

# **Rebuild Illinois Capital Bill Transportation - Local Roads**

## **Illinois Association of Regional Councils**

**Springfield, IL  
June 21, 2019**

**Craig Fink  
Illinois Association of County Engineers**



# **Public Roads in Illinois**

## **Local Jurisdiction (Local Roads)**

- **County Highways**
- **Township/Road District Roads**
- **Municipal Streets**

## **State Jurisdiction (IDOT)**

- **State Highways**
- **US Highways**
- **Interstates**



# **Illinois Highway & Street Facts 2016**

**146,664 miles of Non-Toll Public Roads**

**130,745 miles (89.15%) = Local Roads  
carrying 39.5% of the traffic**

**15,919 miles (10.85%) = State Jurisdiction  
carrying 60.5% of the traffic**



# **Illinois Highway & Street Facts 2016**

**146,664 miles of Non-Toll Public Roads**

**16,490 miles (11.2%) = County Highways**

**72,602 miles (49.5%) = Township / Road  
District Roads**



# **Highway User Fees Collected by State**

## **(A Portion Returned to Roads)**

### **Motor Fuel Tax (MFT)**

- **Paid at the Pump**

### **Motor Vehicle Revenue (MVR)**

- **Paid at Secretary of State**
  - **Vehicle Registration**
  - **Driver's License**
  - **Certificates of Title**



**VERY IMPORTANT POINT TO BE MADE.**

**Local Roads share directly in the revenue stream of MFT but they do NOT share directly in the MVR revenue stream.**

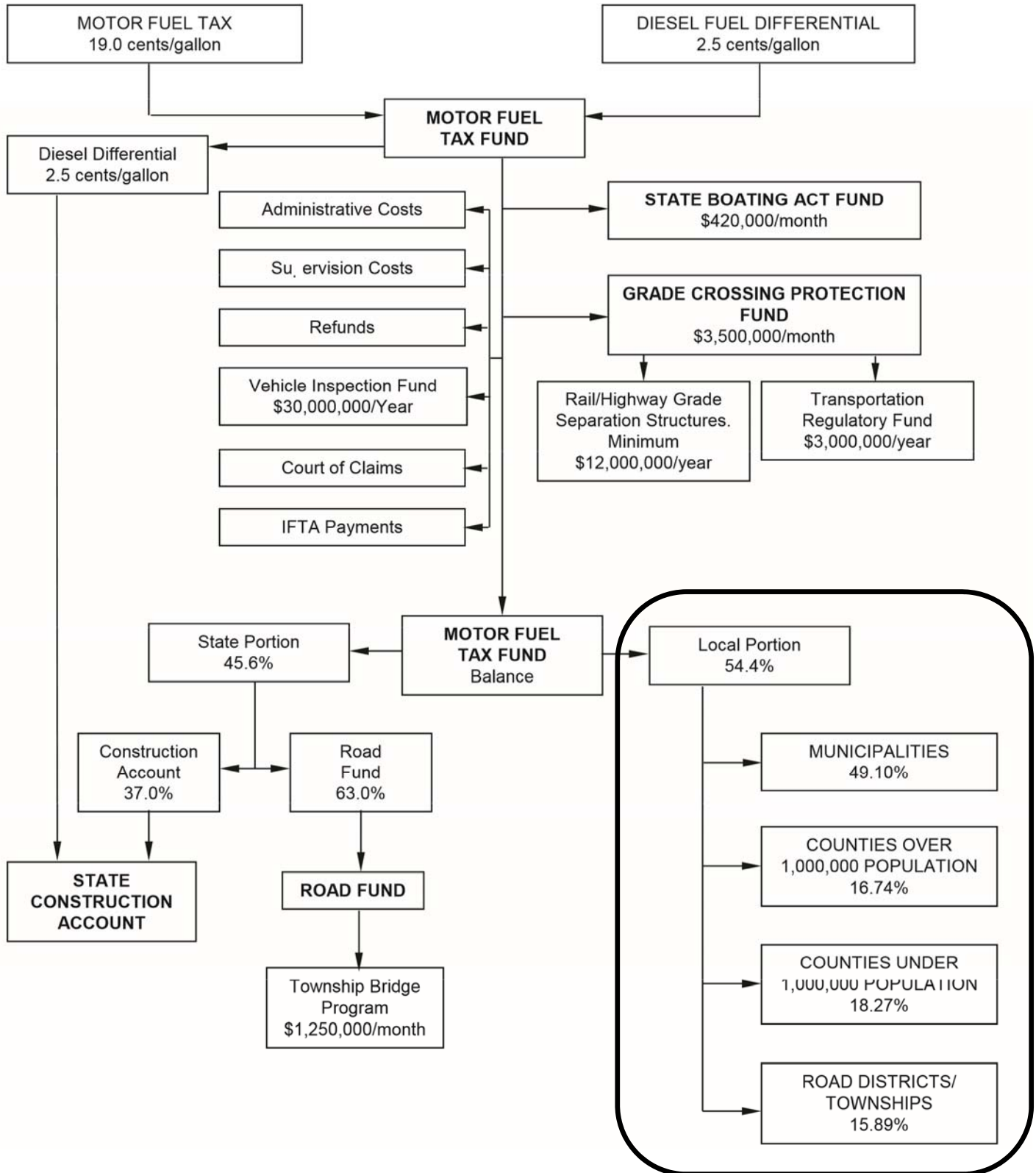
**In other words,**

**if the MFT revenue collected by the State increases,  
Local Roads share of that revenue  
automatically increases proportionally.**

