

Illinois Transportation by the Numbers

MEETING THE STATE'S NEED FOR
SAFE, SMOOTH AND EFFICIENT MOBILITY



MAY 2019



ILLINOIS
CHAMBER



Founded in 1971, [TRIP](#)® of Washington, DC, is a nonprofit organization that researches, evaluates and distributes economic and technical data on surface transportation issues. TRIP is sponsored by insurance companies, equipment manufacturers, distributors and suppliers; businesses involved in highway and transit engineering and construction; labor unions; and organizations concerned with efficient and safe surface transportation.

ILLINOIS KEY TRANSPORTATION FACTS

THE HIDDEN COSTS OF DEFICIENT ROADS

Driving on Illinois roads that are deteriorated, congested and that lack some desirable safety features costs Illinois drivers a total of \$18.3 billion each year. TRIP has calculated the cost to the average motorist in the state's largest urban areas in the form of additional vehicle operating costs (VOC) as a result of driving on rough roads, the cost of lost time and wasted fuel due to congestion, and the financial cost of traffic crashes.

Location	VOC	Safety	Congestion	TOTAL
Chicago	\$633	\$387	\$1,539	\$2,559
Champaign-Urbana	\$563	\$569	\$310	\$1,442
Metro East	\$405	\$921	\$1,086	\$2,412
Peoria-Bloomington	\$610	\$542	\$376	\$1,528
Rockford	\$680	\$707	\$594	\$1,981
Springfield	\$491	\$497	\$306	\$1,294
ILLINOIS STATEWIDE	\$5 Billion	\$4.8 Billion	\$8.5 Billion	\$18.3 Billion

ILLINOIS ROADS PROVIDE A ROUGH RIDE

Due to inadequate state and local funding, forty-two percent of Illinois' major roads and highways are in poor or mediocre condition. The condition of state-maintained roads and bridges in Illinois is anticipated to decline through 2023 based on current funding.

Location	Poor	Mediocre	Fair	Good
Chicago	31%	27%	17%	25%
Champaign-Urbana	25%	31%	12%	32%
Metro East	12%	28%	24%	36%
Peoria-Bloomington	32%	25%	9%	34%
Rockford	36%	27%	13%	25%
Springfield	23%	22%	13%	42%
ILLINOIS STATEWIDE	19%	23%	19%	39%

ILLINOIS BRIDGE CONDITIONS

Eight percent of Illinois' bridges are rated poor/structurally deficient, meaning there is significant deterioration of the bridge deck, supports or other major components. The condition of state-maintained bridges in Illinois is anticipated to decline through 2023 based on current funding. Forty-one percent of Illinois' locally and state-maintained bridges have been rated in fair condition.

Location	Total Bridges	Number Poor/Structurally Deficient	Share Poor/Structurally Deficient	Number Fair	Share Fair	Number Good	Share Good
Chicago	3,419	368	11%	1,406	41%	1,270	37%
Champaign-Urbana	971	45	5%	234	24%	692	71%
Metro East	1,006	67	7%	415	41%	524	52%
Peoria-Bloomington	1,550	158	10%	700	45%	692	45%
Rockford	578	35	6%	275	48%	265	46%
Springfield	549	29	5%	198	36%	322	59%
Southern Illinois	2,385	184	8%	911	38%	1,364	57%
STATEWIDE	26,809	2,273	8%	11,098	41%	13,438	50%

ILLINOIS ROADS ARE INCREASINGLY CONGESTED

Congested roads choke commuting and commerce and cost Illinois drivers \$8.5 billion each year in the form of lost time and wasted fuel. Drivers in the state’s largest urban areas lose up to \$1,500 and spend as much as two-and-a-half days each year in congestion.

Location	Hours Lost to Congestion	Annual Cost Per Driver
Chicago	63	\$1,539
Champaign-Urbana	13	\$310
Metro East	44	\$1,086
Peoria-Bloomington	16	\$376
Rockford	24	\$594
Springfield	13	\$306

ILLINOIS TRAFFIC SAFETY AND FATALITIES

Nearly 5,100 people were killed in traffic crashes in Illinois from 2013 to 2017. Traffic crashes in which a lack of adequate roadway safety features were likely a contributing factor imposed \$4.8 billion in economic costs in 2017.

