

WE NEED A PLAN FOR OUR ROADS

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MAY 2, 2016, TRI-COUNTY REGIONAL PLANNING COMMISSION

OUR ROADS ARE IN BAD SHAPE

One in five state highways now needs repair, the worst conditions we've had in 40 years.

The miles of roads will double in the next six years after scheduled improvements.

An annual \$1.2 billion in revenue is needed to cut our bad road backlog in half.

WE HAVE LOST OUR WAY



Highway user fee financing is being eroded.

User fees are necessary to provide predictable, multi-year funding for highway projects.

A gas tax is still viable and predictable.

We need pay-as-you-go programs.

Federal Highway Trust Fund overspending with one-time bailouts is getting unsustainable with a deficit of \$100 billion at the end of the FAST Act.

Recent state transportation capital spending increases without revenue has dug a hole, requiring hundreds of millions of new dollars before new projects can be added.

OUR INTERSTATES ARE CRUMBLING

Our interstate is now 40 to 50 years old and was designed to sustain only 20 years of use.

Patching and resurfacing will no longer work — it needs to be rebuilt from the ground up.

Fifteen percent needs repaired today and the number is growing.

Speed reductions and trucks limited to the left lane will become commonplace in five to 10 years without reconstruction.

The Illinois Tollway spends three times what IDOT spends on a system that is one-sixth the size.

IDOT is seriously underfunded.

Tollway: **\$3 Billion** IDOT: **\$1.2 Billion**



It will take a \$0.21 MFT increase just to rebuild Illinois' interstate system in 32 years — the time it took to originally build it.

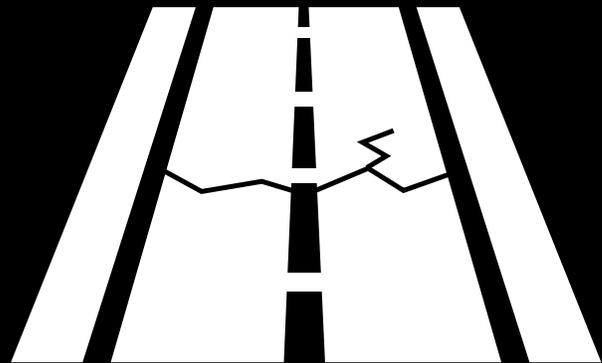
LOCAL ROADS NEED STATE REVENUE SHARING

Most trips a driver takes are on state and local roads. The driver, however, doesn't know who owns the roads they use or who is responsible for their upkeep.

User fees must be levied at the state level for efficiency and consistency of statewide system quality.

Local user fees create economic disadvantages across geographic boundaries for business, increase collection and enforcement costs, make it more difficult to enact statewide increases, and lead to a hodge-podge of good and bad roads throughout the state.

State revenue sharing for roads is similar to the need for state revenue sharing for schools — there is too much variability in local capability to have a good quality system statewide without it.



WE NEED A PLAN

The 2009 Capital Bill doubled highway spending, but the miles of bad state highways needing repair has since doubled. This is despite billions of dollars in spending. Local highways were shortchanged.

A plan is not a wish list of priority projects — it is a cost estimate to achieve a specified system condition backed up by a list of projects that implement that goal. It is also a proposal for equitable revenue sharing with local governments for their system needs.

Even with the budget impasse, the governor and IDOT should be working on this plan today so that when the big issues are resolved, appropriate action can be taken on transportation.