The Illinois Economic Policy Institute is a research nonprofit which supports economic analysis on policies affecting Illinois and the Midwest, specializing in construction.

**HIGH-ROAD ECONOMIC DEVELOPMENT**

High-road policies promote jobs with good pay and good benefits. These policies support economic opportunity, productive investment, labor-management cooperation, and democratic and transparent governance.

**FIVE FAST FACTS**

1. **Efficient and Skilled Workforce:** Construction workers in Illinois are safe and productive.

   ![Construction Workplace Fatality Rate](chart1)

   - **Illinois**: 1.39
   - **Indiana**: 1.60
   - **Iowa**: 2.23
   - **United States**: 1.67

   ![Productivity Per Hour of Work by Workers in Construction Occupations, 2012](chart2)

   - **Illinois**: $87.72
   - **Indiana**: $75.92
   - **Iowa**: $71.17
   - **United States**: $75.15

2. **Cost-Effective:** According to the Illinois Department of Transportation, the average cost to maintain a lane-mile of highway is $4,584 in Illinois – below the national average of $5,818.

3. **Bang for the Buck:** Every $1 invested in public infrastructure returns $1.85 in economic output to Illinois.

4. **Clean, Middle-Class Jobs:** A $1 billion investment in clean water infrastructure projects creates or saves 11,200 jobs in the Chicago area – including 5,000 direct construction jobs – and generates an 8% return on investment over one year.

5. **The Consequences of Repeal:** If Illinois repealed prevailing wage, consumer spending would fall, resulting in 3,300 total jobs lost and a $1 billion reduction in the state’s GDP.
Raise the Motor Fuel Tax to 34 Cents Per Gallon by 2020 and Index It to Inflation.

- Not indexing the Motor Fuel Tax to inflation has resulted in a $10 billion loss of revenues since 1993.

A March 2016 survey of 600 likely voters in Illinois found that 65% want to increase spending on roads. This includes majorities of Democrats (71%), Independents (66%), and Republicans (58%).

Increasing the Motor Fuel Tax in 5-cent increments over the next three years would generate an additional $1 billion in annual revenue by 2020.

58% of likely Illinois voters would support a 15-cent per gallon motor fuel tax increase phased in over three years, while only 38% would oppose.

Replace the Motor Fuel Tax with the Illinois Road Infrastructure and Driver Enhancement (I-RIDE) Program.

- An innovative, comprehensive “mileage-based user fee” policy that would maintain an adequate, predictable, and sustainable revenue stream every year.
- I-RIDE charge = damage caused by a vehicle to the infrastructure + cost to invest in future needs.
- Replaces the Fuel Tax with a 3.0 to 4.0 cents-per-mile rate to improve Illinois’ infrastructure. Under these per-mile rates, Illinois would conservatively generate between $1.7 billion and $2.6 billion in new funding at additional cost of $30 to $50 per month to the average household.
- Individuals choose their own pay-as-you-drive plan personalized to fit their needs and concerns.
- Supports transit modernization, congestion alleviation, safety improvements, and economic growth.