

STATE OF ILLINOIS
95th GENERAL ASSEMBLY
HOUSE OF REPRESENTATIVES
TRANSCRIPTION DEBATE
SEVENTEENTH SPECIAL SESSION

1st Legislative Day

11/28/2007

Speaker Hannig: "The hour of 1:00 having arrived, The House will be in order. Members and guests are asked to be in their seats. You're asked to refrain from starting your laptops, turn off all cell phones and pagers. And rise for the invocation and for the Pledge of Allegiance. We shall be led in prayer today by Lee Crawford, the pastor of the Cathedral of Praise Christian Center here in Springfield."

Pastor Crawford: "Let us pray. Almighty and most gracious God, our heavenly Creator, it is You that has dominion over both life and both death. We pray and ask today that You would grant us, this august Body Your blessings. We pray that You would give us the grace to remember with love and reverence, that we ask Your chosen ones are to go forth with peace, with courage; that we are to hold fast to that which is good; that we're not to render to no one evil for evil. But we ask that You would help us to be of a strength to the fainthearted. Help us to be of a support to those who are weak. Help us to be of service to those who are afflicted and to honor all people. Grant us a grace to be loving and serving, even as You have loved us and served us. This we ask as your servants. Amen."

Speaker Hannig: "Representative Nekritz, will you lead us in the pledge."

Nekritz: - et al: "I pledge allegiance to the flag of the United States of America and to the republic for which it stands, one nation under God, indivisible, with liberty and justice for all."

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Speaker Hannig: "So, Mr. Clerk, will you take the roll for the Seventeenth Special Session. Representative Currie."

Currie: "Thank you, Speaker. Please let the record reflect that we have no excused Democrats who appear to report to the floor today."

Speaker Hannig: "And Representative Bost."

Bost: "Yes. Thank you, Mr. Speaker. First off, I hope you had a happy Thanksgiving; everything's wonderful. Lovely to see you today. The excused on the Republican side is Representative Coladipietro and Representative Lindner."

Speaker Hannig: "So, Mr. Clerk, take the record. There are 114 Members answering the Roll Call, a quorum is present. Representative Leitch, for what reason do you rise?"

Leitch: "Thank you very much, Mr. Speaker and Ladies and Gentlemen of the House. It is indeed a great honor today to welcome to the chamber the Metamora Redbird State Championship 5A football team. Gentlemen, stand up. This team was one of the most inspiring... the game was one of the most exciting ones that we've been able to witness in a number of years. It all came down to a field goal by freshman, Brennen VanMieghem with twenty-seven (27) seconds left and it was just an extraordinary joy for all of us in central Illinois to celebrate the victory. We're especially pleased to have with us Pat Ryou, coach. And his assistants: Tom Guenther, Pete List, Deric Linder, Curt Ryou, Jared Grebner, Steve Kiesewetter, Jim Kasap, Ryou Otto, and Nick Delinski. I really can't express to you

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what an outstanding group of young men and the coaching staff are, and we are very pleased to have them. Senator Risinger is here with me and they'll be going to the Senate shortly. So, thank you, Mr. Speaker. And again, thank you Metamora for a wonderful year. We're happy to have you with us."

Speaker Hannig: "Representative Gordon, for what reason do you rise?"

Gordon: "Thank you. Gentlemen of the Metamora football team, can I have your attention. I am from Morris, Illinois and a proud graduate of Morris Community High School. So, as the runner-up to you as the people that you beat at the high school football championship, congratulations. Where's the freshmen who kicked that field goal? Young man, congratulations to you. You will never be dateless for the next four (4) years. I will tell you that. Congratulations gentlemen, it was a hard fought victory. Well done."

Speaker Hannig: "And Representative Brady, for what reason do you rise? Did you wish to speak on this issue?"

Brady: "Point of personal privilege, Mr. Speaker."

Speaker Hannig: "State your point."

Brady: "Thank you very much. Ladies and Gentlemen of the House, if I could have your attention for another brief introduction. I'd like to introduce some visiting Bradys from Northern Illinois. In the gallery behind me they stand, Pat Brady and his wife, Julie, their daughter, May,

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Kelly. Patrick their son, and Grace their daughter. And also their grandmother, Mary Jane Brady. If you could stand up so we can give you a nice welcome and thanks for coming to Springfield."

Speaker Hannig: "Mr. Clerk, would you read the Governor's Proclamation."

Clerk Mahoney: "WHEREAS, the Regional Transportation Authority (RTA) is the financial oversight and regional planning body for the three public transit operators in northeastern Illinois: the Chicago Transit Authority (CTA), Metra commuter rail, and Pace suburban bus; and

WHEREAS, the RTA is an important public asset that, according to the RTA, generates an annual economic impact of more than \$12 billion to the State of Illinois; and

WHEREAS, approximately two million riders per day use the CTA, Metra commuter rail, or Pace suburban bus; and

WHEREAS, strengthening Illinois's transit system will enhance residents' quality of life by reducing pollution as well as traffic congestion; and

WHEREAS, according to the CTA, revenues to support transit are not keeping up with increased maintenance, repair, and transit costs potentially necessitating additional state funding; and

WHEREAS, the CTA asserts that without additional funding by January 20, 2008, it is prepared to raise cash fares as high as \$3.25 for rail passengers who pay cash, cut 81 bus routes, and layoff 2,400 employees; and

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WHEREAS, Metra officials have warned riders to expect fares to increase up to 30 % if additional funding is not received by the State of Illinois; and

WHEREAS, according to the RTA, without additional funding, Metra will face a \$40 million deficit in 2008; and

WHEREAS, the Legislature has been unable to reach a funding solution that is acceptable to its membership; and

WHEREAS, a capital plan will focus resources in core areas including roads, schools, bridges, and economic development; and

WHEREAS, a proposed capital plan would leverage additional federal and local funds for infrastructure needs; and

WHEREAS, a proposed capital plan would support many jobs statewide;

THEREFORE, pursuant to Article IV, Section 5(b) of the Illinois Constitution of 1970, I hereby call and convene the 95th General Assembly, in duly constituted quorums capable of conducting business, in a special session to commence on November 28, 2007, at 1:00 p.m., to consider any and all funding options bill that provides for long-term funding for the RTA, the CTA, Metra, and Pace. Signed Rod R. Blagojevich, Governor of the State of Illinois."

Speaker Hannig: "Mr. Clerk, introduction of Resolutions."

Clerk Mahoney: "House Seventeenth Special Session Resolution #1 and Seventeenth Special Session Resolution #2 are introduced."

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Speaker Hannig: "The Chair recognizes the House Majority Leader, Representative Currie."

Currie: "Thank you, Speaker. I move for the immediate consideration and the suspension of all applicable House Rules so that we may adopt Seventeenth Special Session House Resolutions 1 and 2."

Speaker Hannig: "You heard the Lady's Motion. All those in favor signify by saying 'aye'; those opposed 'nay'. The 'ayes' have it. And the Motion is adopted. The Chair recognizes the House Majority Leader, Representative Currie."

Currie: "Thank you, Speaker. Would the Clerk please read Seventeenth Special Session House Resolutions numbers 1 and 2."

Speaker Hannig: "Mr. Clerk, read the Resolutions."

Clerk Mahoney: "Seventeenth Special Session House Resolution #1
RESOLVED, that the Rules of the House of Representatives of the Ninety-Fifth General Assembly be adopted as the Rules of this Seventeenth Special Session, so far as the same may be applicable, and that the Committees of the House of Representatives of the Ninety-Fifth General Assembly, shall constitute the Committees of the House during the Seventeenth Special Session. Seventeenth Special Session House Resolution #2

RESOLVED, that the Clerk inform the Senate that a majority of the House of Representatives has assembled, pursuant to the proclamation of the Governor, convening a Seventeenth

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Special Session of the General Assembly, and are now ready for the transaction of business."

Speaker Hannig: "The House Majority Leader, Representative Currie, now moves for the adoption of the Seventeenth Special Resolutions 1 and 2. All in favor signify by saying 'aye'; those opposed 'nay'. The 'ayes' have it. And the Resolutions are adopted. Representative Brady, for what reason do you rise?"

Brady: "Thank you very much, Mr. Speaker. I'd like to make an announcement that there will be a Republican Caucus at 2:00 in Room 118. A Republican Caucus at 2:00 in Room 118. Thank you."

Speaker Hannig: "And for the Democrats in the chamber, our caucus will meet at 114... in 114 immediately after we adjourn. So, House Democrats will be in Room 114 immediately after we recess. And House Republicans will be in Room 118 at 2:00. So, Mr. Clerk, would you announce the committees for the afternoon."

Clerk Mahoney: "The Mass Transit Committee will meet at 3 p.m. or immediately after caucus. At 3 p.m. or immediately after caucus in Room 114."

Speaker Hannig: "Representative Black, for what reason do you rise?"

Black: "Thank you very much, Mr. Speaker. Inquiry of the Chair."

Speaker Hannig: "State your inquiry."

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Black: "Number one, is it the intent of the Chair that we will stay in Springfield tonight and come in sometime tomorrow?"

Speaker Hannig: "I'm advised that there'll be an effort to try to conclude tonight, but that's not for certain. And so, there is a possibility we may be here tomorrow."

Black: "Okay. One further inquiry. And thank you very much for that. One further inquiry of the Chair, if I might. Could the Clerk advise... has the Governor signed the budget implementation Bill for education? We put that on his desk about three (3) weeks ago and I haven't heard anything about it. Do we have any message from the Governor?"

