

A Resolution of Support for a New Transportation Infrastructure Construction Program for State & Local Governments to Benefit the Economy & the Citizens of the State of Illinois

WHEREAS, the Governor and General Assembly have a fresh opportunity to consider and approve a new capital investment program that will allow state and local governments in Illinois to maintain and enhance our critical transportation networks, the foundation upon which of the state's economy moves; and

WHEREAS, infrastructure is critical to the economic vitality of our communities, our state and the country; and

WHEREAS, Illinois sits at the crossroads of the nation with 140,000 miles of public roads, the third largest Interstate highway network, the third largest bridge inventory, the second biggest public transit system, the greatest convergence of freight rail traffic in the nation, the largest land-based cargo container port in the world and yet operates on aging transit and rail systems, airports, highways and waterways that are essential to limiting congestion and emissions while increasing the mobility of goods, services and people; and

WHEREAS, a dedicated pay-as-you-go funding source is necessary to guarantee steady and predictable revenue is available to assure the routine annual modernization, rebuilding, and maintenance required to relieve our growing infrastructure crisis; and

WHEREAS, the state's economy continues to face recessionary pressures that could be diminished by a multi-faceted public infrastructure construction program that would ensure thousands of workers would stay employed at good-paying jobs associated with capital improvements that will be relied upon for decades; and

WHEREAS, it is equally important to support all transportation systems—local roads, state roads, interstate highways, bridges, public transit, airports, waterways, & freight rail efficiencies--because no single component operates unaided without other elements of the transportation networks; and

WHEREAS, the actual construction need for additional investment in Illinois' transportation networks totals more than \$65 billion; and

WHEREAS, the Transportation for Illinois Coalition has presented a proposal in HB 3637 and SB 2589 that has launched the conversation about transportation needs and possible new funding sources by proposing a steady, reliable source of pay-as-you-go funding for the entire transportation network; and

WHEREAS, the TFIC proposal offers insufficient funding to even adequately maintain our existing infrastructure, leading to further deterioration and a decline in the “state of good repair” status that is desired and recommended by engineering professionals; and

WHEREAS, investment in safer, modern and more efficient transportation will pay dividends now and for years to come if it is supported by appropriate and sufficient revenue streams; and

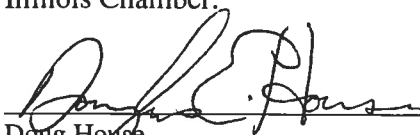
WHEREAS, the State of Illinois has not approved a capital investment program with *sustainable, ongoing* funding increases, since 1999, leading to a decline of the state’s transportation infrastructure and affecting the economic health and the safety of our citizens; and

WHEREAS, the 2009 capital funding program known as “Illinois Jobs Now” will expire and result in a steep decline in transportation construction projects after July 1, 2014; and

THEREFORE, BE IT RESOLVED BY Illinois Chapter of the American Public Works Association (APWA) that we do hereby approve of a new capital program to finance continued investment in transportation projects throughout Illinois and urge the members of the General Assembly and Governor of the State of Illinois to build upon the TFIC’s initiative by enacting a plan that raises additional revenue to properly address the poor condition of our existing infrastructure, and provide sufficient funds to finance a new series of construction bonds to enable transportation projects that Illinois can rely upon; and

BE IT FURTHER RESOLVED...that user fees are a fair, reliable, and acceptable source for boosting the annual pay-as-you-go approach for transportation projects; and in addition it is appropriate for the General Assembly and Governor to revisit general revenue fund allocations to assure highway user fee revenues, including sales tax receipts attributed to the purchase of motor fuels, are directed exclusively to transportation agency operations, the costs associated with user fee collections, and transportation related construction projects.

UPON ADOPTION COPIES OF THIS RESOLUTION WILL BE SENT to: To Pat Quinn, Governor of the State of Illinois; Anne Schneider, Secretary of the Illinois Department of Transportation; the Honorable John Cullerton, President of the Illinois Senate; the Honorable Michael Madigan, Speaker of the Illinois House of Representatives; the Honorable Christine Radogno, Minority Leader of the Illinois Senate; the Honorable James Durkin, Minority Leader of the Illinois House of Representatives; the individual legislators representing this community or region in the Illinois General Assembly; and Doug Whitley, President of the Illinois Chamber.



Doug House
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1-31-14
Date