



Analysis of Rebuild Illinois and ON TO 2050 implementation

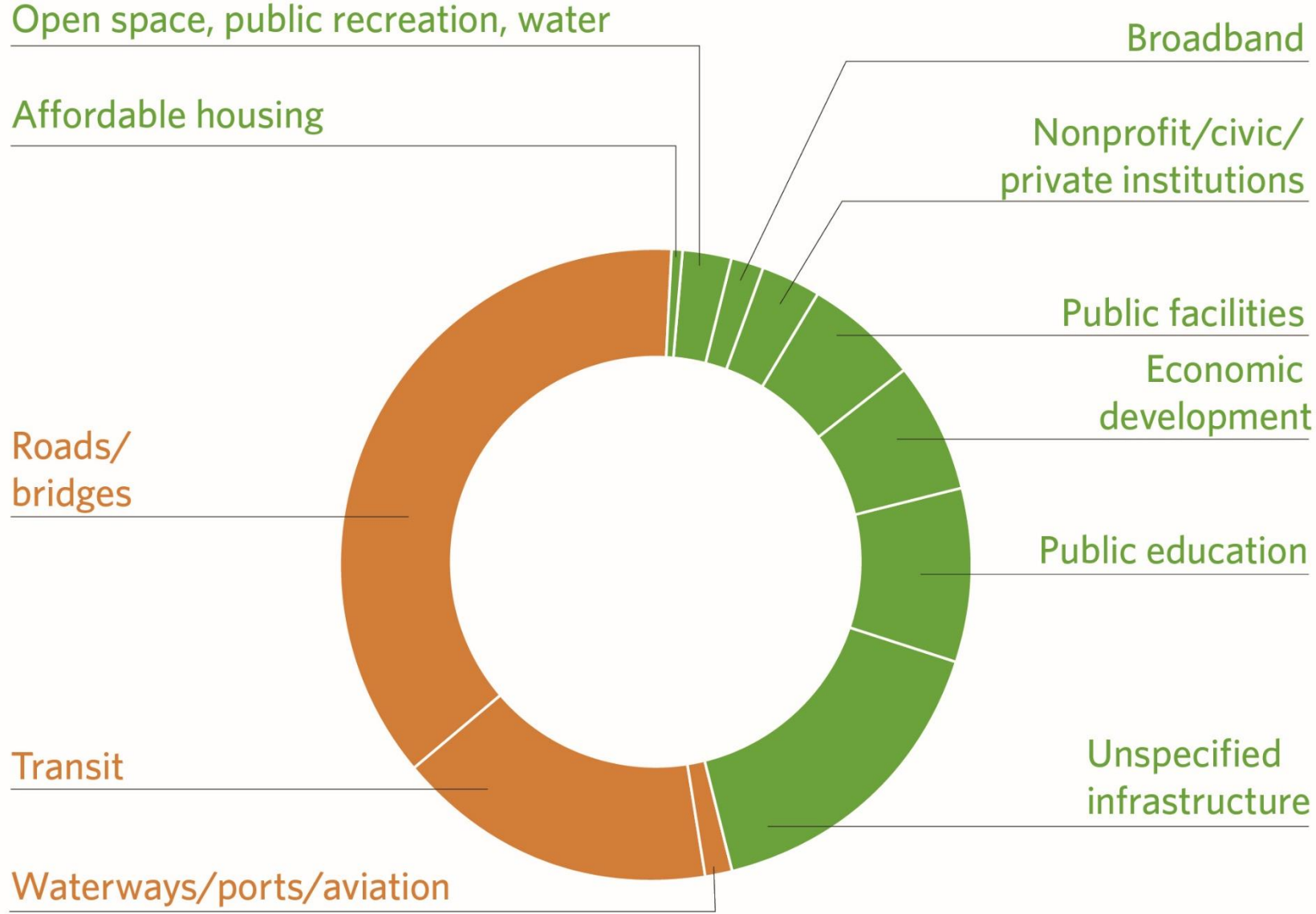
September 20, 2019



Capital appropriations by type

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

- Transportation infrastructure
- Other infrastructure



Presentation highlights

- Sources of transportation revenue
- Uses of new transportation revenues
- Implementing ON TO 2050
- Deconstructing Rebuild Illinois appropriations

Sources of transportation revenue

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

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.

