

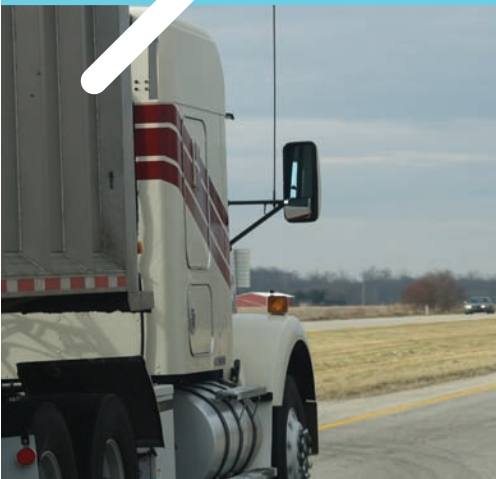
# TFIC

## Transportation for Illinois Coalition



Keep Illinois Moving Forward

Transportation for Illinois Coalition | 312 S. Fourth Street | Suite 200  
Springfield, IL 62701 | T 217.572.1270 | F 217.753.8670 | [www.tficillinois.org](http://www.tficillinois.org)



## Overview

Illinois' economy, future and stature in the world are based on our superior transportation infrastructure. However, declining investments in recent years have left Illinois unable to keep pace with growing demands. Our highways, roads and bridges are in a state of disrepair. The state's public transit systems have significant infrastructure needs and operating resources are insufficient. Congestion slows the efficient flow of goods and services for business, and frustrates long-suffering commuters. Rail freight grinds to a halt, prompting railroads to seek routes through other states. Without ongoing construction work, the income of union laborers has dropped. And, businesses that rely on timely delivery of goods are hurting.

The Transportation for Illinois Coalition (TFIC), a coalition of leading Illinois business and labor groups, is calling on lawmakers to invest \$5 billion this year to start a five-year program to protect Illinois' most prized economic asset. Investing an additional \$5 billion per year would reverse years of decline and finance substantial improvements aimed at sustaining employment levels and sparking new economic growth and job creation for Illinois residents.

Illinois has gone three years without a significant transportation capital funding package. Proceeds from the state's last comprehensive capital program, Illinois FIRST, have been dedicated and spent. The lack of state capital dollars has hit Illinois' transit systems especially hard. At the same time, the gap between operating costs and operating resources has widened, creating an acute financial crunch. In recent years, significant road fund monies have been diverted to other government purposes. Construction inflation has grown by more than 25 percent. And state spending on transportation has been unable to keep pace with the need. In contrast, natural revenue growth has averaged only about 1.5 percent and local needs are growing rapidly.

Our state's transportation systems are integrated as never before. Rail freight improvements require new roads for efficient trucking. Suburban roads and highways should link efficiently with mass transit. Modern roads and bridges are needed to link downstate communities with national and international markets. We need to move all our transportation systems forward together. But without comprehensive funding, efficiency will decline, links will crumble and the state will be unable to grow economically.

Illinois is reaching a tipping point. If we fail to reinvest in transportation this year, it could take us years to recover. But we may never get back the business, investment and jobs – in other words, the tax base – on which all other state programs depend.

Business and organized labor are often at odds, but the importance of this issue has brought together the Illinois Chamber of Commerce and the Illinois AFL-CIO as well as other business and labor, local government and not-for-profit groups from across Illinois under TFIC to press for reinvesting in the state's transportation network.

“If we don't act this spring, the past few years of declining investment in our transportation infrastructure will eclipse the possibility of adequately maintaining and enhancing our highway, transit, rail and air network.”

- Illinois State Chamber of Commerce President Doug Whitley

“We have a transportation based economy in Illinois. It is essential that we protect and promote our economy for the benefit of working people. We have to keep fighting for good-paying jobs, and the tax base that supports everything that government does.”

