Westward Expansion

- Illinois was critical in the nation’s expansion west and in the economic growth.

This was because of TRANSPORTATION!

- Transportation brought economic opportunity, new businesses, immigrants and internal migration, a different pace of life, new ways of doing business, and access to a larger world.
Cumberland Road

1806

Jefferson started "Cumberland Road" in Baltimore.

1818

Cumberland Road reached West Virginia. It also became a state.

1820

Congress approved funds extending Cumberland Road to St. Louis.

1837

Cumberland Road stops in Vandalia, IL (Illinois Capitol).
Illinois & Michigan Canal

- Waterways played a key role into the development of Illinois being a global trade giant.

- While the state’s population was primarily in southern Illinois – partly due to the Cumberland Road project – Chicago and the NE region of Illinois was barely a blip.

- In 1848, the Illinois & Michigan (I&M) Canal was opened. That 96 mile development changed everything.

- From 1818 to 1860, Illinois population grew from 12,000 to 1.7 million. Water transportation was a game changer!
Railroad

• Rail transportation was the great economic engine in Illinois from 1850-1950.

• Creating this vast networks of shipping freight required new business, finance and labor.

• The mere presence of rail alone doubled Illinois population from 1850-1860. (850,000 to 1.7 million)

• Railroads were huge employers; engineers, firemen, boilermakers, machinists, track & craft workers, management and clerical.
The Automobile

- Illinois now had water transportation, rail transportation and primitive dirt roads. To connect it all – Illinois needed additional roads that intersected.

- Cities wanted linkage; farmers wanted passable roads.

- Local roads came first in the 1920’s; then the state began constructing paved roads.

- In the 1930’s-40’s – Illinois aggressively builds a state highway system. In 1941, Illinois led the nation with 13,683 miles of paved roads.
U.S. Interstate Highway System

1-80 Test Track

- In 1958-60, Pres. Eisenhower authorized a 1.5 miles "test track" in Ottawa, IL—what is now I-80.

- Ottawa was selected because of it's unique weather—extreme high/low temps.

- U.S. Army Corps designed and built; U.S. military drove vehicles for 1 year, 24 hours a day—17M miles.

- Six different types of pavement were tested.
Illinois Transportation Rankings

2,200 interstate miles
3rd most in the U.S.

26,800 Bridges
3rd most in the U.S.

2nd largest transit system

305,782 paved road miles
3rd most in U.S.
Illinois Rail Rankings

2nd Largest in U.S.

- Only state with every Class 1 railroad; 34 Class 2 and Class 3 railroads (key to agriculture and commerce).
- Over 1,300 freight, passenger, and commuter trains pass through Chicago every day.
- Largest number of connection points between truck and rail cargo of any state.
- Point where freight changes when moving from coast to coast.
Funding Our Roads

- Today, the state of Illinois funds 10% of road maintenance program. The Federal share is at 90%. By comparison, in 2011, the state funded 50%. *In 2016, the state funded only 4%.*

- Our road construction program is short of our federally mandated target by $6.6 billion over the next 10 years.

- IDOT’s typical maintenance construction budget is about $2B per year. Until the passage of the Safe Roads Constitutional Amendment (passed with 80%) – $7.8B was swept from the Road Fund from 2003 to 2015, which is equivalent to *nearly 4 years* of IDOT’s total construction budget!
Local Roads

• Local roads comprise of 88% or 260,000 lane miles, but 40% of the traffic. These include County Highways, Municipal Streets and Township/Road District Roads.

• There are some Illinois Counties that are allowing their roads to revert back to gravel – due to the lack of funding. Basic maintenance is being deferred.

• Every journey begins and ends on a local road.
Maintenance Backlog of Local Roads

Miles of Deferred/Suspended Maintenance

- 29,386 (2014)
- 33,874 (2015)
- 39,375 (2016)
- 46,034 (2017)
- 60,799 (2019)
Grade Crossings & Separations

The growth of the western suburbs has brought more people and more trains, creating a massive issue of delays, safety, and other concerns.
Illinois Bridges vs. U.S. Trend

Amount of structurally deficient bridges in the U.S.

Source: The American Road & Transportation Builders Association 2019 Bridge Report
State of Illinois’ Bridges

- Of Illinois 26,800 bridges, 12.9% are currently “structurally deficient.”

- Today, the average age of IL Bridges is 42 years.

- Bridges were made to last 55-60 years.

- 45% of bridges are 50+ years old, due to the interstate system built in the late 1950’s through 1970.

- Illinois must rehabilitate, structurally repair or rebuild almost half of its bridges in the next 10-15 years.
Lake Shore Drive Bridge

Above: Cracked steel beam on bridge over Lake Shore Drive.

Right: Temporary fix to hold up damaged bridge.
Joliet I-80 Bridge over DesPlaines River
Illinois Transit

The RTA System has an Asset Value of $159.4 Billion.