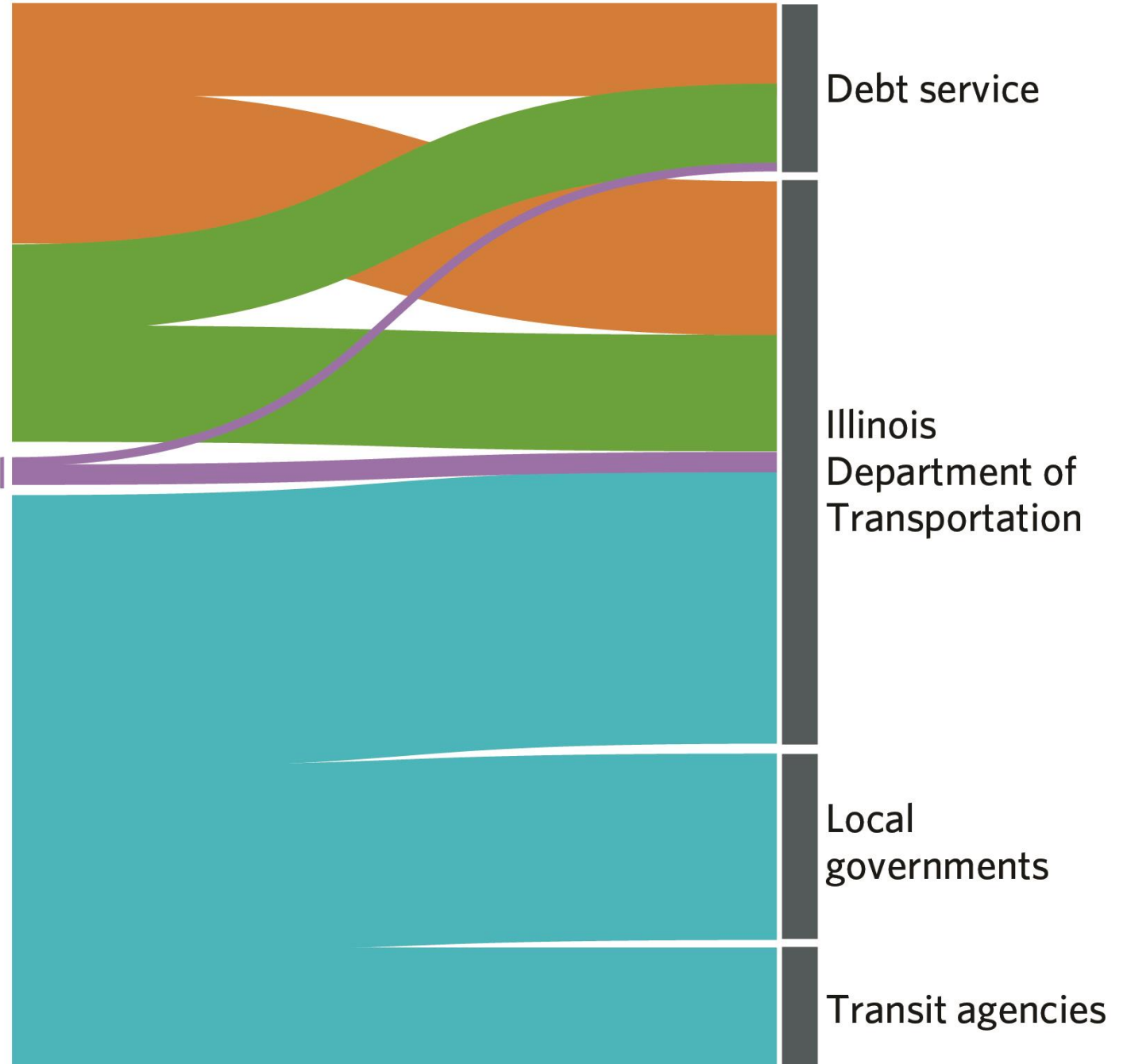
Source: Chicago Metropolitan Agency for Planning analysis of Public Act 101-0032.