- Illinois AFL-CIO President Michael T. Carrigan



## Congestion

“Will new condos add to already bad traffic?” – Daily Herald, January 26, 2007



Today, the Chicago region is the third most congested metropolitan region in the nation and faces the challenge of absorbing nearly two million new residents and one million more cars by 2030. Already, residents in northeastern Illinois are experiencing 5.5 times more travel delays than 20 years ago. And, metropolitan Chicago residents spend 253 million hours a year in traffic delays wasting over 150 million gallons of fuel due to traffic congestion, at a cost of nearly \$5 billion.

In a 2003 U.S. Census Bureau survey of average commute time in cities with populations of 250,000 or more, Chicago (33.2 minutes) ranked second behind only New York (38.3 minutes) for the nation's longest average commute. And, including residents who work at home, Illinois leads the Midwest in longest average commute times to work. In fact, according to the Texas Transportation Institute's Urban Mobility Report, it takes the average metropolitan Chicago traveler 57 percent longer during peak periods to travel the same distance as when roads are not congested.

Traffic congestion increases the cost of travel by increasing the time required to travel. Trucks sitting on the expressways mean lower profits and ultimately fewer jobs for the businesses that depend on free-flowing transportation. Buses that operate in traffic also suffer from road congestion and bus travel times grow. Companies also have to pay additional fuel costs due to idling and congestion, overtime to workers stuck in traffic and the expensive hidden costs of unpredictability.

### 5 Most Congested Cities in the U.S.

In a ranking of large cities with populations of 250,000 or more

City	Average Commute Time
New York City	38.3 minutes
Chicago	33.2 minutes
Newark, NJ	31.5 minutes
Riverside, CA	31.2 minutes
Philadelphia	29.4 minutes

Source: US Census Bureau

### Illinois vs. Neighboring States

Midwest Average: 23.2 minutes

State	Average Commute Time
Illinois	28 minutes
Missouri	23.8 minutes
Kentucky	23.5 minutes
Indiana	22.6 minutes
Wisconsin	20.8 minutes
Iowa	18.5 minutes

Source: US Census Bureau

## Roads, Highways, and Bridges

“Crumbling arteries; Backlog of major road projects worries residents, officials”

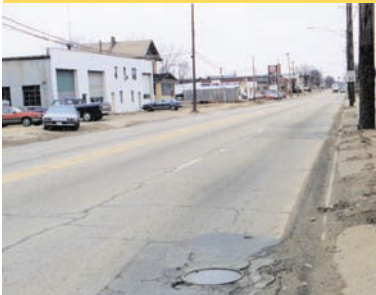
– Champaign News-Gazette, November 26, 2006

“State to do less bridge work than believed”

– Chicago Tribune, January 19, 2006

“Rocky roads may be putting property value in the pits”

– Daily Herald, August 7, 2005



Carrying more than 100 million vehicle miles of travel each year, Illinois' highway network is both extensive — 140,000 miles and 26,500 bridges — and critical to the state's economic health. However, state capital funds for highways are \$842 million less than in 2003 (a 55 percent reduction). This funding lag has caused the miles of state highways repaired and improved to drop from about 820 miles a year in 2003 to only 360 miles this year. As a result, the Illinois Department of Transportation (IDOT) has estimated that the miles of roads in bad repair will grow by 50 percent in the next five years. Further, as of March 2007, IDOT listed 37 state maintained bridges that cannot accommodate full weight loads due to disrepair, posing delays to commerce in many areas. IDOT also reports approximately 1,085 locally maintained bridges facing similar problems.

Compounding the lack of adequate maintenance on Illinois roads is an increased number of trucks moving freight across our state. Currently ranked fourth among U.S. states, freight tonnage moving by truck in and through Illinois is projected to grow substantially in the coming years. Between 1998 and 2003, truck tonnage on Illinois roads experienced a 17 percent increase. In fact, truck miles traveled on Illinois interstates have more than tripled since 1983.