Location	Average Fatalities 2015-2017	Safety Cost
Chicago	452	\$387
Champaign-Urbana	19	\$569
Metro East	71	\$921
Peoria-Bloomington	42	\$542
Rockford	35	\$707
Springfield	18	\$598
Southern Illinois	65	\$1,509
ILLINOIS STATEWIDE	1,059	\$4.8 Billion

TRANSPORTATION AND ECONOMIC DEVELOPMENT

The health and future growth of Illinois’ economy is riding on its transportation system. Each year, \$2.9 trillion in goods are shipped to and from Illinois, mostly by truck. By 2045, total freight tonnage being shipped in and out of Illinois is projected to grow by 40 percent, with 70 percent of the added tonnage moved by truck.

A [report](#) by the [American Road & Transportation Builders Association](#) found that the design, construction and maintenance of transportation infrastructure in Illinois supports 154,001 full-time jobs across all sectors of the state economy. These workers earn \$6.5 billion annually. Approximately 2.6 million full-time jobs in Illinois in key industries like tourism, manufacturing, retail sales, agriculture are completely dependent on the state’s transportation infrastructure network.

INTRODUCTION

Illinois' roads, highways and bridges form vital transportation links for the state's residents, visitors and businesses, providing daily access to homes, jobs, shopping, natural resources and recreation. Modernizing Illinois' transportation system is critical to quality of life and economic competitiveness in the Prairie State. Inadequate transportation investment, which will result in deteriorated transportation facilities and diminished access, will negatively affect economic competitiveness and quality of life in Illinois.

To accommodate population and economic growth, maintain its level of economic competitiveness and achieve further economic growth, Illinois will need to maintain and modernize its roads, highways and bridges by improving the physical condition of its transportation network and enhancing the system's ability to provide efficient, reliable and safe mobility for residents, visitors and businesses. Making needed improvements to Illinois' roads, highways, bridges and transit systems could also provide a significant boost to the state's economy by creating jobs in the short term and stimulating long-term economic growth as a result of enhanced mobility and access.

This report examines the condition, use and safety of Illinois' roads, highways and bridges and the future mobility needs of the state. Sources of information for this report include the Illinois Department of Transportation (IDOT), the Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials (AASHTO), the Bureau of Transportation Statistics (BTS), the U.S. Census Bureau, the Texas Transportation Institute (TTI), the National Highway Traffic Safety Administration (NHTSA), and the American Road and Transportation Builders Association (ARTBA).

For the purposes of this report, an urban area is defined as a region's municipalities and surrounding suburbs for pavement condition and congestion data; bridge and traffic fatality data include a region's major counties.¹

POPULATION, TRAVEL AND ECONOMIC TRENDS IN ILLINOIS

Illinois motorists and businesses require a high level of personal and commercial mobility. To foster quality of life and spur continued economic growth, it will be critical that the state provide a safe and modern transportation system that can accommodate future growth in population, tourism, business, recreation and vehicle travel.

Illinois' population grew to approximately 12.7 million residents in 2018, a three percent increase since 2000.² Illinois had approximately 8.5 million licensed drivers in 2017.³ From 2000 to 2017, Illinois' gross domestic product (GDP), a measure of the state's economic output, increased by 16 percent, when adjusted for inflation.⁴ U.S. GDP increased 37 percent during this period.⁵ From 2000 to 2017, annual vehicle miles of travel (VMT) in Illinois increased by five percent, from 102.9 billion miles traveled annually to 108 billion miles traveled annually.⁶

CONDITION OF ILLINOIS ROADS

The life cycle of Illinois' roads is greatly affected by the state and local governments' ability to perform timely maintenance and upgrades to ensure that road and highway surfaces last as long as possible.

The pavement data in this report, which is for all arterial and collector roads and highways, is provided by the Federal Highway Administration (FHWA), based on data submitted annually by the Illinois Department of Transportation on the condition of major state and locally maintained roads and highways. Pavement data for Interstate highways and other principal arterials is collected for all system mileage, whereas pavement data for minor arterial and all collector roads and highways is based on sampling portions of roadways as prescribed by FHWA to ensure that the data collected is adequate to provide an accurate assessment of pavement conditions on these roads and highways.

