



PUBLIC TRANSPORTATION ISSUES

*A white paper from the
Transportation for Illinois Coalition*

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PUBLIC TRANSPORTATION ISSUES:

Transportation for Illinois Coalition White Paper

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The **Transportation for Illinois Coalition** is a diverse group of statewide and regional business, organized labor, industry and governmental organizations that has 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 regarding transportation funding needs at both the state and federal levels. The coalition believes that transportation is critical to the economy of Illinois. This comprehensive approach involves all modes of transportation, including rail, air, water, highways and mass transit.

Public Transportation Issues White Paper: Executive Summary

- ◆ Executive Summary
- Overview
- Capital Funding
- Northeast Illinois
- Downstate Illinois

Illinois' public transportation network currently faces three difficult challenges:

- Inadequate capital funding for transit projects;
- Shortfall in operating revenues for northeast Illinois; and
- Needed updates for operating assistance programs for downstate Illinois transit.

Below is a brief summary of each of these issues, along with TFIC recommendations.

Issue: Capital Funding for Public Transportation

Strong public transportation services are an essential component of a balanced transportation network. In Illinois in 2004, some 49 public transportation operators provided nearly 600 million rides. The larger of these systems, in Northeast Illinois and in Southwest Illinois, are critical in dealing with growing roadway congestion and air quality concerns. Throughout Illinois, public transportation systems provide a vital link to schools, employment, health care, shopping and recreation for students, the elderly,

persons with disabilities and persons without access to automobiles.

The public transportation infrastructure in Illinois is extensive, including thousands of buses and rail cars, nearly 1,500 miles of track, hundreds of bridges, and numerous garages, stations, transit centers, repair shops and other ancillary facilities. Northeast Illinois has the second largest transit system in the country, which is a competitive advantage to the region. To keep public transportation systems running, aging rolling stock must be replaced on a

Today, funding for transit capital improvements is in a precarious state. Congress has enacted new multi-year funding legislation, that will provide Illinois transit systems an estimated \$500 million per year. But these federal funds will require a minimum match, and there is no new state funding to provide that match.

routine schedule; facilities must be repaired, modernized and occasionally rebuilt; and the infrastructure must be expanded to meet the needs of new or growing ridership.

Yet today, funding for transit capital improvements is in a precarious state. Congress has enacted new multi-year funding legislation, known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy For Users (SAFETEA-LU). This legislation will provide Illinois transit systems with an estimated average of more than \$500 million per year in transit formula and earmarked capital funding. But these federal funds will require a minimum of \$125 million a year in non-federal match, and there is no new state funding to provide that match.

Also, the new federal bill authorized 17 additional “new start” projects in Illinois. The estimated overall cost for these transit expansions is in excess of \$7 billion, with a required non-federal match share that exceeds \$1.4 billion.

In order to better compete for federal discretionary new start funds, it may be desirable to provide an even greater match than the required 20 percent. Since most of these projects are in early stages of study and engineering, firm estimates have not been developed as to the actual amount of funding that might be needed over the next five years.

Finally, even with the increases in federal funding, capital needs, especially in the northeast Illinois

region, continue to outstrip projected resources.

Funding for the state’s program of capital assistance ran out at the end of FY2004. No new state funding was provided for FY2005 or FY2006. For FY2004, new state-supported transit capital funding amounted to \$356 million, composed of \$96 million in Series B bonds (primarily to match federal funds) and \$260 million in RTA Strategic Capital Improvement Program (SCIP) bonds. For FY2005 and FY2006, it is zero.

TFIC urges the following actions:

- **Illinois should restore transit capital funding for FY2006, at least at the historic Series B level of \$96 million annually, to ensure that transit systems can match all the federal funds available at this time.**
- **The dialogue should begin now on future transit capital needs and how best to meet them.**

Issue: Northeast Illinois Operating Issues

In order to avoid deep cuts in service and fare increases, CTA sought \$55 million in additional state operating subsidy in 2005. In response to CTA’s request, the state’s FY2006 appropriations bill includes \$54.3 million for a grant to the Regional Transportation Authority (RTA).

CTA has also argued that it is time to reconsider how transit operating funding is generated and allocated in northeast Illinois. This is a highly contentious issue, raising essential equity questions as to how much each part of the region should be taxed to pay for transit versus how much each part of the region should receive in transit subsidies.

To consider the issue, the Illinois House formed a new Committee on Mass Transit in fall 2004. Chaired by Representative Julie Hamos (D-18, Evanston), the committee has held several hearings and hopes to reach some consensus on additional funding for transit and a new funding formula by the end of 2006. Additionally, in early May, the Illinois Department of Transportation (IDOT) ordered an outside review of CTA's budget as well as the budgets of Pace and Metra.

Transit in northeast Illinois is under the financial oversight of the RTA and is provided by CTA, Metra (commuter rail) and Pace (suburban bus). The current funding structure was adopted in 1983. While there have been some changes to

If the current system remains unchanged, projected operating subsidies to CTA and Pace will not be sufficient to maintain existing services in the future.

federal and state transit funding programs since that time, there has not been any comprehensive review of the overall transit funding structure for northeast Illinois. If the current system remains unchanged, projected operating subsidies to CTA and Pace will not be sufficient to maintain existing services in the future.

While projected operating subsidies appear adequate to fund existing Metra service, Metra is seeking service expansions both to its traditional downtown Chicago destinations and for suburb-to-suburb travel.

The economic downturn of the past several years has been particularly hard on transit in northeast Illinois, cutting both farebox revenues due to declining ridership and sales tax revenues, the mainstays of local and state funding for transit operations. This drop in revenues has exacerbated funding problems for all three service boards, CTA, Metra and Pace.

While the transit issues are difficult, complex and potentially divisive, TFIC suggests the following:

- **The General Assembly should review the long-term operating needs of all three service boards and consider the revenue sources to fund these needs, including an appropriate balance between operating subsidies and farebox revenues.**

- Any overhaul of the northeast Illinois transit funding framework should
 - be preceded by an open, thoughtful, and comprehensive review;
 - retain “consensus” decision making for all key transit issues; and
 - retain fiscal safeguards to ensure balanced budgets, proper cost containment and rational fare policies.

Issue: Downstate Illinois Operating Issues

While there have been piecemeal changes to state programs in order to respond to the needs of individual systems, there has been no comprehensive review of the downstate operating assistance programs since 1996. As a result, many systems are hard-pressed to expand hours of service or service to high-growth areas. Additionally, 22 downstate systems in non-urbanized areas do not receive any direct state assistance for operating expenses. Finally, several communities are exploring the potential for high capacity rail links into the RTA region in response to growing home construction along Interstate routes far outside the northeast Illinois area.

In response to downstate transit concerns, TFIC suggests the following:

- The General Assembly should undertake a long-term comprehensive review of downstate operating needs.

- The General Assembly should consider the feasibility and funding needs of extending commuter rail service outside the RTA region.

Following is more detailed information on these issues, divided into four parts: Overview of Public Transportation Systems; Capital Funding for Public Transportation; Northeast Illinois Operating Issues; and Downstate Illinois Operating Issues.

At the end of the paper are three appendices and a glossary of terms used in the paper. Appendix A describes the state’s programs of operating assistance for downstate transit systems, Appendix B lists downstate transit operators, and Appendix C details changes to the transit programs that were adopted by the General Assembly in spring 2005.

There has been no comprehensive review of the downstate operating assistance programs since 1996. As a result, many systems are hard-pressed to expand hours of service or service to high-growth areas.