Speaker Hannig: "Representative, it's... it's... the Clerk is not a part of that process, so..."

Black: "I know. I thought perhaps we would have received a message from the Governor. So it would appear that the budget implementation Bill, not only for education, but the additional authorization for fiscal '08 spending, while on the Governor's desk now for three (3) weeks, have not been signed. Well, I guess that's the General Assembly's fault, you know."

Speaker Hannig: "Representative Stephens."

Stephens: "Well I haven't received a message from the Governor either. But you know what, I think most Illinoisans are absolutely sick of the process, and Mr. Speaker, I don't think you can escape partial responsibility for where we are in the process today. It's the Democrats who hold every statewide office. It's the Democrats that run this

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chamber and the Senate. We've got a Governor who... Oh I've got this great big issue, I got to get you back to Springfield while every school district in the State of Illinois suffers because of his inaction. It is absolutely incredulous that this Governor can call us... attention to another issue when the most important issue before the people is the education of our children and his lack of dealing with the simplest of issues. There's nothing out there for him to do other than sign the Bill. The financial stress that he's causing the school districts in my area, in Highland, Bond County, Mulberry Grove, Vandalia, Clinton County, St. Rose Elementary School District. Each of those have contacted me to say, 'what is going on in Springfield?' So, Mr. Speaker, I ask you, you're in charge, what's going on in Springfield?"

Speaker Hannig: "Representative, the call of this Special Session was to vote on a Mass Transit Bill that I think your side of the aisle has proposed. So, that's what we're going to do."

Stephens: "I don't believe we've got a Bill before you, Mr. Speaker."

Speaker Hannig: "We will... we will both have our caucuses, and then we'll have a committee hearing, and I think we'll have a..."

Stephens: "Well Mr. Speaker, with all due respect, it's so much like your Party. You know what, things are falling apart so let's blame the Minority, let's blame Tom Cross,

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let's blame the Minority Republicans. How sick do you think people are of hearing that? You know what; if you want to blame us, put us back in charge. And I will suggest to you that next falls election that's exactly what's going to happen. We've got enough Democrats in Springfield, don't send anymore Democrats because this is what you get. You can't even tell us if we're going to be in Session tomorrow."

Speaker Hannig: "Representative Reis."

Reis: "Back to the Clerk, could the Clerk tell us the status of Senate Bill 783?"

Speaker Hannig: "Representative Reis, the call that we're in right now deals with Mass Transit. So we'll basically limited by the Governor's call as to what Bills we could consider in this Special Session."

Reis: "Well, I understand that, Mr. Speaker, and I for one am sick and tired of the Governor telling us what to do. And if all of us wanna go home and tell our constituents that voted on a problem, especially the downstaters, voted to bail out the City of Chicago when our schools have not gotten the budget money that was promised to them back in August, was two (2) months late, but it was promised to them in August. The Governor's had this Bill since November 5 and will not sign it. And I respectfully (sic-respectfully)ask the Speaker or whoever's in the Chair, that we not call the Mass Transit Bill this afternoon until the Governor signs the 'bimp' Bill. We're all going to

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caucus for an hour, he can sign the Bill right now and have it signed and a message sent over to us so that we can deal with what this Special Session was called for. I don't know what we're going to discuss; the Calendar's blank; it's the most accurate Calendar we've had since May 31. Sign the 'bimp' Bill so our schools can get their money, then we'll talk about RTA. I know that's an important problem for the people that live in that area, but so is the money for the downstate schools and quite frankly, every school in Chicago and the suburbs. So I plead with the Governor to sign the Bill while we're in caucus so we can come back and deal with the issue of the day."

Speaker Hannig: "Representative Rose."

Rose: "Thank you, Mr. Speaker. Have we heard anything from the State Board of Education, in particular the superintendent, demanding the Governor sign that Bill?"

Speaker Hannig: "I have not heard any, Representative."

Rose: "Yeah. Neither have I. It's bizarre because he was first out of the chute yelling at us as Legislators to pass the Bill, but now that the Bill's been passed, where is the superintendent these days? I mean he was demanding the Bill be passed. That Bill is worth literally millions of dollars to my district, to the schoolchildren of my district, and the State Board of Education superintendent, who was so quick to vilify every last one in this chamber, is nowhere to be found when it comes to the Governor. Sign the Bill, Governor."

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Speaker Hannig: "Representative Mautino, for what reason do you rise?"

Mautino: "Thank you, Mr. Speaker. I appreciate the comments of some of our colleagues and I know that we're here under very difficult situations and a lot of... there are a lot of unresolved issues that they're trying to bring together. And so let me throw one more of them on the table for you, the... Representative Hoffman has a... has a Bill which contains the reappropriations for the State of Illinois. Many of you may find that you have projects that are out there that the cities have been obligated to do. They have a signed grant agreement from the State, the money is actually sitting in DCCA and those funds can't be paid. So the contractors haven't been paid for four to five months. The situation that a lot of those cities are finding themselves in right now is that they have to go and seek loans for projects that they've undertaken in partnership with the State of Illinois. And the Treasurer's Office has been very good to advance low-interest loans for some of the cities that don't have reserves. But if we do not have that budget put in place, then what your cities are going to have to do is when their grant agreements run out they will go to the Court of Claims is their option that's left. And at that point, with this forced agreement without an appropriation, they will be force paid. Now folks, that is four hundred and thirty-two million dollars (\$432,000,000) in projects. So if you take our projected deficit of 1.2

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billion (1,200,000,000) for this year, look at what we're going to attempt to do here which is another four hundred and forty million (440,000,000), and then look at the interest which must be paid on that four hundred and thirty-two million (432,000,000) in projects that we have not put the appropriation authority through, it kind of gives you a level of about a two billion dollar (\$2,000,000,000) mess that we're looking at. But the reappropriations have fallen by the wayside. I thank Hoffman for bringing Extraordinary Majority up, but I think this is an item that has to be dealt with because we're forcing our cities to go take loans for something that the State owes them and the money is sitting there. So if you have a city in that situation, when their grant agreement runs out they can go to Court of Claims and it'll be force paid. But why would we ever want to get to that point. And unfortunately, we're here. So, that's just one more item for the requiem of collateral damage that this Session has provided for all of us."

Speaker Hannig: "So, we're going to now recess to the call of the Chair. Republicans will have their caucus in Room 118; the Democrats in Room 114. We'll have a committee hearing later this afternoon and then the plan would be to return to the floor and consider that legislation. So, at this time the House will stand in recess. The House will be in order. Mr. Clerk, would you read the Committee Report."

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Clerk Mahoney: "Committee Reports. Representative Hamos, Chairperson from the Committee on Mass Transit, to which the following measure/s was/were referred, action taken on November 28, 2007, reported the same back with the following recommendation/s: 'recommends be adopted' is Floor Amendments 1 and 2 to Senate Bill 307. Representative Barbara Flynn Currie, Chairperson from the Committee on Rules, to which the following legislative measures and/or Joint Action Motions were referred, action taken on November 28, 2007, reported the same back with the following recommendation/s: 'approved for floor consideration, recommends be adopted' is Amendment #3 to Senate Bill 307."

Speaker Hannig: "Representative Bost, for what reason do you rise?"

Bost: "Thank you, Mr. Speaker. We'd like the record to reflect that Aaron Schock is also excused today."

Speaker Hannig: "Okay. And to the record will so reflect. So, Mr. Clerk, read Senate Bill 307."

Clerk Mahoney: "Senate Bill 307, a Bill for an Act concerning transportation, has been read a second time, previously. Floor Amendments 1, 2, and 3 have all been approved for consideration."

Speaker Hannig: "So Representative Hamos, what's your pleasure on Amendments 1, 2, and 3? So, Representative Hamos, what is your pleasure for Amendment #1?"

Hamos: "Thank you. I would like to withdraw Amendment #1."

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Speaker Hannig: "Okay. So, Amendment #1 is withdrawn. Are there further Amendments, Mr. Clerk?"

Clerk Mahoney: "Floor Amendment #2, offered by Representative Hamos."

Speaker Hannig: "Representative Hamos."

Hamos: "Yes. Ladies and Gentlemen, I'm asking that this... that we adopt Amendment # 2 and that we hold debate until we move this Bill to Third Reading. Amendment #2... Amendments 1 and 2 had a very lengthy debate in committee. So, I would ask that this Amendment be adopted."

Speaker Hannig: "Okay. So, all in favor of the Lady's Amendment say 'aye'; opposed 'nay'. The 'ayes' have it. And the Amendment is adopted. Any further Amendments?"

Clerk Mahoney: "Floor Amendment #3, offered by Representative Hamos."

Speaker Hannig: "Representative Hamos."

Hamos: "I'd like to withdraw Amendment #3."

Speaker Hannig: "So, 3 is adopted. Third Reading... Excuse me, 3 is withdrawn. And the Bill is now moved to Third Reading. And Mr. Clerk, read the Bill."

Clerk Mahoney: "Senate Bill 307, a Bill for an Act concerning transportation. Third Reading of this Senate Bill."

Speaker Hannig: "Representative Hamos."

