



# Rebuild Illinois Capital Funding Package

Freight Committee

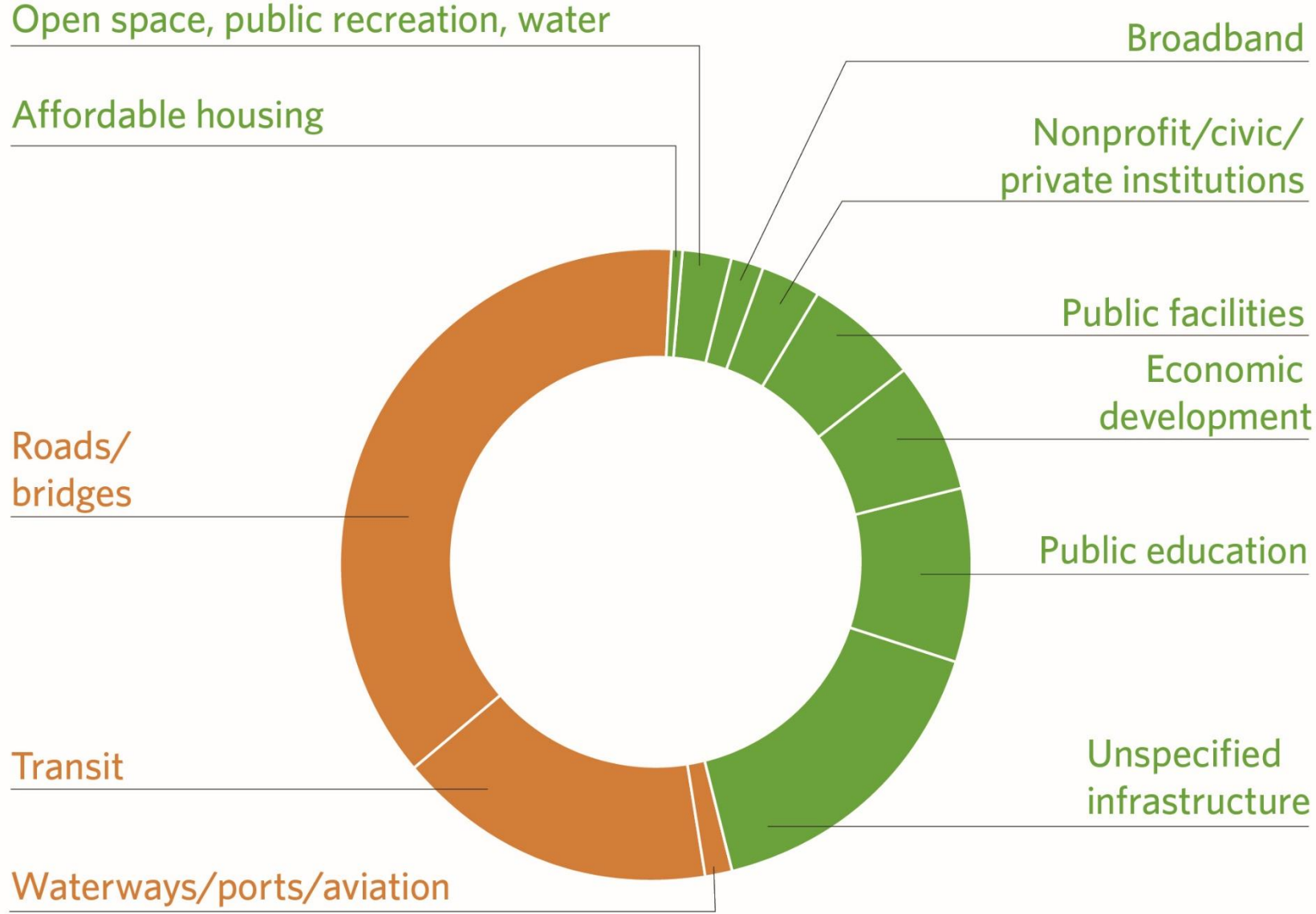
September 16, 2019



# Capital appropriations by type

Source: Chicago Metropolitan Agency for Planning analysis of Public Act 101-0029.