Overview of Public Transportation Systems

- Executive Summary
- ◆ **Overview**
- Capital Funding
- Northeast Illinois
- Downstate Illinois

Strong public transportation services are an essential component of a balanced transportation network and a healthy economy. In Illinois' largest metropolitan areas, transit services are crucial in dealing with growing congestion and air quality concerns. For example, in northeast Illinois where congested roadways already cost travelers an estimated \$4.3 billion per year, transit provides nearly two million trips a weekday, trips that otherwise would have to be accommodated on congested roadways.¹

Illinois' transit systems also provide a lifeline to those who may not have access to a car, including many students, elderly and individuals with disabilities. Public transportation provides crucial access, not just to jobs in downtown Chicago but to jobs for the reverse commuter in northeast Illinois and to jobs in downstate communities as large as Peoria and as small as Rosiclare.

Public transportation is often the only way for people to access services such as health care, shopping, schools and universities, sheltered workshops and senior centers.

Public Transportation Systems

In FY2005, there were 49 local transit operators in Illinois that received state and/or federal funding: 3 in northeast Illinois, 3 in southwest Illinois, 13 in downstate urbanized areas and 30 in downstate small urban and rural areas.² (See Maps 1 and 2 for location of these systems.) The FY2006 state budget includes an additional system in Monroe-Randolph counties.

In the six counties of northeast Illinois, transit services are provided by the Chicago Transit Authority (CTA), Metra and Pace. CTA operates buses and heavy rail in Chicago and portions of Cook County. Metra operates commuter rail between suburban areas and downtown Chicago. Pace provides suburban bus service. The Regional Transportation Authority (RTA) is responsible for financial oversight and regional coordination of these services. Northeast Illinois is the nation's second largest public transportation system. In 2004, more than 550 million transit trips were provided in northeast Illinois. This is up slightly from 2003; in both 2002 and 2003, ridership had declined due to the economic

downturn. CTA provides service on 152 bus routes covering 2,273 miles and seven rapid transit routes with 289 miles of track.³ Metra provides service on 11 separate lines, extending 546 route-miles to the limits of the six-county area.⁴ Pace

service includes approximately 160 regular routes, 60 feeder routes, as well as extensive vanpool and paratransit operations.⁵ The following table shows northeast Illinois transit ridership during the past five years.

Annual Ridership: RTA System
(Unlinked Passenger Trips in Millions)

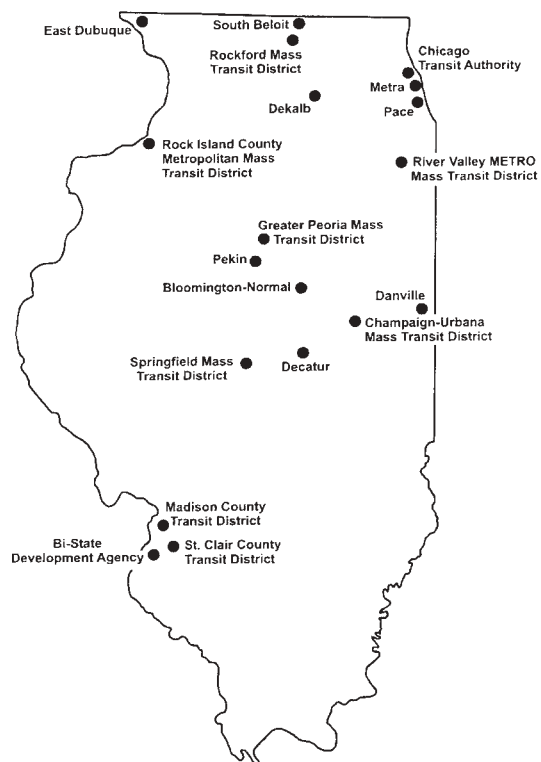
	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
CTA	450.5	454.8	457.2	444.0	445.0
Metra	78.8	79.2	76.3	74.8	74.4
Pace	38.7	36.9	34.9	33.7	34.1
Total	568.0	570.9	568.4	552.5	553.5

Source: RTA

Southwest Illinois is served by three transit providers: the Bi-State Development Agency and the Metro-East Transit Districts of Madison and St. Clair counties. Additionally, in FY2005, there were six transit districts and seven municipal transit systems providing services in downstate urbanized areas (areas with 50,000 or more population). Also, there were 30 small urban and rural public transportation operators that received

Illinois Public Transit Systems in Urbanized Areas

Map 1



Public transportation is often the only way for people to access services such as health care, shopping, schools and universities, sheltered workshops and senior centers.

SOURCE: IDOT Proposed Public Transportation Improvement Program

federal and/or state funding. Finally, beginning in FY2006, Monroe-Randolph counties will begin receiving state funding.

Downstate transit ridership is about 30 million a year. The listing below shows 2004 ridership in the 18 downstate systems that received state operating assistance that year.

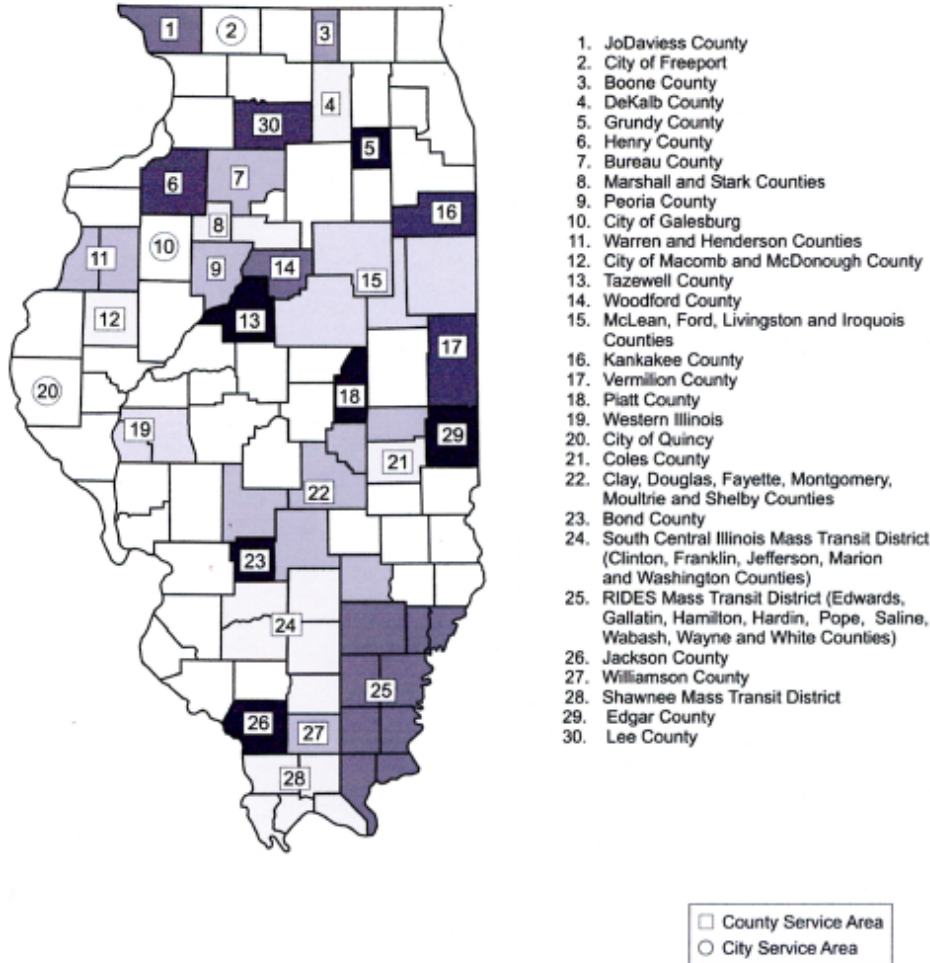
Transit Ridership Downstate in 2004

<u>System</u>	<u>Total Ridership</u>
Bloomington-Normal Public Transit System	1,080,571
Champaign-Urbana Mass Transit District	10,343,072
City of Danville	343,970
City of Decatur	1,014,602
City of Galesburg	128,060
Greater Peoria Mass Transit District	2,185,807
Jackson County Mass Transit District	7,182
Madison County Transit District	1,917,518
City of Pekin	11,600
City of Quincy	391,136
RIDES Mass Transit District	243,825
River Valley METRO Mass Transit District	189,573
Rock Island County Metropolitan Mass Transit District	2,672,283
Rockford Mass Transit District	1,397,167
City of South Beloit	1,843
South Central Illinois Mass Transit District	186,808
Springfield Mass Transit District	1,238,617
St. Clair County Transit District	6,503,468
 <u>2004 TOTAL</u>	 <u>29,857,102</u>

Source: IDOT

Illinois Public Transit Systems Rural and Small Urban Service Areas

Map 2



SOURCE: IDOT Proposed Public Transportation Improvement Program

NOTE: Does not include FY2006 addition of Monroe-Randolph

Capital Funding for Public Transportation

Executive Summary
Overview
◆ Capital Funding
Northeast Illinois
Downstate Illinois

Illinois transit systems are facing a severe capital funding problem. State funding for transit capital projects has dropped from \$356 million in FY2004 to zero in FY2005 and FY2006.