Statewide, more than two-fifths of Illinois' major roads are in poor or mediocre condition. Nineteen percent of Illinois' major locally and state-maintained roads are in poor condition and 23 percent are in mediocre condition.⁷ Nineteen percent are in fair condition and the remaining 39 percent are in good condition.⁸

Thirty-six percent of Illinois' major locally and state-maintained urban roads and highways have pavements rated in poor condition and 26 percent are in mediocre condition.⁹ Fifteen percent of Illinois' major urban roads are rated in fair condition and the remaining 23 percent are rated in good condition.¹⁰

Six percent of Illinois' major locally and state-maintained rural roads and highways have pavements rated in poor condition and 21 percent are in mediocre condition.¹¹ Twenty-one percent of Illinois' major rural roads are rated in fair condition and the remaining 51 percent are rated in good condition.¹²

The condition of state-maintained roads and highways in Illinois is expected to deteriorate further, based on current levels of state funding. A 2017 IDOT [report](#) found that the share of state-maintained roads and highways that have deteriorated to the point where an improvement is needed now is anticipated to increase from 23 percent in 2018 to 35 percent in 2023 (from 3,596 miles to 5,588 miles of the 15,968 miles).¹³

The chart below details pavement conditions on major urban roads in the state’s largest urban areas.¹⁴

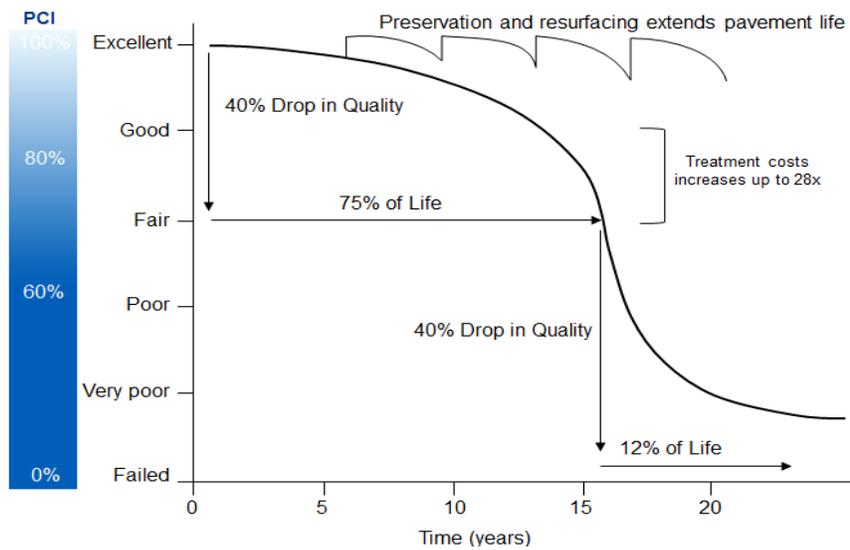
Chart 1. Pavement conditions on major roads in Illinois’ largest urban areas.

Location	Poor	Mediocre	Fair	Good
Chicago	31%	27%	17%	25%
Champaign-Urbana	25%	31%	12%	32%
Metro East	12%	28%	24%	36%
Peoria-Bloomington	32%	25%	9%	34%
Rockford	36%	27%	13%	25%
Springfield	23%	22%	13%	42%
ILLINOIS STATEWIDE	19%	23%	19%	39%

Source: TRIP analysis of Federal Highway Administration data.

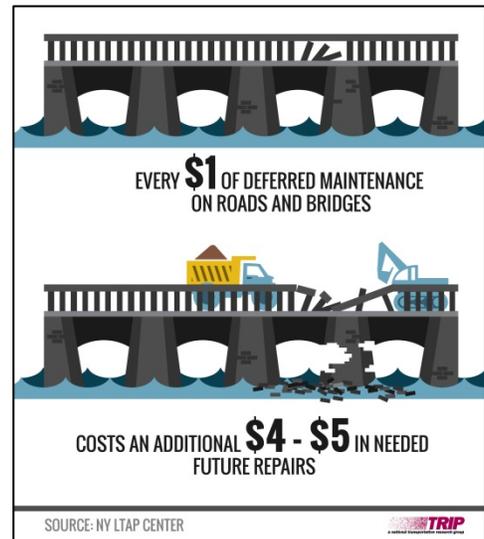
Pavement failure is caused by a combination of traffic, moisture and climate. Moisture often works its way into road surfaces and the materials that form the road’s foundation. Road surfaces at intersections are even more prone to deterioration because the slow-moving or standing loads occurring at these sites subject the pavement to higher levels of stress. It is critical that roads are fixed before they require major repairs because reconstructing roads costs approximately four times more than resurfacing them.¹⁵ As roads and highways continue to age, they will reach a point of deterioration where routine paving and maintenance will not be adequate to keep pavement surfaces in good condition and costly reconstruction of the roadway and its underlying surfaces will become necessary.