Hamos: "Thank you, Ladies and Gentlemen. This is a very significant Bill for us to be hearing at the end of November being called into Special Session to consider transit funding. This is a significant Bill because it

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will provide much needed, desperately needed, four hundred forty million dollars (\$440,000,000) to the Regional Transit System. And secondly, will also boost the amount of operating assistance that we provide to... for downstate transit properties. The... we had a lengthy debate on Senate Bill 572 on September 4, and as many of you remember, Senate Bill 572, which incorporates... includes funding plus reform for the Regional Transit System really as well as downstate transit systems. The... all of the reform issues that were included in that prior Bill are also included in Senate Bill 307. And if anybody would like me to review them, they have to do with RTA reform issues; they have to do with CTA pension and retiree healthcare reform issues. Very significant. Some have even called them landmark reform of the system. The kind of reform that we've been looking for, for many years. What is different about this Bill compared to the prior Bill, is that this changes the funding source for the transit... Regional Transit System. This will... the funding source in Senate Bill 307 is a diversion of gasoline sales tax collected in the six (6) county region that will now be sent to the RTA. In addition to that, there is an assumption here that we would continue as a State to pay for a grant that we've been sending to the RTA for several years now of about fifty-five million dollars (\$55,000,000) for ADA Para transit. So, the combined total of those two (2) kinds of funding sources is four hundred forty million dollars

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(\$440,000,000). It is not as high as what we were expecting to generate for the Regional Transit System, but it certainly makes a real good faith effort to stave-off the serious service cuts and fare increases and layoffs that would be required without this funding. This funding will continue on long-term, but over time we expect that the Regional Transit System, each of the three (3) service boards, would have to plug that hole, that budget hole, with probably a fare increase because this does not generate as much as the previous approach. This Bill is based on House Bill 4161, which was introduced at the beginning of November by Leader Cross and Skip Saviano and that's who proposed this approach of taking gasoline sales taxes that currently go into the State coffers but diverting them for purposes of the RTA funding... operating funding needs. The Governor called us into Special Session today and in a letter explaining to us the purpose of this Special Session, he endorsed House Bill 4161 and this approach of diverting gasoline sales taxes. That is why this is being presented today. This is not my preferred solution, or the Speaker's, or many of you. We understand that this leaves a hole in the state budget that we will have to find some other kinds of revenues to fill. That is all understood. This is the only option we have today and right now at this point in time to make sure that the Regional Transit System receives the desperately needed revenues that it needs. And Ladies and Gentlemen, before I

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open it up for your questions and comments, let me just finish by saying that... let me add one more piece about the downstate because there is an attractive feature for downstate transit that again is modeled on House Bill 4161. And this would take the operating assistance that we will authorize, again from State General Revenue Funds, from 55 percent to 65 percent in FY08, and then up to 70 percent in FY09 and beyond. So, this is in fact a very..."

Speaker Hannig: "Representative, we're running the five (5) minute clock and your introductory time has expired. But why don't you conclude your introduction and then you'll have plenty of time, I think, to debate the Bill."

Hamos: "Okay. Thank you. And that's really all I wanted to say, because those are the two (2) key components modeled after that Bill. And the only other changes in here are reflective of some technical changes we made on November 2, that were requests of many of you for changes. Thank you."

Speaker Hannig: "So, we're going to run the five (5) minute clock all evening, this evening. So, Representative Fortner, you're recognized for 5 minutes."

Fortner: "Thank you, Mr. Speaker. Will the Sponsor yield?"

Speaker Hannig: "Indicates she'll yield."

Fortner: "Representative, in this Amendment to the Senate Bill 307, one of the things that the Mass Transit Committee spent a long time doing was trying to make sure that there was a stable, balanced approach. In fact, at the October 9, hearing of the committee in Chicago, as Chair you put

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forward the following five (5) points: must generate two hundred eighty million dollars (\$280,000,000) in the first year beginning immediately with some growth each year; must be relatively stable without great fluctuations from one year to the next; must maintain regional balance without one area of the region bearing disproportion ate responsibility for producing the revenues; should be generated from within the region unless it is logical, practical, and politically feasible to have downstate or statewide sources support RTA operations, and should not be subject to unpredictable state budgeting or appropriations process. As I look at the Bill that is before us this evening, I don't see a Bill that meets those criteria. Do you have any comment that you'd like to make along that line?"

Hamos: "Well, I agree with you that it doesn't meet all of those criteria. That's why this was not my idea, this is really modeled on what Leader Cross proposed as was endorsed by the Governor and it's the best we thought we could do under theses circumstances as the only option before us today."

Fortner: "Well, I will respectfully disagree. I think we can do better. I will note that in this proposal, I think, it is not relatively stable. It's based on the price of gasoline, which is a highly volatile price. We've seen how much it's fluctuated up and down with no sign that that will change. In questions and testimony that's been

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presented, I think shifting... if one had to do something, you could replace the 5 percent sales tax with a similar or even lesser amount gallonage tax that would provide a stable, and if indexed to inflation, slow-growth mechanism that would meet that proposal. I think it's also the case that regional balance is really shifted in here compared to what we have discussed. The amount of revenue that the City of Chicago would be required to generate under this proposal is substantially less. Both because of the lower amount of gasoline tax, but primarily because one of the key provisions that we have discussed and it's been important feature is that you have to have Chicago actively participating in one fashion. In previous discussions that's been done through a real estate transfer tax which the City of Chicago would have to enact and that would put a special burden on the city giving that proportional balance. I would also contend that the idea of... within the region is missed in this particular Bill because in this particular Bill, even though the gasoline sales tax is drawn from the six (6)-county region, the remainder of that tax is still in the General Revenue Fund. And because it's still in the General Revenue Fund, that remainder will serve all the different purposes that the General Revenue Fund could serve, that includes everything in the State. That's effectively asking the downstate portion to help fund part of the initiatives within the RTA region. That is certainly not restricting it to the region. In my mind,

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I think that's like saying I've got a bathtub full of water, I'm only going to take pails of water from one end. So, if I take a pail of water out, well, the water doesn't stay at the other end, it fills the remaining volume. And I... I think that that's what this Bill does. I have worked on for a number of weeks; I've discussed with the Sponsor of the Amendment, possible solutions and along that line I have filed this afternoon, House Bill 4185, which I think if you're going to use the gasoline sales tax or tax on gasoline, do it in a way where we can actually provide some relief at the price of gasoline, provide a stable solution, and really make it so you separate the RTA region from the needs of downstate. I would encourage all the Members to take a look at that, as an alternative to what I think, is a flawed piece of public policy. Thank you."

Speaker Hannig: "The Gentleman from Kendall, Leader Cross."

Cross: "Thanks, Mr. Speaker. I want to spend a few minutes talking about this issue and why we're here today. Why we're here on November 28, the eleventh month of this year, we find ourselves unable to solve the CTA problem, unable to solve a capital problem, unable to get a 'bimp' Bill done, still talking about a variety of issues. And we're here because of an inability to get along, and an inability to communicate, an inability to put down the political rhetoric, an inability to get along because the emotions, the infighting, the rhetoric has gotten to a level that is entirely unacceptable and prevents us from getting anything

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done in this State of any significance anymore. And it potentially puts us in a position of not seeing people get to work, not seeing people get to school, not... because of a 'bimp' Bill not being signed, because of the games being played there, not seeing our school districts get money. And what's kind of comical almost about tonight is that we now have miraculously the other side of the aisle saying we're willing to compromise and take a concept floated by the Republicans to solve the CTA problem and if they don't vote for it, and they don't support it, it's their fault. It's the same thing that's been going on all year long. And it's the reason we're not getting anything done because we're playing games and we're playing 'gotcha', and we want to finger-point, and we want to accuse others of doing things wrong, and it's why people are sick and tired of this Body and this process. Because all we do anymore is fight and point fingers. It is November 28, 2007 and we are still here. These issues are all easily, maybe not easily, but are workable and are issues that can all be resolved. All of them can be resolved if we can put aside our political differences. Because right now, it's not about policy, right now it's not even about politics, it's about who we can get, and who we can trick, and who we can say, 'Oh, you're a bad person or you're doing evil things and we gotcha.' Where are we going to stop? And we're going to have people say we're not going to hold hostage as this person or this segment of society, and I'm not going

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to do this, and this person did it. That accomplishes absolutely nothing. We are, on this side of the aisle, very, very cognizant of the need to solve the operational... or address the operational needs of the CTA, we have been from day one. Representatives Krause, Mulligan, Mathias, Bassi, Coulson, you got McAuliffe and Saviano from the city, those first five (5) have all been an integral part in understanding the real needs of the CTA and the real needs of those people that use Pace, the real needs of the people that use Metra. They have been there from day one (1). They have been working on a concept, they have been working on a Bill. They have supported other Bills that have been before this chamber. This caucus understands and realizes and wants to address in a real way the operating needs of the CTA, Metra, and Pace and have taken a leadership role. But his caucus has also made it very clear... very clear from day one, that we need to integrate the operational needs of the RTA, CTA, and Metra with the capital needs of the RTA, the CTA, Metra, as well as the capital needs of the rest of the State of Illinois. That has been the stance of this caucus since early January when we introduced our own capital Bill. It has been our stance for the eleven (11) months we have been in Session. I have talked to the Speaker about that and let my position be known with him from day one. As I have said to the other leaders and many of you, I have made a commitment and have been working with the Speaker on a capital Bill for some

