



CO-CHAIRS

DOUG WHITLEY

MICHAEL CARRIGAN

February 19, 2008

The Honorable Michael J. Madigan
Speaker of the House
300 Capitol Building
Springfield, IL 62706

Dear Mr. Speaker:

Last week, Representatives Currie, Holbrook and Gordon and your staff presented representatives of the Transportation for Illinois Coalition and others with a verbal description of your gaming expansion and ethics proposal, along with the outlines of a capital spending plan that would allow for some additional investment in the state's transportation network. You asked that we respond with our reactions and/or the position we would take.

TFIC could support your gaming and ethics proposal contingent upon an expeditious implementation of those plans, and would be open to others as well. Our focus is obviously on the transportation investment provisions. While the details of your spending plan were not entirely clear to us, there are three concerns that TFIC has that must be addressed in a final proposal in order for us to consider supporting such a measure. These concerns are outlined below.

- **Sufficient funding to meet basic transportation capital needs.**

These needs are substantial, amounting to billions of dollars in additional funding for both highways and transit. TFIC has identified unfunded needs of \$10.8 billion for highways and \$10.3 billion for transit. Additionally, these numbers do not reflect the needs of CREATE, passenger rail and airports, which also need funding. While we recognize that under current circumstances a capital program of that magnitude is not possible, we can only support a program that at least meets current, urgent needs. Examples of such needs are:

- Unless an additional one billion dollars is invested in repairing existing state highways during the next five years, the miles of state roads in bad condition will more than double -- and that does not include the additional funding needed to rehabilitate existing bridges and rebuild aging Interstates.
- RTA transit capital funding averaged over \$900 million per year from 2000-2004. However, in 2007 only about \$480 million was available for capital

projects. Without sufficient investment in basic system maintenance and preservation of infrastructure, service performance and reliability will deteriorate due to more frequent vehicle breakdowns on bus systems and increased slow zones on rail systems.

TFIC believes meeting basic needs will require additional dollars from some level of increased highway user fees and potentially cigarette taxes.

- **Equitable allocation of highway funds.**

As embodied in HB 5152, the highway capital program must include:

- Formula allocations among downstate highway districts, based on transportation factors (lane miles, miles of daily travel, square footage of bridges).
- Performance standards to assure that the percentage of roads and bridges in each highway district in acceptable condition is within five percentage points of the statewide percentage in acceptable condition.

- **Transfer of an amount certain to finance the transportation portion of the program into the Road Fund for highways and into an Infrastructure Fund for transit and passenger rail.**

Such transfers are needed in order to:

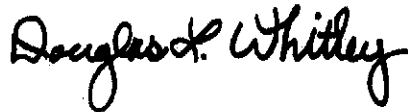
- Assure the funding dependability needed to sell bonds.
- Fund increased MFT formula allocations to local governments for roads and bridges.

In closing, we appreciate your interest in moving a transportation funding measure that will begin to address the state's growing infrastructure needs, and we pledge to work with you, your colleagues in the General Assembly and the Governor in developing a proposal that will move us in the right direction. We look forward to a cooperative and constructive discussion.

Sincerely,



Michael T. Carrigan
President, Illinois AFL-CIO
TFIC Co-Chair



Douglas L. Whitley
President, Illinois Chamber of Commerce
TFIC Co-Chair