user fees which are Constitutionally protected, so taxpayers know their money will go to the transportation infrastructure.
- Increases the Motor Fuel Tax by 15 cents on July 1, 2019
- Increases registration fees and certificate of title fees by \$50 on January 1, 2020, but some drivers will see their fees go down on January 1, 2021 due to the move away from a flat registration fee.
- Triples electric vehicle registrations to ensure they contribute appropriately to the transportation system they use. Tripling the registration fee will make total electric vehicle fees comparable to total fees by gasoline or diesel powered vehicles.

Efficiency Reforms

- Directs IDOT to develop a Type II Noise Suppression program to address noise issues in communities affected by new or expanded roads.
- Directs local governments to develop and publish maintenance plans for their assets. This is based on IDOT's multi-year plan and will better position local governments to take advantage of federal funding opportunities in the future.
- Directs IDOT to annually review new constructions technologies and determine if there is a cost-savings from implementing those technologies.

HB 356 (Oppose)

Synopsis As Introduced

Amends the Procurement of Domestic Products Act. Provides that the term "manufactured in the United States" means: (1) in the case of products that are not assembled articles, materials, or supplies, that the product is mined or produced in the United States; (2) in the case of assembled articles, materials, or supplies, that design, final assembly, processing, packaging, testing, or other process that adds value, quality, or reliability occurs in the United States and the cost of domestic components exceeds 50% of the cost of all of the components; or (3) that the product is a commercially available off-the-shelf item (currently, "that design, final assembly, processing, packaging, testing, or other process that adds value, quality, or reliability occurs in the United States"). Provides for an exception to the Act if the price of the procured products manufactured in the United States exceeds the price of available and comparable procured products manufactured outside the United States by 12% or more (currently, if the price of the procured products manufactured in the United States exceeds the price of available and comparable procured products manufactured outside the United States by an unreasonable amount). Effective immediately.

House Floor Amendment No. 1

Defines "commercially available off-the-shelf item" for the purposes of the Procurement of Domestic Products Act.

HB 357 (Oppose)

Synopsis As Introduced

Amends the Procurement of Domestic Products Act. Provides that purchasing agencies shall promote the purchase of and give preference to manufactured articles, materials, and supplies that have been manufactured in Illinois (currently, the United States). Provides that, if the purchasing agency determines that certain conditions apply to a procured product, then, with respect to that procurement, the purchasing agency shall give preference to manufactured articles, materials, and supplies that have been manufactured in the United States. Effective immediately.

House Floor Amendment No. 1

Defines "commercially available off-the-shelf item" for the purposes of the Procurement of Domestic Products Act.

HB 2823 (Support)

Synopsis As Introduced

Amends the Metropolitan Transit Authority Act and Regional Transportation Authority Act. Establishes procedures for repayment of defaulted interim financing notes issued by the Chicago Transit Authority and defaulted working cash notes issued by the Regional Transportation Authority, in which State money in the State treasury was invested. Provides that the Regional Transportation Authority may issue, sell, and deliver additional working cash notes and establish lines of credit (rather than only working cash notes) before July 1, 2022 (rather than July 1, 2018) that are over and above and in addition to the \$100,000,000 bond or note authorization. Establishes procedures for establishment of lines of credit. Requires notice to the Governor's Office of Management and Budget and State Comptroller before establishing a line of credit and provides that money borrowed under a line of credit are general obligations of the Authority that are secured by the full faith and credit of the Authority. Effective immediately.

SB9 (Oppose) Sponsor is holding on 2nd to try to reach an agreement.

Senate Committee Amendment No. 1

Adds reference to:

