



Sandoval Endorses \$13.5 Billion
Capital Proposal

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Senate Transportation Committee Chair Senator Martin Sandoval (D-Chicago), flanked by leaders from the business, labor and local government sectors, today announced his support for increasing state spending on transportation infrastructure by at least \$13.5 billion over the next five years.

“We heard today from businesses, labor groups, transportation agency and industry leaders, all of whom spelled out the economic benefits of significant investment in our infrastructure and the economic downsides of failing to make the appropriate investment,” Sandoval said. “Illinois needs to use the opportunity we have this spring to invest in ourselves and to put people to work. I am pleased that the Governor considers a capital program a priority, but I think his program is too small to have the impact we need – on either the transportation infrastructure or the economy.”

Michael Kleinik, director of the Chicago Laborers District – Labor Management group and TFIC co-chair outlined the spending plan, noting that it “represents a minimally adequate level of investment in the transportation network,” and is based upon an assessment of the actual need for investment.

The \$13.5 billion in increased state spending over the next five years allows for additional investments in the state’s highways, local roads, public transportation systems, passenger and freight rail and small airports. Specifically, the proposal calls for increased investment of \$6.1 billion in state highways and Interstates, \$900 million in local roads, \$5.4 billion in transit system maintenance and improvements, \$500 million for CREATE to reduce freight rail and traffic congestion, \$500 million for passenger rail improvements and \$125 million for small airport maintenance and improvements.

(more)

“There is a tremendous amount of consensus among the business, labor, local government and not-for-profit sectors that this minimum level of investment is necessary to maintain the infrastructure we enjoy today and potentially make small improvements to that infrastructure, and it is clear that the investment is an economic win,” Sandoval said.

“The best way to hold off a worsening recession is to put people to work,” said Michael T. Carrigan, president of the Illinois AFL-CIO. “The jump-start capital bill passed by the General Assembly earlier this month put people to work for the early part of the construction season, but we need a more comprehensive program to ensure that workers can keep working over the next several years. The \$13.5 billion plan will do that, and will contribute toward a vital Illinois economy for years to come.”

Janet Kavinoky of the U.S. Chamber and Todd Maisch of the Illinois Chamber also echoed Sandoval’s commitment to spending enough money on a comprehensive transportation infrastructure package to move the state forward.

“With a balanced stream of revenue to underwrite this level of expenditure, Illinois will be in a win-win situation,” said Todd Maisch, vice-president of the Illinois Chamber. “Every \$1.25 billion we invest in the transportation infrastructure sustains just under 35,000 jobs. Businesses, workers and the entire economy will benefit from funds spent on infrastructure development. These are investments that last for a quarter of a century and they produce immediate and long-term economic benefits.”

Capital Program Comparison

(In \$ Million)

<u>Program</u>	<u>TFIC Estimated Needed 5-Year Program Increase</u>	<u>TFIC Recommended 5-Year Program Increase</u>	<u>Gov.'s Budget Program Increase</u>
State Roads & Bridges	8,675	6,075	2,200-2,300*
Local Roads & Bridges	7,755	897	0
CREATE Rail/Highway Crossings	500	500	0
NE IL Transit	10,000	5,215	1,275
Downstate Transit	305	150	260**
Intercity Rail Passenger	1,300	500	0
Airports Outside Chicago	125	125	20
Total	22,660	13,462	3,855

*While the Governor's proposed budget includes \$3 billion in new highway bonds, the existing highway program is reduced to help pay for the new bonds, resulting in an estimated net program increase of \$2.2 to \$2.3 billion.

**Includes \$225 million in new bonds, plus \$35 million from the Downstate Transit Improvement Fund, a new program which was enacted last year.

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