

**Minutes of Meeting**  
**SATS POLICY COMMITTEE**  
**June 13, 2013**

**ATTENDANCE**

**Policy Committee Voting Members**

<input checked="" type="checkbox"/>	Chair Tom Gray	Village of Chatham
<input checked="" type="checkbox"/>	Vice-Chair Frank Squires	Springfield Mass Transit District
<input type="checkbox"/>	Brian McFadden	Sangamon County
<input type="checkbox"/>	Willis Logan	City of Springfield
<input checked="" type="checkbox"/>	Eric Hansen*	Springfield-Sangamon County Regional Planning Commission
<input checked="" type="checkbox"/>	Roger Driskell**	Illinois Dept. of Transportation (IDOT): Region 4, District 6

\* Represented by Norm Sims

\*\* Represented by Sal Madonia

**Policy Committee Non-Voting Members**

<input checked="" type="checkbox"/>	Thomas Caldwell	IDOT: Urban Program Planning
<input checked="" type="checkbox"/>	JD Stevenson	Federal Highway Administration (FHWA): Illinois Div. Office
<input type="checkbox"/>		Federal Transit Administration

**Others**

Mike Williamsen – Village of Chatham  
Elliott McKinley – Springfield Park District  
Amy Uden – Regional Planning Commission  
Linda Wheeland – Regional Planning Commission  
Brian Sheehan – Regional Planning Commission  
Neha Soni – Regional Planning Commission

**I. CALL TO ORDER**

Chair Tom Gray called the meeting of the SATS Policy Committee to order at 12:01 PM.

**II. APPROVAL OF MINUTES**

Gray asked if there were any additions or corrections to the minutes of the May 9, 2013 SATS Policy Committee meeting. Norm Sims made a motion to approve the minutes as submitted. Frank Squires seconded the motion and the vote to approve was unanimous.

**III. TECHNICAL COMMITTEE REPORT**

Linda Wheeland reported that the Technical Committee has started work on the FY 2014-2017 TIP and all jurisdictions are putting together their list of projects over the next couple months. Wheeland said work would be done on this over the next few months.

**IV. 2035 LONG RANGE TRANSPORTATION PLAN (LRTP)**

**A. Emergency Services Route Map**

Linda Wheeland stated that the purpose of the Emergency Services Route Map was to identify corridors that are important for the use of emergency response vehicles and routes to be used in the event of an evacuation.

The maps had been developed by SSCRPC staff with assistance from David Butt of the Sangamon County Office of Emergency Management to identify corridors important for these purposes. Wheeland explained that it had been recommended for approval by the Technical Committee.

Sims made a motion to approve the Emergency Services Route Map. Sal Madonia seconded the motion and

the vote to approve was unanimous.

## V. FY 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM

### A. Administrative Modification #5 (SMTD Off-Street Transfer Center)

Linda introduced Administrative Modification #5 which was further explained by Frank Squires (below).

Administrative modifications to the TIP are made by staff and do not require a vote by SATS. Adding a project to the Illustrative Projects List indicates a project is a high priority although funding has not been secured.

The following project is added as an Other Illustrative Project (separate from the ST-U Prioritized Illustrative Projects):

### **SPRINGFIELD MASS TRANSIT DISTRICT OFF-STREET TRANSFER CENTER**

The construction of an off-street transfer center for the Springfield Mass Transit District mainline public bus service is long overdue. Currently there are two areas where SMTD buses converge so passengers can transfer between buses. During the daytime the transfer point is located on-street with buses parking along a two block area of 5<sup>th</sup> Street between Monroe Street and Jackson Street and on Capitol Avenue between 4<sup>th</sup> Street and 5<sup>th</sup> Street. This causes traffic congestion in the area and a safety issue for passengers needing to cross Capitol Avenue to board their next bus. The nighttime transfer point is also located on-street on the south side of Washington Street between 5<sup>th</sup> Street and 6<sup>th</sup> Street. Street closures related to downtown events can require the relocation of the transfer points at times and a general disruption of service. With plans to consolidate the 3<sup>rd</sup> Street rail line to the 10<sup>th</sup> Street corridor and relocation of the Amtrak station to follow, the situation is right for the Springfield Mass Transit District to create an off-street transfer center with plans to develop multi-modal connections.