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time. And I happen to believe we are fairly close to a resolution on that. Senator Watson has now joined us and we have spent a great deal of time in trying to come together and build consensus on a fairly complicated issue where we need safeguards and safeguards that need to be addressed in this Bill. We're not there yet, but I don't think it's any secret of our commitment to doing capital along with operating. What has gotten lost in all of this debate and we spend a lot of time on this side talking about the need to expand roads and improve roads. We talk about the need to do school construction. We talk about the need to improve universities, but one thing that never seems to get attention is the capital needs... the capital needs of the CTA, the RTA, Metra, and Pace. The CTA alone estimates its capital needs at six billion dollars (\$6,000,000,000): hundred forty-one million dollars (\$141,000,000) to replace busses; three hundred and nineteen million dollars (\$319,000,000) to replace rail cars. Metra's needs are five billion dollars (\$5,000,000,000). Pace's capital needs are over three million... three hundred million dollars (\$300,000,000), three hundred million dollars (\$300,000,000). The head of RTA, Jim Reilley, hopes, and I quote, 'The Governor and the General Assembly will also rally,' this is in addition to operating, 'to secure needed funding to maintain, enhance, and expand northeastern Illinois's transit system. RTA's moving beyond congestion campaign calls for four hundred

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million dollars (\$400,000,000) annually and operating, but ten billion (10,000,000,000) in capital needs.' The CTA in an article in a Chicago paper says that it is more than six billion dollars (\$6,000,000,000) short of adequately modernizing its rail and bus lines, six billion dollars (\$6,000,000,000). Carol Brown says, 'Even if the current transit operating crises were resolved, the system would remain under siege until a funding stream is established to overhaul and replace aging equipment. My concern about the transit discussions in Springfield is that the focus has been solely on funding operations. The capital needs are equally as critical and they seem to have been ignored.' Lot of talk over the last couple of months about the need to improve the CTA in order to accommodate the Olympic issue. Since the Illinois FIRST program ended four (4) years, again a Chicago article, the State has gone without a source to fund capital improvements. CTA President Huberman said, 'The transit system could serve the Olympics well, but only if it is up to state.. a state of good repair. Huberman summarized six billion dollars (\$6,000,000,000) in unfunded capital projects at the CTA. And last, but not least, Mr. Speaker, with respect to this issue that gets neglected is the potential loss of federal money, federal money. 'The state is now in danger of losing federal money,' one Congressman and Senator warned. 'If the state does not enact a capital Bill and provide the nonfederal match this year, as much as six billion dollars

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(\$6,000,000,000) in federal funding could be at risk.' Twelve (12) of our State's Congressman and both Senators wrote in a May 25, letter to Blagojevich. Many of you on your side of the aisle are going to be quick to say, 'well, it's Republicans that only care about capital. It's Republicans that don't care about the CTA.' All of us received on November 28, a letter from Senate Democrats sent to Emil Jones, Frank Watson, Mike Madigan, myself, where they reiterated much of what I said and emphasized the need to take care of not only the operating needs of the CTA, but also to find a comprehensive statewide capital program around the State of Illinois. Ladies and Gentlemen, we have an obligation, I think, to solve this problem. And it's been neglected and I'm not going to point fingers, 'cause I think blame goes around to everybody because we haven't gotten this resolved. And that's too bad. The Governor called a Resolution or a Proclamation or called a Special Session for today to address just the operating side of the CTA. I think that was a huge mistake. With all due respect to the Governor, I think it neglected a major component of the needs of this State right now. And I look at his letter of November 19, where he talks about the need to address capital, but neglects to mention that in his call for a Special Session. Accordingly, Mr. Speaker, and to all of you in the House, I have sent a letter to all of you as well as to Members of the Senate where I would strongly encourage the President

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and the Speaker of the House and the Governor as soon as practical to bring all of us back together because I think we know what's going to happen tonight; this is not going to pass. This is a meager attempt and a political maneuver and a stunt to try to place blame where it doesn't belong. So I am asking the Governor and the Speaker and the President of the Senate to bring us together as soon as practical to get both issues resolved. And if that's not the case, if we can't have an agreement, I have asked the Governor in this letter to immediately call a Special Session to bring us all back together to get both of these done, to integrate the two (2), get them done immediately, and avert any doomsday crisis, but also at the same time take care of the capital needs of this State. Thank you for your time and patience and thanks to all of you that have been working on both of these issues that need to be resolved. Thank you, Mr. Speaker."

Speaker Hannig: "The Gentleman from Madison, Representative Hoffman, you have 5 minutes."

Hoffman: "Thank you, Mr. Speaker, Ladies and Gentlemen of the House. Leader Cross, many of your comments... I agree with your position. Let me just say that it has always been my position and many others from downstate Illinois and the Democrats and the people on the Democratic side of the aisle, that we would be willing to help with the CTA and RTA and that regional crisis operationally. But we want a capital Bill and you're right. You're right. We should

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not necessarily be doing one without the other. But let's be practical. It's been seventy-one (71) days, seventy-one (71) days since the Senate sent us a Bill that would've provided a twenty-five billion dollar (\$25,000,000,000) Capital Bill that would make sure we take advantage of the federal matches, making sure we build roads, build bridges, money for infrastructure for transit, money for schools, money for universities. In short, money for the economy and the economic engine that is the State of Illinois. And we've been waiting. And we've been waiting for an agreement on capital so we can help solve also the RTA, CTA issues. I don't believe that those issues separating us are large between the Senate, the House, and the Governor, certainly not large enough to take seventy-one (71) days. I agree with your call that we need to immediately do this. I agree that as a practical matter even if this passes the Illinois House tonight, it's going nowhere in the Senate. Nine (9) downstate Democrats indicated... that all indicated they weren't voting for this without capital. The Republican Leader indicated in the Senate, they weren't supporting this without capital. But I believe as a feeling or as a show of good faith to my colleagues from northern Illinois and good faith to the Speaker of the House, I believe him when he says, he's for capital. I believe him when he says that he's meeting in good faith to try and come up with a capital Bill, and I believe you when you say you are, too and I applaud you for your efforts.

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So what are we going to do? What are we going to do? I could just sit and say, well, let's not call this Bill or let's not vote, but as a show of good faith I'm willing to vote for this to move the process toward to get a capital Bill that will employ over seven hundred thousand (700,000) people throughout this State. That should be our goal. We can do both of these things. We can do both of these things to provide jobs, economic development, and the needs of the CTA, RTA. I take the Speaker at his word. I believe that if this passes and if it becomes law that we will sit down and get a capital Bill that'll put people to work throughout the State of Illinois. Let's keep the meetings going. I know you said today in our Leader's meeting, you indicated progress was made. More progress needs to be made tomorrow and the next day. Let's get this done and let's move the State of Illinois forward. That's why I'm voting 'aye' to ultimately pass a jobs Bill for the people of the State of Illinois."

Speaker Hannig: "The Gentleman from Winnebago, Representative Winters, you have 5 minutes."

Winters: "Thank you, Mr. Speaker. In the case that this Bill receives a requisite number, I would ask for a verification."

Speaker Hannig: "Yes. And you'll certainly be granted that."

Winters: "Representative Golar, as the Sponsor of this Bill, are you available to answer questions?"

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Speaker Hannig: "I think Representative Hamos is answering the questions."

Winters: "I usually like to ask my questions of the Sponsor of the Bill and not a cosponsor. I would like to speak to the Bill then. This Bill is much different than what we saw earlier this year. The earlier proposal was a self funding mechanism that asked the people of Chicago of Cook County and of the RTA district, the collar counties, to pay for their own mass transit. This does not. This diverts money from the General Revenue Fund from the entire state for the specific purpose of bailing out one small segment geographically of this state. It's a large portion as far as jobs, as far as economic creation, but it is a relatively small area. And it is all coming from the General Revenue Funds. You are hurting everybody else that receives from GRF. Just today, we heard that DNR, Department of Natural Resources, is losing money for maintenance of the state parks. The Governor is scrambling to try to find money in the General Revenue Fund that he does not have. This diverts over four hundred million dollars (\$400,000,000) from General Revenue. There is no fare increase in this proposal. We are not asking the ridership of the CTA and the RTA and Pace to step up to the plate, to acknowledge that we're in a different economy. The cost of energy have risen. The cost of labor have risen. The cost of providing services have risen. The users of those service need to carry their own weight.

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There are very minimal reforms in the CTA under this Bill. Everybody is touting that this is major reforms, but yet if this was a private company and many cities around the world are looking at privatizing their mass transit. They are finding... the City of London found that when they looked at their bus service they made major improvements when numerous bus companies bid for the right to provide service on different routes. And they found 20 to 30 percent savings in the City of London, larger than Chicago, but it wasn't politically controlled by the administration of the city. They asked private industry to step in. That kind of reform is not in this Bill. This Bill will ultimately not allow this General Assembly, this House, to respond to future energy crises if the gas price goes to four dollars (\$4.00), if it goes to five dollars (\$5.00). In Europe, they're paying six dollars (\$6.00) a gallon or more equivalent for their fuel. If we, in fact, in this nation face much higher energy prices because we are devoting a portion of the sales tax on gasoline to the City of Chicago and its CTA, RTA, and Pace organizations. We have hamstrung the ability of this General Assembly to deal with a sales tax rebate or a sales tax... the death of the sales tax on fuel. We can move to a motor fuel tax used for roads as Representative Fortner said earlier. If we pass this Bill, we have hamstrung ourselves for the future. There is ultimately... and the last point that I would make, there is no guarantee of a capital Bill moving forward.