415 ILCS 5/3.135 was 415 ILCS 5/3.94

Replaces everything after the enacting clause. Creates the Coal Ash Pollution Prevention Act. Tasks the Environmental Protection Agency with enforcing the Act's provisions. Provides that specified coal combustion residual (CCR) units shall close. Provides that an owner or operator of a CCR unit required to close by removal shall, within 6 months of the Act's effective date, halt the placement of CCR in those CCR units and begin removal of the CCR in those CCR units. Provides that those owners or operators shall complete the removal of CCR from the CCR unit no later than 15 years after initiating the closure process at that CCR unit. Requires the submission by an owner or operator of a CCR unit of specified documentation to the Agency within 60 days of the Act's effective date. Provides that an operator of any CCR unit required to close by removal shall submit a closure plan to the Agency within 90 days after the Act's effective date. Specifies what shall be included in the closure plan. Provides requirements for Agency approval of a closure plan. Provides that an entity conducting closure activities shall utilize local labor and ensure that the work is performed by responsible contractors and subcontractors that pay workers the prevailing wage and fair benefits. Provides requirements for the transport of CCR, including manifests with specified information regarding the CCR being transported and a transport plan with specified requirements. Provides that no CCR that is removed from a CCR unit may be transported without a CCR transport permit approved by the Agency. Provides that no CCR removed from a CCR unit may be disposed of in a landfill off of the property on which the CCR unit is located without approval from the Agency. Provides that no CCR removed from any CCR unit may be beneficially used in Illinois unless the Agency has issued a beneficial use permit for that CCR. Provides that on or before October 1, 2022, and on October 1 of each even-numbered year thereafter until closure of all of a facility's CCR units is complete, the operator of a CCR unit shall compile a closure progress report. Provides that an owner or operator of a CCR unit from which CCR is required to be removed shall, within one year of the effective date of the Act, conduct a comprehensive evaluation of the extent of CCR pollution of groundwater, surface water, and soils at any property surrounding the property on which a CCR unit is located. Provides public notice, comment, and hearing requirements for applications, permits, plans, and reports submitted under the Act. Provides that an owner or operator of a CCR unit located in Illinois is required to provide and maintain financial assurance for closure and corrective action. Provides that, beginning 18 months after the Act's effective date, no CCR generated in Illinois may be treated, stored, or disposed of in a CCR surface impoundment or unlined CCR landfill. Contains provisions regarding violation of the Act and resulting civil penalties, criminal fines, or injunctive relief. Provides requirements for various applications, permits, plans, and reports submitted under the Act. Amends the Environmental Protection Act. Removes language providing that a "coal combustion by-product" (CCB) is a coal combustion waste when used beneficially in specified ways. Removes language restricting specified uses of coal combustion waste as a CCB. Removes language regarding beneficial use determinations of CCB. Makes other changes. Provides that the Act's provisions are severable. Effective immediately.

SB 24 (Oppose)

Synopsis As Introduced

Amends the Illinois Vehicle Code. Provides that no rail carrier shall operate a train or light engine used in connection with the movement of freight unless it has an operating crew consisting of at least 2 individuals. Provides that the minimum freight train crew size shall remain in effect until a federal law or rule encompassing the subject matter has been adopted. Grants the Illinois Commerce Commission the

power to conduct evidentiary hearings, make findings, and issue and enforce orders, including sanctions, with respect to freight train crew member size. Provides that "train or light engine" does not include trains operated by a hostler service or utility employees.

SB 1296 (Support)

Synopsis As Introduced

Amends the Property Assessed Clean Energy Act. Makes changes adding residential property to the scope of the Act. Modifies the requirements of a report needed to establish a PACE area and requirements before entering into an assessment contract. For program administrators and contracts that finance residential properties of 4 or fewer units: provides for contractor oversight and training for residential properties inside PACE areas; prohibits specified soliciting, advertising, and direct or indirect cash payments or other things of value to property owners; requires a local unit of government and third-party program administrators to develop a disclosure form for homeowners and a right to cancel within 3 business days assessment contracts; and requires an oral confirmation call to property owners with specified minimum requirements for the call. Effective immediately.

Senate Committee Amendment No. 1

Provides that replacing lead pipes is an example of water use improvement. Provides that the local unit of government shall verify that the estimated economic benefit expected from the energy project during the financing period is equal to or greater than the cost of the project on residential real property before entering into an assessment contract with a record owner under a program.

SB 1988 (Support)

Synopsis As Introduced

Creates the High Speed Railway Commission Act. Prescribes the membership of the Commission. Provides that the Commission shall create a statewide plan for a high-speed rail line and feeder network connecting St. Louis, Missouri and Chicago, Illinois that includes current existing Amtrak and Metra services, connects the cities of Rockford, Moline, Peoria, and Decatur, and uses inter-city bus service to coordinate with the rail line. Provides that the Commission shall conduct a ridership study and shall make findings and recommendations concerning a governance structure, the frequency of service, and implementation of the plan. Provides that the Commission shall report to the General Assembly and the Government no later than December 31 of each year. Provides that the Department of Transportation shall provide administrative support to the Commission. Repeals the Act on January 1, 2025. Effective immediately.