**If the MVR revenue collected by the State increases,  
Local Roads receive none of that increase.**

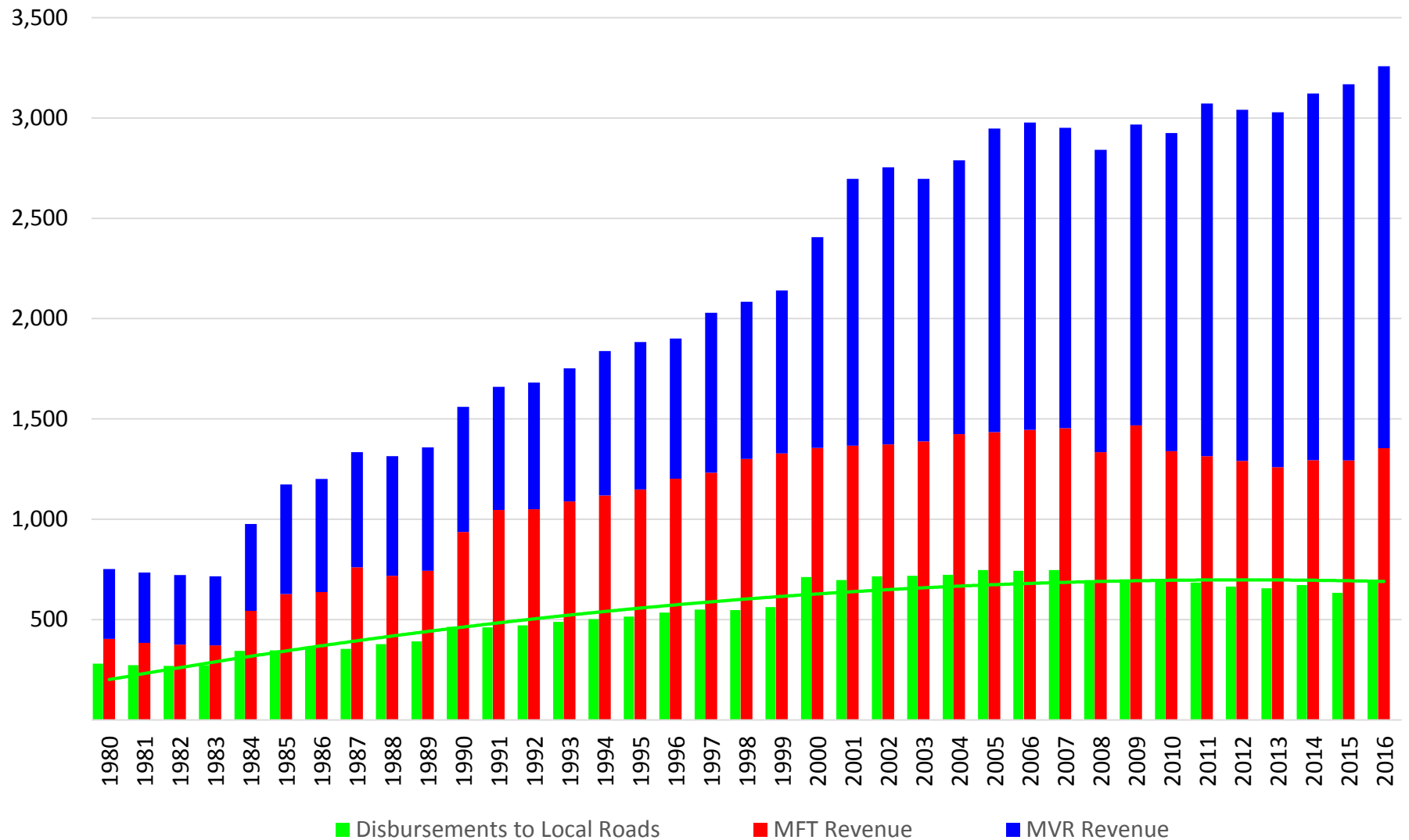


## DISTRIBUTION OF THE ILLINOIS MOTOR FUEL TAX FUND





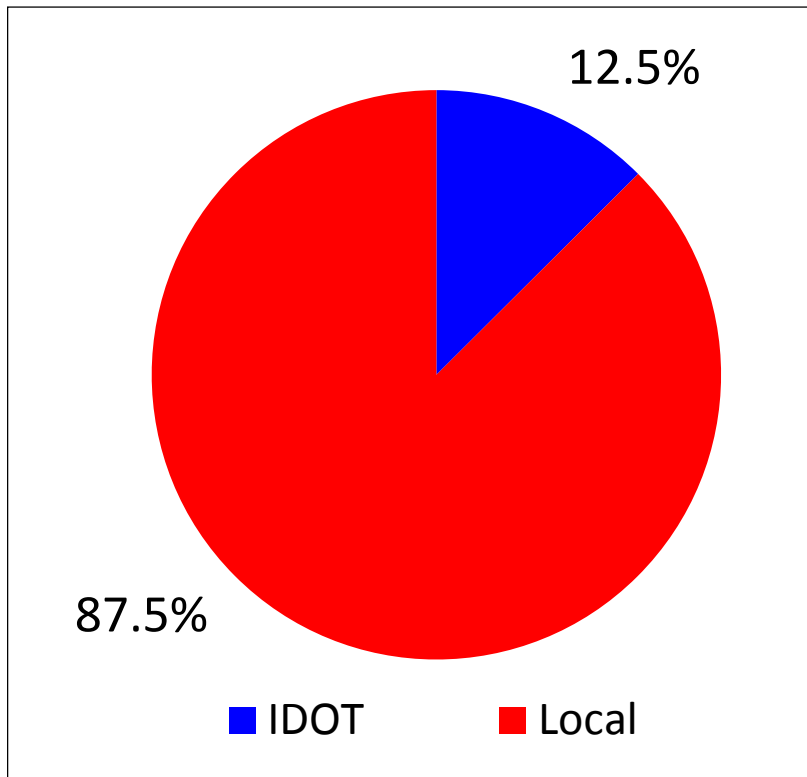
# State Collected Highway User Fees [\$ Millions]