Motor vehicle registration and other fees
\$680 million

Sales tax generated from motor fuel sales
\$800 million

Diesel differential increase
\$90 million

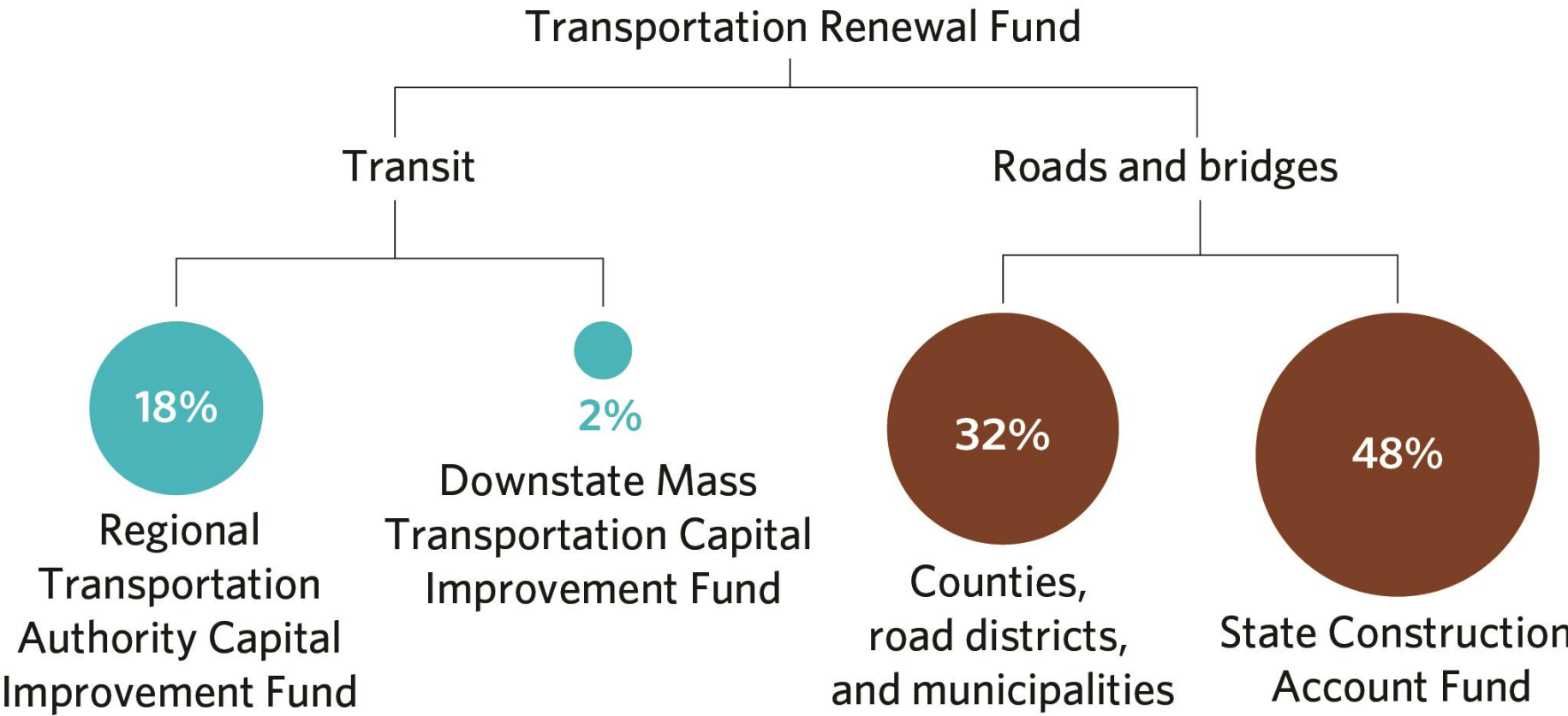
State motor fuel tax increase and rate index
\$1.2 billion



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.



County motor fuel tax rates, current rates and maximum rates allowed by new legislation

Note: Cook County currently imposes a rate of six cents under their home rule authority.

