



2018 State Assembly Candidate Questionnaire

Candidate Name: Delia Ramirez

District: IL House 4th District

1. We live in an era when more Illinois residents from the ages of 8 to 80 are choosing to walk, bike and ride public transit. How do you incorporate walking, biking and public transit into your everyday life? **Do you, or a family member, routinely walk, bicycle or use transit for any of the trips listed below? If so, please circle.**

Walk:	<input checked="" type="checkbox"/> Go to work	Bring child to school	<input checked="" type="checkbox"/> Errands	<input checked="" type="checkbox"/> Recreation	Other
Bike:	<input type="checkbox"/> Go to work	Bring child to school	<input type="checkbox"/> Errands	<input checked="" type="checkbox"/> Recreation	Other
Transit:	<input checked="" type="checkbox"/> Go to work	Bring child to school	<input checked="" type="checkbox"/> Errands	<input type="checkbox"/> Recreation	Other

Comments:

2. Chicagoland transit agencies face a \$19.4 billion need to maintain and modernize existing infrastructure, yet state operating and capital funds for public transit have been cut several times in recent years.
 - a. **Do you support restoring transit operations funding that was cut in the 2018 budget agreement: reverse 5% cut in the Public Transportation Fund and eliminate 1.5% fee for local governments that cost Chicago-area transit agencies \$24 million annually?**
 - Yes
 - No
 - b. **Do you support dedicating at least 40 percent of transportation spending in any capital legislation to public transit?**
 - Yes
 - No

Comments:

I wholeheartedly believe we need to invest more resources into public transportation. If we invested more into public transit we could ease traffic congestion, reduce our carbon footprint, and make good paying jobs more accessible to low income communities. I believe this should be one of priorities as legislators when making annual appropriations and creating capital budgets.

3. Unlike many of its state department of transportation peers, The Illinois Department of Transportation (IDOT) currently sets aside very little state-generated funds in support of walking and bicycling. Nearly all funds for dedicated biking and walking facilities and programs are either federal or local. **Do you support establishing a bike-walk fund in the state capital budget with a target annual appropriation of \$50 million, approximately 2 percent of the overall annual IDOT budget.**

- Yes
 No

Comments:

4. On state-controlled roads, Illinois policy frequently prioritizes the swift movement of cars above more efficient modes of transportation and the safety of all road users. **Do you support reforming IDOT policies to support building more and better biking and walking facilities on state routes?**

- Yes
 No

Comments:

5. Planning for the state's reconstruction of North Lake Shore Drive in Chicago is currently underway. Bus riders, who account for one-third of users on the roadway, get stuck in traffic every day, particularly during the morning and evening rush. **Do you support creating a new transit corridor on North Lake Shore Drive with its own dedicated lanes?**

- Yes
 No

Comments:

This would be an important step in modernizing lake shore drive and making it more accessible for people who do not drive. I support efforts to make the drive more public transit friendly and adding dedicated bus lanes.

6. The Illinois Toll Highway Authority recently decided to expand the Tri-State Tollway at a cost of \$4 billion, and recently opened the new Elgin-O'Hare toll road. At the same time, IDOT plans to widen Interstate 290 and Interstate 55. Research and experience show that expanding roads in urban areas only makes traffic congestion as bad or worse in the long run by inducing more people to drive, while physically isolating and undermining low-income neighborhoods. **Do you support a state policy that prioritizes lasting, cost-effective congestion relief and alternatives to driving, including better public transportation and rush-hour demand management strategies, rather than highway expansion?**

Yes

No

Comments:

This should absolutely be a priority of all state legislators. Significant investments are made every year to maintain roads across the state and similar kinds of investments should be made into public transportation.

7. Mobility equity is fundamental to human and civil rights. Like most of the United States, Illinois is designed around using a personal automobile for transportation. However, many low-income residents cannot afford a car, and they lack access to safe and convenient transportation options to get to jobs, schools, healthcare, recreation and other critical services. **Do you support establishing a transportation equity working group at IDOT with a focus on increasing and improving transportation options in vulnerable communities?**

Yes

No

Comments:

It is critical that a transportation equity working group be part of the Illinois Department of Transportation. Communities of color are often further marginalized by the lack of investments into public transit and walkable development. And often, when these developments occur there is little to no emphasis placed on avoiding widespread displacement of long-time residents. It is critical that as we invest into creating walkable spaces and better public transit, we also ensure that the needs and concerns of vulnerable communities are prioritized.