Illinois’ Transportation Needs

Mary Craighead, AICP
About ILEPI

The Illinois Economic Policy Institute is a nonprofit research organization out of La Grange, IL

RELEASED OVER 170 REPORTS

Transportation, infrastructure, education, wages, labor standards, economic development, and budgets

ANALYTICS & STATISTICS

ILEPI uses advanced statistics, survey techniques, and the latest forecasting models

FOCUS ON ILLINOIS & MIDWEST

Empower individuals, policymakers, and lawmakers to make informed policy decisions
TRANSPORTATION NETWORK
### Illinois in Context

<table>
<thead>
<tr>
<th>Category</th>
<th>Number</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>Miles of road</td>
<td>145,892</td>
<td>3rd</td>
</tr>
<tr>
<td>Interstate miles</td>
<td>2,185</td>
<td>3rd</td>
</tr>
<tr>
<td>Bridges</td>
<td>26,704</td>
<td>3rd</td>
</tr>
<tr>
<td>Railway miles</td>
<td>6,986</td>
<td>2nd</td>
</tr>
<tr>
<td>Miles of waterway</td>
<td>1,100</td>
<td>8th</td>
</tr>
</tbody>
</table>
SYSTEM USE
Transportation System Use

- 12.8 million residents
- 8.5 million licensed drivers
- 10.3 million registered vehicles

5th Population
3rd Transit Trips (664 million)
6th Enplanements (43 million)
Vehicle Miles Traveled

55% increase in VMT between 1984 and 2017
Avg daily long-haul truck traffic on National Highway System, 2015
Freight

Tonnage of rail intermodal moves, 2013
INFRASTRUCTURE NEEDS
IDOT System Needs

Backlog Roadway Miles

85% increase between 2000 and 2015
100% between 2016 and 2023

Backlog Bridges

65% increase between 2016 and 2023
20% are currently in “poor” condition, compared to only 8% in 2001
Congestion

Average delay for Chicago Region commuter 61 hours in 2014, compared to only 52 hours in 2000.
12,672 fatal and serious injuries due to vehicle crashes on state and local roadways in 2014
Transit Needs

Percent of RTA systems considered to be in a state of “good repair”
# Funding Needs

$4.6$ billion / year

To address backlog amongst IDOT roads and bridges and statewide transit systems

<table>
<thead>
<tr>
<th>Roads &amp; Bridges</th>
<th>Statewide Transit</th>
</tr>
</thead>
<tbody>
<tr>
<td>IDOT $1.7$ billion</td>
<td>RTA $2.72$ billion</td>
</tr>
<tr>
<td></td>
<td>Downstate Transit $0.20$ billion</td>
</tr>
</tbody>
</table>
EXISTING FUNDING
Primary Funding Sources

- **Federal Government** ($1.5 billion)
- **Motor Fuel Taxes** ($1.28 billion)
- **Motor Vehicle & Operators Licenses** ($1.26 billion)
- **Title and Inspection Fees & Fines** ($138 million)
- **Local Government** ($1.24 million)
- **Miscellaneous** ($75 million)
State motor fuel tax generated nearly $1.8 billion in 1999, but only $1.3 billion in 2016 (in 2017$)
ILLINOIS’ FUNDING FUTURE
New Revenue Proposal

Motor Fuel Tax

Gasoline: $0.19/gallon → $0.38/gallon
Special Fuels: $0.215/gallon → $0.43/gallon
Generates $1.264 billion

Vehicle Registration Fees

$98 → $148
Generates $450 million
Illustrating the Dire Need

To generate needed additional revenue, just to address backlog, requires:

- $0.85 / gallon of gasoline
- AND
- $1.00 / gallon of special fuels

OR

- $578 / vehicle registration fee
Transportation needs in Illinois are great and some sort of change is necessary. Without action, needs will only continue to grow. Outside factors should also be taken into account.
Mary Craighead, AICP
Transportation Policy Analyst
Illinois Economic Policy Institute

mcraighead@illinoisepi.org
708.375.1002 x2
www.illinoisepi.org
EXTRA SLIDES
Weight of Illinois inbound, outbound, and within freight movements, 1997-2015

Ranks 3rd nationally
Freight

Value of Illinois inbound, outbound, and within freight movements, 1997-2015

Ranks 3rd nationally
Commuting Characteristics

- Drive alone, 73.4%
- Public transportation, 9.2%
- Carpool, 8.3%
- Bicycle, 0.6%
- Walk, 3.1%
- Taxi, motorcycle, other, 1.1%
- Work at home, 4.4%
Each Illinois driver paid $65 less per year in 2015, compared to 1999 (2017$) – a 29% decrease.
### Personal Cost of Fees

<table>
<thead>
<tr>
<th>Light Duty Vehicles</th>
<th>Short Wheelbase</th>
<th>Long Wheelbase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Miles Driven (2015 U.S. Average)</td>
<td>11,327</td>
<td>11,855</td>
</tr>
<tr>
<td>Miles per Gallon (2015 U.S. Average)</td>
<td>23.9</td>
<td>17.3</td>
</tr>
<tr>
<td>Gallons per Year</td>
<td>473.9</td>
<td>685.3</td>
</tr>
<tr>
<td>Federal Gas Tax Cost ($0.184/gallon)</td>
<td>$87</td>
<td>$126</td>
</tr>
<tr>
<td>State Gas Tax Cost ($0.19/gallon)</td>
<td>$90</td>
<td>$130</td>
</tr>
<tr>
<td>State Vehicle Registration Fee</td>
<td>$101</td>
<td>$101</td>
</tr>
<tr>
<td><strong>Annual Cost</strong></td>
<td><strong>$278</strong></td>
<td><strong>$357</strong></td>
</tr>
</tbody>
</table>

Source(s): FHWA Highway Statistics (miles driven); EIA (miles per gallon); NCSL, 2017 (veh. reg. fee)

**State fees cost average driver (long wheelbase) approximately $19/month**
Transportation as a Utility

The average annual electricity and cable bills are almost 4 times typical transportation fees.