ILLINOIS

Current Condition of Transportation:

- 35% of IL's major roads are in poor condition[1]
  - ASCE road grade of D+[2]
  - Costs each Illinois motorist $540 a year in extra maintenance [3]
  - A total of 4,703 lives were lost on IL's highways from 2009 to 2013 [4]
- Vehicle travel on IL's highways increased 26% from 1990-2013[5] while the state population grew by 13% in that time[6]
- 43% of IL's major highways are congested[7]
  - Congestion in America costs motorists $121b annually in wasted fuel

Commerce:

- 68% of the $639b in goods shipped within IL traveled by truck across the state's vast highway infrastructure[8]

Need for Federal Investment:

- 39% federal share of Illinois Highway Capital Program[9]
- National Interstate Backlog of $185.24b on 47,575 miles of interstate.[10]
  - National Highway System (NHS) backlog of $424.5b on 227,224 miles of the NHS.

FAST Act ⟶ ***What this does for Illinois***

Prioritize bridge reconstruction and safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
  - IL's 2,216 structurally deficient bridges - 16% of Illinois's bridges are rated as structurally deficient or functionally obsolete[11]
  - Current ASCE bridge grade of C+[12]

---

[1] TRIP
[2] ASCE
[3] TRIP
[4] FHWA
[5] TRIP
[6] FHWA
[7] TRIP
[8] TRIP
[9] ARTBA
[10] AASHTO and FHWA
[11] FHWA
[12] ASCE

Improve Commerce:

- Over the life of the bill (FY2016-FY2020), IL will receive $225,960,873 in addition to growth of the existing programs for freight.
- This new formula-based Freight Program will ensure federal dollars for the state by prioritizing spending on interstate for projects in the national economic interest.
- In addition to the National Freight Program, IL, through the Nationally Significant Freight and Highway Projects (NSFHP), a $4.5 billion discretionary grant program, will be able to compete for funding to address major projects of high importance to a community, a region, or the country. This will provide much needed funding for projects that are too big to get off the ground due to constraints on traditional funding. Furthermore, NSFHP has a rural set-aside and equitable geographic distribution of funds. This will ensure a balance of where federal dollars are directed, making sure rural projects see the light of day as well as the major projects that will greatly benefit the national economy.

Long-Term 5-Year Certainty:

- Total share over 5 years of the FAST Act: $10,517,565,395 that the state would not get otherwise.
- Major State Projects that can benefit from the FAST Act:
  - **The IIlliana Corridor**, A 47-mile, east-west highway facility that will connect I-55, Illinois and I-65, Indiana
    a. Estimated cost of project **$1.3B**
    b. Would improve regional mobility, travel times and access to jobs by addressing growing east-west regional and national traffic demand.
    c. Accommodate market demands for increasing freight logistic transportation and more efficient freight movement including better accommodation of regional and national truck trips.
    d. Estimated $1 million in daily travel time savings
    e. CMAP estimates that the construction of Illiana will result in a $425M increase in gross regional product.
  - Jayne Bryne Interchange, Chicago, IL: critical for freight movement on Interstate and arterial roadways, as well as to regional railroads and waterways
- FAST delivers 5 years of certainty. 35 short term extensions since SAFETEA-LU have impeded on IL's ability to properly plan and budget for transportation projects.
- Building off NEPA reforms accomplished in MAP-21, DRIVE is cutting red tape and accelerating project delivery to increase IL's ability to efficiently finish projects.
- FAST gives IL the ability to prepare for the next 50 years. With a focus on innovation, IL can better deploy technology to improve the state transportation network.