Transportation infrastructure investment is needed in communities across Illinois to keep people and goods moving, businesses growing and economic development thriving. Through a comprehensive transportation funding package, we could repair deteriorating roads and bridges, modernize and upgrade aging and congested routes and expand roads where necessary to accommodate new growth and speed the flow of employees and goods across the state.



## “Two Railways Set Chicago Cutback

Union Pacific Corp. and Canadian national Railway Co. will move a wide variety of U.S.-Canada freight shipments away from Chicago, one of the worst rail bottlenecks in north America.”

- The Wall Street Journal - Friday, November 26, 2004



Just-in-time delivery and the increase in foreign imports have given the U.S. shipping industry a huge increase in business. With rail infrastructure spanning 16,000 acres, Northeastern Illinois is now the largest and busiest intermodal hub in the nation and fifth largest worldwide, with 37,500 freight cars and hundreds more commuter trains operating daily. Fully one-third of the nation’s rail and truck cargo moves to, from or through the Chicago region.

In 2004, Chicago Metropolis 2020’s report, “The Metropolis Freight Plan: Delivering the Goods”, warned that by 2030, Chicago would experience an estimated 70 percent increase in freight via railroad. However, Chicago’s freight rail network is already chronically congested. Moving freight across the region by rail takes two days or more at an average speed of nine miles per hour.

Inefficient switches, low speed connections and grade track intersections plague Illinois’ rail system and the expected growth in intermodal containerized shipments and airfreight will place added pressure on a nearly broken system.

According to a 2001 study by the Regional Economics Applications Laboratory (a joint project of the University of Illinois and the Federal Reserve Bank of Chicago), failure to invest in fixing the rail freight congestion problem in Chicago will cost Illinois 17,000 jobs and \$2 billion in production by 2020.

A balanced transportation system also includes intercity rail passenger service. In Illinois, Amtrak experienced double-digit ridership gains last year when it ran additional service on a trio of downstate rail corridors. To serve this growing ridership, Illinois needs to enhance the reliability and speed of existing rail passenger lines by replacing aging and crowded rail cars and upgrading track, signal and communication systems. Further, passenger trains do not serve several of Illinois’ largest communities and capital funding is needed to begin to connect these cities to the passenger rail network.

### Freight Flows by Rail



Source: Federal Railroad Administration

### Freight Shipments To, From, and Within Illinois

Illinois	Tons (millions)		
	1998	2010	2020
State Total	1,151	1,587	1,927
By Mode			
Air	2	3	5
Highway	658	921	1,119
Other	1	1	1
Rail	371	496	598
Water	118	166	205
By Destination/Market			
Domestic	1,076	1,470	1,760
International	74	117	167

Source: US Department of Transportation

### “Overwhelmed: A \$6-billion shortfall... Soaring ridership. Can our train system be fixed?”

– Crain’s Chicago Business, January 22, 2007



Each day, more than 2 million rides are provided by Illinois’ public transit systems, most of which are in Northeastern Illinois. Transit plays a crucial role in reducing congestion and wear and tear on our roadways by shifting commuters to trains and buses and out of their cars. Public transportation supports our economy, provides mobility and increases access to jobs, health care and education opportunities.

In addition to maintaining the state’s older urban transit systems, funding must be identified to meet growing suburban transit demands. Suburb-to-suburb travel options and non-traditional, reverse-commute options are needed in the state’s major metropolitan regions. Maintaining our current transit infrastructure is expensive, and funding programs should take a “fix-it-first” approach and dedicate significant funds to maintenance. However, critical enhancements and expansions have been identified and must also be funded.

Public Transit systems have seen a \$356 million annual cut – 100 percent – in state capital funding over the last three years. Public transportation systems have not been able to keep pace with the capital requirements of the existing system, much less the changing demands of growth.