Chart 2. Pavement Condition Cycle Time with Treatment and Cost



Source: North Carolina Department of Transportation (2016). 2016 Maintenance Operations and Performance Analysis Report

Long-term repair costs increase significantly when road and bridge maintenance is deferred, as road and bridge deterioration accelerates later in the service life of a transportation facility and requires more costly repairs. A [report on maintaining pavements](#) found that every \$1 of deferred maintenance on roads and bridges costs an additional \$4 to \$5 in needed future repairs.¹⁶



THE COSTS TO MOTORISTS OF ROADS IN INADEQUATE CONDITION

TRIP has calculated the additional cost to motorists of driving on roads in poor, mediocre or fair condition. When roads are in poor, mediocre or fair condition – which may include potholes, rutting or rough surfaces – the cost to operate and maintain a vehicle increases. These additional vehicle operating costs (VOC) include accelerated vehicle depreciation, additional -vehicle repair costs,

increased fuel consumption and increased tire wear. TRIP estimates that additional VOC borne by Illinois motorists as a result of deteriorated road conditions is \$5 billion annually, or an average of \$586 per driver.¹⁷ The chart below details additional VOC per motorist in the state’s largest urban areas.

Chart 3. Vehicle operating costs per motorist as a result of driving on deteriorated roads.

Location	VOC
Chicago	\$633
Champaign-Urbana	\$563
Metro East	\$405
Peoria-Bloomington	\$610
Rockford	\$680
Springfield	\$491
ILLINOIS STATEWIDE	\$5 Billion

Source: TRIP estimates.

Additional vehicle operating costs have been calculated in the Highway Development and Management Model (HDM), which is recognized by the U.S. Department of Transportation and more than 100 other countries as the definitive analysis of the impact of road conditions on vehicle operating costs. The HDM report is based on numerous studies that have measured the impact of various factors, including road conditions, on vehicle operating costs.¹⁸

The HDM study found that road deterioration increases ownership, repair, fuel and tire costs. The report found that deteriorated roads accelerate the pace of depreciation of vehicles and the need for repairs because the stress on the vehicle increases in proportion to the level of roughness of the pavement surface. Similarly, tire wear and fuel consumption increase as roads deteriorate since there is less efficient transfer of power to the drive train and additional friction between the road and the tires.

TRIP’s additional VOC estimate is based on taking the average number of miles driven annually by a motorist, calculating current vehicle operating costs based on [AAA’s 2018 estimates](#) and then using the HDM model to estimate the additional VOC paid by drivers as a result of substandard roads.¹⁹ Additional research on the impact of road conditions on fuel consumption by the Texas Transportation Institute (TTI) is also factored in to TRIP’s vehicle operating cost methodology.

BRIDGE CONDITIONS IN ILLINOIS

Illinois' bridges form key links in the state's highway system, providing communities and individuals access to employment, schools, shopping and medical facilities, and facilitating commerce and access for emergency vehicles.

Eight percent of Illinois' locally and state-maintained bridges are rated as poor/structurally deficient.²⁰ This includes all bridges that are 20 feet or longer. A bridge is rated as being poor/structurally deficient if there is significant deterioration of the bridge deck, supports or other major components. Bridges that are rated poor/structurally deficient may be posted for lower weight limits or closed if their condition warrants such action.

Forty-one percent of Illinois' locally and state-maintained bridges have been rated in fair condition. A fair rating indicates that a bridge's structural elements are sound but minor deterioration has occurred to the bridge's deck, substructure or superstructure.

Deteriorated bridges can have a significant impact on daily life. Restrictions on vehicle weight may cause many vehicles – especially emergency vehicles, commercial trucks, school buses and farm equipment – to use alternate routes to avoid posted bridges. Redirected trips also lengthen travel time, waste fuel and reduce the efficiency of the local economy.

The condition of state-maintained bridges in Illinois is expected to deteriorate further, based on current levels of state funding. A 2017 IDOT [report](#) found that the share of state-maintained bridges that have deteriorated to the point where an improvement is needed is anticipated to increase from nine percent in 2018 to 13 percent in 2023 (from 735 to 1,023 of a total of 8,135 bridges).²¹

A 2018 IDOT [report](#) on managing the state's transportation assets estimates that IDOT would need to spend an additional \$6.6 billion over the next 10 years to achieve its goal of eliminating the state's backlog of roadway segments that are in need of immediate improvement.²²

The chart below details the number and share of bridges in the state's largest urban areas that are in poor/structurally deficient, fair and good condition.