- Transportation infrastructure
- Other infrastructure



# Rebuild Illinois provides \$2.8 billion in annual state transportation revenues

## State motor fuel tax

- Rate increased by 19 cents and indexed
- Diesel differential increased by 5 cents

## Motor vehicle registration fees

- Increase of \$50 for passenger vehicles and \$100 for trucks
- Electric vehicles increased from \$17.50 to \$251

## Increased certificate of title fees, salvage fees

Shifted sales tax from motor fuel sales from General Funds to Road Fund

# Trucking Impacts

## Diesel Tax

	Previously	Currently
Base rate	19 cpg	38 cpg (indexed)
Diesel differential	2.5 cpg	7.5 cpg (not indexed)
<b>Total Rate</b>	<b>21.5 cpg</b>	<b>45.5 cpg</b>

## Truck registrations

\$100 flat increase for all trucks greater than 8,000 lbs

Commercial Distribution Fee repealed



# Distribution of new revenues by revenue source

Note: The dollar figures are estimated revenues in the first full year of implementation, 2020, except for the sales tax generated by motor fuel sales, which will not be fully implemented until 2026. The distribution estimates represent projected amounts between 2020-50.

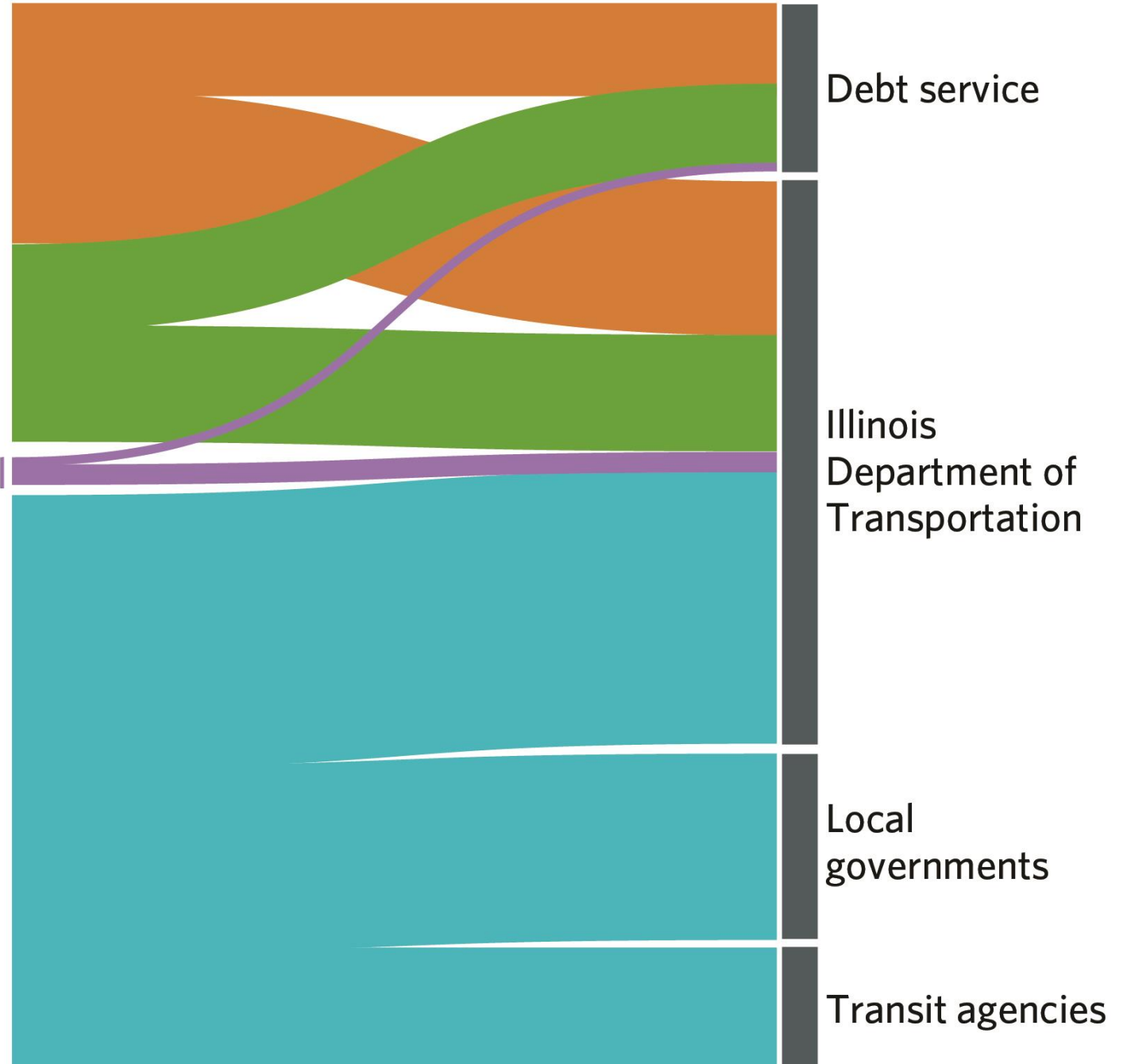
Source: Chicago Metropolitan Agency for Planning analysis of Public Act 101-0032.