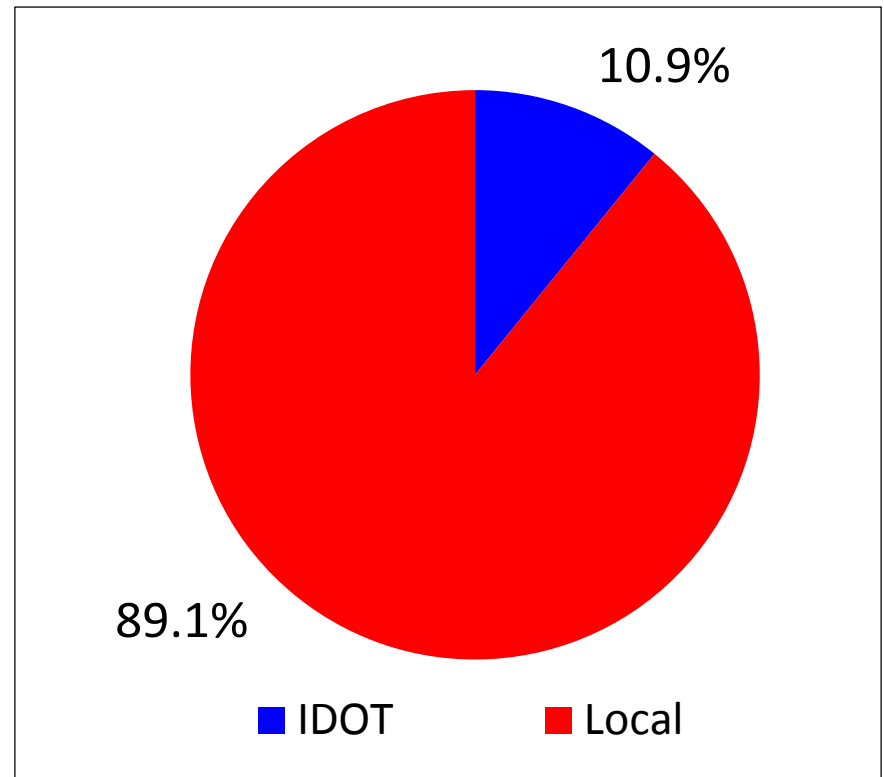


# Illinois' Non-Toll Public Road Mileage

**1983**



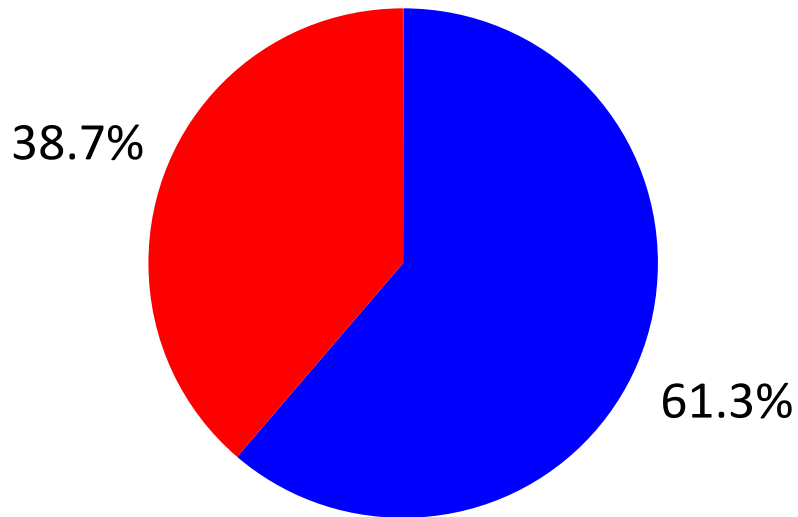
**2016**





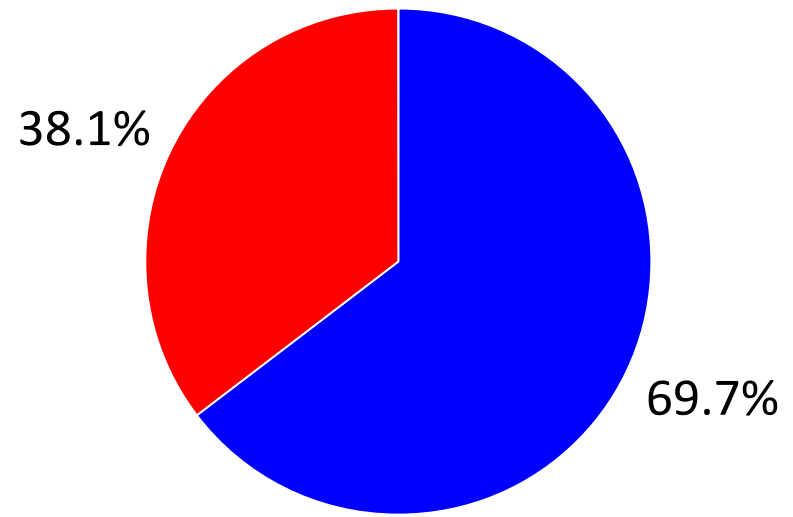
# 1983 Statistics

**Traffic Carried (VMT)**



■ IDOT    ■ Local Roads

**Distribution of Fees from Traffic**

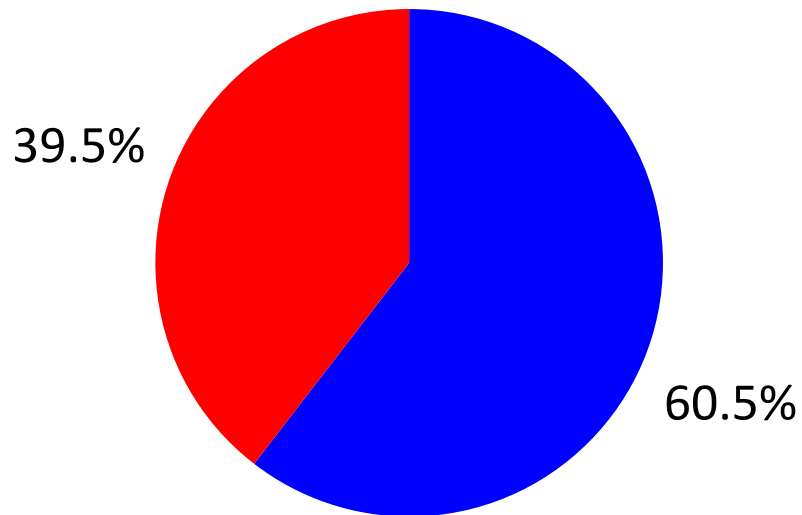


■ IDOT    ■ Local Roads



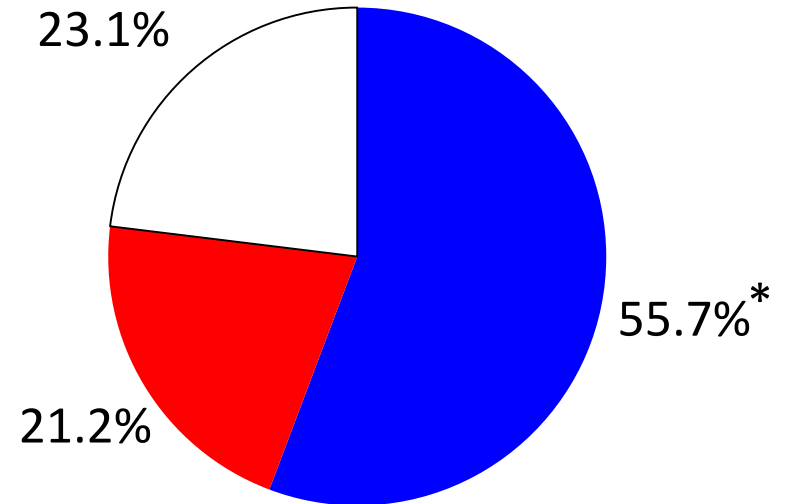
# 2016 Statistics

**Traffic Carried (VMT)**



■ IDOT ■ Local Roads

**Distribution of Fees from Traffic**  
\*(Does Not Include Capital Projects Fund)



■ IDOT ■ Local Roads □ Not Returned



**SO,**

**Local Roads:**

- **Carry 40% of the statewide traffic**
- **Generate 40% of the Highway User Fees Collected by the State**
- **Receive back only 21.2% of those fees**

**That's 53¢ for every \$1 generated!**





## **DELIVERING EFFICIENT, EFFECTIVE, AND STREAMLINED GOVERNMENT TO ILLINOIS TAXPAYERS**

**Final report submitted by:  
Task Force on Local Government Consolidation and Unfunded Mandates**

**In consultation with:  
Office of the Lieutenant Governor, Evelyn Sanguinetti  
and  
Northern Illinois University, Center for Governmental Studies**