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And Representative Cross... Leader Cross said, eloquently I think, that the needs of the CTA particularly, but also of Metra and Pace, are not solely for operation, they are also for the capital that they need. We heard today that four hundred million dollars (\$400,000,000) is needed simply for the wheels to keep the CTA and their Metra trains rolling, four hundred million dollars (\$400,000,000) in capital. That's not a maintenance item; that is capital. Keep their rolling stock working correctly, but if we pass this Bill today, we've relieved the pressure on all the political organizations in Cook County in Chicago. They have no need to come back and ask for any further improvements on this Bill, particularly engaged in a capital program needed throughout this State. If you're going to take dollars out of the General Revenue Funds of the entire State, you have to balance that by looking at capital needs all over this State. We need highways, bridges, school construction; we have government buildings. We have numerous local needs throughout this state. We need a capital Bill. This Bill should not move forward until have a capital Bill. Thank you, Mr. Speaker."

Speaker Hannig: "The Gentleman from Vermilion, Representative Black."

Black: "Mr. Speaker, if you could leave the timer off, I have an inquiry of the Chair."

Speaker Hannig: "State your inquiry."

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Black: "Thank you very much. I tried to ask this question of the Chair before the Amendments were adopted and I'm not upset at the Chair. I know you were trying to move as briskly as possible. But I would like the parliamentarian to rule on an issue as to whether the Amendments were germane to the underlying Bill. They're not in the same chapter. And I... it may not be timely because we've already more or less stripped the Bill. And if that's the way the parliamentarian rules, I'll accept that. But I was trying to get recognized to ask the basic question as to whether the Bill that you've chosen to amend was germane to the Amendments in the beginning."

Speaker Hannig: "And I apologize, Representative Black, because..."

Black: "That's... that's... No, I understand. That's..."

Speaker Hannig: "...I did not see you seeking recognition, but I know that if you say you were that you certainly were. But the time to ask the germanous question was on Second Reading. So, it is out of order at this time."

Black: "And I accept that. I should have made a stronger attempt to be recognized. Mr. Speaker, thank you for your indulgence. May I speak to the Bill?"

Speaker Hannig: "To the Bill, Representative."

Black: "Ladies and Gentlemen of the House, for the last eight (8) years I and many of you have tried to examine the sales tax on gasoline. I think it is inherently unfair. We are one of only ten (10) states that collects sales tax on

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motor fuel. Does that mean we're in the ten (10) best? I don't think so. This is a commodity that you don't buy as a luxury. If you don't have mass transit, and I don't want to shut down the CTA, but where I live you have to have motor fuel to go to work, to go to school, to do anything. Whether you're a house painter or a landscaper, you have to be able to afford gasoline to get to your worksite. And I would submit to you that the price of gasoline is now at a painfully high level and may go even higher. And the higher the price, the more sales tax revenue we take in. If this Bill passes, we can never change, or alter, or suspend the sales tax on gasoline as we did in 2000 for six (6) months. And while some of you belittled that concept the Economic and Fiscal Commission, as it was called then, said we the consumer saved a hundred and fifty-six million dollars (\$156,000,000) for that six (6) month suspension of the 6.25 percent sales tax on motor fuel. Ladies and Gentlemen, look how this tax has grown. In fiscal '02, we took in four hundred and thirty-eight million dollars (\$438,000,000), fiscal '03, five hundred and four million dollars (\$504,000,000), fiscal '04, six hundred and seven million dollars (\$607,000,000), fiscal '05, six hundred thirty-eight million dollars (\$638,000,000). I don't have the last two fiscal years. This... this is not good public policy. When we tried to suspend it two years ago here's what the Governor's spokesperson said about our efforts to suspend the sales tax on gasoline to give motorists a price

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break. I quote Blagojevich spokesperson, Gerardo Cardenas, 'The thing with the gas sales tax is, that it provides essential revenue for the State of Illinois for things like education, healthcare, for things like job training and school construction. If you are getting more revenue, you are getting more money for essential services.' So, we can't cut that off. Well, what's changed? Two (2) years later the Governor says, 'Oh, this is a great idea.' Let's put a four hundred million dollar (\$400,000,000) hole forever in the state revenue. How you going to backfill that? If this statement was accurate in '06, it has to be accurate today. This isn't the way to bail out the Chicago Transit and the Regional Transit Authority. You're taking sales tax money from people who can literally, literally cannot afford to maintain their automobile or their truck for their business, and you're asking them to pay this tax to support mass transit in six (6) counties of the State of Illinois. I think Representative Fortner said it earlier and said it best; you can't just take that pile.. that pail out of the bathtub without lowering the water for everybody in the State. This is bad public policy. Representative Hamos, I think, had a much better Bill, a Bill that had broader support and we again got tied up in the situation as to whether we can divorce support for the CTA without support for capital. Ladies and Gentlemen, I quote an editorial from a respected newspaper in my district, in closing, from The Champaign News Gazette November 27, 2007:

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'The problem with this compromise appears that it to be a bad deal for downstate Illinois. It diverts three hundred and eighty-five million dollars (\$385,000,000) a year from the State General Revenue Fund to Chicago area mass transit and include no commitment to a state-wide capital improvements program, something sought by most downstate lawmakers, both Democrat and Republican.' I think they said it all. This Bill.."

Speaker Hannig: "Representative, could you bring your remarks to a close."

Black: "Thank you, Mr. Speaker. We can do better than this. We do not have to create a four hundred million dollar (\$400,000,000) hole in the State Treasury with no attempt or effort that I've seen as to how we're going to backfill this. And we do not need to institutionalize a stealth tax on gasoline that is becoming painful. I urge a 'no' vote."

Speaker Hannig: "The Gentleman from Bond, Representative Stephens."

Stephens: "Well, thank you, Mr. Speaker. I apologize, I came in a little bit late. Are we to direct our questions to the cosponsor?"

Speaker Hannig: "Representative Hamos has handled the Amendment and she's handling the debate."

Stephens: "To the cosponsor. Representative Froehlich, I... Representative Hoffman suggests to us that we should trust him. That we should just trust. And I wonder, should we trust him the way we trusted you? Representative Hamos,

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you characterized this as a Republican Bill. Is that what I heard you say?"

Speaker Hannig: "Representative Hamos."

Hamos: "Yes. This was definitely based on House Bill 4161."

Stephens: "I'm sorry, did you say yes?"

Hamos: "Yes."

Stephens: "Okay. Mr. Speaker, I would... I would take the Bill out of the record."

Speaker Hannig: "Representative Stephens, the Sponsor, Representatives Golar and Hamos are actually in control of the Bill."

Stephens: "Is she a Republican? Because Representative Hamos said it's a Republican Bill."

Speaker Hannig: "It's a Bill that's sponsored by Representative Golar."

Stephens: "I don't know if that's an answer to my question or not. Earlier in the day I talked about the failed policies of your Party and indeed of this chamber's Leadership. And we've talked today about gas prices and we can go back over the year; school funding, utility bills, the fact of the matter is that you've failed. Tonight is another example of the failure of the Leadership of your Party. So, again a message to Illinois and to the Illinois voters as they approach the election season that comes in February and then again in November, it's time for responsible leadership. Failure has to have its price, and failure is

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what this administration, and indeed, Mr. Speaker, your Party has led Illinois to."

Speaker Hannig: "The Gentleman from Cook, Representative Molaro."

Molaro: "Thank you. Thank you, Mr. Speaker. You know, I... I just want to make sure everybody knows what we're doing here. I won't speak for the Speaker 'cause he's here. I think I saw him up there, but there was a letter that the Governor sent when he called us into Session, and one of the things he said at the bottom, was that the House of Representatives convened September 4, proposed to raise the sales tax to mass funded... to mass transit, and it failed. So that Bill failed. That's your Bill, Julie Hamos, that actually failed, and I think we even maybe even called it twice. So now it failed, and we have to accept that it failed. And as I said in committee, there's no reason to question anybody's motives on why someone votes 'yes' or 'no' on a Bill. Someone voted 'no', was for a reason. If they voted 'yes' it's for a reason. And they're out there voting their conscious or voting their district or voting their Party. So there's no reason to go after someone on why they voted a certain way. Well now, the Governor also sent the letter that says, he also called Special Session and we did nothing a couple of times. So, he sends out a letter and says we're going to convene November 28. And here's what it says. In addition to all the stuff above we got to fix transit. It says, 'We have discussed several

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options for funding mass transit. As I have stated before.' 'I', meaning Governor Blagojevich, 'support the concept, suggested by House Minority Leader, Tom Cross, reflected in legislation sponsored by Representative Skip Saviano.' Now, the Speaker gets this letter, we all get this letter. Now what is the Speaker going to do? Come down across Session and adjourn a day, a minute later? Well then, the Governor would say, and maybe some Republicans, that that's irresponsible. What are we going to do, call Julie's Bill again and watch it get 62 votes for the third time? Well. that seems a little silly, but the Speaker has to do something. So here's what he does. He takes his letter, the Governor's letter, and the Governor says, I'm for the concepts suggested by Minority Leader Cross and Skip Saviano. So he says, okay, let's call that Bill. And that's all we're doing. Now, if we're going to debate a Bill that Representative Hamos, myself, and a few other people really aren't for, I mean we're going to get up there and say what's wrong with the Bill, we know what's wrong with the Bill. The idea, though, is it's not that we're playing games or the Speaker is playing games, or the Governor is playing games, or anybody else is. We're in a mess that we created down here. And the Governor is right. Call a Special Session. Let's talk about mass transit. The Speaker is right when he says I put a Bill out there three (3) or four (4) times and can't get it passed. So, it only makes sense. Hey, let's call

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Saviano's Bill, what Cross's said that he likes the Leader. And what Blagojevich wants us to do with the Governor, so we're calling it. So, if you want to vote 'no', vote 'no'. And I could understand why you would. The Bill is really flawed Bill. But let me say this. Everybody keeps talking about capital. Okay, everybody talks about capital. Well, of course, we want capital. Everybody does. We need it with the CTA and the RTA. We all know that. The problem is when you're trying to pass a twenty billion dollar (20,000,000,000) capital Bill, even if you have to do it with a income tax, a sales tax, a gross receipts tax, none of those are going to pass. So, now we're stuck with Gaming. This gaming for capital Bill is a very, very, very difficult proposition. We are getting close, and even when we're done and Leadership has agreed and we have a gaming for capital Bill, if you think there's horse trading now, wait 'til you see when we go around trying to get votes on a Gaming for capital Bill. Wait 'til you see what people are going to want for those votes. Wait 'til we decide and decide whether or not all of it gets spent for construction. Does it go for education? Does some of it go for Health and Human Services? Does it go for Member initiatives? Does it go for reappropriations? Wait 'til that fight takes place. So, anybody here who thinks this is gamesmanship, or anybody in Chicago who thinks this is easy to do, just do a gaming for Capital Bill. What's it take 10 minutes? Let's get it done. Wait until we have an

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agreement and then see how long that's going to take.
Thank you."