Project/ Jurisdiction/ Class		Location	Action/Comments	Total Cost			Anticipated Year
24	Off-Street Transfer Center	Between 9th Street & 10th Street and	Demolition, Design, Construction	SMTD	1,000,000	\$23,452,000	2014
	SMTD	Washington Street & Adams Street		FTA 5309	3,192,000		
				IDOT TDC	3,210,000		
	Urban Transit			Other	16,050,000		

### B. Administrative Modification #6 (Springfield Safety Projects)

Linda Wheeland introduced Administrative Modification #6 (below).

The following projects are added as Other Illustrative Projects (separate from the ST-U Prioritized Illustrative Projects):

### **SPRINGFIELD SAFETY PROJECTS**

The City of Springfield has identified three priority projects for safety improvements. These are the two high accident intersections on Lawrence at MacArthur and at Walnut as well as the busy Koke Mill Road corridor from Hedley to Old Jacksonville Road.

Project/ Jurisdiction/ Class		Location	Action/Comments		Anticipated Year
25	Lawrence & MacArthur	Intersection	Add left turn lanes Signal Modernization Sidewalks	\$600,000	2014
	Springfield				
	Minor Arterial Principal Arterial				
26	Lawrence & Walnut	Intersection	Add left turn lanes Signal Modernization Sidewalks	\$600,000	2014
	Springfield				
	Minor Arterials				
27	Koke Mill Road	Hedley Road to	Flashing yellow left turn lanes	\$125,000	2014
	Springfield	Old Jacksonville	Back plate and reflective tape		
	Minor Arterial	Road			

### C. Administrative Modification #7 (Springfield – Chatham Road Bridge)

Linda Wheeland introduced Administrative Modification #7 (below). Wheeland explained that if a project's funding status has changed to "Advanced Construction," it must be identified as such in the TIP.

#### CHATHAM ROAD BRIDGE

Status of this project has changed to "Advanced Construction" and the FY 2013-2016 Transportation Improvement Program has been modified to add AC to the federal funding source as shown below.

Project/Jurisdiction/Class	Location	Action/Comments	Funding Source	Total Cost
3 Chatham Road Bridge (FAU 8006) Springfield Minor Arterial	<b>Termini:</b> Structure No. 084-3041 0.3 miles north of Wabash Avenue	ROW Acquisition, Utility Relocation, C & CE for Bridge Replacement	Springfield	589,000
	<b>Project#</b>		STP-Br (AC)	2,356,000
	<b>TIP#</b> 02-2011-05			<b>\$2,945,000</b>

### D. Amendment #19 (Illinois Route 66 Scenic Byway – Interpretive Statute)

Linda Wheeland introduced Amendment #19 (below).

**WHEREAS**, the Springfield Area Transportation Study (SATS), in cooperation with the Illinois Department of Transportation, has a comprehensive, cooperative, and continuing (3C) planning process for transportation planning in compliance with Federal regulations for the urbanized area; and

**WHEREAS**, the Springfield Area Transportation Study approved the Transportation Improvement Program (TIP) for FY/2013-2016 on October 11, 2012; and

**WHEREAS**, Illinois Route 66 Scenic Byway promotes the fun and memorable experiences to be found along Historic Route 66 and provides information on the unique people, places, and stories of Route 66 through wayside exhibits; and

**WHEREAS**, Illinois Route 66 Scenic Byway has received Federal Scenic Byway funding for an interpretive statue to be located in Rt. 66/Veterans Park in Sherman and requests that the FY-2014 Annual Element of the FY/2013-2016 TIP be amended by adding the project listed below; and

**Project Description and Funding:**

Project/Jurisdiction/Class	Location	Action/Comments	Funding Source	Total Cost	
A20 Illinois Route 66 Interpretive Statue	Termini: Rt. 66/Veterans Park in Sherman	Interpretive Statue	Federal Scenic Byway	12,292	
			DCEO	3,073	
	Project#				
			TIP# 19-2014-01		
Illinois Route 66 Scenic Byway Principal Arterial				\$15,365	

**WHEREAS**, the funding used for this project will not affect any other project in the TIP; and

Frank Squires made a motion to approve Amendment #19. Sal Madonia seconded the motion and the vote to approve was unanimous.