While capital funding is a key need for Illinois’ transit systems, it is not the only need. Funds for operations must also be identified. Operating funds have not kept pace with growing costs – particularly in paratransit services for the disabled. The state must also address annual operating budget shortfalls in order to maintain our public transit systems.

If we intend to maintain northeastern Illinois’ historic role as America’s transportation hub, with a worldclass transit network at its center, we need new and bold ideas that will prepare us for the 2.3 billion additional annual trips predicted by 2030; and that will address the overwhelming traffic congestion those trips will breed.

Investment in northeastern Illinois’ public transit will be returned many times over in the form of congestion relief, expanded travel choices, environmental and air quality improvements, job creation and economic stimulus. In downstate Illinois, there are nearly 50 transit systems, which provide services in urbanized areas as well as in many small cities and rural communities. These systems are important not only for relieving congestion in the larger areas, but also for providing a critical transportation link to those who may not have access to an automobile.

## Funding Recommendations

Several groups concerned about Illinois' transportation infrastructure have commissioned studies to put a price on the amount of underinvestment in transportation in our state. The results of those studies and analyses are listed below. The shortfall is significant. The time is now for the General Assembly and the Governor to correct the shortfall.

### Recommended average annual program increases include:

\$2 billion	Regional Transportation Authority (RTA) Capital
\$1.8 billion	State Highways
\$400 million	RTA operating
\$340 million	Local Roads
\$260 million	Intercity Passenger Rail
\$100 million	Chicago Regional Environmental and Transportation Efficiency program
\$61 million	Downstate transit capital
\$35 million	Downstate transit operating
\$20 million	Airports outside Chicago
\$6 million	State rail freight

### Funding recommendations include needs identified by:

American Economic Group (state and local highways)

IDOT (state highways, transit capital, airports)

Illinois Association of County Engineers (local roads)

Illinois Public Transportation Association (downstate transit capital)

RTA (northeast Illinois transit capital, operating)

CREATE (rail congestion in northeast Illinois)

Midwest High Speed Rail Association (intercity passenger rail service)

TFIC recommends these revenues be raised through:

Reduced diversions from state Road Fund

State and/or local bonds

Increased state and/or local revenues sources to be determined by General Assembly

*TFIC's overall recommended annual transportation program cost is based on recently conducted or updated studies and analyses by private researchers and state agencies and includes investment in both capital and operating expenses.*

*The member organizations of the Transportation for Illinois Coalition understand that to deliver a transportation funding package that will address the real need for investment in Illinois' highways and bridges, transit systems, freight and passenger rail systems, and small airports, new revenue is necessary. TFIC will support a proper transportation funding package that includes new revenues.*



## Transportation Funding Needs

In \$ million

Program	Annual Program Need	Recommended Ave. Annual Program Size	Est. Ave. Annual Program at Current Revenue	Recommended Ave. Annual Program Increase
State Highways	4,400	3,520	1,700	<b>1,820</b>
Local Roads	1,700	1,016	676	<b>340</b>
RTA Capital	*****3,200	3,200	*600	<b>2,000</b>
Downstate Transit Capital	88	88	27	<b>61</b>
RTA Operating	2,100	2,100	1,700	<b>400</b>
Downstate Transit Operating**	185	185	150	<b>35</b>
CREATE	300	300	***100	<b>100</b>
State Rail Freight	>10	>10	4	<b>6</b>
Intercity Passenger Rail	260	****260	0	<b>260</b>
Airports, exc. Chicago	>100	90	70	<b>20</b>

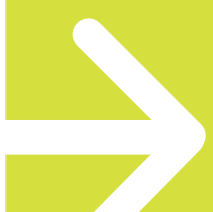
\* In addition to the \$600 million in available capital listed in the above table, RTA anticipates receiving another \$600 million in discretionary new start funding.

\*\* These are FY08 numbers rather than average annual numbers. It is assumed that out-year state operating assistance appropriations would grow at 10% a year, in accordance with the existing statute.

