

ILLINOIS DEPARTMENT
OF TRANSPORTATION



LONG RANGE
TRANSPORTATION PLAN



APPENDICES



A



B

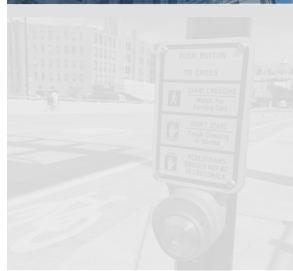


C



**Other
Funding**

D



E

D. Other Transportation Funding

Though IDOT is a major spender of transportation dollars in Illinois, it is not the only one. Municipalities, counties, transit systems, airports, railroads, and the Illinois State Toll Highway Authority all fund infrastructure improvements in the state. In some cases, the State of Illinois provides transportation funding to other entities or acts as a pass through for federal funds, while in other instances, these entities raise funds directly via tolls, fees, or local taxes. This appendix describes some of these other transportation programs and funding sources by transportation mode.

D.1 ROADS AND HIGHWAYS

As described in the main body of this document, numerous federal and state funding sources supply IDOT with the revenue it needs to carry out the multi-year highway program (MYP). Beyond the funding for IDOT programs, local governments receive 54.4 percent of motor fuel tax proceeds (of this, 49.1 percent goes to municipalities, 16.74 percent goes to counties with populations over 1 million, 18.27 percent goes to counties with populations under 1 million, and 15.89 percent goes to road districts/townships). Local governments also receive the local grant component of the state's Series D Bonds from the Illinois Jobs Now! Program, and have access to federal Surface Transportation Program (STP) funds, either through the local metropolitan planning organization (MPO) in urbanized areas or through IDOT in rural and small urban areas.

Local jurisdictions may also assess taxes and fees to support their transportation needs. Depending on the type of jurisdiction, local governments are permitted to enact a property tax, a real estate transfer tax, a sales tax, a local option fuel tax, vehicle license fees, a vehicle rental tax, or some combination to fund transportation activities. In addition, counties and cities are authorized to operate toll bridges. The extent to which different local governments have introduced these dedicated revenue streams varies. For example, DuPage, Kane, and McHenry Counties have imposed a tax on the retail sale of motor fuel at a rate of 4 cents per gallon (the maximum rate). Cook County and the City of Chicago also assess a motor fuel tax of 6 cents and 5 cents, respectively.

D1.1 ILLINOIS STATE TOLL HIGHWAY AUTHORITY

The Illinois State Toll Highway Authority (ISTHA) operates 292 miles of roadway. The primary source of revenues for ISTHA is tolls collected on the system.

The ISTHA is implementing a 15-year \$12 billion capital program, called Move Illinois: The Illinois Tollway Driving the Future, to complete the rebuilding of its 50+ year-old system, improve mobility, and relieve congestion. The program includes \$8.32 billion to fund necessary improvements to the existing toll highway system to keep the existing 292 miles in a state of good repair. In addition, the program commits \$3.83 billion to new priority projects that focus on system expansion. This 2012 to 2026 program is funded by bonds and toll revenue generated through a toll rate increase for passenger vehicles in 2012 and a previously approved increase for commercial vehicles that began in 2015.

The Move Illinois program includes:

- Reconstructing and widening the Jane Addams Tollway (I-90) as a 21st century, state-of-the-art corridor linking Rockford to O'Hare International Airport;
- Constructing a new, all-electronic interchange to connect the Tri-State Tollway (I-294) to I-57;
- Building the new, all-electronic Elgin O'Hare Western Access Project;
- Reconstructing and widening the central Tri-State Tollway (I-294) and Edens Spur (I-94)

- Preserving the Reagan Memorial Tollway (I-88)
- Preserving the Veterans Memorial Tollway (I-355)
- Planning studies for the Illinois Route 53/120 Project and other emerging projects.

The ISTHA's FY 2017 Move Illinois program budget reinvests more than 75 percent of the revenue collected back into roads, bridges, and infrastructure. The Move Illinois budget is a balanced spending plan that anticipates \$1.4 billion in revenues that will be allocated to fund maintenance and operations, debt service transfers, and capital investments.

D.2 BICYCLE AND PEDESTRIAN

The Illinois Transportation Enhancement Program (ITEP) provides funding for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic, and environmental aspects of our transportation infrastructure. Project sponsors may receive up to 80 percent reimbursement for eligible project costs. Under ITEP, IDOT works jointly with other state agencies, local governments, interest groups, and citizens in enhancing the transportation system and building more livable communities. This program is supported by the federal Transportation Alternatives (TA) program. Illinois's Safe Routes to School program is also supported by the TA program. As part of the FAST act, the TA program is funded through a set a-side of Surface Transportation Block Grant funds. The TA funds that support ITEP and Safe Routes to school also requires that 50% of the set a-side be spent in urban areas over 50,000 in population. For those urban areas 50,000-199,999 in population, IDOT programs the funds through the ITEP competitive process. For urban areas over 200,000 in population, the Metropolitan Planning Organization in that urban area programs TAP funds.

