



## ILLINOIS CHAMBER OF COMMERCE

### Summary of SB 1939: Transportation Capital Revenue Bill

The Illinois General Assembly passed a long overdue revenue package to invest in Illinois' infrastructure. Within the transportation infrastructure piece, revenues are sustainable and Constitutionally-protected. Further, to expand transparency in the transportation funding process, all taxes paid at the pump will now be dedicated to transportation.

#### Revenue Provisions

- Sales tax on motor fuel transferred to the Road Fund beginning FY 2020 at the rate of 1% each year until the full 5% state sales tax is in the Road Fund
- Motor fuel tax increase of 19 cents on gasoline and 24 cents on diesel, indexed to inflation
- Electric vehicles pay the same registration fee as gasoline powered plus a \$100 electric vehicle fee
- Registration fees increased by \$50
- Large truck and trailer registration fees increased by \$100
- Certificates of Title increased varying amounts by vehicle class (approximately \$50)

#### Non-Revenue Provisions

- Language expressly stating that the funds described in the Act are protected by Article IX of the Illinois Constitution and dedicated to transportation purposes
- Annual Auditor General auditing of the Transportation Renewal Fund
- Pay go revenues (approximately \$1.4 billion at lowest level)
  - 80% to roads; 20% to transit
  - Of the road money, 60% to IDOT; 40% to local roads to be distributed through existing formula
  - Of the transit money, 90% to RTA region; 10% to downstate
- Cook County may impose a local motor fuel tax up to 3 cents per gallon by local ordinance
- Lake and Will County are added to the list of counties that may impose a local motor fuel tax. The local motor fuel tax may be up to 8 cents
- Commercial Distribution Fee on large trucks repealed
- Changes to the way local governments must notice parking violations to update with modern technology (i.e. allowing a photo of the vehicle)
- \$50 million for bike/pedestrian projects