Highway User Fees for FY2005

- Federal MFT & Related Fees: $1,050 M (27%)
- State MFT: $1,317 M (34%)
- State MVR & Related Fees: $1,539 M (39%)
Distribution of Highway User Fee Revenues for FY2005

- **IDOT**: $2,323 M (59.5%)
- **Local Roads**: $891 M (22.8%)
- **Diversions**: $692 M (17.7%)
Federal Highway Funds

- SAFETEA-LU Authorizes for Illinois
  - $250 Million: Ave. Annual Earmarked Funds
  - $1.1 Billion: Est. Ave. Annual Formula Funds
- Previous Federal Bill Provided $930 Million a Year
Federal Funding Challenges: Highways

- Funding Cuts
  - Obligation Ceilings Set at 85% to 90%
  - Other Cuts

- Dwindling Highway Trust Fund Balances
Federal Funds to Hwy. Imp. Prog. Average Annual Amounts

(In $ Million)

<table>
<thead>
<tr>
<th></th>
<th>Current MYP</th>
<th>SAFETEA-LU</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Annual Amounts</td>
<td>898</td>
<td>1181</td>
</tr>
</tbody>
</table>
State Highway Challenges

- Declining Highway Program
- Priority to Existing System
- Little to No Funding for:
  - Interstate Reconstruction
  - Congestion Relief
  - New Roads
  - Completion of Federally Earmarked Projects
Highway Program Declining

Average Annual Highway Program

- FY01-03: $2.3B
- FY04-06: $1.65B
- FY07-12: $1.738B
FY07-12 State Highway Program

- **Congestion**: $1.676 B (23%)
- **Expansion**: $0.802 B (11%)
- **Bridge Mtce.**: $1.463 B (20%)
- **Road Mtce.**: $3.44 B (46%)
System Maintenance Declining

Ave. Ann. Miles Improved

<table>
<thead>
<tr>
<th>FY06-11</th>
<th>FY07-12</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>753</td>
<td>714</td>
<td>900</td>
</tr>
</tbody>
</table>
## FY07-12 System Maintenance

<table>
<thead>
<tr>
<th>District</th>
<th>Miles</th>
<th>District</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>-D.1</td>
<td>633</td>
<td>-D.6</td>
<td>254</td>
</tr>
<tr>
<td>-D.2</td>
<td>624</td>
<td>-D.7</td>
<td>470</td>
</tr>
<tr>
<td>-D.3</td>
<td>583</td>
<td>-D.8</td>
<td>141</td>
</tr>
<tr>
<td>-D.4</td>
<td>688</td>
<td>-D.9</td>
<td>314</td>
</tr>
<tr>
<td>-D.5</td>
<td>275</td>
<td>Contr. Mtce.</td>
<td>300</td>
</tr>
</tbody>
</table>
Interstate Reconstruction
Est. Average Annual Funding

(In $ Million)

600

165

209

209

165

0

TEA-21

SAFETEA-LU

Need
Congestion Relief

- In 2003, Congestion in Chicago Area:
  - Cost Nearly $4.3 Billion
  - Wasted 151 Million Gallons of Gasoline
- FY 2000-04 Program Included 155 Miles of Major Congestion Relief Projects
- FY 2007-12 Program Includes Estimated 71 Miles of Congestion Relief Projects During Next 5 Years
New Roads

- Access to 4-lane Roads Needed for Economic Development
- Many Pre-construction Activities Underway; Unfunded Construction Costs in the Billions
- FY 2000-04 Program Included 87 Miles of New Roads
- FY 2007-12 Program Includes Estimated 56 Miles of New Roads During Next 5 Years
Federal Earmarks

- Earmarked Federal Funding:
  - Totals $1,257 Million
  - 305 Projects
  - On State & Local System
  - Many for Congestion Relief & New Roads
- With Match, Totals $1,571 Million
- Far Short of Cost to Complete
Average Annual Highway Program

- FY06-11: $1,525 M
- FY07-12: $1,738 M
- Target: $3,000 M
Governor’s Bond Proposal


- No Bonds: $1,766M
- With Bonds: $2,058M
- Target: $3,000M
Hwy. Program Impact on Jobs

The chart shows the number of jobs impacted by the highway program from fiscal years 2003 to 2006, with the target number for the 06-12 period. The bars indicate that the actual number of jobs created was higher than the target for most years, with a significant increase in 2006."
State Highway Funding Issues

- Gas Tax Revenues
- Inflation
- Diversions
Gas Tax Revenues

- Historic Growth Rate: 1.5%
- July/Aug. FY06 Growth Rate: .97%
Diversions

(In $ Million)

Fiscal Year

Est.
State Funds in Highway Program

In $ Million

FY04: 798
FY05: 454
FY06: 724
FY07: 689
FY07-12: 449

Ann.Ave.
% of State User Fee Revenues Proposed for Multi-Year Road Program

![Bar chart showing the percentage of state user fee revenues proposed for multi-year road programs from fiscal years 2001 to 2012. The chart shows a decrease in the proposed percentage over the years, with a peak in 2003-07.](chart_image)