Senate Committee Amendment No. 1

Adds a representative of the Champaign-Urbana Mass Transit District to the membership of the High Speed Railway Commission.

SB 2006 (Support)

Synopsis As Introduced

Amends the Regional Transportation Authority Act. Provides that the Regional Transportation Authority may issue, sell, and deliver additional working cash notes and establish lines of credit (rather than only working cash notes) before July 1, 2022 (rather than July 1, 2018) that are over and above and in addition to the \$100,000,000 bond or note authorization. Establishes procedures for establishment of lines of credit. Requires notice to the Governor's Office of Management and Budget and State Comptroller before establishing a line of credit and provides that money borrowed under a line of credit

are general obligations of the Authority that are secured by the full faith and credit of the Authority.
Effective immediately.

2018 Illinois/Missouri Critical Infrastructure Conference

Wednesday, October 3, 2018

Hilton, St. Louis-Frontenac

Agenda subject to change

8:00 am-8:45 am **Breakfast & Registration**

8:45 am-8:50 am **Welcoming Remarks**

Dan Mehan, President & CEO (Missouri Chamber of Commerce)

Todd Maisch, President & CEO (Illinois Chamber of Commerce)

8:50 am-9:25 am **Resiliency & Planning for Disruption**

Moderator (TBD)

Clayton Harris III, Executive Director (Illinois International Port District)

Ricky Goins (Department of Homeland Security)

Tom Blair (MODOT)

Colonel Christopher Robertson (U.S. Transportation Command)

Disruptions surround us but the good news is we can take steps to be prepared. Preparedness starts with investing and improving existing assets, recognizing strengths and building around weaknesses.

9:25 am-9:50 am **Tomorrow's Technology Today: Smart Port Technology**

Tony Boemi, Vice President, Growth and Development (Port of Montreal)

Throughout history, infrastructure and logistics have been on the leading edge of technological innovation. This is especially true today as the use of predictive analytics, key performance indicators (KPI's), blockchain, and artificial intelligence bring new opportunities and challenges.

9:50 am-10:15 am **Why We Invest**

Randy Blankenhorn, Secretary (Illinois Department of Transportation)

Our national transportation infrastructure drives the American economy, but investment from the federal government is not what it used to be. States are increasingly asked to pick up more with limited resources but cannot do it without more help.

10:15 am-10:30 am **Networking Break**

10:30 am-10:55 am **The Role of Federal Agencies in Emerging Technologies**

Anthony Bedell, Deputy Assistant Secretary (U.S. Department of Transportation, Intergovernmental Affairs)

The U.S. transportation network spans 50 states and includes all modes of transportation. Changes in technology are coming quicker than Congress can

legislate, requiring federal agencies to adapt to this constantly changing environment.

10:55 am-11:30 am Legislative Panel

Missouri Representative Becky Ruth
Missouri Senator Dave Schatz
Illinois Representative Marcus Evans, Jr. Chairman Transportation: Regulation, Roads
Ken Franklin (Bi-State Development)

Progress doesn't appear out of a black hole, state legislatures are an integral part of investing in our economy. For the St. Louis region, that means collaboration across the river. Missouri and Illinois are both working towards advancing growth in the region and recognize robust critical infrastructure systems are key to that goal.

11:30 am-11:45 am Networking Break & Lunch

11:45 am-12:25 pm Lunch Keynote: President Trump's Infrastructure Plan

Alex Hergott (Executive Office of the President, the White House)

As President Trump's infrastructure advisor, Alex has a front row seat to the President's efforts to invest in our nation's infrastructure.

12:25 pm-1:00 pm Economic Development Panel

Rob Russell (Union Pacific), Tom Chulick (St. Louis Regional Chamber), Mark Stombaugh (Missouri Department of Economic Development), Travis Krous, Director of Transportation (Nestle Purina)

1:00 pm-1:25 pm From Our Neighbors to the North: The Relationship Between Canada, the St. Louis Region and Its Impact on the Local Economy

John Cruickshank, Consul General of Canada (Canadian Consulate, Chicago)

Canadian Consul-General John Cruickshank will talk about MO-IL/Canadian infrastructure connections and how the Consulate works with the two states to promote Canadian and American trade and business growth.

