Infrastructure investment is the best investment a state can make.

* Every $1 invested in capital funding has a return of $2.61 in Illinois
* Improvements serve as catalyst for economic development
* To protect transportation infrastructure investment, Illinois passed a Lockbox amendment in 2016
* This provides strong protection to ensure the money you invest in transportation is used to improve the infrastructure.

What does a gas tax increase really mean?

* Under the proposal that we approved the average Illinois driver would pay less than $17 dollars more a month in gas tax.
* That works out to roughly $0.55 cents a day to improve your transportation infrastructure.

What do you get for your money?

* Restored comfort and safety to your commutes
* Money saved on wear and tear to your vehicle
* A boost to the Illinois economy
* Infrastructure investment benefits everyone

Why not wait for the feds?

* We are already matching every federal dollar we can with our current infrastructure revenue.
* If the federal government increases funding, an additional state match would be required to access those funds.
* What would happen if Illinois hadn’t increased transportation infrastructure revenue is you would pay more money for the federal infrastructure investment but would see none of the benefits in Illinois.

Let’s cut waste first.

* Transportation funding is kept separate from the general revenue funds.
* That is great if we get additional revenue because it prevents using transportation fees to balance the budget.
* However, it also means that IDOT staff and construction are all supported from this separate and smaller revenue source limiting the opportunity for waste.
* IDOT has addressed some of their needs by decreasing their headcount by 33% since 2003 and therefore has an extremely lean bureaucracy.
* Despite the 33% cut to head count, they have still had to shift their budget around to address the growing need for construction.
* We shouldn’t be asking our transportation department to choose between salting the roads and fixing the pot holes that are intensified by the ice, but that is what we had done.

Where did it go wrong?

* We haven’t increased the gas tax in 19 years and the cost of construction (everything) has gone up a lot since then.
* Our state road system began being built in the 1950’s and was continually constructed until about the late 1980’s.
* Because our road systems were built well and our transportation revenues were steady (as opposed to growing) we haven’t had to address these issues until recently.
* However, we have reached the point where we have to fix or repair so many of our transportation systems that we can no longer survive on a steady and not growing revenue source.
* Unlike other taxes for general revenue, the user fees have stayed the same. This was sufficient before inflation, and before the transportation systems began to age out of the maintenance stages.
* If the state gas tax had kept up with inflation, it would be $0.38 today which is the amount we increased it to this past session.