Motor vehicle registration and other fees  
**\$680 million**

Sales tax generated from motor fuel sales  
**\$800 million**

Diesel differential increase  
**\$90 million**

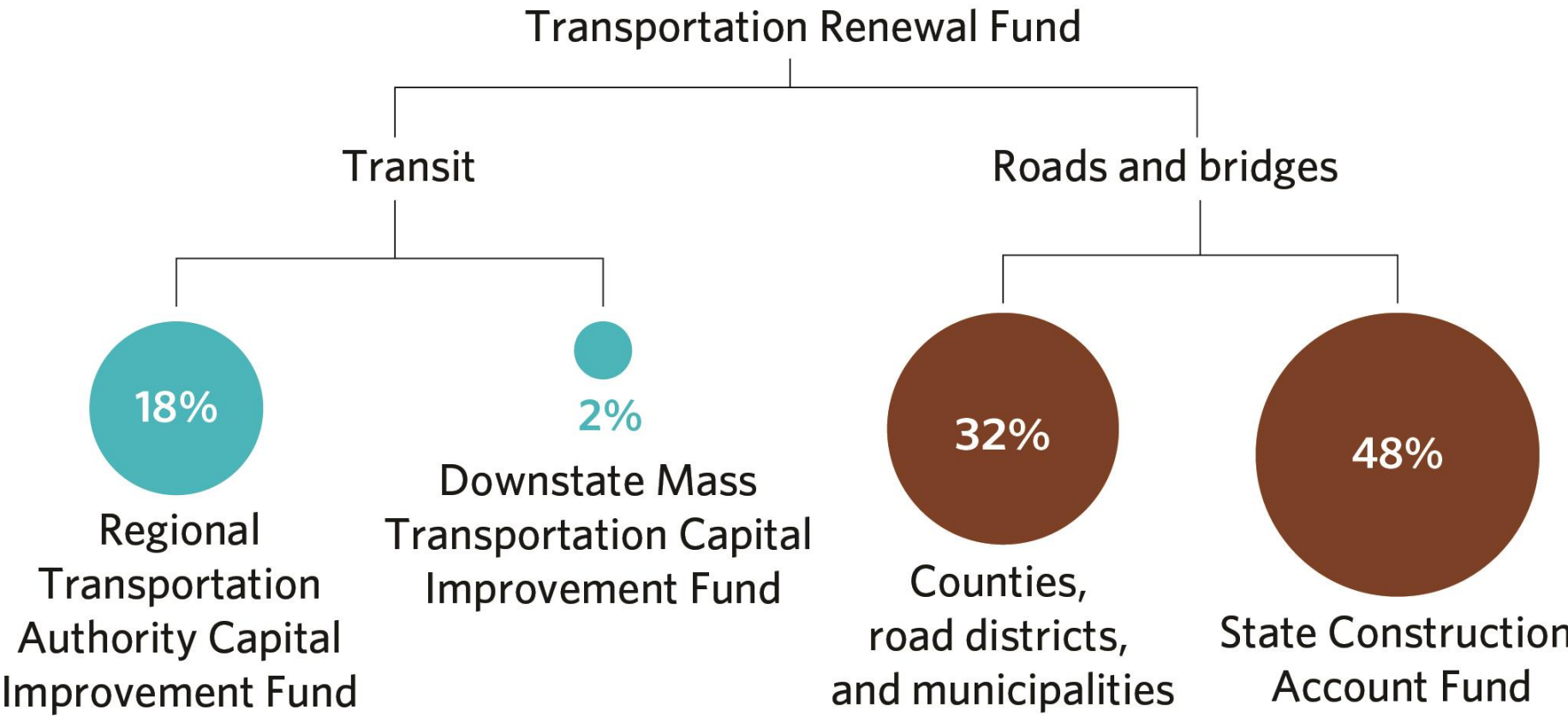
State motor fuel tax increase and rate index  
**\$1.2 billion**



# Distribution of Illinois' 19-cent motor fuel tax increase

Note: Percentages represent the portion of \$1.2 billion in anticipated new annual motor fuel tax revenue.

Source: Chicago Metropolitan Agency for Planning analysis of Public Act 101-0032.