Chart 4. Number and share of bridges in poor/structurally deficient, fair and good condition statewide and in Illinois' largest urban areas.

Location	Total Bridges	Number Poor/ Structurally Deficient	Share Poor/ Structurally Deficient	Number Fair	Share Fair	Number Good	Share Good
Chicago	3,419	368	11%	1,406	41%	1,270	37%
Champaign-Urbana	971	45	5%	234	24%	692	71%
Metro East	1,006	67	7%	415	41%	524	52%
Peoria-Bloomington	1,550	158	10%	700	45%	692	45%
Rockford	578	35	6%	275	48%	265	46%
Springfield	549	29	5%	198	36%	322	59%
Southern Illinois	2,385	184	8%	911	38%	1,364	57%
STATEWIDE	26,809	2,273	8%	11,098	41%	13,438	50%

Source: TRIP analysis of Federal Highway Administration National Bridge Inventory (2018).

The service life of bridges can be extended by performing routine maintenance such as resurfacing decks, painting surfaces, insuring that a facility has good drainage and replacing deteriorating components. But most bridges will eventually require more costly reconstruction or major rehabilitation to remain operable.

TRAFFIC SAFETY IN ILLINOIS

A total of 5,092 people were killed in Illinois traffic crashes from 2013 to 2017, an average of 1,018 fatalities per year.²³

Chart 5. Traffic Fatalities in Illinois from 2013 – 2017

Year	Fatalities
2013	991
2014	924
2015	998
2016	1,082
2017	1,097
TOTAL	5,092

Source: National Highway Traffic Safety Administration.

Three major factors are associated with fatal vehicle crashes: driver behavior, vehicle characteristics and roadway features. It is estimated that the lack of adequate roadway safety features are likely a contributing factor in approximately one-third of fatal traffic crashes. Roadway features that impact safety include the number of lanes, lane widths, lighting, lane markings, rumble strips, shoulders, guard rails, and other shielding devices, median barriers, intersection design and whether appropriate pedestrian and bicycle facilities are present, including sidewalks and bicycle lanes.

Illinois' overall traffic fatality rate of 1.02 fatalities per 100 million vehicle miles of travel in 2017 is lower than the national average of 1.16.²⁴ The traffic fatality rate on the state's rural roads is disproportionately high. The fatality rate on Illinois' non-interstate rural roads is approximately two-and-a-half times higher than on all other roads in the state (2.09 fatalities per 100 million vehicle miles of travel vs. 0.82).²⁵

The chart below details the number of people killed in traffic crashes in the state's largest urban areas between 2015 and 2017 and the economic costs per driver of traffic crashes in which the lack of adequate roadway safety features was likely a contributing factor.

Chart 6. Average fatalities between 2015 and 2017 and crash cost per driver.

Location	Average Fatalities 2015-2017	Safety Cost
Chicago	452	\$387
Champaign-Urbana	19	\$569
Metro East	71	\$921
Peoria-Bloomington	42	\$542
Rockford	35	\$707
Springfield	18	\$598
Southern Illinois	65	\$1,509
ILLINOIS STATEWIDE	1,059	\$4.8 Billion

Source: TRIP analysis.

Traffic crashes in Illinois imposed a total of \$14.5 billion in economic costs in 2017.²⁶ TRIP estimates that traffic crashes in which the lack of adequate roadway safety features were likely a contributing factor imposed \$4.8 billion in economic costs in 2017.²⁷

According to a 2015 National Highway Traffic Safety Administration (NHTSA) [report](#), the economic costs of traffic crashes includes work and household productivity losses, property damage, medical costs, rehabilitation costs, legal and court costs, congestion costs and emergency services.²⁸

Improving safety on Illinois' roadways can be achieved through further improvements in vehicle safety; improvements in driver, pedestrian, and bicyclist behavior; and, a variety of improvements in roadway safety features.

Where appropriate, highway improvements can reduce traffic fatalities and crashes while improving traffic flow to help relieve congestion. Such improvements include converting intersections

to roundabouts; removing or shielding roadside objects; the addition of left-turn lanes at intersections; the signalization of intersections; adding or improving median barriers; improved lighting; adding centerline or shoulder rumble strips; providing appropriate pedestrian and bicycle facilities, including sidewalks and bicycle lanes; providing wider lanes, wider and paved shoulders; upgrading roads from two lanes to four lanes; providing better road and lane markings; and updating rail crossings.

