



MENU OF POTENTIAL REVENUE SOURCES THAT COULD BE IMPOSED OR REDIRECTED TO FUND GREATER INVESTMENT IN ILLINOIS TRANSPORTATION INFRASTRUCTURE

<u>Current Revenue Sources</u>	<u>Amount Generated Annually</u>
Diversions from Road Funds	
- Return to IllinoisFIRST commitment and dedicate revenues from recent user fee increases to roads	\$280 million
- Eliminate except for ones directly related to IDOT costs (CMS & DHCFS)	\$495 million
- Eliminate all	\$690 million
Motor Fuel Tax	
- Current state rate of 19 cents a gallon; 21.5 cents for diesel	1 cent generates \$65 million
- Last raised in 1990	
- Annual growth rate +/- 1.5%	
Motor Vehicle Registrations	
- Current rate of \$78 for cars & pickups	\$1 on cars/pickups generates \$9 million
- Current rates for trucks vary from \$138 to \$2,790, depending on weight	1% on trucks generates \$7 million
- Last raised for transportation in 2000	
- Annual growth rate +/-1%	
- Does not include commercial distribution fee raised in 2003	
Certificate of Title	
- Current rate of \$65	\$1 generates \$3 million
- Last raised in 2000	
- Flat growth rate	
Driver's License Fee	
- Current rate is \$10 for four years	\$1 generates \$2.1 million
- Last increased in 1983	
RTA Sales Tax	
- Collar Counties	1/4% increase generates \$120 million
- Cook County	1/4% increase generates \$160 million

(more)

Additional Revenue Sources

Expand Gambling

Significant new revenue to the general fund allows for either the dedication of new revenue to infrastructure investment or to use new funds to eliminate diversions from the road fund and help restore health to the State's construction fund.

Sales Tax on Motor Fuel

This tax generates approximately \$600 million a year, none of which is dedicated for transportation. In the past, a portion of the sales tax equivalent to revenue from gasoline sales used to go for roads.

Elimination of Motor Fuel Tax Subsidy Vehicle Inspection & Maintenance

Currently \$30 million a year in MFT revenue is used to subsidize required vehicle inspections under the federal Clean Air Act in northeast Illinois and metro-east Illinois.

Sales Tax on Automobiles and Automobile-Related Items

Currently generates an estimated \$6.6 billion a year in General Revenue Funds.

Tax on Sales of Automobiles by Private Individuals

Currently generates an estimated \$40 million a year, with \$5 million going to Build Illinois Fund and remainder to General Revenue Fund.

State Automobile Rental Fees

Currently generates \$28 million a year.

Regional Funding Sources for the RTA

Traditional highway user fees identified above could be raised by an amount that is higher in the six county RTA region than is applied throughout the state in order to provide dedicated local source revenue. For example, a higher registration fee could be imposed upon vehicles that are less fuel efficient than others. Other regional sources could also be utilized.

A congestion pricing plan for higher tollway fares for peak hour use could be imposed to encourage drivers to adjust their travel times or promote the use of public transportation as an alternative to driving.

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TFIC is a diverse group of statewide and regional business, labor, industry, not-for-profit and governmental organizations that have joined together in a united and focused effort to support a strong transportation alliance for Illinois. The Coalition takes a comprehensive approach and seeks to speak with one voice for all of Illinois when it comes to transportation funding needs at the federal and state level. This comprehensive approach involves all modes of transportation, including rail, air, water, highways and mass transit. For more information about TFIC, visit www.TFICIllinois.org.

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