Speaker Hannig: "The Lady from Cook, Representative Krause.
You have 5 minutes."

Krause: "Thank you very much, Mr. Speaker. Will the Sponsor
yield?"

Speaker Hannig: "She indicates she'll yield."

Krause: "Representative, I think it's been established that the
funding mechanism in here is not as well received as in
572. I think it's been established that in 572 the city
was picking up an expense that is not in this Bill.
Putting that aside and I had raised in the Mass Transit
Committee the issue of Pace, because it serves a number of
needs in the north and northwest suburbs, and programs that
we have out there, that you are aware of. That served
people sixty (60) years of age and older and the disabled
for medical needs. And my grave concern is that they do
not look at the funding source, they look at are the
services going to continue. Under this Bill as presented,
in order to continue those services, would they come under
that twenty million (20,000,000) for the Suburban Mobility
Fund? Is that your understanding?"

Hamos: "...Ah, well..."

Krause: "We have... we have that amount and then there is an
Innovation Fund, but my understanding is would it continue
to be supported under the twenty million dollars
(\$20,000,000) that is in this Bill?"

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Hamos: "Ah... well, Representative Krause, I think what we learned from Pace in committee today is that they would receive about a eleven million dollars (\$11,000,000) less under this Bill than they would have under 572. However, we have set aside the Suburban Community Mobility Fund, all of that goes to Pace. In addition to that, I'm not sure I have the most recent numbers here but they would receive about twenty-six million dollars (26,000,000) additional under the formula that we have established in this Bill. And, of course we have set aside the full hundred million dollars (\$100,000,000) that we feel like we're going to need for a long term for ADA Para transit services. And of course many of those people are seniors as well."

Krause: "Okay."

Hamos: So, it's not as much a Pace would have liked. But I think it does provide for some substantial increases for Pace as well."

Krause: "But I... Yeah, Representative, I think, though, that from the testimony ADA funding was adequate and would cover their needs. Was that your understanding as far as what is covered for Pace?"

Hamos: "Yes, yes, for the most part."

Krause: They had indicated twenty-seven million (27,000,000) was in... was that they we're going to receive for the ADA."

Hamos: I'm sorry, what was the question?"

Krause: While we're checking that, Representative, my next question is, if we don't get... have funding the Bill isn't

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here and we get into December, are there any other sources that can be used to continue to fund this? I have received request from the hospital in my area, the senior centers, to continue this program and many people that this program is about running out of money. Without this Bill, are there any other funds that would be available short of again another bail out to continue this program that you are aware of in the State budget?"

Hamos: "Without this Bill?"

Krause: "Without this Bill."

Hamos: "Well, Representative Krause, truthfully, without this Bill, ah... the future looks so bleak for Pace that I think they will have a hard time just maintaining existing fixed bus routes, without really thinking about expansion projects. What we had hoped in the Bills that we have been thinking through all summer and fall, is that we would be able to think about the future and to be able to provide for expansions even in areas that are outside their fixed bus routes..."

Krause: "And I think they do."

Hamos: "...and outside of their ADA required service territory."

Krause: "All right. Thank you. Just briefly, to the Bill. I am concerned that the services that have been developed and have had an opportunity should be able to continue. And although, this Bill can be pointed to with a number of problems, nevertheless, in the entire north and northwest suburban area of Cook County, the needs are very great.

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Pace has provided those services and I think that it would be very important that they continue. Thank you."

Speaker Hannig: "The Gentleman from Lake, Representative Mathias. You have 5 minutes, Sir."

Mathias: "Thank you, Mr. Speaker. Will the Sponsor yield?"

Speaker Hannig: "She indicates she'll yield."

Mathias: "You we're just stating that Pace has indicated and you're belief is that there's going to be obviously major cuts if... if we don't pass this Bill. Is that correct?"

Hamos: "Yes, I think so."

Mathias: "Did Pace also testify in committee today that even with this Bill, that they are still purposing fare increases and cuts to existing service?"

Hamos: "You know, I don't understand this, Representative Mathias. You know, we are providing with this Bill four hundred forty million dollars (\$400,000,000) of new dollars. I would like to think that the service boards could make do with that for some time. Now, not for as long maybe, as under 572, that provides for ninety million (90,000,000) more, but I can't believe that would have to suffer all the consequences, even after we've handed them four hundred and forty million dollars (\$400,000,000)."

Mathis: "But they did state that under... in their testimony."

Hamos: "Well, I admonished them after the committee."

Mathias: Thank you. And did Metra state that if nothing is done, if this Bill doesn't or some other Bill doesn't pass,

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that their plan is to probably have two, 10 percent increases next year and the year after?"

Hamos: "Yes."

Mathias: And under this Bill, because it doesn't raise the same amount of money as 57... Senate Bill 572, I believe the director Mr. Schlickman of the RTA testified the, probably will be anyway a 10 percent fare increase even with this Bill that you would not see if 572 is passed. Is that correct?"

Hamos: "I... I wouldn't characterize it that way. Representative Mathias, what is included in the RTA Act that we have not touched is what's called a fare box recovery ratio. We believe that as new dollars come into the system, there should be increases in fare box as well. So, there was always going... contemplated that no matter how much money we gave them that they would have to increase fares over time. The only issue here, really, is how drastic the fare increases are and how much time is there before they would have to impose it."

Mathias: "And it... it sounded to me like, at least in Metro's testimony that they probably within a couple years would have to raise their fares about 10 percent, based on the shortfall and also because of the fact that we're not raising the... because of that exemption that now will go away in five (5) years, that that may also lead to another 10 percent fare increase. So, in effect, whether we pass this Bill or not, although we are giving them a lot more

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money, the fare increases probably will still have to... to go into effect."

Hamos: "There will be fare increases, Ladies and Gentleman, over time. However, what we adopted in Senate Bill 307 is a proposal that was contained in what I'm calling the Cross-Blagojevich Bill, because that's really what it was, that would compress the amount of time before the fare increases would have to go into effect. So that, we got. we got that idea from the Cross Bill, and it was really an attempt to garner some support from your side because there we're a lot of people who thought it was fair to impose some fare increases. So, that was your idea, and we adopted it."

Mathias: "Not my idea."

Hamos: "It was the idea of your side..."

Mathias: "Oh okay."

Hamos: "...and it was contained in House Bill 4161 when we adopted it."

Mathias: "Let me ask you this. How much money do you expect to raise from this Bill?"

Hamos: "Well, we expect that the budget from this would be four hundred forty million dollars (\$440,000,000)."

Mathias: "And so that's coming out of the General Revenue Fund, is that correct?"

Hamos: "Yes."

Mathias: "And someone has already proposed the replacement for that four hundred million dollars (\$400,000,000)?"

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Hamos: "Again, I... this was based on a Bill that was introduced by Minority Leader Cross. It was endorsed by the Governor. Both of them alluded to different ways to fill the... backfill that amount. I listened to Representative Cross at a city Desk hearing on this very question... airing on this very question. Both of them alluded to it, neither one gave a specific proposal. I did not come up with a specific proposal; I adopted their Bill for funding the system today."

Mathias: "Well, at least in my own opinion I think and it's not fiscally responsible to put another four hundred million (\$400,000,000)..."

Speaker Hannig: "Representative, your time has expired. Would you bring your remarks to a close."

Mathias: "I think it's not fiscally responsible to put a four hundred million (\$400,000,000) or four hundred and forty million dollar (\$440,000,000) hole in the budget in a year where revenues are not going to come in as projected and we already have... or are already going to have a huge... When we have a Bill out there and I know we could argue both ways what happened to that Bill, but I sincerely believe if we... once we get a capital Bill and then maybe it's nearer than we think then we should go back to Senate Bill 572 and pass it because at least that's a balanced Bill. So, I urge a 'no' vote on this Bill."

Speaker Hannig: "The Gentleman from Lake, Representative Sullivan."