At the federal level, Congress has enacted a new multi-year funding authorization, known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU). With this federal funding in place, restoration of state funding is even more critical in order to match the new federal funds.

Capital Assets: Northeast Illinois

The capital assets and needs of northeast Illinois are dramatically larger than those of downstate Illinois. In northeast Illinois, transit operations include buses (Pace and CTA), heavy rail (CTA) and commuter rail (Metra). The region's transit assets include more than 3,500 buses, vans and paratransit vehicles; more than 2,300 rail cars and locomotives; approximately 1,475 miles of track and more than 380 stations.⁶ Other assets include maintenance facilities and equipment and electrical, signal and communications equipment. Finally, Metra's assets include 833 bridges, some of which are more than 100 years old. RTA estimates

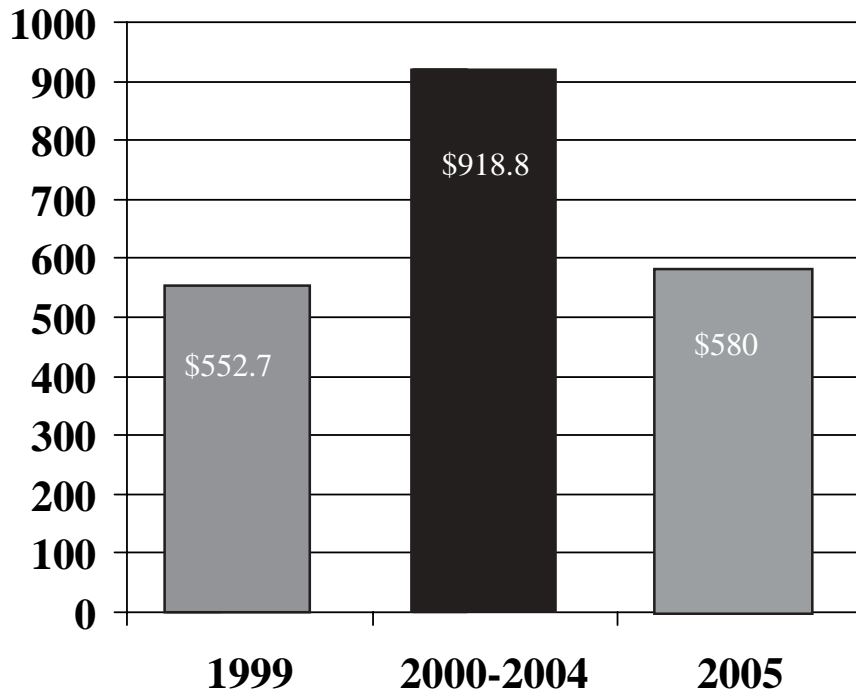
the replacement value of these assets at \$27 billion.⁷ Replacing, repairing and modernizing these facilities is an expensive undertaking. According to RTA, the region should be investing a billion dollars a year to keep the existing system in good repair.⁸ Between 2000 and 2004, RTA's annual capital program averaged \$918.8 million. In 2005, with no new state funding, it amounts to only \$580 million. (See graph on page 10.)

In addition to these needs for the existing system, several expansion projects are underway, for which continued federal and state funding will be required. These include CTA's completion of the Douglas Branch-Blue Line rehabilitation and expansion and renovation of the Brown (Ravenswood) Line. They also include Metra's projects to expand capacity on the North Central service, to upgrade and extend the SouthWest Service from Orland Park to Manhattan and to extend the Union Pacific West Line service to Elburn. The new federal funding act earmarks \$449 million to complete these Metra and CTA projects.

Finally, the new federal funding act authorizes 15 additional "new start" projects within the

RTA Annual Capital Program

(In millions)



Source: RTA

northeast Illinois region. These include for CTA: Red Line Extension, Chicago Transit Hub (Circle Line-Ogden Streetcar), Orange Line Extension (Midway Airport to Ford City), and Yellow Line Extension (Dempster to Old Orchard). For Metra, the federal act lists the following: Burlington Northern Santa Fe (BNSF) Naperville to Aurora Corridor Extension and Improvements, South Suburban Airport Commuter Rail Extension, SouthEast Service Line Commuter Rail, STAR Line Inter-Suburban Commuter Rail, Union Pacific (UP) Northwest Line Core Capacity Upgrades, Union Pacific West Line Core Capacity Upgrades, Metra-West Line Extension (Elgin to Rockford), and the Illinois Valley Commuter Rail Extension for Ottawa. Finally, the federal act authorizes: Chicago—Cermack Road Bus Rapid

Transit, Chicago—Ogden Avenue Corridor, and Chicago—Pace Golf Road Bus Rapid Transit.

While specific funds are not earmarked for these projects, their inclusion in the federal bill

According to the RTA, the region should be investing a billion dollars a year to keep the existing system in good repair. Between 2000 and 2004, RTA's annual capital program averaged \$918.8 million; in 2005, it amounts to only \$580 million.

While the overall dollar needs of downstate systems are much smaller than those in northeast Illinois, addressing capital needs is vital to retaining riders and providing mobility for those without other options.

allows them to compete for federal discretionary funding.

Capital Assets: Downstate

Capital assets in downstate urbanized areas include more than 700 buses, vans, and paratransit vehicles, plus maintenance facilities, transfer facilities/intermodal centers and, in the Metro-East area, various light rail facilities.⁹

Capital assets in the rural and small urban areas include nearly 500 vehicles plus facilities for administration, maintenance and storage.¹⁰

The Illinois Public Transportation Association (IPTA) prepared a downstate capital needs assessment for FY2004-13. According to that assessment, from FY2004-08 downstate capital needs total around \$300 million — with \$65 million of that amount for expansions and the remainder for replacing, repairing, modernizing and improving vehicle fleets and facilities.¹¹

While these overall dollar needs are much smaller than those in northeast Illinois, addressing capital

needs is vital for each downstate system in order to retain riders and provide mobility for those without other options. Downstate capital needs include replacing over-age buses, repairing and modernizing garages, and, in several locations, developing intermodal transfer facilities. Also, in some areas, there is a need to expand bus fleets to serve additional riders.

The Champaign-Urbana Mass Transit District is beginning planning to consider rail options for which construction costs could reach \$300 million during the next 10 years.¹²

Additionally, the new federal funding act authorizes two new start projects downstate: for Rock Island, the Quad Cities Rapid Transit System; and for St. Louis MetroLink, the extension from Scott Air Force Base to Mid-America Airport. As with northeast Illinois, there are no specific funds earmarked for these projects but their inclusion in the bill will enable them to compete for federal discretionary funds.

Capital Funding

Illinois' public transportation systems rely on federal and state resources for almost all their capital funding. Federal funding had been provided since 1998 through TEA-21, the multi-year funding authorization that expired on September 30, 2003. Since then, federal funding had been provided through a series of temporary extensions. In July 2005, Congress

enacted SAFETEA-LU which provides funding for federal FY2005-2009.