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

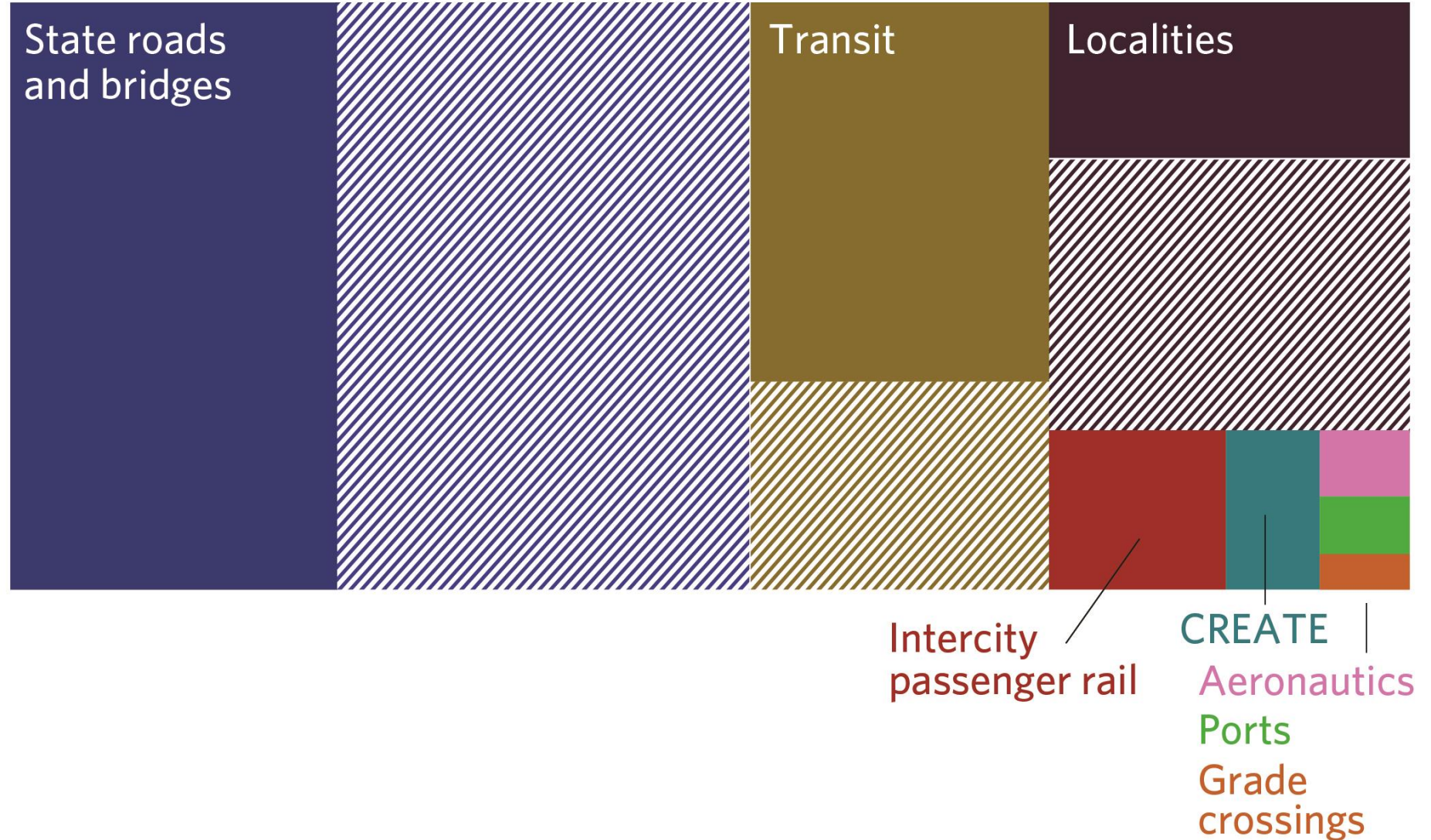
Previous maximum county MFT rate	No limit		Cook
	4 cents		DuPage Kane McHenry
	No county MFT	Kendall	Lake Will
		No county MFT	8 cents
			No limit
	Maximum rate under new legislation		

Uses of new transportation revenues

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.