It includes:

- 6,150 Passenger vehicles
- 1,420 track miles
- 422 stations
- Over 70 maintenance vehicles & other stations
Transit Capital Needs Assessment

- The overall Capitol Needs for the RTA region is $37.7Billion.

- That includes:
  - Replacement: $11.1B
  - Backlog: $19.4B
  - Capital Maintenance: $7.2B

- Downstate Transit needs = $2 Billion over next 10 years.
If Metra did not exist, Illinois would need an additional 27 lanes of highways from the suburbs to the city to accommodate the traffic load.
Why Transit?

- 2 million passengers ride the RTA each workday.
- 62% of commuters traveling into the Loop ride transit.
- More than 60 companies have relocated their HQ to Chicago since 2011, citing public transportation as one of the main factors.
- Transit riders age 18-34 make up 1/3rd of the total workforce in the RTA’s six-county region.
Why is Illinois seeing so many infrastructure issues?
Federal vs. State Funding

Federal funds, on average, provide 51% of annual State DOT capital outlays for highway and bridge projects.

Ten year average (2007-2016). Percentages are the ratio of federal reimbursements to the state and total state capital spending.
Look Back at Federal vs. State Funding

State Role in the Multi Year Road Program
($ in Millions)

State's Share prior to moving to a 6-year plan:
- MYP 2000 - 62%
- MYP 2001 - 60%
- MYP 2002 - 58%
- MYP 2003 - 54%

- MYP2006: $3,361.0, 37%
- MYP2007: $2,695.0, 26%
- MYP2008: $3,128.0, 29%
- MYP2009: $3,128.0, 29%
- MYP2010: $6,111.0, 43%
- MYP2011: $4,888.0, 31%
- MYP2012: $3,624.0, 24%
- MYP2013: $2,240.0, 20%
- MYP2014: $1,909.0, 13%
- MYP2015: $1,161.0, 4%
- MYP2016: $352.0, %

- State Funds
- % of entire MYP
Years Since Last Gas Tax Increase

As of July 1, 2017

- Illinois last raised its gas tax in 1990 (29 years).
- Only 3 states have waited longer—Mississippi, Louisiana, and Alaska—but they receive oil reserve dollars to supplement their MFT.

Source: Institute of Taxation and Economic Policy
Illinois Gas Tax vs. Midwest

- Illinois’ Motor Fuel Tax is at 19 cents—41st in the U.S.
- Regionally, only Missouri has a lower gas tax.
- Illinois also has a 6.25% sales tax on gas, but those funds do NOT go back into the Road Fund, rather, they go into the GRF.
MFT Revenue/Costs vs. Purchasing Power
Gas Tax: Then vs. Now

- Had Illinois indexed the gas tax (19 cents) in 1990, today it would be 37 cents.

- By comparison, today – 20 states have indexed or an adjustable rate on their gas tax. Neighboring states: Michigan; Indiana; Pennsylvania; Ohio.

- In 1990 – A Big Mac was $1.91. Today it is $4.00

- Better fuel economy cars result in people paying less in gas taxes, even though they are driving the same amount.
What do **YOU** pay for our roads?

- The average motorist driving 12,000 miles a year in Illinois today pays **$8.36 per month in gas taxes**—that’s about **$100 a year.**

- Additional fees such as annual vehicle registration, driver’s license, certificates of title, etc. add up to about another **$100**—resulting in a person paying about **$200 per year into the state’s Road Fund.**
  
  - Monthly cell phone bills are over $100; Cable TV is $125-200 per month, and a Starbucks Grande Latte is $3.75.

- **Illinois Drivers** pay an extra **$16 billion** every year due to poor road conditions. (Chicago drivers pay **$2,400 per year; downstate pays $600.**) *based on wasted time, fuel, crashes and repairs.*

- **Electric Vehicle** owners pay very little to the road fund: no gas tax and registration cost is **$18 annually.**
IDOT's T.A.M.P

- The Federal Government has required IDOT to develop a Transportation Asset Management Program (TAMP) to meet certain levels of acceptability on Interstate Highways and bridges (90%); Other state highways (70%); Local Roads (50%).

- This must be achieved in the next 10 years, or will lose accreditation and potentially all federal funds.
And There’s Also Vertical Needs

• In addition to Roads & Bridges, the state of Illinois has neglected it’s vertical maintenance program.

• Schools, hospitals, higher ed institutions, human service facilities and other state facilities have a combined estimated deferred maintenance backlog of over $12 billion.

• Vertical maintenance and construction typically does not have a dedicated user fee to fund these projects. Most of the program is funded through Capital Bill, which typically occurs every 4-5 years. The last Capital Bill was in 2009 (IL Jobs Now!) and was primarily funded through video gaming.
Questions?