Under SAFETEA-LU, formula funds to Illinois recipients will increase 28 percent over the previous federal authorization. According to the Federal Transit Administration, the federal FY2005-2009 formula funds to Illinois recipients will average more than \$420 million a year. Additionally, a share of the Missouri formula funds apportioned to the Bi-State Development Authority in the St. Louis area will be used for projects benefiting the Illinois part of the Bi-State area. For the systems serving a population of less than 200,000, a portion of the formula funds can be used for operating expenses as well as for capital

Illinois' public transportation systems rely on federal and state resources for most of their capital funding. Since 1998, federal funding was provided through TEA-21, the multi-year funding authorization that expired on September 30, 2003. Since then, federal funding had been provided through temporary extensions. In July 2005, Congress enacted SAFETEA-LU, which provides a 28 percent funding increase for federal FY2004-2009.

projects. In the larger systems, the funds may only be used for capital or certain maintenance items.

SAFETEA-LU also includes \$34.5 million in earmarked funds for High Priority Bus and Bus Facilities projects in Illinois. Finally, as noted earlier, SAFETEA-LU provides \$449 million to complete the funding of the new start projects already under contract in Illinois and authorizes 17 additional projects as candidates for discretionary new start funding.

Excluding these 17 additional new start projects, it appears that federal funding to Illinois for transit capital alone should average more than \$500 million a year. This would require a minimum of \$125 million a year in non-federal match. The overall cost for the 17 additional new start projects is estimated to exceed \$7 billion, with a required non-federal match share of more than \$1.4 billion. Further, to better compete for discretionary federal funds, it may be desirable to provide a non-federal match even greater than the required 20 percent. Since most of these projects are in the early phase of study and engineering, firm estimates have not been developed as to the actual amount of funding that might be required during the next five years.

Historically, the matching funds for federal capital assistance have been provided by the

state. Unfortunately, there have been no new state appropriations for transit capital projects since FY2004.

At the state level, transit capital funding has been provided through periodic bond authorizations.

Debt service on these bonds is paid out of the state's General Revenue Fund. (Road Fund monies are not used for transit.) The last bond authorization, the Illinois FIRST transit program, was passed in 1999 and provided the following over five years:

Illinois FIRST Transit Capital Program

Series B Bonds

- Downstate (all systems)	\$ 25 million
- Northeast Illinois (NE IL)	\$ 380 million
- Operation Greenlight (NE IL)*	\$ 75 million
- Metro Link (St. Clair County)	\$ 60 million

SCIP Bonds (NE IL)** \$1,300 million

Five-Year Total \$1,840 million

**Operation Greenlight is specifically for transit improvements to relieve congestion. Greenlight funds may be granted to local governments as well as transit providers.*

***The Strategic Capital Improvement Program (SCIP) Bonds are issued by RTA, but the debt service is paid, indirectly, by an additional state appropriation to RTA. In FY2006, this additional state appropriation amounts to \$135.3 million.*

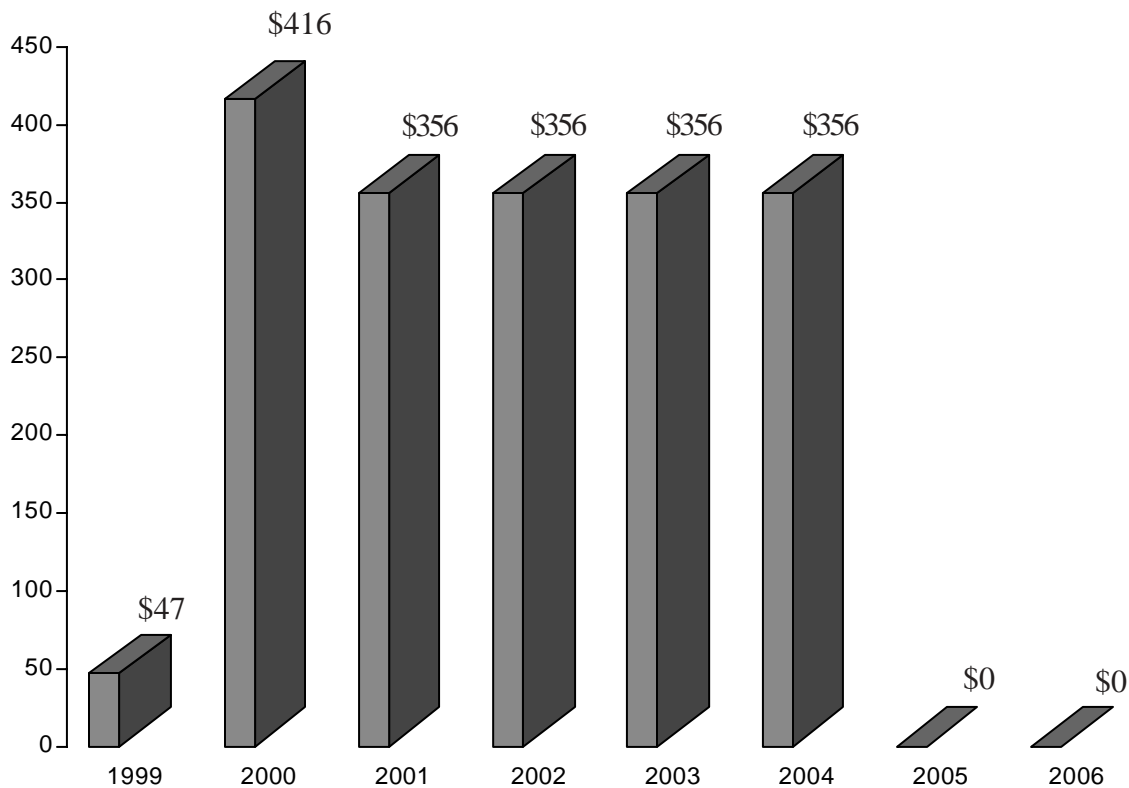
All the Illinois FIRST bonds were appropriated by the end of FY 2004. There were no new bond appropriations or authorizations in FY2005. And again, no new funding is available in FY2006.

While the General Assembly did appropriate \$110 million in bond funding for transit capital in FY2006, this is not new money. \$100 million of the total comes from lapsing prior year transit capital funding. Approximately \$70 million of the lapsed amount is already under grant agreement with a transit system, or has a grant agreement pending. These funds cannot go to new recipients without being taken from the existing recipients.

The remaining \$10 million of the \$110 million appropriation exceeds the bonds authorized at the time of Illinois FIRST and cannot be used unless the General Assembly, by 3/5th's vote, authorizes additional bonds. Hence, while the state's FY2006 appropriations bill does include \$110 million for transit capital projects, it does not contain any *new or additional* funding for that purpose.

The graph on the following page shows the state appropriations for transit capital since FY1999. New state funding for transit capital in FY2004 was \$356 million; now it is zero.

State Funding for Transit Capital



Source: Annual State Appropriations

Note: Includes only new funding; does not include reappropriations or funding derived from lapsing prior year appropriations.

The majority of the state Series B bonds are used to match federal dollars at the 80/20 federal/state funding ratio. Historically, these funds are slow to be committed and spent.

As of spring 2005, uncommitted Series B funding amounted to about \$30 million. These uncommitted funds may provide some limited state match for federal funds.

Additionally, in lieu of cash, "credits" from past

transportation spending on the tollroad by the Illinois State Toll Highway Authority may be counted as match for the federal transit funds. However, relying on ISTHA credits, while allowing the federal funds to be accessed, does not provide any actual dollars to supplement the federal transit funds. In effect, such credits result in a 20 percent cut in overall transit capital investments since there is no "cash" match from the state.

Recommendations

Despite enactment of the new multi-year federal funding bill, Illinois' transit capital investments face an uncertain future given the lack of state matching funds.

It took many years to secure SAFETEA-LU's passage; it is now critical that funds be available so Illinois can fully match its federal formula funds and can aggressively seek the highly-competitive discretionary funds.