1:25 pm-1:40 pm Networking Break/Snacks

1:40 pm-2:20 pm Power of the Supply Chain in the Energy Industry

John Drake, Executive Director, Supply Chain Policy (US Chamber of Commerce)

This panel will explore needs of the industry from the perspective of the oil and gas and solar industries; what the future outlooks are; how these companies are preparing for a changing energy economy; what matters to them for their supply chain; and why a robust infrastructure network is so important for these industries to succeed.

2:20 pm-2:45 pm

TBD

Chris Pickett, Senior Director Tier 1 Warehousing and Transportation, Anheuser-Busch InBev

2:45 pm- 3:00 pm

Closing Remarks/End Conference

Navigation Status

Illinois Waterway 2020 Lock Closures

The Illinois Waterway, which provides a navigable connection between Lake Michigan and the Mississippi River, includes eight lock and dam sites which are long overdue for significant repairs. In order to facilitate these repairs, the U.S. Army Corps of Engineers, Rock Island District is planning a closure of six of the eight sites in the year 2020. The closures are scheduled to take place simultaneously to lessen impact to commercial navigation as much as possible.

Each site has a single lock chamber for passing vessels. If one lock on the waterway is closed, no traffic will be able to transit past that spot in the river, however, navigation within each pool will not be affected. Closing multiple locks at the same time will serve as a more efficient way to make repairs to the system as a whole and prevent the need for extended closures over many years.

Currently, closures are being anticipated for the months of July through October 2020. This will allow the highest probability of flooding to be past and the greatest chance for work to be done before the harvest season when river traffic is very heavy.

Planned 2020 Closures

Planned closures in 2020 include:

- **LaGrange Lock & Dam** – Versailles, Illinois - Work will include dewatering the lock chamber to replace severely worn lock gate machinery and make significant repairs to crumbling concrete and steel structures. This work is anticipated to take up to 120 days to complete.
- **Peoria Lock & Dam** – Creve Coeur, Illinois – Work will include dewatering the lock chamber for approximately 60 days to perform inspections and maintenance of areas usually submerged.
- **Starved Rock & Dam** – Ottawa, Illinois, and **Marseilles Lock & Dam** – Marseilles, Illinois - Work will include dewatering the lock chamber to reconstruct miter gate sills and replace anchorages in preparations for new miter gates to be installed. This work is expected to take up to 120 days.
- **Dresden Island Lock & Dam** – Morris, Illinois, and **Brandon Road Lock & Dam** – Joliet, Illinois – These sites are anticipated to only be partially closed allowing for traffic to pass at night. Work will include installing bulkhead recesses so that future maintenance and dewaterings will be possible. Width restrictions will be necessary for a portion of the time while the slots are under construction, and a shorter, two-week full closure will be needed at some point during the process to construct the bulkhead sill across the bottom of each lock chamber.

Additional Information

In 2023, additional closures will be needed at Dresden Island Lock and Dam and Brandon Road Lock and Dam to install new gates and perform anchorage and sill modifications. A three-year delay is planned so that the navigation industry has ample time to prepare and recoup from the 2020 closures.

Currently, no work is scheduled at the two locks closest to Lake Michigan (Lockport Lock and T.J. O'Brien Lock), if there are unforeseen failures, maintenance needs or construction requirements that occur between now and the scheduled closures in 2020 and 2023, the work will be coordinated to coincide with the scheduled closures as much as possible.

Contracts for the large miter gate fabrications at Starved Rock and Marseilles have already been awarded, and the Corps expects to award a contract for the LaGrange Major Rehabilitation project in 2018. This will allow for large items like gate machinery to be fabricated in time for the 2020 closures. The closures will be a cooperative effort between several Corps of Engineers Districts, including as many as four heavy-lift floating cranes, and contractors at each site.

Questions concerning the scheduled 2020 lock closures may be directed to 309-794-5729 or CEMVR-CC@usace.army.mil.