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Sullivan: "Thank you, Mr. Speaker. To the Bill. A previous speaker spoke of games being played in the General Assembly and I agree with him a hundred percent because we are playing a game right now. This Bill has been called at this time for a game and nothing more than a game. Your side of the aisle has lacked leadership on this issue and every issue that has taken place to date. This Bill has been called for cover and cover only and you heard it from the cosponsor, this is a Republican Bill. Well, this is not a Republican Bill. My Leader has made it very clear, we need capital first. And the question is, why don't you want capital? We need capital. That's all we've asked for. We'll solve this problem. We'll work together without name calling and solve this problem. But you haven't done it. Many of us don't live in the City of Chicago. In the City of Chicago, they needed money for the 9-1-1 center. So, what happens? You hijack a great Bill by Representative Moffitt and you add a tax increase on it or a fee increase and we pass that. What else did we do? Dan Ryoun, five hundred million dollars (\$500,000,000) over budget. What happens? You steal from the rest of the state to fund the Dan Ryoun project. You have a potential problem in real estate taxes in the city... in the City of Chicago. What do you do? You go to the Legislature to fix the problem and now we're here for the CTA. Some of us are tired of it. Some of us would like to move the State of Illinois forward and we want to do that in a capital

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program. It's really simple. It's really simple. A capital program is a jobs program. I don't know if anybody's listening to what is going on in the economy right now. Many of you know my background. My background is in property taxes, in real estate. If you think we have a housing crisis now, wait a year. Wait a year when there's a true crisis. In the district that I represent back home, we have neighborhoods where there are homes... every other home is empty because of foreclosure. We need a jobs program and to get a jobs program we need a capital Bill. That is the only thing the Republicans have asked for is a jobs program and we have lack of leadership on your side of the aisle, that owns every facet of government right now and we need to move the state forward. I would urge everybody to vote 'no'. Let's get to a capital program and move this state forward."

Speaker Hannig: "The Gentleman from McHenry, Representative Tryon."

Tryon: "Thank you, Mr. Speaker. Will the Sponsor yield?"

Speaker Hannig: "Indicates she'll yield."

Tryon: "To the Bill. Here we are, again, debating the transit crisis and the transit crisis isn't an operation crisis; it isn't just a capital crisis; it's both and to solve one without the other is a mistake. We have been criticized because we shouldn't tie capital to transit. Capital is tied to transit. Capital is being used by the CTA to fund its operations instead of doing capital projects. Capital

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is being used by Pace to fund its operations instead of doing projects. Capital is being used by METRA. That inherently ties capital to mass transit. I am not against mass transit. I would like to see the expansion of mass transit. Senate Bill 307 or Senate Bill 572 does not expand transit services into the areas that need it the most, the deserts of the region that have nothing. We have, in McHenry County, many of our communities that don't have METRA, Pace of any type of mass transit, yet a one hundred percent of our people have to pay the tax. It's very difficult for anybody in the collar counties to go back and justify a vote on how we can fix the transit crisis in the CTA, but we can't expand services in McHenry County or any other collar county and/or we can't fix our intersections, we can't fix our roads. Senate Bill 572 or Senate Bill 307 doesn't fix the capital needs of the CTA to fix its slow zones; it doesn't fix the capital needs that the CTA has to put new wheels on the trains and it may not sound like it's going to cost a lot of money to put wheels on trains, but it's about a four hundred million dollar (\$400,000,000) fix when you get everything done they need to do. We asked the CTA tonight in committee, if you didn't have a capital Bill, when would you be back? In six (6) months to a year the CTA would have to begin to cut back services because they won't be able to maintain the system in a safe manner and they won't have the capital they need to invest in the system to keep it running. We

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need a capital Bill. I have been honest. On September 4, it would be impossible for me to just vote for an operation Bill without a capital Bill. And believe me, I am sympathetic to the needs and the voices that we're hearing coming from Chicago today. It is a deafening cry that we're hearing coming from the City of Chicago and that's the same deafening cry that I've heard in my county and the collar counties for the last ten (10) years when it comes to roads. Roads is our form of mass transit. We have to be able to take care of the congestion and we have to be able to take care of the expansion of services. I'm not trying to hold anybody hostage. I'm trying to find a real solution to the transit crisis. It's not just an operations crisis. It, in fact, is a bigger capital crisis than it is an operation crisis. The Bill that we have from the Senate which is a capital Bill that would yield twenty-five billion dollars (\$25,000,000,000) worth of projects only has four hundred and seventy million dollars (\$470,000,000) in it for capital for mass transit. That Bill is woefully inadequate to meet the transit capital needs of the CTA, METRA and Pace. We need to get busy and work on a capital Bill. The two are tied together. You're asking me to vote to solve half of the apple and to hold out for a promise and a prayer that I can get a capital Bill and I'm telling you that I can't vote for half the apple with seeing what the other half looks like. It would be a mistake. I urge you to vote 'no' on this Bill. Get

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to work on a capital Bill and let's come up with a solution to the transit crisis."

Speaker Hannig: "The Gentleman from Cook, Representative Osterman."

Osterman: "Thank you, Mr. Speaker, Ladies and Gentlemen of the House. I stand before you tonight and I don't know if I should be overly pessimistic or overly optimistic about the situation before us with mass transit. I've heard great eloquence on this floor today and in committee about the need for a capital budget for public transportation. So, from that side of it, the people that are in the stands from the service boards have to be overwhelmed that the Leader of the Republican Party in the House has enumerated eleven billion dollars (\$11,000,000,000) of capital needs that we want to put into a capital Bill. So, they must be sitting there saying, you know what, they heard us. They've heard us. They're going to put ten to eleven billion dollars (\$10,000,000,000 to \$11,000,000,000) into a capital Bill. So, from that perspective I'm overjoyed, 'cause when we get there I know that the capital Bill that all of us want is going to have money in it for new buses, for new trains, to fix train stations. I'd like to go back and tell them that we're unified to put in ten to eleven billion dollars (\$10,000,000,000 to \$11,000,000,000) into capital. And I'm going to remember the words tonight when we get to that Bill, so that the Bill that came through the Senate that has a paltry four hundred and seventy million

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dollars (\$470,000,000) isn't the Bill we vote on, but that CTA riders and Pace riders and METRA riders know that we have a commitment to public transportation to get cars off the road, to get to jobs that help... will help our economy. So, I look forward to that day in optimism, but Ladies and Gentlemen, I'm pessimistic tonight because the demand is there for a capital Bill before we do an operations Bill. We need an operations Bill now. Who do we need it for? We need it for working families to get to work; we need it for senior citizens to get to see their relatives; we need it for school children to get to school. That's who we need it for. We can't wait for a capital Bill. To my suburban colleagues: go to a Pace bus route that's going to be canceled in January and ask them, do you want a new bus or do you want to use the bus you're on to get from point A to point B? I wonder what they would say. My constituents want to see the slow zones fixed, the stations fixed. They also want affordable, reliable transportation that they can count on. They don't have the luxury to get in their Range Rover to get to where they're going. Public transportation is the option they have to live with every day and they're waiting for us to solve this. We have a Bill before us tonight that can help them. We should take it and we should continue to work on capital, something we can all work on together. The tone of this conversation in committee, the Transportation Committee, has worked in unison in a bipartisan fashion and today I saw the tone of

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that conversation change, that should not change. This is something that's important for the entire State of Illinois. People want to make this the CTA issue. I will tell you that the people that take the CTA are Illinois residents who pay Illinois taxes. People that drive the Dan Ryoun come from the suburbs and if the suburbs need help from the City of Chicago and there's an emergency through 9-1-1, the City of Chicago is the first one to send people out there, without asking questions. We should follow their lead and work together. So, Ladies and Gentlemen of the House, I ask you to take the step forward tonight, work on operations that keep the trains running and let's work together on capital."

Speaker Hannig: "The Gentleman from Crawford, Representative Eddy."

Eddy: "Thank you, Mr. Speaker. Will the Sponsor yield for a couple of questions?"

Speaker Hannig: "She indicates she'll yield."

Eddy: "Representative Hamos, I... I'm trying to understand why I should vote for this Bill. And I want to give you the opportunity to convince me what is rational about me voting for a Bill. And I want to do that by asking you a couple questions. Does this Bill contain a fare increase for those who use the public transportation that this Bill is going to support?"

Hamos: "As I have indicated, Representative, there will be a fare increase, but..."

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Eddy: "Does this Bill provide the same type of mechanism that the previous Bill had that would result in that fare increase?"

Hamos: "Well, no. There's actually two reasons."

Eddy: "Okay. That's all. I..."

Hamos: "There's two reasons that's there's going to be a fare increase that is faster and probably higher than my Bill before. There are two reasons for that and both of them... and one of those was adopted strictly from... from the Cross-Blagojevich Bill."

Eddy: "Okay. Okay. So, the answer is 'yes', there is some mechanism for a fare increase, although it's not the same one. What... what..."

Hamos: "No, it's... it's bigger and faster."

Eddy: "It's bigger. What is your plan to fill a four hundred million dollar (\$400,000,000) hole in the budget? Now, don't... don't do the same answer that this is somebody else's Bill. This is your Bill. You brought this Bill to the House Floor; you did an outstanding job in committee. I want to know, as the Sponsor of the Bill, what your plan is to fill the four hundred million dollar (\$400,000,000) hole, so that I can say to my constituents, here's what the Sponsor plans to do to fill that hole."

Hamos: "Well, I acknowledged that we do need to fill that hole and again, this was adopted from a Bill that was put in on your side and secondly, endorsed by the Governor. The Governor called this Special Session rather quickly. I

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heard Leader Cross defend this concept and talked about some vague approaches..."

Eddy: "Representative Hamos, my question is..."

Hamos: "...so I don't... I don't have..."

Eddy: "...whether or not you have as Sponsor..."