Further, transit needs particularly in the RTA region cannot be fully met even with the increased federal funds and matching dollars. Yet, failure to keep pace with transit needs results in greater highway congestion, reduced mobility for transit-dependent individuals, and ultimately diminishes the state's ability to attract private investment and create jobs.

TFIC urges the following actions:

- **Illinois should restore transit capital funding for FY2006, at least at the FY2003 historic Series B level of \$96 million annually, to ensure that transit systems can match all the federal funds available at this time. There is precedent for this. After FY1994 when the multi-year Series B bond authorization and the first Strategic Capital Improvement Program (SCIP) bond authorization were depleted, the General Assembly, on an annual basis, authorized and appropriated a base level of Series B bonds sufficient to match federal aid. In fact, Governor Blagojevich had proposed \$96 million in Series B bonds in his FY2005 capital program; but no state capital program was adopted for FY2005. This additional capital funding for transit would require a bond authorization, which requires a 3/5th's vote by the General Assembly.**

- **The dialogue should begin now on future transit capital needs and how best to meet them.**

Northeast Illinois Operating Issues

Executive Summary
Overview
Capital Funding
◆ **Northeast Illinois**
Downstate Illinois

Faced with growing financial difficulties, the Chicago Transit Authority (CTA) sought \$55 million in additional operating subsidies during the spring of 2005 to avoid deep service cuts and fare increases. CTA officials, as well as some business and civic leaders, have also called for re-examining the overall funding structure for transit operations in northeast Illinois.

In response to CTA's immediate need, the General Assembly appropriated \$54.3 million in FY2006 for a grant to RTA for paratransit and other services.

To consider overall transit issues, the Illinois House formed a new Committee on Mass Transit in the fall of 2004. Chaired by Representative Julie Hamos (D-18, Evanston), the committee has held several hearings, has released an initial report analyzing the functioning of the transit formulas in northeast Illinois, and hopes to reach some consensus on additional funding and a new funding formula before the end of 2006.

Additionally, the Illinois Department of Transportation (IDOT) has ordered an outside

review of CTA's budget as well as the budgets of Pace and Metra.

The current transit funding structure was put in place in 1983. While there have been some changes in the federal and state subsidy programs, there has been no comprehensive review of the overall structure in 22 years.

While Pace is not facing an immediate budget problem like CTA, Pace has indicated that it cannot continue to maintain its current system for long if funding remains unchanged. In fact, Pace told the House Committee on Mass Transit that its deficit would double over the next five years. Projected funding to Metra appears adequate to meet that agency's operating needs for the existing system. However, Metra is seeking to expand services in several locations, including construction of a suburb-to-suburb service. Such expansions could have an impact on Metra's operating needs.

Public Subsidy Sources

Following is a table showing annual operating funding and revenues by service board, including passenger revenues and public subsidies.

<u>Annual Operating Funding and Revenue*</u>								
(In \$ Million)								
	<u>1985</u>	<u>1990</u>	<u>1995</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
CTA								
Passenger Revenue	273	337	342	369	374	384	368	403
Sales Tax**	240	293	330	402	419	442	454	442
Reduced Fare		34	19	32	33	30	33	31
Local Govt. Contribution	5	5	5	5	5	5	5	5
Federal Funds	51	43	35					
Paratransit Funding							17	
Total Other Revenue	19	15	27	48	54	59	37	58
Total	587	726	758	856	885	920	913	939
Metra								
Passenger Revenue***	123	147	151	183	183	181	182	183
Sales Tax**	121	143	174	223	226	224	226	233
Reduced Fare		2	1	3	3	3	3	3
Federal Operating Funds		5	5					
Total Other Revenue	7	21	36	52	54	56	59	59
Total	251	318	367	460	466	464	470	478
Pace								
Passenger Revenue	17	25	30	37	41	41	39	43
Sales Tax**	41	52	62	72	75	79	83	79
Reduced Fare		3	2	4	4	3	3	3
Federal Operating	3	3	3					
Other Federal				1		2	4	2
Paratransit Funding							10	7
Total Other Revenue	1	2	4	8	8	7	7	6
Total	62	84	102	121	127	132	147	140

* Funding is the public dollars (federal state & local) to transit. Revenue is system-generated monies.

** Includes RTA sales tax revenues plus state 25 percent subsidy.

*** Does not include 1989 five percent fare increase designated for capital.

Source: RTA Background Information for House Committee on Mass Transit

Note: Totals may not add due to rounding.

The RTA sales tax is the dominant source of public subsidy for transit operations in northeast Illinois. This tax is set at 1 percent in Cook County and one-quarter percent in the five collar counties of DuPage, Kane, Lake, McHenry and Will. The state provides a subsidy set at 25 percent of the amount generated by the RTA sales tax. (This state subsidy amount is transferred monthly from the General Revenue Fund into the Public Transportation Fund (PTF); there is no special dedicated funding source for the PTF.) The state

also provides a subsidy to partially reimburse CTA, Metra and Pace for reduced fares for students, elderly and the disabled. Finally, a total of \$5 million a year, mandated by statute, goes to CTA from Cook County and the City of Chicago. Below is a table showing the amounts generated by the various subsidy sources. While all these funds could be used for operating or capital purposes, most of the funding goes for operating expenses.

RTA Public Funding Sources*
(In \$ Million)

	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
RTA Sales Tax Collections	650	654	648	655	676
State Public Transportation Fund**	162	165	165	163	170
State Reimbursement for Reduced Fares	39	39	36	39	40
Cook Cty/City of Chicago Contributions	5	5	5	5	5
Total	856	863	854	862	891

* Does not include funding restricted to capital.

** Does not include annual state subsidy to RTA to pay debt service on SCIP bonds, which was \$87 million in 2004 and is estimated at \$109 million in 2005.

Source: RTA

Public Subsidy Distribution

State law enacted in 1983 requires that 85 percent of the RTA sales tax revenues be allocated according to where they were collected as follows: City of Chicago - 100 percent CTA; Cook County outside Chicago - 30 percent CTA, 55 percent Metra, and 15 percent Pace; and Collar Counties - 70 percent Metra and 30 percent Pace. The remaining 15 percent is distributed at RTA's

discretion. The table on page 19 shows the sales tax revenue by subregion.

The state PTF subsidy is distributed totally at RTA's discretion. The state subsidy for fare reimbursement is distributed in proportion to actual costs of reduced fares. Because sales taxes have been growing at a faster rate in the five collar counties than in Cook County, CTA's share of the 85 percent RTA sales tax revenue

has dropped from 52.2 percent in 1985 to 46.5 percent in 2004. However, when discretionary

funds are included, CTA's share of funding has remained nearly constant, as indicated in the table on page 20.

2003 RTA Sales Tax Receipts

Subregion	RTASales Tax Rate	Sales Taxes Generated -85% formula share(in millions)	Sales Taxes Generated -15% discretionary share (in millions)	% of Total
Chicago	1%	\$168	\$30	30.2%
Cook County Suburbs	1%	\$303	\$53	54.4%
DuPage	1/4%	\$ 35	\$ 6	6.3%
Kane	1/4%	\$ 11	\$ 2	2.0%
Lake	1/4%	\$ 21	\$ 4	3.8%
McHenry	1/4%	\$ 7	\$ 1	1.2%
Will	1/4%	\$ 14	\$ 2	2.1%

Total Receipts = \$655 million

Source: Illinois House Committee on Mass Transit

The current system for subsidizing operations in the six-county area was put in place in 1983 in response to repeated funding crises of the late 1970's and early 1980's. These funding crises were exacerbated by a lack of cost controls coupled with an unwillingness to have periodic fare increases. Thus, the 1983 RTA "reform" included requirements for balanced budgets, for 50 percent of operating revenue to be generated from the farebox, and for regional consensus through super-majority votes on budget issues.