**E. Amendment #20 (Riverton – Safe Routes to School Project)**

Linda Wheeland introduced Amendment #20 (below).

**WHEREAS**, the Springfield Area Transportation Study (SATS), in cooperation with the Illinois Department of Transportation, has a comprehensive, cooperative, and continuing (3C) planning process for transportation planning in compliance with Federal regulations for the urbanized area; and

**WHEREAS**, the Springfield Area Transportation Study approved the Transportation Improvement Program (TIP) for FY/2013-2016 on October 11, 2012; and

**WHEREAS**, the Village of Riverton desires to provide safe travel routes for students walking and biking to school; and

**WHEREAS**, the Village has received a Safe Routes to School grant and requests that the FY-2014 Annual Element of the FY/2013-2016 TIP be amended by adding the project listed below; and

**Project Description and Funding:**

Project/Jurisdiction/Class	Location	Action/Comments	Funding Source	Total Cost	
A20 Safe Routes to School Project Riverton Sidewalks	Termini: Various	Sidewalk construction Speed feedback signs Bike racks	Riverton	20,871	
			SRTS	250,000	
	Project#				
			TIP# 09-2014-01		
				\$270,871	

**WHEREAS**, the funding used for this project will not affect any other project in the TIP; and

Frank Squires made a motion to approve Amendment #20. Norm Sims seconded the motion and the vote to approve was unanimous.

**F. Amendment #21 (SMART – Operating Revenue)**

Linda Wheeland introduced Amendment #21 (below).

**WHEREAS**, the Springfield Area Transportation Study (SATS), in cooperation with the Illinois Department of Transportation, has a comprehensive, cooperative, and continuing (3C) planning process for transportation planning in compliance with Federal regulations for the urbanized area; and

**WHEREAS**, the Springfield Area Transportation Study approved the Transportation Improvement Program (TIP) for FY/2013-2016 on October 11, 2012; and

**WHEREAS**, Sangamon County is the lead county for Sangamon/Menard Area Regional Transit (SMART) which will provide demand-response transit service to all of Menard County and the rural areas of Sangamon County, including part of the Metropolitan Planning Area; and

**WHEREAS**, Sangamon County has received Section 5311 Non-Metro Public Transportation Program funding to begin providing rural transportation to all of Menard County and the rural areas of Sangamon County; and

**WHEREAS**, matching funds are available through Menard County's Downstate Operating Assistance Program grant and local sources; and

**WHEREAS**, Sangamon County requests that the FY-2013 Annual Element of the FY/2013-2016 TIP be amended by adding the project listed below; and

**Project Description and Funding:**

Project/Jurisdiction/Class	Description	Action/Comments	Funding Source	Total Cost
A21 SMART Operating Revenue	<b>Description:</b> Overview of Operations Revenue	General breakdown of revenue projections for the fiscal year	Fares	1,922
			Other	20,562
Sangamon County Rural Transit	<b>Project#</b>		State Assistance	99,000
	<b>TIP#</b> 07-2013-01		FTA 5311	132,108
				<b>\$253,592</b>

**WHEREAS**, the funding used for this project will not affect any other project in the TIP; and

Frank Squires made a motion to approve Amendment #21. Norm Sims seconded the motion and the vote to approve was unanimous.

**G. Amendment #22 (SMART – Downstate Capital Initiative Projects)**

Linda Wheeland introduced Amendment #22 (below).