**Approved by the Task Force on December 17, 2015**



# Unfunded State Mandates on Local Governments in Illinois

			COUNTY	
			Low	High
T A S K	F	Public Pension	\$ 250,000	\$ 500,000
	O	Collective Bargaining & Interest Arbitration	250,000	1,000,000
	R	Worker's Compensation		
	C	Health Insurance	500,000	1,000,000
	E	Prevailing Wage	50,000	100,000
<b>Roads and Bridges<sup>1</sup></b>			<b>58,330</b>	<b>96,556,490</b>

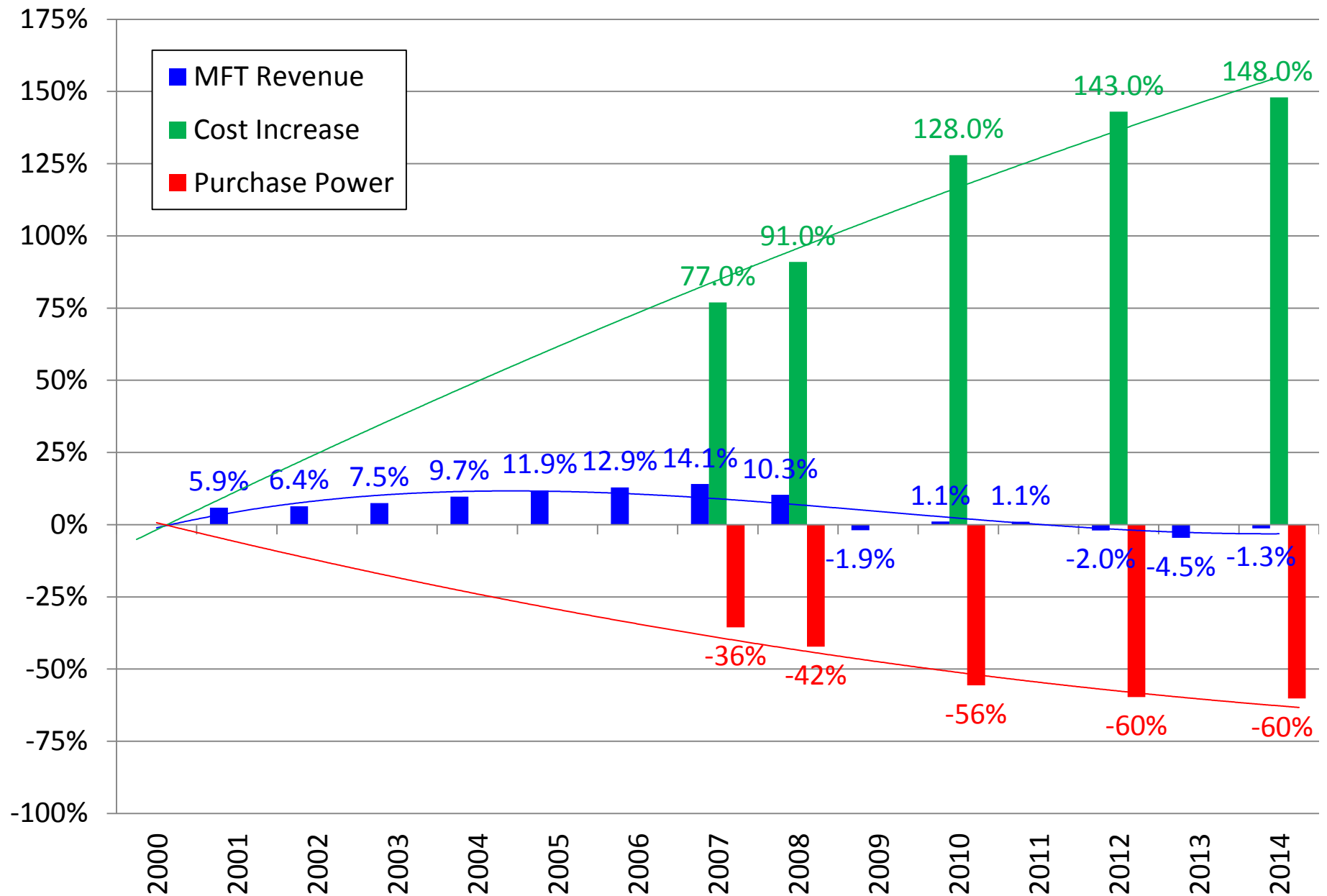


# Unfunded State Mandates on Local Governments in Illinois

			TOWNSHIP/ROAD DIST.	
			Low	High
T A S K	F	Public Pension	\$ 25,000	\$ 50,000
	O	Collective Bargaining & Interest Arbitration		
	R	Worker's Compensation	25,000	50,000
	C	Health Insurance	25,000	50,000
	E	Prevailing Wage	10,000	25,000
Roads and Bridges <sup>1</sup>			900	486,810