Funding Problems

In the past few years, all transit providers in northeast Illinois have faced an operating funding squeeze due to the poor economy. Bad economic

times lead to a decline in ridership which affects farebox revenues and to slower sales tax growth — the two primary sources of transit operating revenues. Ridership has begun to rebound. Following ridership drops of 0.5 percent in 2002 and 2.8 percent in 2003, ridership for 2004 grew by 0.2 percent. In addition, sales tax revenues have shown a recent rebound.

Transit operating budgets have also been impacted by several other changes since 1983, including the elimination of federal transit operating assistance and the expansion of costly paratransit services to comply with the Americans with Disabilities (ADA). The

Formula and Discretionary Fund Allocations

(In \$ Million)

	<u>1985</u>	<u>1990</u>	<u>1995</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
CTA								
Sales Tax	152	191	208	260	259	256	260	267
Disc.	88	102	122	143	160	185	194	174
Total	240	293	330	402	419	442	454	442
Metra								
Sales Tax	107	143	174	223	226	224	226	233
Disc.	14	0	0	0	0	0	0	0
Total	121	143	174	223	226	224	226	233
Pace								
Sales Tax	32	44	54	70	71	70	71	74
Disc.	8	8	8	2	4	9	12	6
Total	41	52	62	72	75	79	83	79
Total %								
CTA	60%	60%	58%	58%	58%	59%	59%	59%
Metra	30%	29%	31%	32%	31%	30%	30%	31%
Pace	10%	11%	11%	10%	10%	11%	11%	10%
Total	100%	100%	100%	100%	100%	100%	100%	100%

Source: RTA

Note: Totals may not add due to rounding.

General Assembly passed legislation the spring of 2005 restructuring paratransit programs in the RTA region. Under the legislation, Pace would be the sole provider of ADA paratransit services throughout the RTA region. Also, paratransit services would no longer come under the existing 50 percent farebox recovery requirements. Instead, there would be a separate fare recovery ratio for the ADA paratransit services, set at 10 percent in 2007 and 2008 and rising to 12 percent in 2009 and thereafter.

In April, the initial report to the House Committee on Mass Transit was released. Entitled "Is the 1983 Transit Funding Formula Ready for Reform?", the report analyzed transit ridership and cost data as well as the collection and distribution of public funds within the RTA area. According to Chairman Hamos, the analysis showed that job and population shifts during the last 22 years have led to "a mismatch between the sales tax revenues

In April, 2005, the initial report to the House Committee on Mass Transit was released. According to Chairman Julie Hamos, the analysis showed that job and population shifts during the last 22 years have led to “a mismatch between the sales tax revenues generated and distributed in each area, and the level of transit service now being provided.”

generated and distributed in each area, and the level of transit service now being provided.”

The equity questions raised in the report are highly complex and contentious. The answers are not always clear-cut and often depend on which transit measures are emphasized. In her statement accompanying the transit report, Chairman Hamos stated, “We have no intention to redistribute existing funds to address the issues uncovered, and there are no specific recommendations for a source for new revenues. We hope this report will launch a regional process to reach consensus on both new revenues for transit and a new funding formula.”

Recommendations

The operating funding issues for northeast Illinois are highly complex and contentious. TFIC urges the following:

- The General Assembly should review the future long-term operating needs of all three service boards and consider the revenue sources to fund these needs, including an appropriate balance between operating subsidies and farebox revenue.
- Any overhaul of the northeast Illinois transit funding framework should
 - be preceded by an open, thoughtful, and comprehensive review;
 - retain “consensus” decision making for all key transit issues; and
 - retain fiscal safeguards to ensure balanced budgets, proper cost containment and rational fare policies.

In the past few years, all transit providers in northeast Illinois have faced an operating funding squeeze due to the poor economy. Bad economic times lead to a decline in ridership which affects farebox revenues and to slower sales tax growth — the two primary sources of transit operating revenues.

Downstate Illinois Operating Issues

Executive Summary
Overview
Capital Funding
Northeast Illinois
◆ Downstate Illinois

The table below shows FY2004 operating expenses for downstate transit systems which received state operating assistance that year. The individual downstate systems vary widely, reflecting each system's local needs and characteristics, including such factors as population density, size of geographic area served, rural or urban area, and the presence of special facilities such as universities.

State funding for downstate transit operations comes mainly through two programs: grants from the Downstate Public Transportation Fund (PTF) and grants from the Metro-East PTF. The total

appropriated from these two funds for FY2006 is just over \$80 million.

In FY2006, the Downstate PTF is providing assistance to 22 systems, covering up to 55 percent of their eligible operating expenses (see chart p. 23). The Metro-East PTF is providing assistance to Madison County Transit District for operating deficits. There are 22 systems in non-urbanized areas that are not receiving any direct state assistance for operating expenses. However, these systems are eligible to receive federal operating assistance which is administered and appropriated by the state. (See Appendix B for a listing of downstate transit operators.)

FY2004 Operating Expenses

(In \$ Thousand)

Transit System	Expenses	Transit System	Expenses
Champaign-Urbana MTD	18,060	City of S. Beloit	36
Greater Peoria MTD	11,173	St. Clair County Transit Dist.	39,949
Rock Island County Metro MTD	10,117	City of Danville	1,214
Rockford MTD	8,135	City of Quincy	1,737
Springfield MTD	7,011	RIDES MTD	2,841
Bloomington Normal Public Trnst System	3,859	South Central IL MTD	2,527
City of Decatur	3,861	City of Galesburg	805
City of Pekin	187	Jackson County MTD	248
River Valley Metro MTD	1,772	Madison County Transit Dist.	12,730

The Downstate and Metro-East PTF's have no dedicated revenue source; they are funded through a monthly transfer from the state GRF. Unlike northeast Illinois, there is no state-mandated farebox recovery ratio for downstate systems. In FY2004, the aggregate recovery ratio downstate was 13.8 percent. This is dramatically lower than

that in northeast Illinois because the primary mission for most downstate systems is to provide service to those without access to an automobile.

The table below shows state appropriations for downstate operating assistance for FY's 2004-06.

State Operating Assistance to Downstate Transit Systems
(In \$ Million)

Downstate PTF	<u>FY04</u>	<u>FY05</u>	<u>FY06</u>
Champaign-Urbana MTD	10.375	11.413	10.842
Greater Peoria MTD	8.637	9.500	8.788
Rock Island County Metro MTD	5.992	6.591	6.836
Rockford MTD	6.134	6.748	6.242
Springfield MTD	5.966	6.562	6.070
Bloomington Normal Public Transit System	2.853	3.138	3.095
City of Decatur	2.853	3.138	2.981
City of Pekin	.428	.471	.448
River Valley Metro MTD	.966	1.063	1.244
City of S. Beloit	.039	.043	.041
St. Clair County Transit District	-	-	14.700
City of DeKalb	-	0	1.400
City of Macomb	-	0	.725
City of Danville	1.038	1.141	1.084
City of Quincy	1.426	1.569	1.491
RIDES MTD	1.320	1.452	2.027
South Central IL MTD	1.345	1.480	1.858
City of Galesburg	.649	.713	.678
Jackson County MTD	.110	.121	.133
Shawnee MTD	-	0	.600
West Central MTD	-	-	.350
Monroe-Randolph	-	-	.350
Downstate PTF Total	50.131	55.144	71.983
Metro-East PTF	17.5	17.8	8.11

Source: Annual State Appropriations

Note: While for many systems the FY2006 appropriations are lower than those in FY2005, the FY2006 numbers are still higher than the estimated FY2005 spending. Also, a dash ("-") indicates that the system was not listed in the appropriation bill while a zero ("0") indicates the system was listed for \$0

The individual downstate systems vary widely, reflecting each system's local needs and characteristics, including such factors as population density, size of geographic area served, rural or urban area, and the presence of special facilities such as universities.

Appendix A has a more detailed description of the state operating assistance programs for downstate transit systems.

