

**MEMORANDUM**

**To:** CMAP Board

**From:** CMAP Staff

**Date:** September 2, 2020

**Re:** State legislative update

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In June, staff provided a verbal report to the CMAP Board about the truncated 2020 Illinois General Assembly spring session. That session concluded with the passage of a FY21 budget, the associated Budget Implementation Bill (BIMP), and other notable legislative initiatives of interest to CMAP and partners.

This memorandum summarizes activities following the close of session and CMAP staff next steps in developing a legislative agenda.

**Operating budget and BIMP**

Overall, the enacted FY21 agency budgets and appropriations resemble the FY20 budget. Among other items, the budget bills, [PA 101-0637](#) (Operating Budget), [PA 101-0638](#) (Capital Appropriations) and [PA 101-0636](#) (BIMP), contain appropriations for Illinois Department of Transportation (IDOT) that include the state share of metropolitan planning and research services, which have historically funded CMAP.

The FY21 budget appropriates nearly \$40 billion in General Fund spending and an additional \$57 billion in other state and federal funds. This budget includes a number of federal COVID-19 initiatives, and represents a nearly \$20 billion increase in operational spending over FY20.

PA 101-0638 includes a reappropriation of the \$41.5 billion Rebuild Illinois program and authorization of an additional \$2.9 billion in IDOT spending. Much of this additional spending can be attributed to project cost increases, as well as additional vertical capital projects that did not receive appropriations during FY20. Further infrastructure appropriations include \$651 million to Illinois Environmental Protection Agency to administer municipal water system grants and loans through the state revolving loan fund.

### **Agency budgets and operations**

The IDOT appropriation increased \$89 million from FY20, largely due to needs associated with the expanded road program and anticipated increase in motor fuel tax revenues. State and federal pass-through funds for metropolitan planning and research purposes are also maintained, supporting CMAP and the 15 other Metropolitan Planning Organizations in Illinois.

The budget further provides appropriations at or close to FY2020 levels for Amtrak (\$50 million), RTA free and reduced fare reimbursement (\$17.6 million), and Pace Paratransit (\$8.4 million). The Public Transportation Fund, which includes the State's statutorily required 30 percent match to the Regional Transportation Authority sales tax and Chicago real estate transfer tax, remains at FY2020 levels. The FY21 budget continues a 5 percent reduction in these appropriations.

The operations appropriations maintain funding for the IEPA, the Illinois Department of Natural Resources, and the Department of Commerce and Economic Opportunity consistent with FY2020 levels. The budget also included \$14 million for the statewide 'census navigators' program.

### **Other measures and legislative calendar**

To address critical business during the pandemic, the legislature convened a special session in April. Legislative topics were limited to budget, elections, November's Fair Tax Amendment, economic recovery, and infrastructure funding. Legislation was passed dealing with property-tax deferrals ([PA 101-0635](#)), regulatory sunset extensions ([PA 101-0645](#)), and public-private partnerships ([PA 101-0644](#)).

This summer, the Senate Transportation Committee convened hearings to discuss disadvantage business enterprise (DBE) programs and contracting at state transportation agencies, and members have requested information from both the Illinois Tollway, as well as IDOT. Member initiatives from the previous session received deadline extensions to [Veto Session](#), which has been scheduled for the week of Tuesday, November 17 and Tuesday, December 1.

### **Next Steps**

The pandemic has caused serious revenue uncertainty at all levels of government. Although the approved budget measures authorized state spending and appropriations, some of the required revenues are contingent on additional federal aid and the passage of a constitutional amendment. Difficult decisions of cutting programs and projects will fall to state agencies, local governments, and partners. CMAP staff will continue to monitor developments and conduct research and analysis about the revenue impacts. This fall, CMAP staff will continue to meet with members of the General Assembly to inform the legislative process with CMAP research, and aid in shaping public policy responses to the challenges ahead.

ACTION REQUESTED: INFORMATION

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