The U.S. has a \$146 billion backlog in needed roadway safety improvements, according to a 2017 [report](#) from the [AAA Foundation for Traffic Safety](#). The report found implementing these cost-effective and needed roadway safety improvements on U.S. roadways would save approximately 63,700 lives and reduce the number of serious injuries as a result of traffic crashes by approximately 350,000 over 20 years.

TRAFFIC CONGESTION IN ILLINOIS

Increasing levels of traffic congestion cause significant delays in Illinois, particularly in its larger urban areas, choking commuting and commerce. Traffic congestion robs commuters of time and money and imposes increased costs on businesses, shippers and manufacturers, which are often passed along to the consumer. Increased levels of congestion can also reduce the attractiveness of a location to a company when considering expansion or where to locate a new facility.

Based on TTI methodology, TRIP estimates the value of lost time and wasted fuel in Illinois is approximately \$8.5 billion a year. The chart below details the number of hours lost annually for each driver in the state's largest urban areas, and the per-driver cost of lost time and wasted fuel due to congestion.

Chart 7. Annual hours lost to congestion and congestion costs per driver.

Location	Hours Lost to Congestion	Annual Cost Per Driver
Chicago	63	\$1,539
Champaign-Urbana	13	\$310
Metro East	44	\$1,086
Peoria-Bloomington	16	\$376
Rockford	24	\$594
Springfield	13	\$306

Source: TRIP estimates based on Texas Transportation Institute Urban Mobility Report.

TRANSPORTATION AND ECONOMIC GROWTH

Today's culture of business demands that an area have well-maintained and efficient roads, highways and bridges if it is to remain economically competitive. Global communications and the impact of free trade in North America and elsewhere have resulted in a significant increase in freight movement, making the quality of a region's transportation system a key component in a business's ability to compete locally, nationally and internationally.

Businesses have responded to improved communications and the need to cut costs with a variety of innovations including just-in-time delivery, increased small package delivery, demand-side inventory management and e-commerce. The result of these changes has been a significant improvement in logistics efficiency as firms move from a push-style distribution system, which relies on large-scale warehousing of materials, to a pull-style distribution system, which relies on smaller, more strategic movement of goods. These improvements have made mobile inventories the norm, resulting in the nation's trucks literally becoming rolling warehouses.

Highways are vitally important to continued economic development in Illinois. As the economy expands, creating more jobs and increasing consumer confidence, the demand for consumer and business products grows. In turn, manufacturers ship greater quantities of goods to market to meet this demand, a process that adds to truck traffic on the state's highways and major arterial roads.

Every year, \$2.9 trillion in goods are shipped to, from and within Illinois, mostly by trucks.²⁹ Projected increases in passenger and freight movement will place further burdens on the state's

already deteriorated and congested network of roads and bridges. By 2045, total freight tonnage being shipped in, out and within Illinois is projected to grow by 40 percent, with 70 percent of the added tonnage expected to be moved by truck.³⁰

The cost of road and bridge improvements are more than offset by the reduction of user costs associated with driving on rough roads, the improvement in business productivity, the reduction in delays and the improvement in traffic safety.

Local, regional and state economic performance is improved when a region's surface transportation system is expanded or repaired. This improvement comes as a result of the initial job creation and increased employment created over the long-term because of improved access, reduced transport costs and improved safety.

A [report](#) by the [American Road & Transportation Builders Association](#) found that the design, construction and maintenance of transportation infrastructure in Illinois play a critical role in the state's economy, supporting the equivalent of 154,001 full-time jobs across all sectors of the state economy, earning these workers approximately \$6.5 billion annually.³¹ These jobs include 76,718 full-time jobs directly involved in transportation infrastructure construction and related activities as well as 77,283 full-time jobs as a result of spending by employees and companies in the transportation design and construction industry.³²

Transportation construction in Illinois annually contributes an estimated \$1.2 billion in state and local income, corporate and unemployment insurance taxes and the federal payroll tax. Approximately 2.6 million full-time jobs in Illinois in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the quality, safety and reliability of the state's transportation infrastructure network. These workers earn \$111 billion in wages and contribute an estimated \$20.3 billion in state and local income, corporate and unemployment insurance taxes and the federal payroll tax.³³