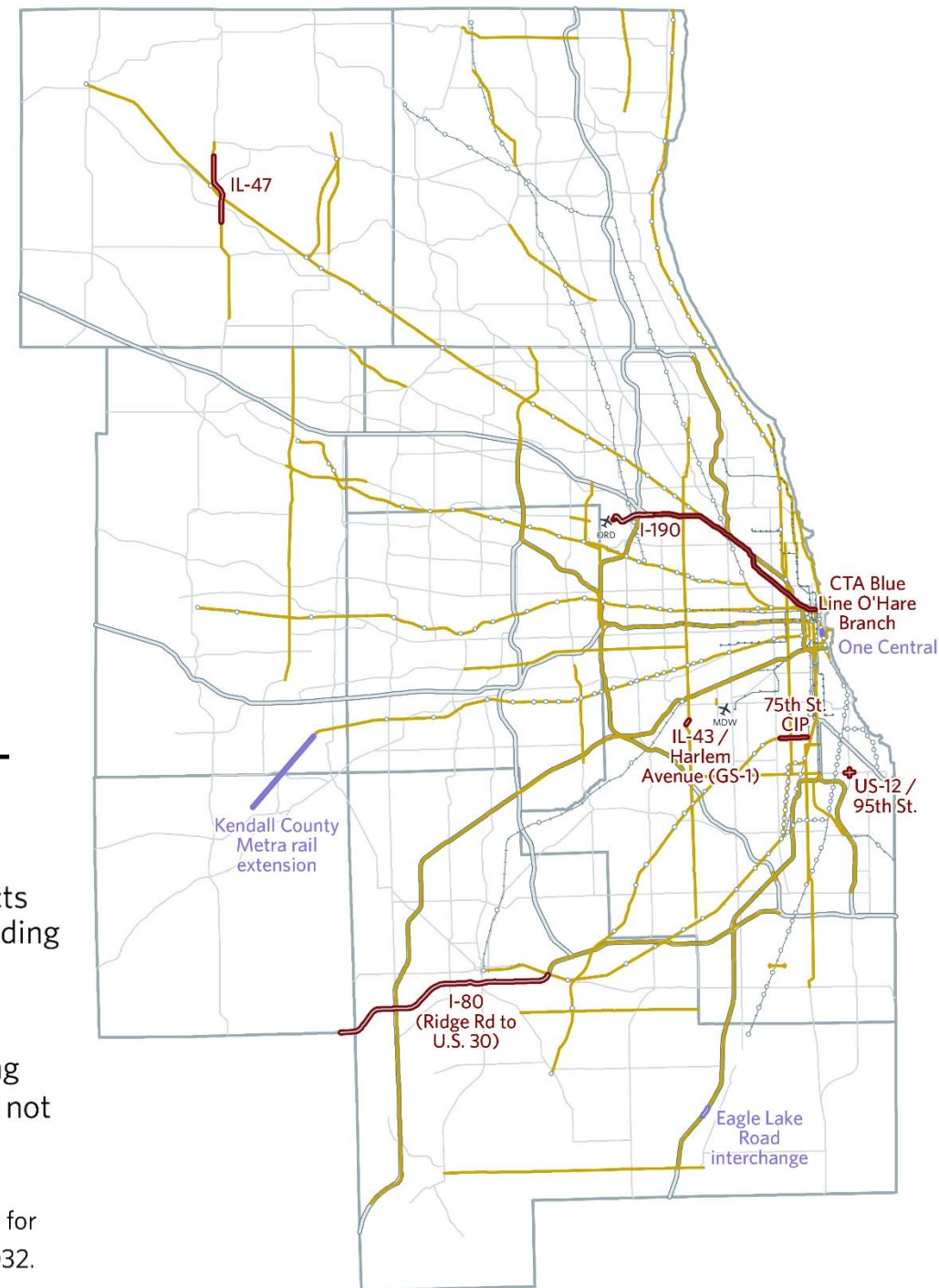
Most RSPs did not receive specific appropriations

- Several RSPs received specific appropriations or funding
- Others could receive funding as more funds are programmed
- Three funded projects meet the RSP threshold but are not constrained

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.



