



Invest in Illinois' Transportation Infrastructure

February 2007....The State of Illinois has gone three years without a significant transportation funding package. A number of factors have combined to create a serious shortfall in funds available for the maintenance, improvement and enhancement of our state's critical transportation infrastructure.

As bond proceeds from the previous transportation program – Illinois First – have been dedicated and spent, capital funding for transit has been exhausted, over a billion dollars in road fund monies have been diverted to other government purposes, construction inflation has grown by about 20% and natural revenue growth has averaged only about 1.5%, state spending on transportation has been unable to keep pace with the need.

How bad is it? The Illinois economy, and indeed that of the nation, depends heavily on a safe and efficient transportation network to move people and goods. Unable to keep pace with growing traffic demands, the increasingly congested transportation networks are slowing economic activity. Without ongoing construction work, union laborers incomes have dropped. Businesses that rely on timely delivery of goods are also quickly affected.

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 attached. The shortfall is significant. The time for the General Assembly and the Governor to correct the shortfall is now.

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 Fact Sheet

February 2007

(In \$ Million)

PROGRAM	ANNUAL PROGRAM NEED	RECOMMENDED AVERAGE ANNUAL PROGRAM SIZE	EST. AVE. ANNUAL PROGRAM AT CURRENT REVENUE	RECOMMENDED PROGRAM INCREASE
State Highways	4,400	3,520	1,700	1,820
Local Roads	1,700	1,016	676	340
RTA Capital	3,200*****	3,200	600*	2,000
Downstate Transit Capital	88	88	27	61
RTA Operating	2,100	2,100	1,700	400
Downstate Transit Operating**	185	185	150	35
CREATE	300	300	100***	100
State Rail Freight	>10	10	4	6
Intercity Rail Passenger	260	260*****	0	260
Airports, exc. Chicago	>100	90	70	20

* -- 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.

Recommended program increase could be funded by a combination of reduced diversions, state and/or local bonds, and increased state and/or local revenues.