# Uses of new transportation revenues

# ON TO 2050 implementation

Some support for Regionally Significant Projects

Support for freight, transit, bicycle, and pedestrian improvements

Did not require the use of performance criteria for project selection

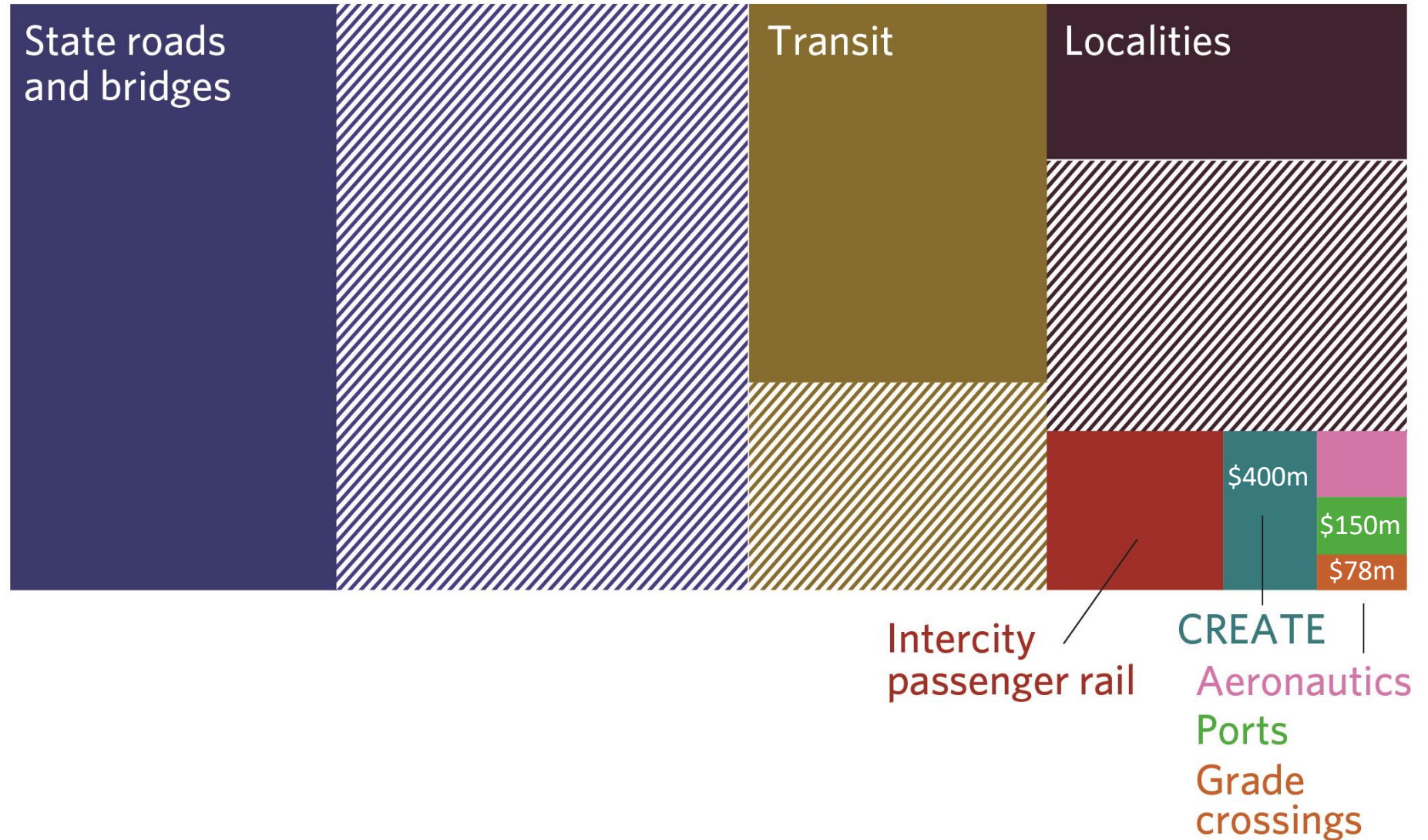
Significant opportunities to program unallocated funding based on performance criteria



# Uses of new transportation funding, 2020-25

▨ New revenues ● Bonds

Source: Chicago Metropolitan Agency for Planning analysis of Public Act 101-0029 and Public Act 101-0032.