Implementing ON TO 2050

Rebuild Illinois implemented several ON TO 2050 recommendations

Increase the state motor fuel tax and index rate to inflation

Rely on user fees

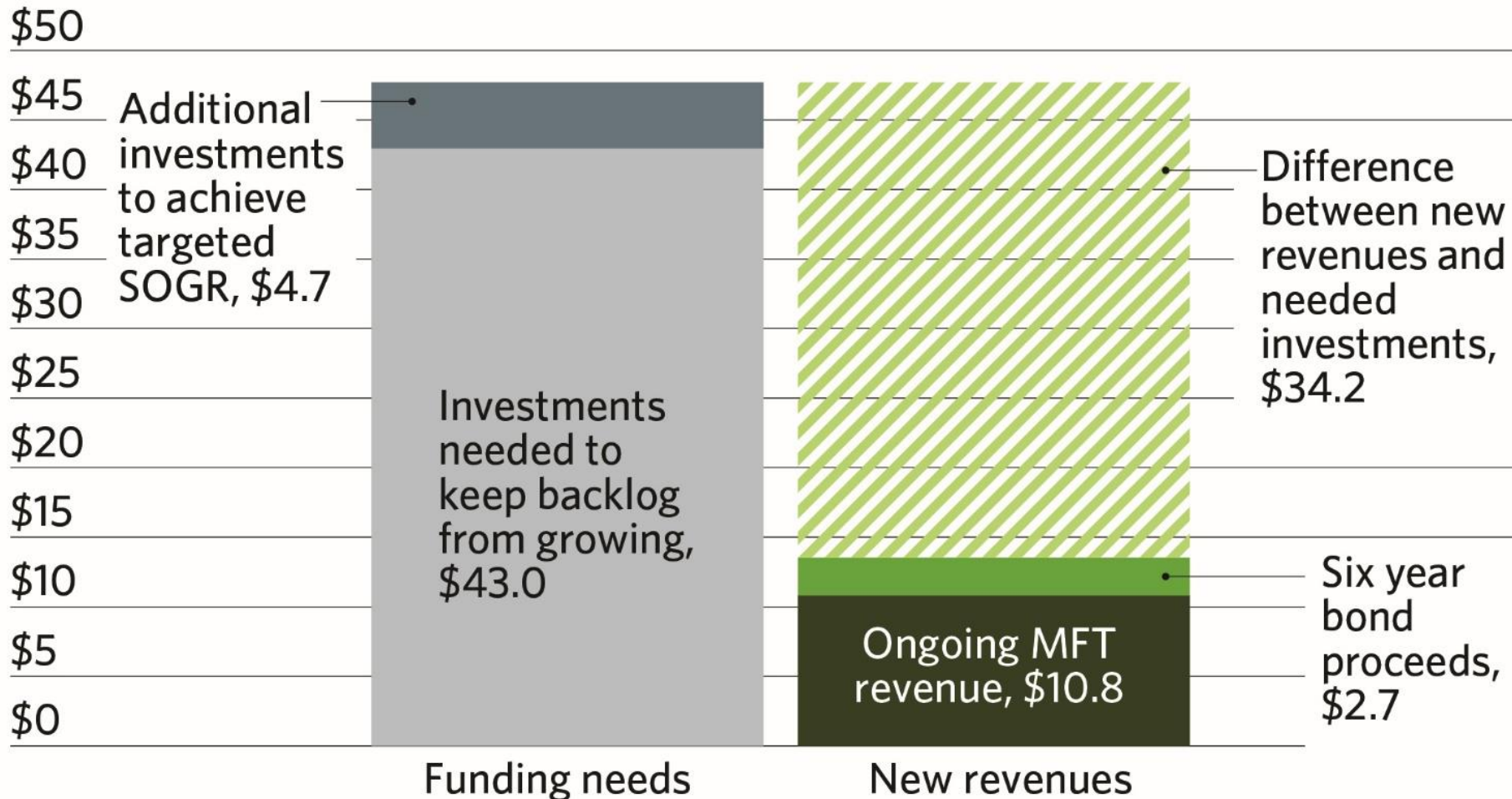
New dedicated, ongoing revenues for transit