Recommendations

Formula for Downstate Illinois Operating Assistance: The operating assistance formula for downstate transit systems was last comprehensively reviewed in 1996. While not in a crisis situation, many systems have been slow to expand service into rapidly developing areas of their communities. Additionally, a number of systems are under pressure to expand service to evenings, Sundays, and holidays. On the expense side, costs for pensions and health insurance, for ADA complementary paratransit service, for safety and security and particularly for fuel, have increased dramatically in the last five years. Finally, the downstate operating assistance program was initially targeted to urbanized areas. Over time, some systems in non-urbanized areas have been added to the program. However, 22 systems in

non-urbanized areas do not receive any direct state operating assistance. TFIC suggests the following action:

- **The General Assembly should undertake a long-term, comprehensive review of downstate operating needs.**

High Capacity Rail Linkages to the RTA Region:

Traffic congestion on roads leading into the RTA region is steadily increasing. Home construction is robust in areas along connecting Interstate routes far outside the region. A number of communities outside the RTA six-county region have expressed interest in exploring the potential for high capacity rail links into the metropolitan Chicago. These include Rockford, DeKalb, the Illinois River Valley communities in Grundy and LaSalle counties, the Quad Cities, Kankakee and Champaign-Urbana. TFIC suggests the following action:

- **The General Assembly should consider the feasibility and funding needs of extending commuter rail service outside the RTA region.**

Appendix A

State Operating Assistance for Downstate Transit Systems

State funding for downstate transit operations comes through three programs: grants from the Downstate Public Transportation Fund (PTF), grants from the Metro-East PTF, and grants from the Reduced Fare Reimbursement program.

Downstate PTF

In FY2005, the downstate PTF provided operating assistance to 16 downstate systems. In FY2006, it will provide assistance to 22 systems. The state program covers up to 55 percent of a system's eligible operating expenses. The downstate PTF has no dedicated source of revenue; it is funded through a monthly transfer from the state General Revenue Fund (GRF) of an amount equivalent to $\frac{3}{32}$ nds of 80 percent of the sales tax collected within the system's boundaries. The GRF transfers may not exceed the annual appropriations from the Downstate PTF.

Metro-East PTF

The Metro-East PTF provides operating assistance to the Madison County Transit District. As with the downstate PTF, the Metro-East PTF has no dedicated revenue source; it is funded through a monthly transfer from the state GRF of an amount equivalent to $\frac{2}{32}$ nds of the 80 percent of the sales

tax collected within Madison County. Proceeds from the fund are used to pay operating deficits.

Reduced Fare Reimbursements

This program reimburses transit systems for the cost of reduced fares for students, elderly and persons with disabilities. The reduced fare program is geared to help northeast Illinois which receives around \$38 million a year under this program. If grantees under the downstate PTF program opt to receive reduced fare reimbursements, their PTF funding is capped at 50 percent of operating expenses. As a result, only two downstate systems - St. Clair County Transit District and Madison County Transit District - participate in the reduced fare reimbursement program. Together, these two districts receive approximately \$350,000 a year under the program.

The table below shows state appropriations for operating assistance since FY 2003. It should be noted that for northeast Illinois, the appropriation will not match what has actually been received as shown in the tables on pages 17 and 18 because actual funding is determined by the amount of

RTA sales tax collections and also the page 17 and 18 tables are based on calendar year as opposed to state fiscal year. For most downstate systems, annual appropriations also have exceeded what is actually used. To illustrate that point, the table also shows the estimate of actual spending for FY2005.

State Appropriations for Transit Operations
(In \$ Million)

	FY2003	FY2004	FY2005	FY2005 Est. Expend.	FY2006
Northeast IL Operations	186	186	186	175	182
Metro-East Operations	17.5	17.5	17.8	16.8	8.1*
Downstate Operations					
Urbanized	40.221	44.243	48.667	38.683	63.412
Rural & Small Urban	5.353	5.888	6.477	5.372	8.571
Reduced Fares - Northeast IL	40	40	38	38	37.016
Reduced Fares - Downstate	0.35	0.35	0.35	0.343	0.341
Grant to RTA	0	0	0	0	54.252
Debt Service to RTA for SCIP I & II	109	128	148	89.98	135.3

** The St. Clair County Transit District had received funding through the Metro-East PTF program; beginning with FY2006, its funding has been moved to the Downstate PTF program.*

Note: The "debt service to RTA for SCIP bonds" comes in the form of "additional state assistance" and is technically money that RTA can use for any operating or capital purpose. However, the annual funding amount given to RTA under this program matches the amount of debt service RTA pays out on SCIP bonds for that year.

Appendix B

Public Transportation Operators - Downstate

	<u>Eligible for Federal Funds</u>	<u>Eligible for FY2006 State Op. Funds</u>
Urbanized Areas		
Bi-State Development Agency*	X	
Bloomington Normal Public Tran. Sys.	X	X
Champaign-Urbana MTD	X	X
City of Danville	X	X
City of Decatur	X	X
City of DeKalb	X	X
City of Pekin	X	X
City of S. Beloit	X	X
East Dubuque	X	
Greater Peoria MTD.	X	X
Madison County Tran. Dist.	X	X
River Valley Metro MTD	X	X
Rock Island County Metro MTD	X	X
Rockford MTD	X	X
Springfield MTD	X	X
St. Clair County Tran. Dist.*	X	X
<u>Rural and Small Areas</u>		
Bond County	X	
Boone County	X	
Bureau County	X	
City of Freeport	X	
City of Galesburg	X	X
City of Macomb (also in McDonough County)	X	X
City of Quincy	X	X
Coles County	X	
DeKalb County	X	
Edgar County	X	
Grundy County	X	
Henry County	X	
Jackson County MTD	X	X
Jo Daviess County	X	
Kankakee County	X	
Lee County	X	
McLean County (in McLean, Ford, Livingston & Iroquois counties)	X	
Monroe-Randolph	X	X
Peoria County	X	
Piatt County	X	
RIDES MTD	X	X
Shawnee MTD	X	X
Shelby County (in Clay, Douglas, Fayette, Montgomery, Moultrie & Shelby counties)	X	
South Central IL MTD	X	X
Stark County (in Marshall & Stark counties)	X	
Tazewell County	X	
Vermillion County	X	
Warren County	X	
West Central MTD**	X	X
Williamson County	X	
Woodford County	X	

**While the Bi-State Development Agency does not directly receive state operating assistance, the St. Clair County Transit District uses a portion of its state operating assistance to fund Bi-State operations within Illinois.*

***Formerly called "Western Illinois."*

Appendix C

Legislative Changes to Illinois' Public Transit Programs Passed by the Illinois General Assembly, Spring 2005

Operating Assistance for Downstate Transit Systems

The state's programs of operating assistance for downstate transit systems were changed in three ways:

- St. Clair County Transit District was switched from the Metro-East Public Transportation Fund (PTF) program to the Downstate PTF program. The Metro-East PTF covers operating deficits while the Downstate PTF covers up to 55 percent of operating expenses. This switch results in an estimated funding increase for St. Clair County Transit District of about \$5.4 million.
- In addition to the St. Clair County Transit District, five other downstate transit systems received funding for the first time from the Downstate PTF. The new funding recipients are: City of DeKalb, City of Macomb, Shawnee Mass Transit District, West Central Mass Transit District (formerly "Western Illinois") and Monroe-Randolph.

- In order to fund the increased appropriations from the Downstate PTF, the amount transferred from the General Revenue Fund (GRF) to the Downstate PTF was increased from 2/32nd's to 3/32nd's of 80 percent of the sales tax collected within each participating system's boundaries. The table on page 23 shows annual appropriations for each Downstate PTF recipient as well as for the Metro-East PTF.

Northeast Illinois Paratransit Services

In compliance with the Americans with Disabilities Act (ADA), CTA and Pace provide special paratransit services, which are much more costly to operate on a per-passenger basis than regular fixed-route transit services. The General Assembly passed legislation in spring 2005 making several changes to the funding and provisions of paratransit services in the RTA area.

