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**TFIC CALLS FOR \$14.4 BILLION INCREASE
IN STATE TRANSPORTATION FUNDING**

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April 23, 2008....NAPERVILLE, IL....Calling on policymakers to approve a significant capital financing plan for transportation, Illinois Chamber of Commerce President Doug Whitley, who is also co-chair of the Transportation for Illinois Coalition, today emphasized that “the best way to put people to work to help weather a recession is through a capital works bill.”

Whitley’s remarks were delivered at a breakfast briefing in Naperville hosted by the Transportation for Illinois Coalition and Choose DuPage. Members of the Illinois Works Coalition, recently appointed by Governor Blagojevich, were present to discuss their work and listen to comments and reactions from local and regional business, labor and governmental representatives.

“Transportation is the cornerstone of the Illinois economy, and we need a long-term vision for how we will meet the state’s infrastructure needs,” Whitley said. “Our transportation network requires annual investment simply to maintain it. There is no advantage to be gained by letting our roads and bridges, transit systems, rail and airport infrastructure deteriorate. Unfortunately, we’ve been letting it slip, and now is the time to provide adequate investment in order to prevent further, costly deterioration.”

Whitley and TFIC co-chair Michael Carrigan, who also serves as the president of the Illinois AFL-CIO, offered the outlines of a “minimally adequate” capital investment plan to address the most basic needs of our transportation network. Noting that the funding plans discussed to date by policymakers fall far

short of the minimum need for investment, TFIC called upon lawmakers to approve:

- \$1.2 billion in **new state funding each year** over the next five years for our state's highways and bridges. (This would bring the total annual spending for highways and bridges to about \$3 billion);
- \$180 million in **new state funding each year** over the next five years to be distributed to local governments for repair of municipal, county and township roads and bridges;
- \$1.23 billion in **new state funding each year** over the next five years for investment in our transit systems;
- \$140 million in **new state funding each year** over the next five years for passenger rail and \$100 million in **new state funding each year** over the next five years for freight rail;
- \$25 million in **new state funding each year** over the next five years for small airports.

"Government has an important role in subsidizing the infrastructure upon which the rest of our economy is built," said Michael Carrigan. "Capital investment in our transportation network puts people to work and will strengthen our economy. If we move as a state to address our own needs this year, we will be helping ourselves out of an economic downturn that will otherwise cost workers their jobs, their health insurance and their sense of well-being."

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**TFIC MINIMUM PROPOSED TRANSPORTATION PROGRAM
\$14.4 BILLION INCREASE
FY2009-FY2013**

Highways:

\$6.9 Billion

- \$1 billion for resurfacing to keep state highway conditions at 2008 levels
- \$1 billion to reduce structurally deficient IDOT bridges and increase bridge funding to local governments
- \$1 billion to continue reconstructing 40 year old interstate pavements
- \$100 million for safety and traffic improvements
- \$2.9 billion for congestion relief, new economic development highways, and member initiatives
- \$0.9 billion increased motor fuel tax allocations to local governments
- Mandates funding allocations and performance standards to assure road and bridge conditions in all highway districts are within the state wide average

Transit:

\$6.15 Billion

- \$6 billion for RTA which could allow the following (actual allocations would be based on capital program criteria established in RTA Strategic Plan):
 - \$0.8 billion for signals, communications equipment, and electric power systems
 - \$1.2 billion for rails, ties, bridges, and elevated structures
 - \$1.8 billion for buses, rail cars, and locomotives
 - \$0.8 billion for yards, shops, and bus garages
 - \$0.5 billion for rail stations, parking lots, and bus stops
 - \$0.2 billion for engineering and support activities
 - \$0.7 billion for system expansions (these funds could leverage an additional \$1.2 billion in federal funds)
- \$150 million for downstate transit to repair and modernize facilities, replace over-age vehicles, and provide capital assistance for new and/or expanding systems

Airports:

\$125 Million

- To match federal aid and re-establish a state/local airport funding program

Passenger Rail:

\$700 Million

- To upgrade service in existing corridors and establish new service corridors

CREATE:

\$500 Million

- To construct proposed highway/rail grade separations in \$1.5 billion CREATE program