Allocate funding to bicycle and pedestrian infrastructure

Some support for Regionally Significant Projects

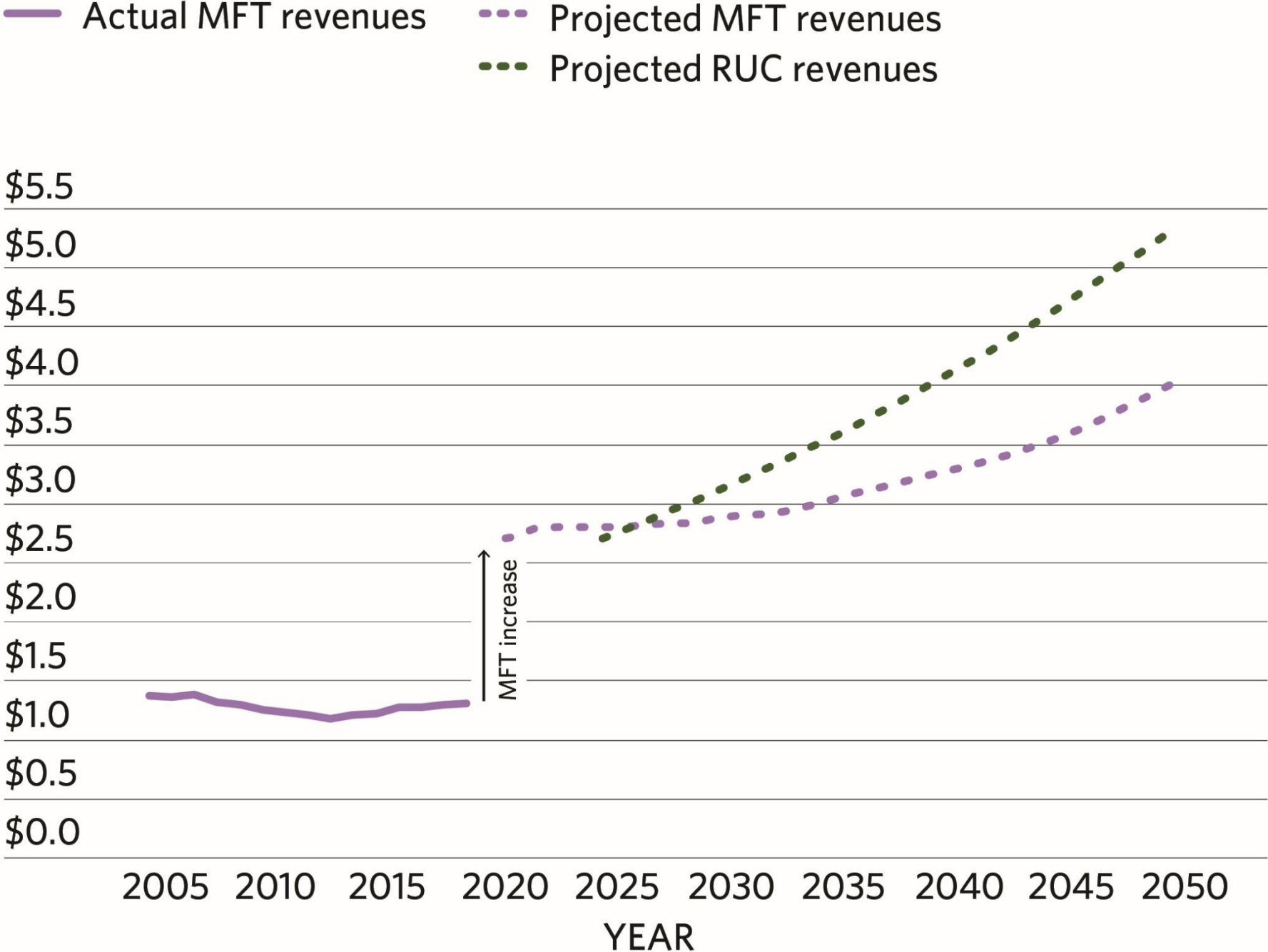
Difference between new revenues and additional investments needed to improve state of good repair (SOGR), 2019-50, in billions

Source: Chicago Metropolitan Agency for Planning analysis of Regional Transportation Authority data, ON TO 2050 Financial Plan for Transportation, Public Act 101-0029 and Public Act 101-0031.



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.