Other funding for bicycle and pedestrian infrastructure comes from the federal Congestion Mitigation and Air Quality (CMAQ) program. CMAQ funding is available only to those areas of the state where the region's air quality does not meet federal air quality standards; these are called "non-attainment" areas. In Illinois, the St. Louis and Chicago regions have access to CMAQ funding. Bicycle and pedestrian projects compete for CMAQ funds against other projects that are designed to improve air quality and mitigate congestion in the region.

D.3 PUBLIC TRANSIT

The State provides operating assistance to transit operators in Illinois. For the six-county northeastern Illinois region, the primary source of revenue is the RTA sales tax, which is comprised of two parts. Part I is the original RTA sales tax of one percent in Cook County (one percent on food and drugs, and 0.75 percent from all other sales), and 0.25 percent in DuPage, Kane, Lake, McHenry and Will Counties, and Part II is the 2008 authorized additional sales tax (increase of 0.25 percent in Cook County, and 0.5 percent in DuPage, Kane, Lake, McHenry and Will Counties with half going to the RTA and half to the county where it was collected). The second largest revenue source is the Public Transportation Fund (PTF), which is comprised of two parts. PTF Part I is the state provided funding composed of a 25 percent match of Sales Tax I receipts. PTF Part II, authorized by the 2008 RTA funding reform, is State provided funding equal to a 5 percent match of Sales Tax I receipts and a 30 percent match of Sales Tax II receipts, and the City of Chicago real estate transfer tax (RETT) receipts.

Per the RTA budget, an estimated \$412 million is expected for the PTF in FY 2017. The state also provides partial reduced fare and free ride reimbursement for discounts provided to students, the elderly, and riders with disabilities. The reduced fare reimbursement is subject to annual appropriations by the Illinois General Assembly. The RTA budget assumes restoration of the reduced fare reimbursement funding of \$17.5 million in State FY2017-2020 budgets. In addition, the RTA is assuming \$8.5 million in state funding for Pace's Americans with Disabilities (ADA) paratransit service.

Table E-1 illustrates the FY 2017 Downstate Operating Assistance Program (DOAP), which provides funding for downstate transit operations. The General Revenue Fund amount transferred to the Downstate Public Transportation Fund for operating assistance is equal to $\frac{2}{32}$ of 80% of the state sales tax collected from the areas served by the transit agencies. The total for SFY 2017 downstate operating assistance is \$309 million.

For transit capital funding in northeastern Illinois, the state provides reimbursements for debt service for the RTA's Strategic Capital Improvement Program (SCIP) Bonds. The RTA is assuming \$131 million in State Financial Assistance will continue in 2017.

Table D.1: Downstate Operating Assistance Program

Southwestern	Amount	Non-Urbanized Area	Amount
Madison County MTD	27,116,400	Hancock County	233,600
St. Clair County MTD	68,053,200	Henry County	490,700
Total	\$95,169,600	Jackson County MTD	566,600
Urbanized	Amount	Jersey County (w service to Greene & Calhoun)	363,000
Bloomington-Normal (Connect Transit)	10,436,100	Jo Davies County	671,700
Champaign-Urbana MTD	36,558,100	Kankakee County	873,500
Danville (City of)	3,323,800	Kendall County	2,090,100
Decatur (City of)	9,138,000	Lee & Ogle Counties	966,000
DeKalb (City of)	4,291,300	Macomb (City of)	2,868,000
Greater Peoria (CityLink) (w service to Pekin)	28,310,200	Logan County (w service to Macon Co.)	515,400
River Valley Metro MTD	6,131,300	Macoupin County	483,100
Rockford MTD	19,132,900	Marshall County (w service to Stark Co.)	161,000
Rock Island County Metro (MetroLINK)	23,051,300	McLean County	1,999,000
Sangamon MTD	18,606,300	Monroe-Randolph MTD	1,180,400
Stateline MTD (w service to South Beloit)	487,300	Ottawa (City of) (w service to LaSalle Co.)	1,288,400
Total	\$159,466,600	Peoria County	609,100
Non-Urbanized Area	Amount	Piatt County	585,200
Bond County	418,200	Quincy (City of)	4,569,300
Boone County	161,000	Rides MTD (w service to Edgar & Clark Cos.)	8,911,200
Bureau County (w service to Putman Co.)	951,400	Rock Island-Mercer Counties	370,400
Carroll County	193,300	Sangamon County (w service to Menard Co.)	532,400
Champaign County	768,800	Shelby County (w service to Christian Co.)	1,159,500
Coles County	639,700	Shawnee MTD	2,642,900
CRIS Rural MTD	900,100	Southern Central Illinois MTD	6,945,100
DeKalb County	604,000	Tazewell County	900,000
Douglas County	142,900	Warren County	225,400
Effingham County	483,100	West Central MTD (w service to Cass-Schuyler Cos.)	1,552,200
Freeport (City of)/Stephenson County	1,114,500	Whiteside County	797,300
Fulton County	322,100	Woodford County	395,100
Galesburg (City of)	2,077,500	Total	\$54,292,200
Grundy County	570,000	Grand Total	\$308,928,400