Increasingly, companies are looking at the quality of a region's transportation system when deciding where to re-locate or expand. Regions with congested or poorly maintained roads and bridges may see businesses relocate to areas with a smoother, more efficient and more modern transportation system. In a 2018 survey of corporate executives by [Area Development Magazine](#) highway accessibility was ranked the third highest site selection factor behind the availability of skilled labor and labor costs.³⁴

TRANSPORTATION FUNDING

Investment in Illinois' roads, highways and bridges is funded by local, state and federal governments. A lack of sufficient funding at all levels will make it difficult to adequately maintain and improve the state's existing transportation system.

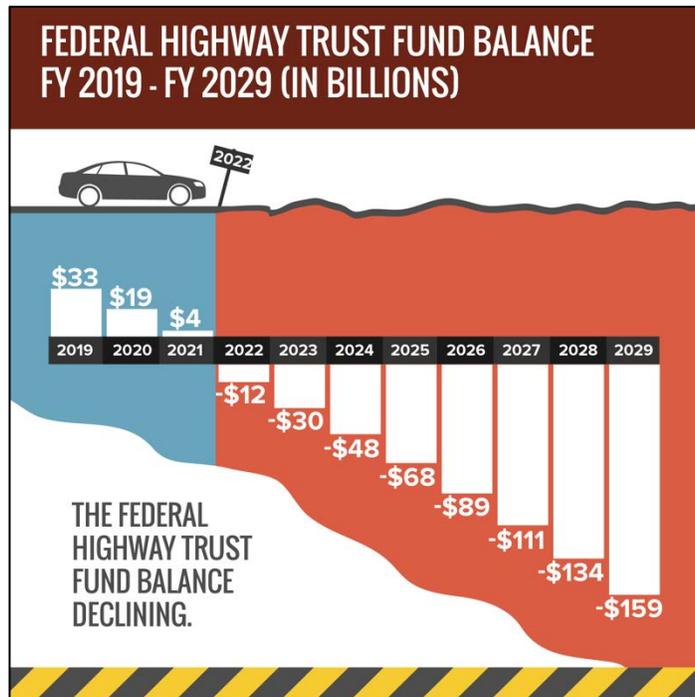
The federal government is a critical source of funding for Illinois' roads, highways, bridges and transit systems and provides a significant return in road and bridge funding based on the revenue generated in the state by the federal motor fuel tax.

Most federal funds for highway and transit improvements in Illinois are provided by federal highway user fees, largely an 18.4 cents-per-gallon tax on gasoline and a 24.4 cents-per-gallon tax on diesel fuel. Since 2008 revenue into the federal Highway Trust Fund has been inadequate to support legislatively set funding levels so Congress has transferred approximately \$53 billion in general funds and an additional \$2 billion from a related trust fund into the Federal Highway Trust Fund.³⁵

Signed into law in December 2015, the [Fixing America's Surface Transportation Act \(FAST Act\)](#), provides modest increases in federal highway and transit spending. The five-year bill also provides states with greater funding certainty and streamlines the federal project approval process. But, the FAST Act does not provide adequate funding to meet the nation's need for highway and transit improvements and does not include a long-term and sustainable funding source.

The five-year, \$305 billion FAST Act will provide a boost of approximately 15 percent in highway funding and 18 percent in transit funding over the duration of the program, which expires in 2020.³⁶ In addition to federal motor fuel tax revenues, the FAST Act will also be funded by \$70 billion in U.S. general funds, which will rely on offsets from several unrelated federal programs including the Strategic Petroleum Reserve, the Federal Reserve and U.S. Customs.

According to the [2015 Status of the Nation's Highways, Bridges and Transit: Conditions and Performance](#) report submitted by the United States Department of Transportation (USDOT) to



Congress, the nation faces an \$836 billion backlog in needed repairs and improvements to the nation's roads, highways and bridges.³⁷ The USDOT [report](#) found that the nation's current \$105 billion investment in roads, highways and bridges by all levels of government should be increased by 35 percent to \$142.5 billion annually to improve the conditions of roads, highways and bridges, relieve traffic congestion and improve traffic safety.

CONCLUSION

As Illinois works to build and enhance a thriving, growing and dynamic state, it will be critical that it is able to address the state's most significant transportation issues by providing a 21st century network of roads, highways, bridges and transit that can accommodate the mobility demands of a modern society.

