

Spending on Transportation Projects in

Illinois

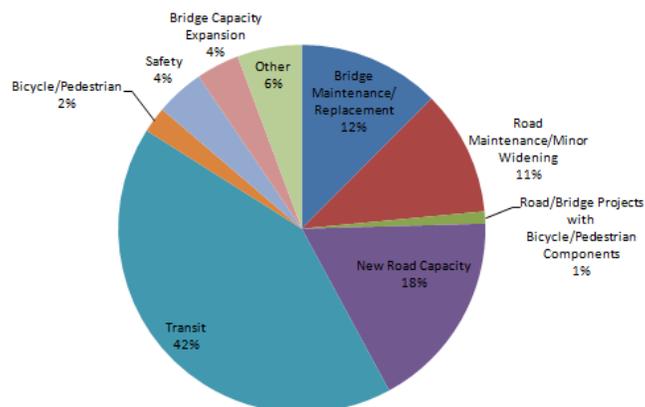
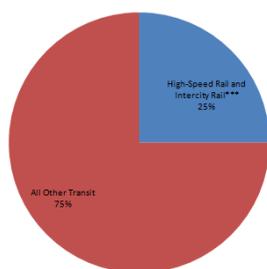


An examination of Illinois' 2010-2016 Statewide Transportation Improvement Program* reveals that transit projects** account for the largest chunk of planned spending (42 percent). New road capacity projects follow, making up 18 percent of the STIP. Bridge maintenance/replacement projects comprise 12 percent. Road maintenance/minor widening projects account for 11 percent of the planned expenditures. Six percent of projects were classified as "other." Safety projects make up 4 percent of the spending as do bridge capacity expansion projects. Bicycle/pedestrian projects make up 2 percent of the spending. Road or bridge projects with bicycle/pedestrian components (such as adding sidewalks when reconstructing a roadway) account for 1 percent of the STIP. Projects totaling \$317.22 million (1 percent of the STIP) were "bistate" projects – transit, bridge, and planning projects shared between Illinois and Missouri.

Proposed Spending, FY 2010-2016*

Project Type	Cost (\$millions)
Bridge Maintenance/Replacement	2,859.21
Road Maintenance/Minor Widening	2,520.12
Road/Bridge Projects with Bike/Ped Components	245.42
New Road Capacity	4,018.27
Transit **	9,745.14
Bicycle/Pedestrian	520.39
Safety	979.83
Bridge Capacity Expansion	870.0
Other	1,309.21
Total**	\$23,067.59

Composition of Transit Projects



* Illinois' STIP does not list projects in metropolitan planning organization (MPO) jurisdictions. TSTC used the FY 2010-15 Transportation Improvement Program (TIP) for the Chicago Metropolitan Agency for Planning, the FY 2012-16 TIPs for the DeKalb/Sycamore Area Transportation Study and McLean County Regional Planning Commission, and the 2012-15 TIPs for the Bi-State Regional Planning Commission, Champaign-Urbana Urbanized Area Transportation Study, Danville Area Transportation Study, Decatur Urbanized Area Transportation Study, East Central Intergovernmental Association, East-West Gateway Council of Governments, Kankakee Area Transportation Study, Peoria/Pekin Urbanized Area Transportation Study, Rockford Area Transportation Study, Springfield Area Transportation Study, and Stateline Area Transportation Study.

** Transit total does not include \$220.6 million in state and local operating funds.

*** Transit CREATE projects that were funded by intercity rail or high-speed rail funds are included in this category.

These summary sheets were produced by the Tri-State Transportation Campaign, a non-profit organization working toward more balanced, transit-friendly and equitable transportation policies in Connecticut, New York and New Jersey. The full report is available at Trackstatedollars.org. The analysis was conducted using the Statewide Transportation Improvement Plan (STIP). TSTC staff analyzed each individual project listing in the STIP, categorizing projects by either an assigned project type where available, or by the project description and supporting documentation. States are required to list all transportation projects that receive federal aid in the STIP, though many states also include projects that only receive state dollars as well. However, there may be certain projects not included in the STIP, such as those undertaken by toll road authorities of state infrastructure banks. All percentages have been rounded. For more information on the methodology utilized, please contact TSTC. Image of Illinois from 50states.com. This project was made possible by support from the Rockefeller Foundation.