**WHEREAS**, the Springfield Area Transportation Study (SATS), in cooperation with the Illinois Department of Transportation, has a comprehensive, cooperative, and continuing (3C) planning process for transportation planning in compliance with Federal regulations for the urbanized area; and

**WHEREAS**, the Springfield Area Transportation Study approved the Transportation Improvement Program (TIP) for FY/2013-2016 on October 11, 2012; and

**WHEREAS**, Sangamon County is the lead county for Sangamon/Menard Area Regional Transit (SMART) which will provide demand-response transit service to all of Menard County and the rural area of Sangamon County, including part of the Metropolitan Planning Area; and

**WHEREAS**, Sangamon County has received a Downstate Capital Initiative grant to create transfer centers/bus stops in three outlying communities; to acquire a super medium duty bus, a medium duty bus, a light duty bus, and four minivans; to purchase scheduling software and magnetic card swipe hardware and software; and to purchase office equipment and vehicle maintenance equipment and parts; and

**WHEREAS**, Sangamon County requests that the FY-2013 Annual Element of the FY/2013-2016 TIP be amended by adding the project listed below; and

**Project Description and Funding:**

Project/Jurisdiction/Class	Description	Action/Comments	Funding Source	Total Cost
A22 SMART Downstate Capital Initiative Projects	<b>Description:</b> Initial capital projects for start-up of rural transit service in Sangamon and Menard Counties	Transfer Centers/Bus stops	Downstate Combined IJN/DTIF Capital Program	270,000
		Seven Paratransit Vehicles		380,000
		ITS Equipment		118,000
	<b>Project#</b>	Office & Maintenance Equipment		42,135
Sangamon County Rural Transit	<b>TIP#</b> 07-2013-02			<b>\$810,135</b>

**WHEREAS**, the funding used for this project will not affect any other project in the TIP; and

Sal Madonia made a motion to approve Amendment #22. Norm Sims seconded the motion and the vote to approve was unanimous.

**H. Amendment #23 (SMTD – Transit Buses)**

Frank Squires introduced Amendment #23 (below).

**WHEREAS**, the Springfield Area Transportation Study (SATS), in cooperation with the Illinois Department of Transportation, has a comprehensive, cooperative, and continuing (3C) planning process for transportation planning in compliance with Federal regulations for the urbanized area; and

**WHEREAS**, the Springfield Area Transportation Study approved the Transportation Improvement Program (TIP) for FY/2013-2016 on October 11, 2012; and

**WHEREAS**, the Springfield Mass Transit District fleet is in need of replacement buses; and

**WHEREAS**, the Springfield Mass Transit District has received a Downstate Capital Initiative grant to purchase ten 35-foot buses; and

**WHEREAS**, the Springfield Mass Transit District requests that the FY-2013 Annual Element of the FY/2013-2016 TIP be amended by adding the project listed below; and

**Project Description and Funding:**

Project/Jurisdiction/Class	Description	Action/Comments	Funding Source	Total Cost
A23 35-foot Transit Buses	<b>Description:</b> Purchase 10 replacement buses	These will be clean emission buses.	Downstate Combined IJN/DTIF Capital Program	4,200,000
	SMTD Urban Transit			

**WHEREAS**, the funding used for this project will not affect any other project in the TIP; and

Norm Sims made a motion to approve Amendment #23. Sal Madonia seconded the motion and the vote to approve was unanimous.

**I. Amendment #24 (SMTD – ITS Equipment)**

Frank Squires introduced Amendment #24 (below).

**WHEREAS**, the Springfield Area Transportation Study (SATS), in cooperation with the Illinois Department of Transportation, has a comprehensive, cooperative, and continuing (3C) planning process for transportation planning in compliance with Federal regulations for the urbanized area; and

**WHEREAS**, the Springfield Area Transportation Study approved the Transportation Improvement Program (TIP) for FY/2013-2016 on October 11, 2012; and

**WHEREAS**, the Springfield Mass Transit District needs to update the way passengers pay fares to ride the mainline bus system and the way system data is processed; and

**WHEREAS**, the Springfield Mass Transit District has received a Downstate Capital Initiative grant to purchase intelligent technology systems to modernize fare collection and data collection; and

**WHEREAS**, the Springfield Mass Transit District requests that the FY-2013 Annual Element of the FY/2013-2016 TIP be amended by adding the project listed below; and

**Project Description and Funding:**

Project/Jurisdiction/Class	Description	Action/Comments	Funding Source	Total Cost
A23 ITS Equipment	<b>Description:</b> Validating Fare Boxes, Ticket Machines, Data System & Vault	Modernize fare collection and data collection	Downstate Combined IJN/DTIF Capital Program	1,430,000
SMTD	<b>Project#</b>			
Urban Transit	<b>TIP#</b> 06-2013-11			<b>\$1,430,000</b>

**WHEREAS**, the funding used for this project will not affect any other project in the TIP; and

Norm Sims made a motion to approve Amendment #24. Sal Madonia seconded the motion and the vote to approve was unanimous.

