

**MEMORANDUM**

To: CMAP Board

From: CMAP staff

Date: September 1, 2021

Re: Fiscal year 2022 State Budget Summary and 2021 Illinois General Assembly Session Overview

The first year of the 102nd Illinois General Assembly (ILGA) spring session concluded with the passage of the fiscal year (FY) 2022 budget, the associated Budget Implementation Bill (BIMP), and other notable legislative initiatives of interest to CMAP and partners. Governor Pritzker has signed all budgetary legislation, as well as several policy initiatives. Overall, the FY2022 budget realizes a slight increase in spending over the FY2021 budget, largely due to additional federal revenues, higher than expected sales tax revenues, and reforms to the state tax code. Among other items, the budget bills, [P.A.102-0017](#) (Operating Budget and Capital Appropriations) and [P.A.102-0016](#) (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. Throughout session and this summer, CMAP staff have conducted outreach to regional ILGA members, the Governor's Office, and caucus staff to share relevant policy research.

Operating budget, capital budget, and budget implementation measures

The State of Illinois' FY2022 budget appropriates \$176.625 billion in total expenditures, which includes \$42.367 billion in General Funds. This budget includes federal COVID-19 initiatives, that address response and recovery. Revenues exceeded projections by both the Commission of Government Forecasting and Accountability and the Department of Revenue by \$6.792 billion. P.A. 101-0017 includes a reappropriation of the \$41.5 billion Rebuild Illinois program and authorization of \$3.32 billion for the IDOT Multi-Year Program. Further infrastructure appropriations include \$420 million in non-specified capital grants to DCEO from the American Rescue Plan Act and \$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 operating appropriation remained consistent from FY2021 levels. State and federal pass-through funds for metropolitan planning and research purposes are also maintained that fund CMAP and Illinois' 15 other metropolitan planning organizations (MPOs).

The budget further provides appropriations at, or close to, FY2021 levels for Amtrak (\$50 million), Regional Transportation Authority (RTA) free and reduced fare reimbursement (\$17.6 million), and Pace Paratransit (\$8.4 million), payable out of the Road Fund. The Public Transportation Fund (PTF), which includes the State's statutorily required 30 percent match to the RTA sales tax and Chicago real estate transfer tax, remains at FY2021 levels.

With the exception of federally-funded spending associated with COVID-19 recovery programs, other agencies were funded at levels roughly consistent between FY2021 and FY2022. The Department of Commerce and Economic Opportunity (DCEO) will administer several new grant appropriations ranging from business assistance grants to capital appropriations for investments such as buildings and broadband that are include in the FY2022 budget. The Illinois Housing Development Authority (IHDA) also received special appropriations of federal funds to provide housing assistance statewide. The operating budget maintains funding for the Illinois Department of Natural Resources (IDNR) and the Illinois Environmental Protection Agency (IEPA) consistent with FY2021 levels. Of note, the FY2022 budget contains a one-time transfer of \$14 million from general revenue to IDNR's Partners for Conservation Fund.

Other measures

As of this writing, the Governor has signed a number of transportation bills including performance-based programming [requirements](#) for IDOT, refinement of IDOT [crash data requirements](#), eligibility [clarification](#) for county motor fuel taxes, [extension](#) of Transportation Network Companies (TNCs) authorization through 2023, as well as the creation of the [High Speed Railway Commission](#). The Commission will be chaired by IDOT with assistance from CMAP and three other MPOs in the state. The Governor also signed the Treasurer's [Infrastructure Development Act](#), which was supported by the CMAP Board, [a Tax Increment Financing](#) transparency measure, and a water-rates [study](#) of the Lake Michigan service area.

Initiatives that await the Governor's approval include elimination of the IDOT [local contribution](#) requirement for bicycle and pedestrian infrastructure and the [Lead Service Line Replacement and Notification Act](#).

Next steps and legislative calendar

CMAP staff continues to engage members of the General Assembly, caucus staffs, and state partners around the agency's current policy initiatives, the CMAP legislative agenda, and implementation of state-level recommendations contained in ON TO 2050. The General Assembly is scheduled to convene for Veto Session, October 19-28, 2021.