IT'S TIME

2019 Legislative Session
Transportation network we rely on today (and lack thereof) must be addressed to maintain the
chronic structural problem with the funding mechanisms have contributed. Operating efficiencies are already realized
Growing costs of construction, too much reliance on bonds all
Reckless spending, stagnant and declining revenue streams,
Our transportation funding shortfall isn't due to careless or
in other modes (transit, rail, air and waterways)
We have no ongoing funding mechanism for capital investment
Our road funding mechanism doesn't keep up with inflation
MAIN TAKEAWAYS
The nation

Part of the RTA's service area is home to the oldest continually operating commuter rail line in the nation.

home to the Army Corps Interstate test track

Illinois claims to lead the nation in paved roads. By the late 1950s, Illinois is

popularly. In 1931, Midway claims to be the world's busiest airport. In 1941,

connections to the rest of the country. Air travel emerges and grows in

In the early 19th century, farmers want passable roads. Cities need

manufacturing and agricultural jobs here

products can move quickly and easily to the rest of the country, bringing

By the 1850s, the first railroads open. Now Illinois agricultural and industrial

Illinois natural resources to the East Coast

First highway that ended in Vandalia in Southern Illinois. The road connects

In 1806, Congress authorizes funding for the "National Road," the nation's

ILLINOIS: A TRANSPORTATION LEADER
If we don't increase state funding by at least $6.6 billion, we jeopardize nearly TWO-THIRDS of our federal funds.

That's a 40 percent increase over today's annual program.

$6.6 billion over the next 10 years ($660 million annually).

Our road program is short of its federally mandated target by just 10 percent.

In 2009, Illinois funded 50 percent of its annual program. Today, just 10 percent.

The Illinois road program is 90 PERCENT FEDERALLY FUNDED.

WHAT DO WE KNOW?
Infrastructure investment in federal and local funds has exceeded state funds over the past 15 years. Federal funds have far exceeded state funds in investment in infrastructure.
Since the last investment in state capital plan 10 years ago, state infrastructure has bottomed out. Inside the numbers.
Actual DOT headcount FY 2003 - FY 2017 by Annual Program

Transportation employee headcount has decreased as state investment has declined.

Inside the Numbers
As construction costs have grown over the past 15 years, revenue has remained flat - creating today's infrastructure funding deficit.
To handle the passenger load using transit today, we need to build 27 additional
Investment in transit attracts 21st Century workers
Funding for transit
The state of Illinois does not currently offer any ongoing capital
$1 billion annually
over the next 10 years to keep up with annual maintenance
RTA is $10 billion short of its annual capital investment needs

What do we know?
What do we know?

Years has been inconsistent.

The state provides NO ongoing capital support for its vital transit systems. And the support it has offered over the last 20
What do we know?
Local Roads Represent 88 Percent of All Illinois Miles. In Illinois, support for 20 Years (1999) No Real Increase in State Purchasing Power has declined 300 Percent.
Plummeted power has purchasing local, have expenses maintenance As Road

WHAT DO WE KNOW?
Exponentially grow for attention waiting. The miles of...
The annual capital funding backlog of the RTA.

$1 Billion

4 Times

$2.500 per year

The increased cost of maintaining and fuel, cost of traffic accidents, increased wear and tear, wasted time driving on poor infrastructure.

The average cost to millions drivers from infrastructure in poor condition.

We are paying far too much today because our infrastructure is wasted funds.
Multimodal funding
Pay as you go emphasis
Lockbox revenue
Sustainable revenue

Stabilize our investment moving forward
It’s critical to ensure our programs meet guidelines that

Timing is good for a comprehensive solution: consensus is building

WHAT NEXT?
Funding Guidelines

- 2019 Legislative Session

- To bolster taxpayer confidence, constructive innovation should be included.
- Reform-related to performance-based decision-making and efficient use of funds.
- Electric vehicles should pay their fair share.
- Disadvantaged populations for careers in transportation.
- Programs set aside to recruit and train.
- Funded must be multimodal, inclusive.
- Programs must be sustainable to grow.
- Over time to meet infrastructural demands.
- Revenue currently available.
- What is needed each year and what is.
- Maintenance gap (difference between annual.
- Funds must first fill the annual.