ON TO 2050 implementation next steps

Consider additional funding for transit

Plan for transition to a road usage charge

Prepare for emerging mobility trends

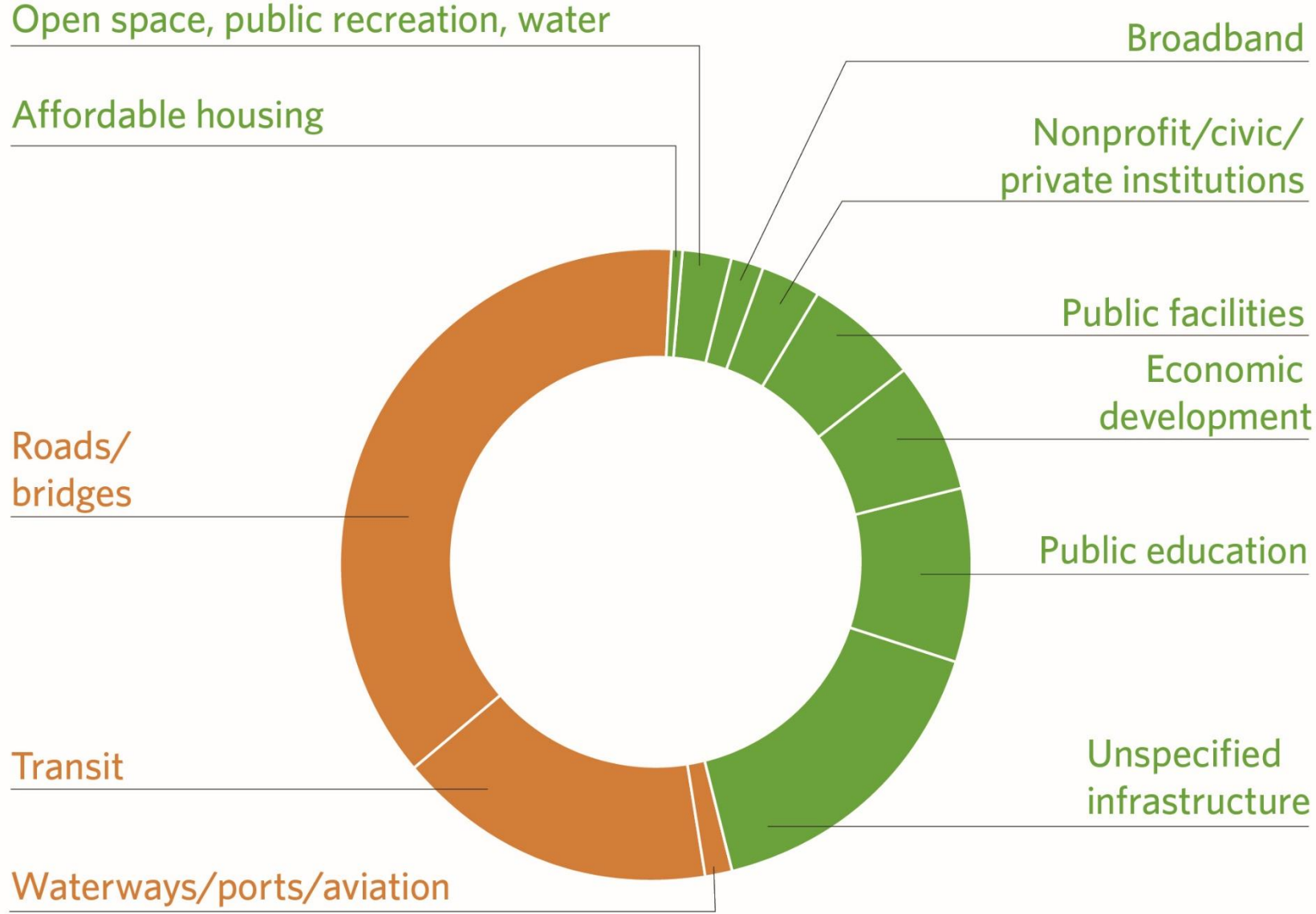
Opportunities to program unallocated funding based on performance criteria

Deconstructing Rebuild Illinois appropriations

Capital appropriations by type

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

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- Other infrastructure



CMAP analyzed Public Act 101-0029

Public Act 101-0029
HB0062 Enrolled

Section 190.
as may be necessary,
Transportation Bond Fund
for all costs associated with
Passenger Rail expansion.

Section 195.
as may be necessary,
Transportation Bond Fund
for all costs associated with
Passenger Rail improvements.

Section 200.
as may be necessary,
Transportation Bond Fund
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Project

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Public Act 101-0029
HB0062 Enrolled

LRB101 02974 WGH 47982 b

Section 190. The sum of \$275,000,000, or so much thereof as may be necessary, is appropriated from the Multi-Modal Transportation Bond Fund to the Department of Transportation for all costs associated with the Chicago to Rockford Intercity Passenger Rail expansion.

Section 195. The sum of \$100,000,000, or so much thereof as may be necessary, is appropriated from the Multi-Modal Transportation Bond Fund to the Department of Transportation for all costs associated with the Chicago to Carbondale Passenger Rail improvements.

Section 200. The sum of \$122,000,000, or so much thereof as may be necessary, is appropriated from the Multi-Modal Transportation Bond Fund to the Department of Transportation for all costs associated with the Springfield Rail Improvement Project.

Explore Rebuild Illinois yourself



2019 Illinois state capital package

Explore the projects appropriated in the package of legislation using a new CMAAP tool.



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