Illinois will need to modernize its surface transportation system by improving the physical condition of its transportation network and enhancing the system's ability to provide efficient, safe and reliable mobility for residents, visitors and businesses. Making needed improvements to the state's roads, highways, bridges and transit systems could provide a significant boost to the economy by creating jobs in the short term and stimulating long-term economic growth as a result of enhanced mobility and access.

While the modest funding increase provided by the FAST Act will be helpful, numerous projects to improve the condition and expand the capacity of Illinois' roads, highways, bridges and transit systems will not be able to proceed without a substantial boost in state or local transportation funding. If Illinois is unable to complete needed transportation projects it will hamper the state's ability to improve the condition and efficiency of its transportation system or enhance economic development opportunities and quality of life.

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ENDNOTES

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- ¹ Bridge condition data and safety data for each area includes the counties noted: Chicago: Cook, Lake, Dupage, Will and Lake (IN); Champagne-Urbana: Piatt and Champaign; Metro East: Madison and St. Claire; Peoria-Bloomington: Peoria, Tazewell, Woodford and McLean; Rockford: Winnebago and Boone; Springfield: Sangamon and Menard; Southern Illinois: Clay, Edwards, Effingham, Franklin, Jefferson, Lawrence, Marion, Perry, Randolph, Richland, Wabash, Washington and Wayne.
- ² U.S. Census Bureau (2018).
- ³ Federal Highway Administration. Highway Statistics 2017.
- ⁴ TRIP analysis of Bureau of Economic Analysis data.
- ⁵ Ibid.
- ⁶ U.S. Department of Transportation - Federal Highway Administration: Highway Statistics 2000 and 2017.
- ⁷ Federal Highway Administration (2018). Pavement condition data is for 2017.
- ⁸ Ibid
- ⁹ Ibid.
- ¹⁰ Ibid.
- ¹¹ Ibid.
- ¹² Ibid.
- ¹³ FY 2018-2023 Proposed Highway Improvement Program (2017). Illinois Department of Transportation. P. 9. <http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/OP&P/HIP/2018-2023/Summary.pdf>
- ¹⁴ Ibid.
- ¹⁵ Selecting a Preventative Maintenance Treatment for Flexible Pavements. R. Hicks, J. Moulthrop. Transportation Research Board. 1999. Figure 1.
- ¹⁶ [Pavement Maintenance](#), by David P. Orr, PE Senior Engineer, Cornell Local Roads Program, March 2006.
- ¹⁷ TRIP calculation.
- ¹⁸ Highway Development and Management: Volume Seven. Modeling Road User and Environmental Effects in HDM-4. Bennett, C. and Greenwood, I. 2000.
- ¹⁹ Your Driving Costs. American Automobile Association (2018). https://exchange.aaa.com/wp-content/uploads/2018/09/18-0090_2018-Your-Driving-Costs-Brochure_FNL-Lo-5-2.pdf
- ²⁰ Illinois Department of Transportation.
- ²¹ FY 2018-2023 Proposed Highway Improvement Program (2017). Illinois Department of Transportation. P. 11. <http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/OP&P/HIP/2018-2023/2018-23%20MYP%20Book.pdf>
- ²² Illinois Department of Transportation (2018). Transportation Asset Management Plan. http://www.idot.illinois.gov/Assets/uploads/files/About-IDOT/Misc/IDOT_TAMP.pdf P. 81.
- ²³ Federal Highway Administration National Highway Traffic Safety Administration, 2013-2017.
- ²⁴ TRIP analysis of National Highway Traffic Safety Administration and Federal Highway Administration data (2018). Data is for 2017.
- ²⁵ TRIP analysis of National Highway Traffic Safety Administration and Federal Highway Administration data (2018). Data is for 2017.
- ²⁶ TRIP estimate based on NHTSA report “The Economic and Societal Impact Of Motor Vehicle Crashes, 2010 (Revised), 2015. P. 146.
- ²⁷ Ibid.
- ²⁸ The Economic and Societal Impact Of Motor Vehicle Crashes, 2010 (Revised) (2015). National Highway Traffic Safety Administration. P. 1. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812013>

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³⁰ [Ibid.](#)

³¹ American Road & Transportation Builders Association (2015). The 2015 U.S. Transportation Construction Industry Profile. https://www.transportationcreatesjobs.org/pdf/Economic_Profile.pdf

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³³ [Ibid.](#)

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