- As of July 1, 2005, RTA is responsible for the funding, financial review and oversight of all ADA paratransit services. By April 1, 2007, RTA is to submit to the Governor and the General Assembly a funding plan for ADA paratransit services.
- By July 1, 2006, all RTA's ADA paratransit services (including those now provided by CTA) are to be provided by Pace.
- ADA paratransit services are removed from the farebox recovery ratio required for each service board. Instead, a separate farebox recovery ratio is established for ADA paratransit: 10 percent farebox recovery ratio in 2007 and 2008, and 12 percent in 2009 and thereafter.

Glossary

BONDS

- **Series B Bonds:** These are general obligation bonds, backed by the full faith and credit of the state. The Series B bonds are issued for mass transportation, rail and aviation capital improvements. Debt service on Series B bonds is paid from the General Revenue Fund.
- **Strategic Capital Improvement Program (SCIP) Bonds:** These are RTA bonds, that were authorized by the General Assembly. While RTA issues the bonds and administers the program, the state provides additional funding to RTA in an amount equal to debt service on the bonds. In 1989, the General Assembly authorized \$500 million in SCIP bonds for FY1990-94. In 1999, the General Assembly authorized an additional \$1.3 billion in SCIP bonds for FY2000-2004. No new SCIP bonds have been authorized since then.

FAREBOX RECOVERY RATIO This is the ratio of system-generated revenues (fares plus other income such as from advertising, interest, etc.) to operating expenses. In northeast Illinois, this ratio is calculated for each of the service boards (CTA, Metra and Pace) and for the RTA region as a whole. State law mandates that the region as a whole must attain a farebox recovery ratio of at least 50 percent in order to receive the state PTF subsidy.

FUNDS

- **Downstate Public Transportation Fund (PTF):** This is the state fund from which operating assistance grants are made to downstate transit systems. The Downstate PTF has no dedicated source of revenue; it is funded through a monthly transfer from the state General Revenue Fund (GRF) of an amount equivalent to 3/32nd's of 80 percent of the sales tax collected within each grant recipient's boundaries. The Downstate PTF grants cover up to 55 percent of a system's operating expenses.

■ **Metro-East Public Transportation Fund (PTF)**: This is the state fund from which operating assistance is provided to the Madison County Transit District. The Metro-East PTF has no dedicated source of revenue. It is funded through a monthly transfer from the state GRF of an amount equivalent to 2/32nd's of 80 percent of the sales tax collected within Madison County. Proceeds from the fund are used for the Madison County Transit District's operating deficit.

■ **Public Transportation Fund (PTF)**: This is the state fund from which the following types of grants are made to RTA:
(1) state subsidies linked to RTA sales tax; and (2) state subsidies linked to debt service on SCIP bonds. The PTF has no dedicated source of revenues. Each month the state transfers from the GRF into the PTF an amount equal to 25 percent of the RTA sales tax collected in the previous month. These deposits into the PTF are granted to RTA to be used for the benefit of CTA, Metra and Pace. Additionally, each month the state transfers from the GRF into the PTF an amount equal to one-twelfth of the SCIP bond debt service to be paid by RTA that year. These deposits are granted to RTA as additional state assistance.

OPERATING DEFICIT This is the amount by which operating expenses exceed revenues from fares and other operating income.

RAIL SYSTEMS

■ **Commuter Rail**: The Federal Transit Administration (FTA), in its "2003 National Transit Summaries and Trends," defines commuter rail as follows: "Local travel operating between a central city and adjacent suburbs. Service is provided on regular schedules, moving commuters within urbanized areas or between urbanized areas and outlying areas. Multi-trip tickets and specific station-to-station fares characterize commuter rail service, with one or two stations in the central business district." In the Chicago area, commuter rail is provided by Metra which operates over the same tracks as freight railroads and which must meet standards set by the Federal Railroad Administration.

■ **Heavy Rail**: The Federal Transit Authority (FTA), in its "2003 National Transit Summaries and Trends," defines heavy rail as follows: "Heavy rail service is characterized by high speed and rapid acceleration passenger rail cars operating singly or in multi-car trains on fixed electric rails; separate rights-of-

way from which all other traffic is excluded; sophisticated signaling, high platform loading and a heavy passenger volume.” CTA’s system is a heavy rail system.

- **Light Rail:** The Federal Transit Authority (FTA), in its “2003 National Transit Summaries and Trends,” defines light rail as follows: “Light rail is an electric railway with a lighter passenger volume compared to heavy rail. Passenger cars operating singly (or in short, two-car trains) on fixed rails in shared or exclusive right-of-way, (with) low or high platform loading, characterizes light rail service. The vehicle’s power is drawn from an overhead electric wire.” MetroLink, which operates in St. Clair County and the St. Louis area, is a light rail system.

Endnotes

¹ Texas Transportation Institute, May 2005. 2005 Urban Mobility Study.

² Illinois Department of Transportation.

³ Regional Transportation Authority. RTA Annual Budget and Five-Year Program. P.49.

⁴ Ibid. P.61.

⁵ Ibid. P.71.

⁶ Ibid. P.83-93.

⁷ Ibid. P.83.

⁸ Ibid. P.14.

⁹ 2003 National Transit Database.

¹⁰ IPTA Capital Needs Assessment, April 2005. Downstate Fleet Inventory by Operator Type. P.5.

¹¹ IPTA Capital Needs Assessment, April 2005. Summary Report: Annual Downstate Investment Needs by Operator Type. P.3.

¹² IPTA Capital Needs Assessment, April 2005. Annual Investment Needs by Operator. P.9.

TRANSPORTATION FOR ILLINOIS COALITION

STEERING COMMITTEE *Statewide Organizations*

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

PARTICIPATING MEMBERS

American Civil Engineers - IL Section
Chicago Motor Club - AAA
Greater Peoria Contractors & Suppliers Assn
Growth Association of Southwestern IL
Illinois Concrete Pipe Association
Illinois Construction Industry Committee
Illinois Highway Users Assn.
Illinois Professional Land Surveyors
Illinois Society of Professional Engineers
Illinois Public Airports Association
Illinois Valley Contractors Assn.
Structural Engineers Association of Illinois
Township Officials of Illinois

STEERING COMMITTEE **Local/Regional Organizations**

Champaign County Chamber of Commerce /
Champaign Alliance
Chicago Metropolis 2020
Chicago Southland Economic Development Corp.
Corridor 67, Inc.
Chicago Transit Authority
Egyptian Contractors Association
Elgin Area Chamber of Commerce
Greater Aurora Chamber of Commerce
Greater Springfield Chamber of Commerce
Macomb Chamber of Commerce (MACCDDC)
Metra
Naperville Area Chamber of Commerce
Quincy Area Chamber of Commerce
Rockford Winnebago County Better Roads Assn.
Route 51 Coalition
Regional Transit Authority

SUPPORTING MEMBERS

Associated Equipment Distributors
Associated General Contractors of Quad Cities
Builders Assn. of Greater Chicago
Chamber of Commerce for Decatur & Macon Co.
Chicago Federation of Labor (AFL-CIO)
Chicagoland Chamber of Commerce
Illinois Association of County Engineers
Illinois Association of County Officials
Illinois Equipment Distributors Assn.
Illinois Land Improvement Contractors Assn.
Illinois Landscape Contractors Assn.
Illinois Petroleum Council
Illinois Quad City Chamber of Commerce
Illinois Ready-Mix Concrete Association
Illinois Automobile Dealers Association
Leadership Council of SW Illinois
McLean County Chamber
Metropolitan Planning Council
Midwest Truckers Assn
Northern Illinois Ready Mix & Materials Assn.
Northwestern Illinois Contractors Association
Rockford Area Chamber of Commerce
Southwestern IL Bldg. & Constr. Trades Council