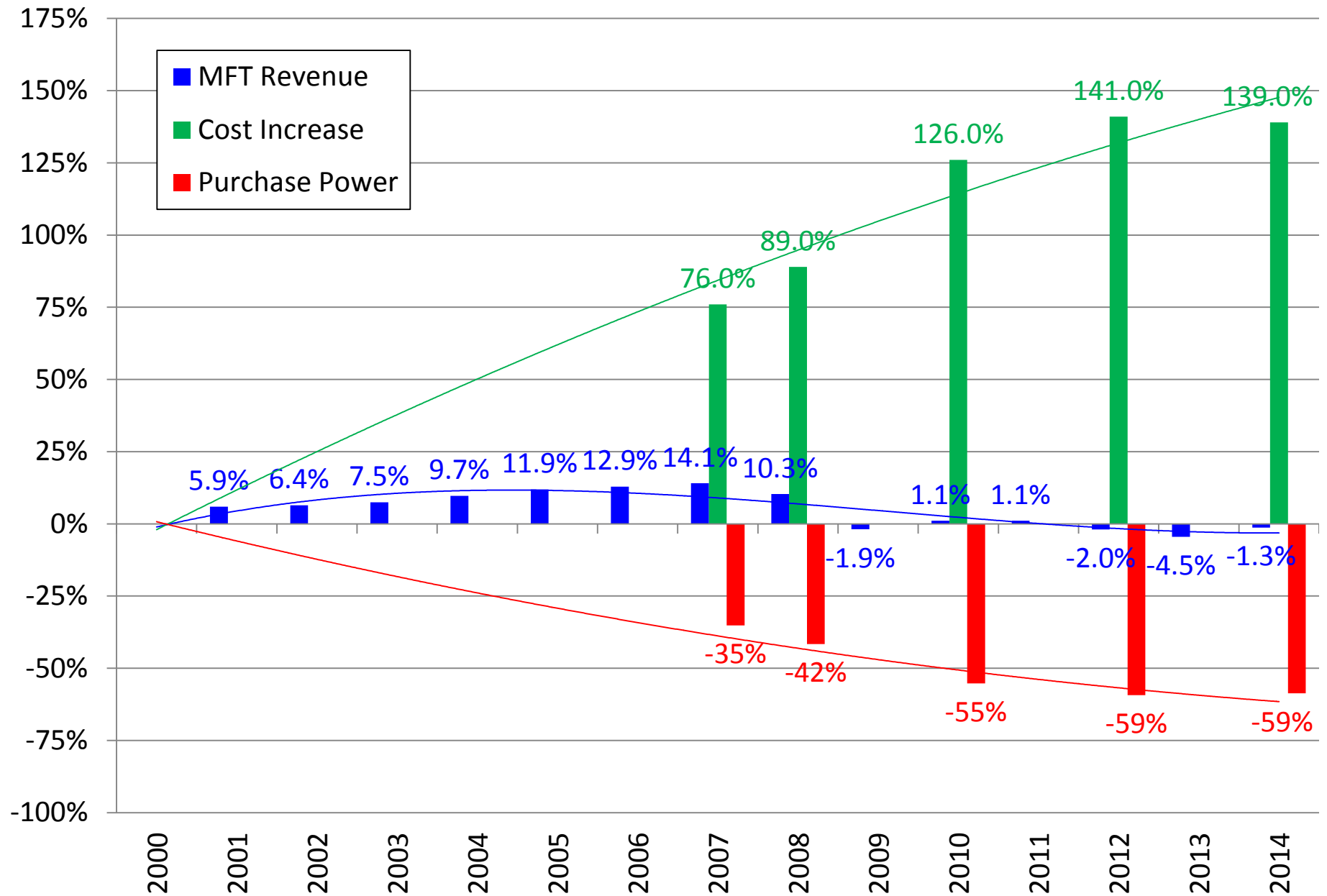
# MFT Revenue/Costs vs. Purchase Power Counties in Illinois