**VI. TECHNICAL ADVISOR UPDATES**

**A. Illinois Department of Transportation: Central Bureau of Urban Program Planning**

Thomas Caldwell briefed SATS on the purpose of requiring MPOs be notified when a project status is changed to Advanced Construction (AC), describing it as a cash-flow tool that doesn't affect the base funding for a project, but gives a sort of "second mortgage" on a project. Caldwell explained that when a project is changed to AC status, it requires being listed in the relevant Transportation Improvement Program (TIP) as such.

Wheeland then stated that when a project enters the AC stage, federal funding is not guaranteed to be there for the project. Caldwell explained that IDOT would continue to guarantee funding for the project in the hopes that a federal match will be granted at a later date.

Sal Madonia explained that this was an issue that had not previously been presented outside the IDOT central office, as projects had gone through as long as some funding is there. Norm Sims stated that the IDOT AC notification system functions much as an automated switch that requires notification to all the relevant parties in the MPO in order that these status changes not go unnoticed.

Mike Williamsen asked what the purpose of requiring AC announcements was. Caldwell explained that it was a federal requirement had not been previously followed by the state. With increased pressure from FHWA the new notification system was developed by IDOT.

**B. Federal Highway Administration: Illinois Division Office**

No report was given.

**VII. AGENCY UPDATES**

**A. Springfield-Sangamon County Regional Planning Commission**

Norm Sims reported on the new IDOT grant program resulting from the combination of the Transportation Enhancement Program (TEP) and two other related programs into the Transportation Alternatives Program

(TAP) under MAP-21. Sims stated that under the IDOT program allocations to Transportation Management Areas (TMAs), which include all MPOs of above 200,000 in population that are at least partially in Illinois (as federally required), would receive dedicated TAP funding proportionally tied to the number of persons residing in the Illinois portion of the TMA boundaries. MPOs that do not meet this population threshold such as SATS will not receive a similar suballocation. Projects involving streetscapes only would also no longer be eligible for funding. There had been discussion regarding giving MPOs under 200,000 in population a proportionally sized share equal to that of the TMAs, but this did not occur. All jurisdictions in Illinois of 5,000 population or greater, including those within the TMAs, would be competing for the statewide funds.

**B. Springfield Mass Transit District**

No report was given.

**C. City of Springfield**

No report was given.

**D. Sangamon County**

No report was given.

**E. Illinois Department of Transportation: Region 4, District 6**

Sal Madonia reported on three projects, the first being the completion of sidewalk, striping, and signage work at Clear Lake and Dirksen, which has an expected completion date of mid-July. Regarding a project near the intersection of Veterans Parkway and Jefferson Street, Madonia stated that 25 percent of the work had been completed, specifically with joint repair on all bridges complete, with replacement of raised medians and paving to begin shortly. Repaving of the asphalt road surface is set to begin in mid-July.

The third project, which Madonia announced had begun on June 10<sup>th</sup>, involves work on four bridge structures on Veterans Parkway including a railroad overpass between Interstate 72 and Lindbergh Boulevard.

**F. Village of Chatham**

No report was given.

**VIII. PUBLIC COMMENTS**

No public comments were given.

**IX. UNFINISHED BUSINESS**

There was no unfinished business.

**X. NEW BUSINESS**

**A. Curb Your Car Week Report**

Linda Wheeland announced the winners of all three winners of the Curb Your Car Challenge, with Memorial Health System SportsCare winning the small employer division (5-49 employees – 9 of 16 MHSS employees participated), the Illinois Commerce Commission winning the medium-sized employer division (50-299 employees – 21 of 180 ICC employees participated), and the Illinois Department of Revenue winning the large employer division (300 or more employees - 69 of 1,050 IDR employees participated).