D.4 AIRPORTS

There are 107 public use airports in Illinois, of which 78 are publicly owned and eligible for public funding. Capital funding is primarily provided by the Federal Aviation Administration (FAA) from the Federal Airport and Airway Trust Fund. Through this fund, the FAA provides formula and discretionary funds to IDOT for distribution to Illinois airports for aviation projects.

The FAA also provides formula and discretionary funds directly to the City of Chicago for the O'Hare Modernization Program (OMP). In FY 2017, the FAA approved \$60 million in federal Airport Improvement Program (AIP) grants for the OMP. Federal regulations require state and local taxes on aviation fuel (except those already in effect on December 30, 1987) to be expended for aviation purposes, including state aviation programs.

State capital assistance is provided through the sale of Series B Bonds. The availability of these funds is determined by the General Assembly. Since FY2009 state funding for aviation projects has been appropriated from the Road Fund. FY 2017 appropriations for Aeronautics include:

- Federal Airport Improvement Program (State Match) - \$4 million (State Road Fund), plus \$1,527,684 re-appropriation from the State Road Fund
- State Airport Improvement Program - \$11 million (Series B bond funds)
- Statewide Air Navigation - \$13 million (Series B bond funds)
- Statewide Financial Assistance to Airports (Federal & Local share) - \$110 million plus \$671 million re-appropriation (Federal/State/Local Airport Fund)
- South Suburban Airport - \$2 million (South Suburban Airport Improvement Fund), plus \$31 million re-appropriation (Series B bonds for re-appropriation)

D.5 RAIL

While user fees are the primary funding source for freight and passenger rail services, Illinois has been providing financial assistance to the rail industry for more than three decades.

D5.1 AMTRAK

Since Amtrak's establishment in 1971, Illinois has provided operating funding to support supplemental intercity passenger service. In FY 2017, the General Assembly appropriated \$50 million for Amtrak passenger rail operating assistance.

The initial goals of the Chicago-St. Louis high speed intercity passenger rail program are to operate trains at top speeds of 110 mph, reducing travel time from St. Louis to Chicago from 5.5 to 4.5 hours, increase service reliability, and enhance safety. The high-speed trains will share track with freight trains. In support of high speed rail, the state has provided \$300 million, combined with the infusion of \$1.65 billion in federal funds including the Federal Railroad Administration's (FRA) High Speed Intercity Passenger Rail Program. Most of the infrastructure work between Joliet and Alton will be completed in 2017, resulting in increased speeds and the resulting reduction in travel time by about an hour.

In addition to the Chicago-St. Louis corridor, IDOT is making improvements to other intercity passenger rail corridors, including \$45 million for the Chicago-Moline corridor, which is being used to match \$177 million in federal funds.

D5.2 FREIGHT

For freight railroads, following up on the federal Regional Rail Reorganization Act of 1973, the Illinois Rail Freight Program was established in 1983 to facilitate government investments in rail service that provide for statewide

economic development. In FY 2017, the General Assembly provided \$1.7 million for the Rail Freight Loan Repayment Program. The freight program provides grants and low interest financing to capital rail projects that benefit economic development in Illinois. Projects are evaluated based on a benefit/cost ratio.

D5.3 CREATE

Another element of IDOT's efforts to support freight and passenger rail service is the Chicago Region Environmental and Transportation Efficiency (CREATE) program. CREATE is a partnership between the U.S. Department of Transportation, the Illinois Department of Transportation, the City of Chicago Department of Transportation, Cook County, the Association of American Railroads, Amtrak, Metra, the six Class I freight rail carriers in the Chicago area (BNSF Railway, Canadian Pacific Railway, Canadian National Railway, CSX Transportation, Norfolk Southern Corporation, and Union Pacific Railroad), the Belt Railway Company of Chicago, and the Indiana Harbor Belt Railroad. The proposed CREATE program includes 70 rail and grade separation projects that will result in increased efficiency and reliability of rail service within the Chicago region, while also providing additional benefits to highway users through the elimination of at-grade crossing delays and other conflicts. To date, the CREATE partners have committed over \$1.4 billion to the CREATE program, which is estimated to have a total cost of approximately \$4.4 billion.