# Regionally Significant Projects

With strong freight connection:

I-80: \$848m appropriated, additional ~\$300m committed

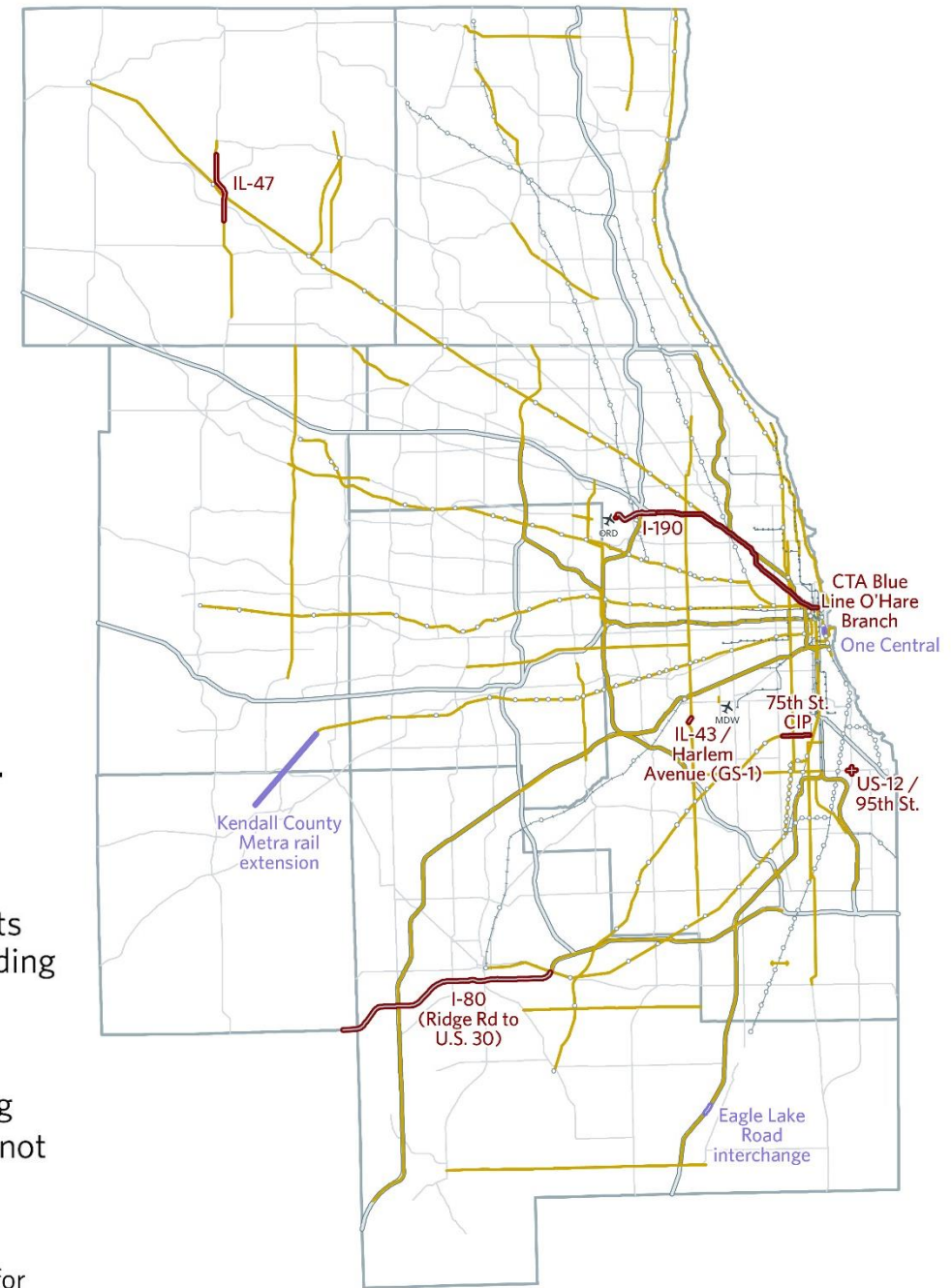
CREATE/75<sup>th</sup> St. CIP: \$400m

BRC Alternative Alignment between 63<sup>rd</sup> and 65<sup>th</sup>: \$150m

US-12/95<sup>th</sup> St: \$92m

## Appropriations for major transportation projects

- Regionally Significant Projects (RSPs) not appropriated funding
- RSPs appropriated funding
- Projects appropriated funding that meet RSP threshold but not currently constrained



Source: Chicago Metropolitan Agency for Planning analysis of Public Act 101-0032.



[www.cmap.illinois.gov/onto2050](http://www.cmap.illinois.gov/onto2050)  
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# Revenues from state motor fuel tax (MFT) or road usage charge (RUC), in billions

Source: Chicago Metropolitan Agency for Planning analysis of National Highway Traffic Safety Administration Corporate Average Fuel Economy Fact Sheets; Illinois Department of Transportation data; 2009 National Household Travel Survey data.