Overall, 29 total businesses were represented (20 of which registered teams), of which 185 employees participated with a total of 567 person days. Split by mode, 104 biked, 28 rode the bus, 3 people ran, and 56 walked, totaling 4,512.58 miles traveled via active transportation, with 225.63 gallons of gasoline saved, \$857.39 of fuel costs saved, and 4,607 pounds of carbon dioxide (CO<sub>2</sub>) not emitted.

Wheeland also reported that on a survey sent out to Curb Your Car participants, who when asked if they would be more likely to use active transportation after participating, the vast majority said they would.

The four page Curb Your Car report document may be found as part of this document as *Attachment #1*.

## **B. Transportation Funding Proposal**

Norm Sims reported on an approximately 500-page transportation funding proposal in the state legislature which makes significant changes on state funding for transportation. Among other things, the most recent version of the bill at the time of the meeting keeps the current gas tax but adds a wholesale gas tax, and eliminates ethanol tax credits. Sims stated that the bill was not presented in any form to the Illinois General Assembly (GA) since the initial version was not released until after members of the GA had left town at the end of May.

In response to a question from Sal Madonia on this proposed bill, Sims explained that it sets up a new fund with some limitations on use, which comes from a wholesale gas tax paid by the retailer rather than the consumer, and adds 10 to 14 more cents per gallon on top of what the consumer already pays at the pump. This, plus the removal of ethanol tax credits, would be distributed under a new formula that would replace the old “55/45” formula. Sims stated there were some potentially serious issues in downstate jurisdictions as a result of the new formula and thus important for SATS members to review.

Mike Williamsen asked Sims about the language in *Attachment #2* which summarizes a proposal from the Transportation for Illinois Coalition (TFIC). The first bullet point indicates that the state motor fuel tax would be abolished. Sims explained that this was part of a summary of the proposal before that component was changed when codified into a formal bill.

Sims mentioned that if any SATS members wanted representatives from the TFIC to give a presentation on the proposed transportation funding bill that SSCRPC staff would work to make that happen. Tom Gray agreed this was a good idea and asked staff to ask TFIC to give a presentation at the July meeting.

## **C. Next Meeting Date – Thursday, July 18, 2013 at 12:00 PM**

Wheeland noted that Tom Gray’s two-year term as Policy Committee chair would be over at the end of June when Frank Squires would become chair and Bill Logan would become Vice Chair.

## **XI. ADJOURNMENT**

There being no further business, Chair Gray called to adjourn. Norm Sims made a motion to adjourn. Sal Madonia seconded the motion and the vote to adjourn was unanimous.

The regular meeting was adjourned at 12:24 PM.

Respectfully Submitted,

Brian Sheehan  
Recording Secretary

## Attachment 1 Page 1

*bike*  *walk*  *run*  *bus*

**Curb Your Car Week Results**  
**May 13<sup>th</sup> – May 18<sup>th</sup>, 2013**

**5-49 Employees**

Name of Employer	Employees that Participated	Total # of Employees	Percent of Participation
Memorial Health System SportsCare	9	16	56.25
Lieutenant Governor's Office	5	10	50.0
Federal Highway Administration	9	30	30.0
Cummins Engineering Corporation	1	8	12.50
Memorial Medical Center Outpatient Rehab at Koke Mill	3	48	6.25

## Attachment 1 Page 2

*bike*  *walk*  *run*  *bus*

## 50-299 Employees

Name of Employer	Employees that Participated	Total # of Employees	Percent of Participation
Illinois Commerce Commission	21	180	11.67
Illinois Emergency Management Agency	11	150	7.33
Illinois Department of Commerce & Economic Opportunity	11	200	5.50
Springfield Mass Transit District	7	135	5.19
Governor's Office	3	75	4.0
Illinois Department of Transportation: District 6	3	200	1.50
Brother James Court	1	105	0.95
Crawford, Murphy & Tilly, Inc.	1	130	0.77
Illinois Department of Healthcare and Family Services	1	275	0.36

