

MOVING BEYOND CONGESTION



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Long-Term, Comprehensive Capital Bill for Transportation is Still Needed

The Governor and General Assembly should be commended for passing the “jump start” capital plan but this is only a first step. A long-term, comprehensive capital plan is still required in order to maintain, enhance and expand mass transit.

- **The “jump start” capital plan invests \$900 million in new state capital money for northeastern Illinois mass transit.** These funds, when combined with the federal stimulus funding (\$414 million) provide approximately one year's worth of the funding needed to address critical deferred maintenance. However, the Moving Beyond Congestion Strategic Plan identified a \$10 billion unmet capital need for new state funds in order to maintain, enhance and expand the transit system.
- **The Transportation for Illinois Coalition (TFIC) recommends a minimum new state investment of \$5.1 billion for mass transit over the next five years.** This minimum level of investment will allow substantial progress to be made toward bringing the transit system into a state of good repair. It will also allow prudent progress to be made on system enhancements and expansions to address the demand for transit, which recently hit 50-year highs.
- **The Governors proposed capital plan provides only \$1.5 billion for mass transit, which is 50% of the state funding dedicated to transit in Illinois FIRST.** Illinois FIRST provided \$3 billion for mass transit (2009 dollars) vs. \$1.5 billion proposed by the Governor. The capital plan originally proposed by the Governor totaled \$26 billion, but contained less than \$4 billion in NEW state capital money for transportation and only \$1.5 billion for mass transit.

Comparison of mass transit funding for the RTA region:

- Need to maintain, enhance and expand the regional transit system: \$10 billion.
 - TFIC minimum proposal: \$5.1 billion.
 - Illinois FIRST level: \$3 billion.
 - Governor's introduced level: \$1.275 billion (\$225 million for downstate).
 - “Jump-start” capital bill: \$900 million (\$100 million for downstate).
- **The current capital funding levels will NOT provide enough resources for the region to access federal “New Starts” funding for transit expansion projects.** These federal funds remain in jeopardy of being lost because the current transit funding levels are not enough to cover urgent maintenance costs and also provide local matching funds for New Starts expansion projects.
 - **Transit has received NO state funds for capital since 2004.** Our only source of capital investment has been federal funding, which provides only half of what is required each year just to maintain the current system, let alone enhance or expand the system.

Without a significantly larger capital investment, we will miss out on critical economic, environmental and quality of life benefits for Illinois.

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