



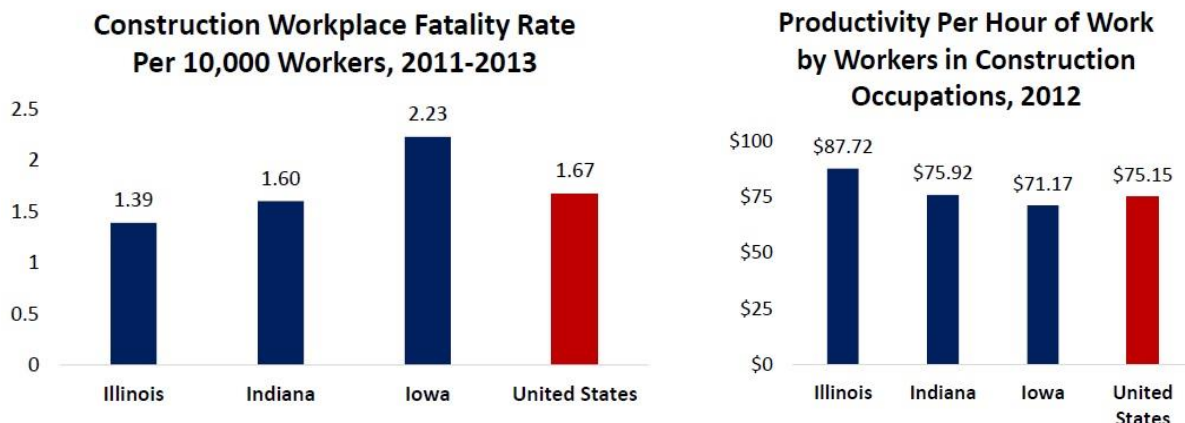
The Illinois Economic Policy Institute is a research nonprofit which supports economic analysis on policies affecting Illinois and the Midwest, specializing in construction.

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.



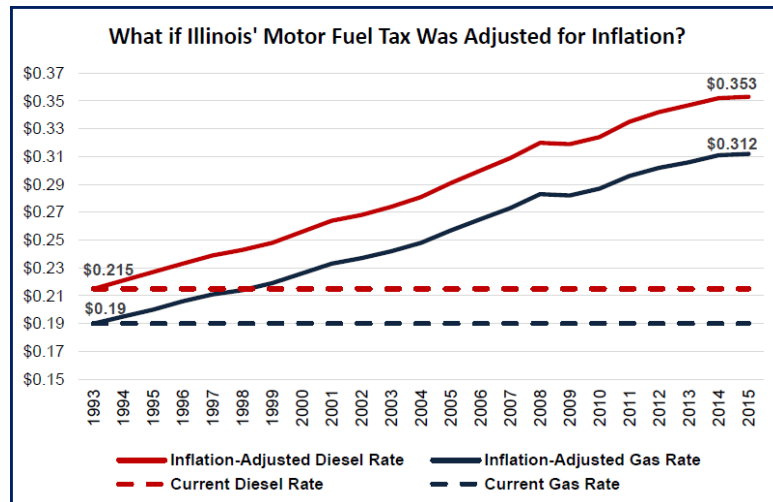
2. **Cost-Effective:** According to the Illinois Department of Transportation, the average cost to maintain a lane-mile of highway is \$4,584 in Illinois – below the national average of \$5,818.
3. **Bang for the Buck:** Every \$1 invested in public infrastructure returns \$1.85 in economic output to 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 **The Consequences of Repeal:** If Illinois repealed prevailing wage, consumer spending would fall, resulting in 3,300 total jobs lost and a \$1 billion reduction in the state’s GDP.



REVENUE SOLUTIONS

Raise the Motor Fuel Tax to 34 Cents Per Gallon by 2020 and Index It to Inflation.

- Illinois last increased its Motor Fuel Tax in 1993.
- 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.