

ILLINOIS

Current Condition of Transportation:

- 35% of IL's major roads are in poor condition¹
 - ASCE road grade of D+²
 - Costs each Illinois motorist \$540 a year in extra maintenance³
 - A total of 4,703 lives were lost on IL's highways from 2009 to 2013⁴
- Vehicle travel on IL's highways increased 26% from 1990-2013⁵ while the state population grew by 13% in that time⁶
- 43% of IL's major highways are congested⁷
 - 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 infrastructure⁸

Need for Federal Investment:

- 39% federal share of Illinois Highway Capital Program⁹
- 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 obsolete¹¹
 - 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 Illiana 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. 36 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, FAST 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.