\*\*\* CREATE is a public/private partnership involving railroads, the state and the city of Chicago. It is assumed that the remaining funding for CREATE will come from sources other than the state.

\*\*\*\* This program size not only funds improvements to the existing system, but expands rail service to four additional corridors. This additional rail service would require an estimated \$15 million a year in increased state operating subsidy.

\*\*\*\*\* RTA's capital needs number has been constrained in accord with RTA's strategic planning process.



## About the Transportation for Illinois Coalition

The Transportation for Illinois Coalition (TFIC) is a diverse group of statewide and regional business, labor, industry, governmental and not-for-profit organizations that have joined together in a united and focused effort to support a strong transportation alliance for Illinois. The Coalition takes a comprehensive approach and seeks to speak with one voice for all of Illinois when it comes to transportation funding needs at the federal and state level. This comprehensive approach involves all modes of transportation, including rail, air, water, highways and mass transit.

### TFIC

#### STEERING COMMITTEE

##### *Statewide Organizations*

American Concrete Pavement Association  
American Council of Engineering Cos. of Illinois  
Associated General Contractors of Illinois  
Illinois AFL-CIO  
Illinois Asphalt Pavement Association  
Illinois Association of Aggregate Producers  
Illinois Association of County Engineers  
IL-LECET  
Illinois Municipal League  
Illinois Road & Transportation Builders Association  
Illinois Chamber of Commerce  
Illinois State Council of Operating Engineers  
Precast/Prestressed Producers of IL & WI  
Underground Contractors Association  
United Transportation Union

#### STEERING COMMITTEE

##### *Local/Regional Organizations*

Chamber of Commerce for Decatur & Macon County  
Champaign County Chamber of Commerce/  
Champaign Alliance  
Champaign-Urbana Mass Transit District  
Chicago Metropolis 2020  
Chicago Southland Economic Development Corp.  
Chicago Transit Authority  
Corridor 67, Inc.  
Egyptian Contractors Association  
Elgin Area Chamber of Commerce  
Greater Springfield Chamber of Commerce  
Heartland Partnership  
Lake County Division of Transportation  
Lake County Transportation Alliance  
Metra  
MetroLINK  
Naperville Area Chamber of Commerce  
Quincy Area Chamber of Commerce  
Regional Transportation Authority (RTA)  
Rockford Winnebago County Better Roads Assn.  
Route 51 Coalition  
Southern Illinois Construction Adv. Program

#### PARTICIPATING MEMBERS

American Society of Civil Engineers - IL Section  
Associated Equipment Distributors  
Chicago Motor Club – AAA  
DuPage County Department of Economic  
Development and Planning  
Greater Peoria Contractors & Suppliers Assn.  
Growth Association of Southwestern IL  
Illinois Concrete Pipe Association  
Illinois Construction Industry Committee  
Illinois Professional Land Surveyors  
Illinois Public Transportation Association  
Illinois Society of Professional Engineers  
Illinois Valley Contractors Association  
Mid-West Truckers Association  
Structural Engineers Association of Illinois  
Township Officials of Illinois

#### SUPPORTING MEMBERS

Builders Assn. of Greater Chicago  
Chicago Federation of Labor (AFL-CIO)  
Chicago Southland Chamber of Commerce  
Chicagoland Chamber of Commerce  
Greater Aurora Chamber of Commerce  
Illinois Automobile Dealers Association  
Illinois Highway Users Association  
Illinois Petroleum Council  
Illinois Public Airports Association  
Illinois Quad City Chamber of Commerce  
Jacksonville Area Chamber of Commerce  
Leadership Council of SW Illinois  
Macomb Area Chamber (MACCDDC)  
McLean County Chamber  
Metropolitan Planning Council  
Mid-Central Illinois Regional Council  
Northwestern Illinois Contractors Association  
Southwestern IL Bldg. & Constr. Trades Council

