

FY2007 Transportation Appropriations

Preliminary Analysis by Transportation for Illinois Coalition

This preliminary analysis deals with the following areas: diversions, highway construction, Amtrak, aviation and transit.

Diversions

There are no significant changes from the Governor's proposed budget. Estimated FY2007 diversions remain at around \$665 million. This estimate includes the following direct appropriations:

- Continuation of \$129 million Road Fund appropriation for Secretary of State operations.
- \$14.2 million Road Fund appropriation for Vehicle Inspection and Maintenance. (For FY2006, when this diversion was initiated, the appropriation was \$17 million.)
- Continuation of \$97 million Road Fund appropriation for State Police operations.
- \$130.5 million Road Fund appropriation to Dept. of Health Care and Family Services for IDOT group health insurance.

Road Fund dollars which are to go to Central Management Services (CMS) in FY2007 are not delineated in the appropriations bill. It is anticipated that CMS will be paid for the "services" it provides to IDOT through: (1) IDOT's contractual services budget and (2) transfers from other IDOT Road Fund appropriations into various special funds established at CMS. The amount of Road Fund dollars which will go to CMS in FY2007 is estimated at between \$30 and \$60 million.

The State Police appropriations include a new \$6.7 million line item from the "State Police Services Fund" for "federal and IDOT programs." This may be a new diversion.

Highway Construction

Appropriations for the FY2007 highway construction program total \$1.975 billion, the amount proposed by the Governor in February. The Jobs for Illinois highway bond program was not adopted. The wording of the construction appropriations differs from last year in several respects:

- There are fewer restrictions on how much funding is to go to each highway district and how much funding is to go to the engineering component of the program. While the language used in the FY2007 appropriations is unique, it should be noted that the level of specificity in the construction appropriations has varied over the years.
- There are more than \$306 million in line-item appropriations for the local High Priority Projects and Transportation Improvement projects which were earmarked in the federal highway bill. These projects do not require a specific state appropriation. Further, since the regular \$1.975 billion construction program already included all the federal funding IDOT anticipated would be available in FY2007, it is unlikely that appropriating these projects will result in any significant increase to the FY2007 program. However, through this appropriation, the General Assembly has expressed its support for accomplishing these projects and given IDOT additional appropriations it could use if it believed that there were additional federal or state revenues available for construction.
- More than \$76 million is appropriated from the Road Fund for matching the above-listed local projects, with the stipulation that local governments pay the Road Fund for the match. As with the projects noted above, no specific appropriation is needed for this purpose; the regular \$1.975 billion construction program already included all the local funds needed to match anticipated federal funds. However, through this line item, the General Assembly has specified that local governments are responsible for paying the match on these projects and has given IDOT additional appropriations it could use if it believed there were additional federal or state revenues available for increasing the program above the \$1.975 billion level.
- \$55 million is appropriated from the federal earmarks for the CREATE rail project. While the federal earmarks actually total \$100 million, the intent of this specific appropriation is to give IDOT the flexibility to pass through to the railroads a portion of the federal earmarks to be used for the non-highway portions of the project.

Amtrak

Funding for state-supported Amtrak operations in Illinois is more than doubled, from \$12.1 million in FY2006 to \$24.75 million in FY2007. It is expected that this funding will be used to add additional trains on the state-subsidized routes from Chicago to Quincy, to Carbondale and to St. Louis.

Aviation

There is a \$2.2 million appropriation from Series B bonds for aviation capital projects. These Series B bonds had been authorized in 1999 as part of the Illinois FIRST program. All the bonds were thought to have been previously appropriated; it now appears that this small amount was remaining for appropriation due to some technical bond issues.

Transit

There are no new capital funds for transit; nor are any old capital funds specifically lapsed like last year.

Transit operating assistance is almost identical to what was proposed in the Governor's budget. Following is a listing of these appropriations.

	(\$ Million)	
	<u>FY2006</u>	<u>FY2007</u>
RTA		
Reduced Fare Reimbursement	37.016	37.318
Operating Assistance 182		186.9
Addit'l State Assist.(SCIP1)	40	40
Addit'l State Assist.(SCIP2)	95.3	95.3
ADA Paratransit	54.252	54.252
Downstate		
Reduced Fare Reimbursement	.341	.343
Urbanized		
-Champaign-Urbana MTD	10.842	11.384
-Greater Peoria MTD	8.788	8.788
-RockIslandCountyMetroMTD	6.836	7.178
-Rockford MTD	6.242	6.242
-Springfield MTD	6.07	6.07
-Bloomington-Normal Transit 3.095		3.095
-City of Decatur	2.981	2.981
-City of Pekin	.448	.448
-RiverValleyMetro MTD	1.244	1.369
-City of S. Beloit	.041	.041
-St. Clair County Transit	14.701	16.171
-City of DeKalb	1.4	1.4
-City of Macomb	.725	.798
Non-Urbanized		
-City of Danville	1.084	1.084
-City of Quincy	1.491	1.491
-RIDES MTD	2.028	2.129
-South Central IL MTD	1.858	1.951
-City of Galesburg	.678	.678
-Jackson County	.133	.146
-Shawnee MTD	.6	.66
-West Central MTD	.35	.35
-Monroe-Randolph	.35	.385
Metro-East (Madison County)	8.11	9.72