

## MASS TRANSIT CAPITAL FUNDING – NORTHEASTERN ILLINOIS

**Moving Beyond Congestion needs assessment:** The Moving Beyond Congestion Strategic Plan identified the need for \$10 billion additional State transit capital funding in the RTA region over 5 years, with a presumed \$6.1 billion in federal and other funding, for a total program of \$16.1 billion.

**Transportation for Illinois Coalition proposal:** In recognition of the current fiscal climate, the Transportation for Illinois Coalition (TFIC) developed a proposal for \$6 billion additional State transit capital funding over 5 years, with a presumed \$4.3 billion in federal matching funding. The total program of \$10.3 billion would be allocated as follows:

<b>Proposed 5-Year Capital Program</b>	<b>State funds</b>	<b>Federal matching funds</b>	<b>Total</b>
<b>Maintain:</b> invest in trains, buses and vans, track and structures, passenger stations and other facilities	\$4.8 billion	\$2.9 billion	\$7.7 billion
<b>Enhance:</b> invest to improve the service we have with weekend and off-peak service, system efficiencies	\$400 million	\$100 million	\$500 million
<b>Expand:</b> planning for long term system expansion to meet our region's growing needs	\$800 million	\$1.3 billion	\$2.1 billion
<b>Total</b>	<b>\$6.0 billion</b>	<b>\$4.3 billion</b>	<b>\$10.3 billion</b>

This proposal would allow the transit agencies to address critical maintenance, bring the system closer to a state of good repair, and make progress on prudent system expansions. Under the TFIC proposal, transit capital would be funded through a predictable and dedicated funding stream that could not be used by the State for other purposes; the State budget would then be “backfilled” through new revenues.

**Alternative proposals:** Proposals for significantly less funding than the proposal above would not provide sufficient funding needed to bring the system to a state of good repair and maintain the system. Insufficient investment will mean more slow zones, more breakdowns, and higher operating costs and would place our region at a disadvantage in competing for federal funding for “New Starts” system expansions. Without adequate local funding, we will not be able to secure the federal funding needed for critical projects such as Metra Union Pacific North West or West line improvements, STAR line, South East Service, CTA Red, Orange, Yellow or Circle Line projects, and Pace Bus Rapid Transit.

### **Historical comparison:**

Illinois FIRST provided \$2.1 billion for transit over five years – a 2:1 roads-to-transit funding ratio. The current TFIC proposal has a 1:1 ratio for new State funding for roads and transit.

Under Illinois FIRST, RTA averaged \$850 million annually to maintain the system. Illinois FIRST expired 3 years ago. Only \$361 million was allocated to maintenance in 2006.