Hamos: "...I don't have the answer to that, but neither did the previous Sponsor when he put that Bill in and neither did the Governor when he endorsed it."

Eddy: "Representative, he didn't call the Bill to the House Floor, you did and I'm asking you the question because you're the one supporting the passage of this Bill at this time and I would suspect that, as a responsible Legislator and I know you are, you would have some idea of how this is going to affect the budget and what we might look at to fill that hole because that's an important thing for me to try to take a responsible vote on this. The previous Bill did have a mechanism for funding. I didn't vote for it, but at least it had that clear mechanism for funding. Now, this one doesn't and obviously, you don't... you're not prepared to specifically even answer to that. Let me ask you this question. Why is funding the CTA, RTA, METRA, Pace more important than providing twenty-three (23) school districts, that have waited since 2002, capital funds to build schools? Why is this the priority over capital that we owe for five (5) years ago?"

Hamos: "You know, I'm not going to defend our entire budget or the failings of our budget, but I will say this, the

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northeastern Illinois region transit system enhances the economy of the entire State of Illinois. It has great relevance to the entire state and to the economy of that state. Second of all, let me say this, Representative, because I know you to be a leader of education funding, this year we increased the education funding from four hundred million (400,000,000) to seven hundred million (700,000,000). We have no possible way to sustain that. None of us asked the question, what are we going to do in FY09 to sustain the funding for the schools."

Eddy: "Well, Representative, I can guarantee you if we take four hundred million dollars (\$400,000,000) out of this budget, it's going to be a lot more difficult to sustain, because we're not backfilling it. And I'll also tell you this, that... that increase in funding has not occurred yet, because the Governor of the State of Illinois has not yet signed the Bill to allow the implementation of that increase and I know that's not your fault or your problem..."

Hamos: "Thank you."

Eddy: "...but that absolutely hasn't happened yet and it won't happen 'til the Governor shows some leadership on this issue and that's a problem for all of us. And I acknowledge that. And the last issue has to do with trust. Representative Hoffman earlier talked about the fact that we'll work on capital later; we'll do this later. Now, you want to tell me why we would trust the Governor of this State today in this chamber with his track record on issues

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that have been important to both sides of the aisle? Why would we trust him? It makes no sense. Vote 'no'. We can make him do the job."

Speaker Hannig: "Repre... Represent... The Lady from Cook, Representative Mulligan."

Mulligan: "Thank you, Mr. Speaker. Will the Sponsor yield?"

Speaker Hannig: "She indicates she'll yield."

Mulligan: "Representative, what was your rationale in calling this Bill as opposed to Senate Bill 572?"

Hamos: "I did not have the votes for 572. You proved it to me on your side. I could not find any other votes for 572. Today we find out that there are lots of people who would like to vote for it, as Representative Molaro said, but that's a Bill that never passed."

Mulligan: "Actually, the Speaker said and I think in the Tribune he was quoted as saying that he would find the votes for that Bill if it were necessary, but obviously the rationale is for a lesser Bill. So, why would you think a lesser Bill would pass when the better Bill didn't?"

Hamos: "I was doing the process of addition. This Bill is based on a Bill that was introduced by Minority Leader Cross; it was endorsed by the Governor. I made the assumption, obviously in error, that that would mean that some votes would be provided for Bills that were supported by the Minority Leader and the Governor."

Mulligan: "Oh, Julie, come on. You know this is all a bunch of baloney. How long did you work on Senate Bill 572?"

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Hamos: "Too long."

Mulligan: "A long time, right? And how long have you worked on this Bill, two days, three days? How long did your staff work on it? How long was the other Bill? Wasn't that a concerted bipartisan effort that went on for months?"

Hamos: "You know what..."

Mulligan: "The Speaker never called it until it got to be a political game."

Hamos: "You know what, Representative Mulligan, I don't... I didn't take this Bill that seriously either, because truthfully I would not have had the hutzpa to introduce a Bill that took a Regional Transit System and made it a state responsibility. That was not my idea. But in fact, what happened here is that the Governor gave it currency when he endorsed it just a few days ago. I have no other options to save the transit system. This was the only one before us."

Mulligan: "Don't you think perhaps the Governor has realized that the capital Bill is a figment of some people's imagination and that the CTA crisis is real and so that perhaps maybe that should be out there on the table to be taken care of before the whole thing collapses and then we're back at the CTA? Don't you think that's what happened?"

Hamos: "Well, are you asking me to understand the Governor?"

Mulligan: "I don't know who does at this point. I mean, I... you know, I'm not asking you, but I'm asking validly, what was

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your rationale for calling this Bill as opposed to calling the Bill previously, where you probably would have had the votes? And who did a Roll Call on either side for either one of these Bills?"

Hamos: "You know what, Representative Mulligan, since 572 went down on September 4, we have held committee hearings... I have looked for any and all possible funding sources to replace the funding sources we had in there and no one on your side can dispute that either. We have considered numerous options; we have analyzed them; we had committee hearings to debate them and the truth is, none of them were easier. It was... it's not like there's some magic funding source that all of a sudden will appear and people will be able to support. I am willing to support corporate tax loopholes..."

Mulligan: "But you don't have the funding source in this Bill."

Hamos: "...I'm not sure people on your side are."

Mulligan: "This funding source is really bad. Year before last what you did is you've went along for pork to take the last six hundred million dollars (\$600,000,000) of Illinois FIRST in order to go along with that, which could have covered this with no problem. But that went out in pork on a budget that we did not vote for. Not only that, what we have now is a really bad Bill that probably isn't going to pass and if it doesn't pass, are you going to come back with a Bill that's the better Bill?"

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Hamos: "I am going to look for any and all funding sources until we save this mass transit system, because we cannot... we cannot afford to have this go down."

Mulligan: "What happens to the line item that was covered from the first bailout? That was a year's worth of funding in one line item. Does this Bill cover... put that money back or do they... is it covered that they got that money in some way that they're not going to need it for the coming year?"

Hamos: "Well, that's an interesting question. I have tried to find out that, too. I'm assuming that the moneys that are coming in next year would... exclude the moneys that have already been advanced. Some of those are in that reduced fare line item that we've been providing for many years. They would not receive that, so they would receive a... smaller revenues next year."

Mulligan: "So, what happens to the twenty-seven million (\$27,000,000) that he just bailed out that came from other projects?"

Hamos: "That was brand new money that was given to the system. That's why they're accepted it."

Mulligan: "But it's not really brand new money. It's apparent that it came from other places and so that really isn't brand new money; it's money that has to go back. And what happens to the hole? I think... Let's just go to the Bill. Isn't this a pretty picture of what's happened here. We can't get along on anything this year which is really sad."

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Speaker Hannig: "Representative, your time has expired. Would you bring your remarks to a close?"

Mulligan: "Yes. The fact of the matter is, we already have budget crises that aren't going to appear in... by February or March we're not going to have enough money in the current budget, now we're creating another hole. This is just a game and I think it's a very bad game. What you're doing here is you're looking at a capital Bill that will fund gaming, a Bill that is... has no other resource in an industry that all they want to do is take your money. So, let's lower the fares for the poor people of Chicago so they can get on the bus and go to the casinos and blow the rest of their money. I think this is a really good thing that we're doing here in the General Assembly. It just shows how well we're working."

Speaker Hannig: "The Gentleman from McHenry, Representative Franks."

Franks: "I make a Motion to move the previous question."

Speaker Hannig: "The Gentleman moves the previous question. The question is, 'Shall the main question be put?' All in favor say 'aye'; opposed 'nay'. The 'ayes' have it. The main question is put. Representative Hamos, you have 5 minutes to close."

Hamos: "Thank you. Ladies and Gentlemen, I'm not going to take 5 minutes, but I do want to tell you about something that you may not be aware of. There have been a lot of allegations back and forth tonight and I'm really sorry

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about that because I do believe that mass transit is an incredibly important state and regional need to fund and to fund properly. But you may not be aware that two (2) weeks from tomorrow the reg... the Regional Transportation Authority, the RTA, has to adopt its 2008 budget. Two (2) weeks from tomorrow, two (2) weeks before the holiday... one (1) week before the holiday season as our hap... Merry Christmas greeting to riders and to workers will involve a four hundred million dollar (\$400,000,000) deficit that the RTA budget will have to somehow absorb. That four hundred million dollars (\$400,000,000) requires massive service cuts, twenty-four hundred (2400) layoffs just in the CTA system and huge fare increases. That's what we are going to see and it's right upon us. It's... this is an emergency, the state has many needs. We have needs for school funding; we have need for health care; we have need for capital. This is the one true emergency that will be played out in the next two (2) weeks as we watch this 2008 budget put together without the seriously, desperately needed new revenues. I beg you not to let that happen. Let's not go home empty-handed. Let's not greet our riders ben..., our constituents back home with that kind of holiday greeting."

Speaker Hannig: "The question is, 'Shall Senate Bill 307 pass?' All those in favor vote 'aye'; opposed 'nay'. The voting is open. This requires 71 votes. And there's been a request for a verification. Have all voted who wish? Have

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all voted who wish? Have all voted who wish? Have all voted who wish? Mr. Clerk, take the record. On this question, there are 57 voting 'yes' and 53 voting 'no'. And the Bill fails. And Representative Currie now moves that the Seventeenth Special Session adjourn until tomorrow, Thursday, November 29, at the hour of 10 a.m. All in favor say 'aye'; opposed 'nay'. The 'ayes' have it. The Motion is adopted. And the House stands adjourned until tomorrow at 10 a.m."