## Attachment 1 Page 3

*bike*  *walk*  *run*  *bus*

### 300 or more Employees

Name of Employer	Employees that Participated	Total # of Employees	Percent of Participation
Illinois Department of Revenue	69	1050	6.57
Sangamon County	8	740	1.08
Illinois Environmental Protection Agency	6	750	0.80
Illinois Department of Corrections: Central Office	1	300	0.33
Illinois Department of Central Management Services	5	2000	0.25
Illinois Department of Transportation: Central Office	2	1000	0.20



**bike**  **walk**  **run**  **bus**

### By the Numbers\*

1. 20 REGISTERED teams with participants, 29 total employers with eligible participants
2. 185 eligible workers who participated
3. 567 person days of curbed cars
4. 104 people who rode a bicycle on at least one day during their commute
5. 28 people who rode a SMTD bus on at least one day during their commute
6. 3 people who ran on at least one day during their commute
7. 56 people who walked on at least one day during their commute
8. 4512.58 miles traveled via active transportation
9. 225.63 gallons of gas saved\*\*
10. \$857.39 of fuel costs saved\*\*\*
11. 4,607 pounds of CO<sub>2</sub> not emitted\*\*\*\*

\* *Note: All figures based on a one-way commute. Commuters may have traveled to and from work each day using active transportation.*

\*\* *Calculated based on an average fuel consumption rate of 20 miles per gallon*

\*\*\* *Based on a cost of \$3.80/gallon of fuel*

\*\*\*\* *Determined based on calculations obtained from the US EPA Household Emissions Calculator assuming a fuel consumption rate of 20 miles per gallon*

**Attachment 2**




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**TRANSPORTATION FOR ILLINOIS COALITION (TFIC)  
A PROPOSAL TO PREVENT THE COLLAPSE OF CONSTRUCTION FUNDS**

A transportation funding crisis is looming. When the "Illinois Jobs Now" capital program approved in 2009 expires next year the funds available for transportation related construction is projected to decline by approximately \$2 billion, the number of projects are projected to decline by two-thirds and the number of construction jobs will decline by well over half to fewer than 20,000 by FY 2018. Without new funds Illinois will have 5000 miles of state roads classified as in bad repair by then. This means 1 in every 3 miles of road and 1 in every 10 bridges will be unacceptable. Some CTA rail lines claim 30% designated as "slow zones" due to poor repair. METRA trains and PACE buses are aged and in need of replacement. Likewise, the state's commitment to CREATE is expired.

Traditional user fees are stagnant or declining while construction costs and needs for maintenance continue to grow. Because all revenues generated in 2009 were dedicated to retiring bonded indebtedness nothing is left from that program to sustain annual "pay as you go" maintenance and repair programs or to undertake additional projects from state source funding. There is no on-going transit bonding or stable state revenue stream for transit capital for on-going maintenance.

Illinois' highway system includes the nation's third largest interstate system and third largest bridge inventory. In 2011 vehicles traveled 103 billion miles throughout Illinois. Poor state infrastructure costs the average motorists \$292 per year in higher operating and repair costs. Congestion in northeastern Illinois is estimated to cost \$8.2 billion in lost productivity.

The TFIC's total needs assessment for all modes of transportation is projected at \$63-74 billion.

In order to maintain the state's commitment to infrastructure investment and support continued private sector economic growth the Transportation for Illinois Coalition proposes a \$1 billion increase in user fees exclusive to transportation projects to sustain on-going construction of transportation networks.

- Abolishes state motor fuel tax and sales tax on fuels and replaces them with a new wholesale fuels tax, increases vehicle registration and title fees, eliminates ethanol tax credit
- Replaces slow and no growth revenue sources with one more reflective of inflation & economy
- Creates a steady and reliable revenue stream that focuses on maintenance of existing networks; \$600 million for annual "pay as you go" programming
- \$400 million for debt service supports \$4.4 billion in new construction bonds
- Segregates transportation related user fee revenues into protected funds and streamlines allocation formulas
- Establishes new annual revenue streams for local roads, public transit and rail programs

Illinois needs to embrace stable, steady, predictable and reliable revenue streams and infrastructure building programs. The boom and bust cycle is not in anyone's best interest.