# MFT Revenue/Costs vs. Purchase Power

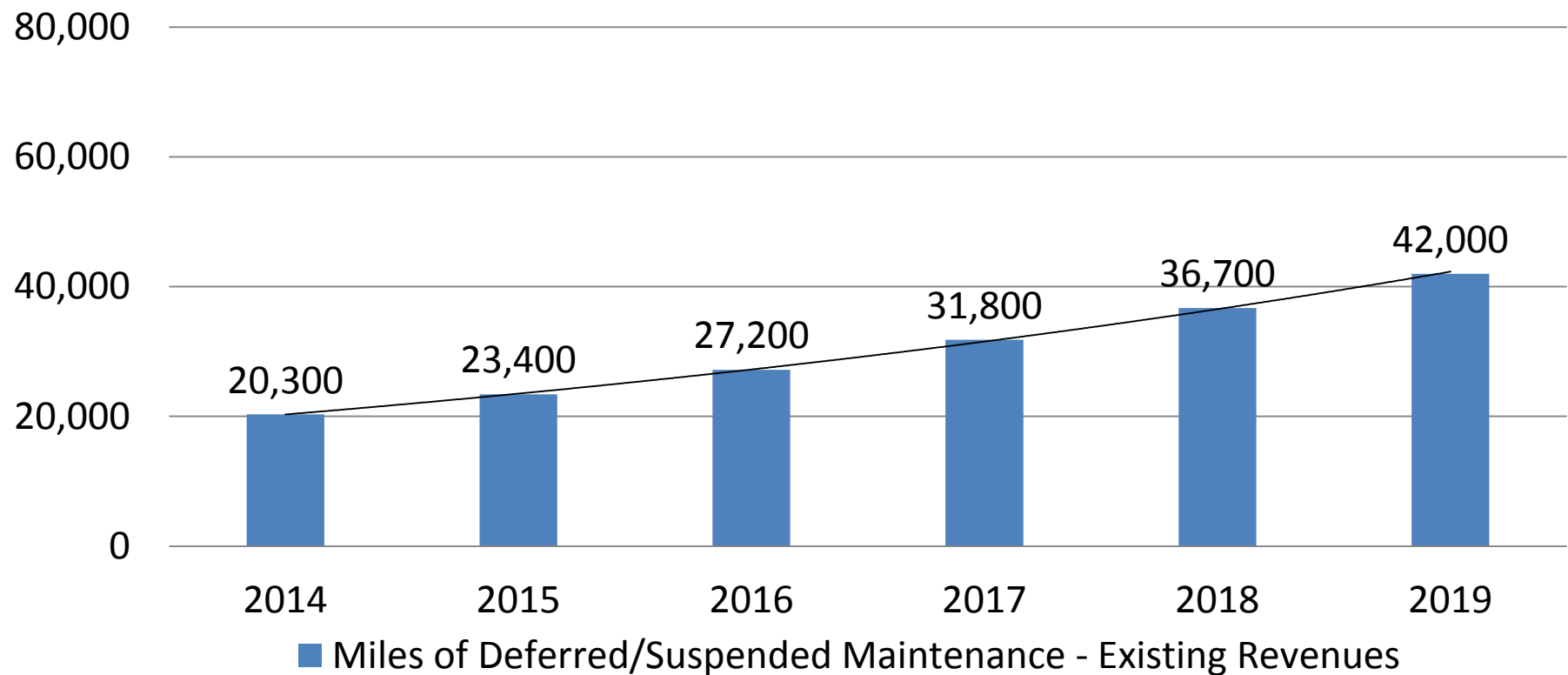
## Townships/Road Districts in Illinois





# County Highways and Township/Road District Roads Miles of Deferred/Suspended Preservation

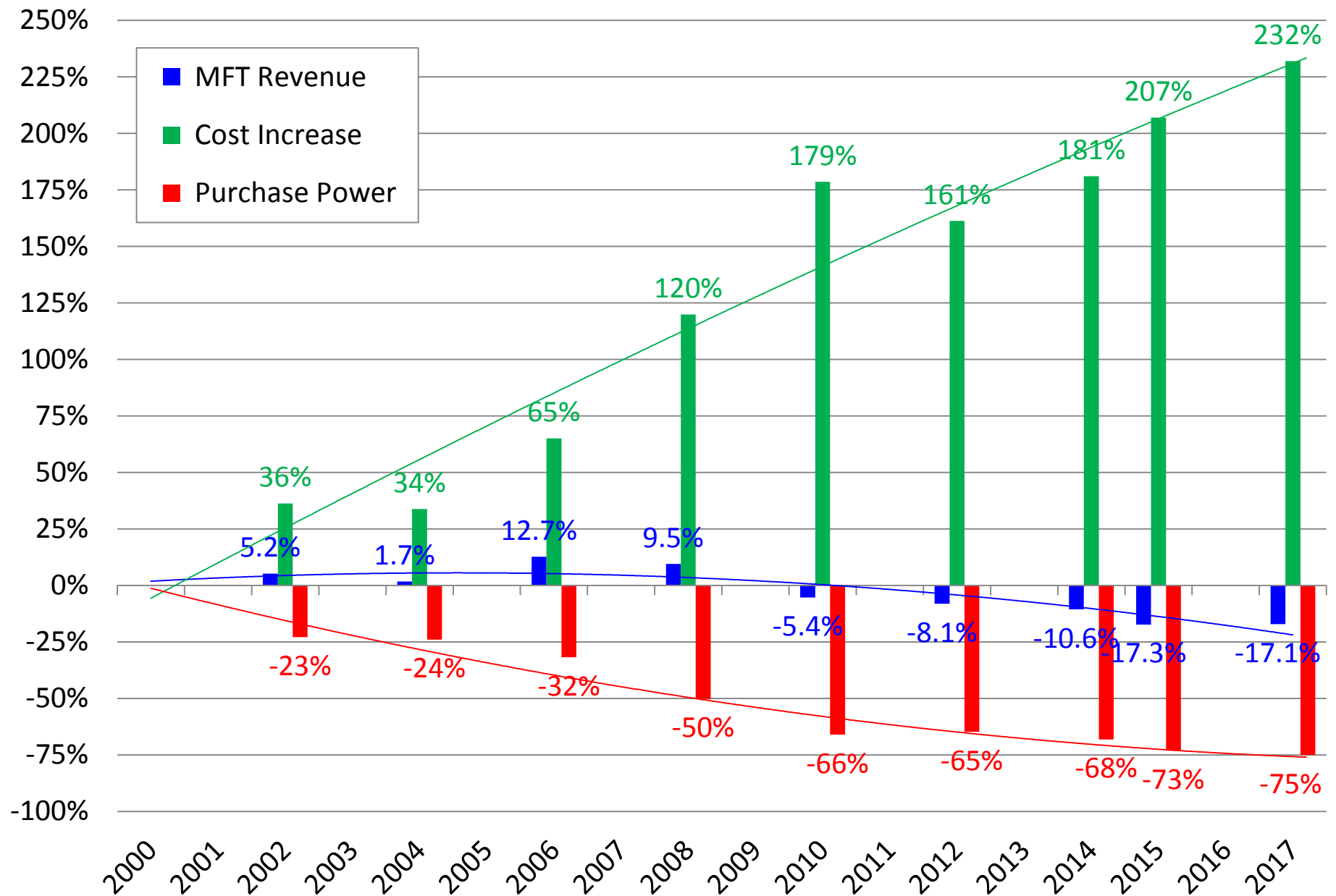
**Total Mileage = 89,084**





# MFT Revenue/Costs vs. Purchase Power

## Tazewell County, Illinois





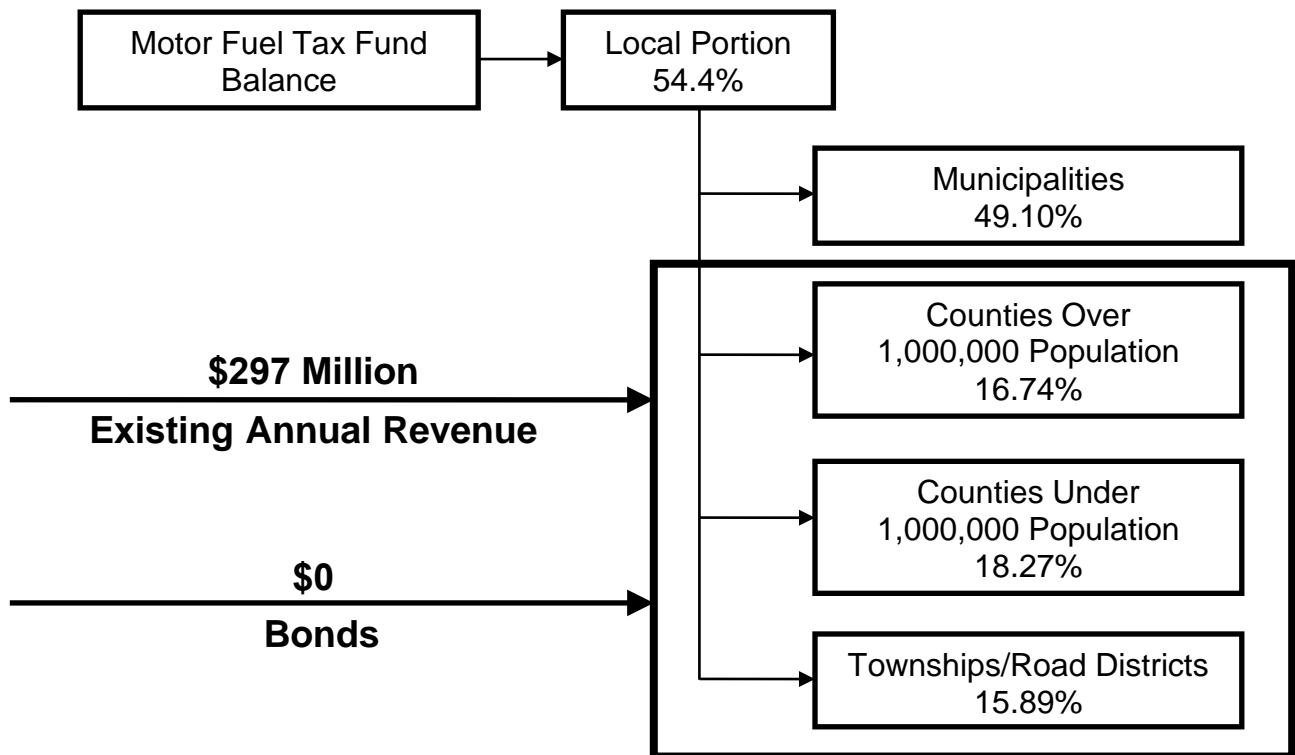
# **Net Effect**

**We are watching our Local Road system, particularly the rural areas, slowly degrade back to conditions from an earlier time. We're watching it slowly return to dirt and mud.**



## Existing MFT - CY 2017

- \$297 Million in MFT thru Existing MFT Distribution Formula:
  - \$ 97,594,431 to Cook County
  - \$106,514,352 to Remaining 101 Counties
  - \$ 92,638,919 to Townships/Road Districts
- No Bonds



- No Continuing Authorization

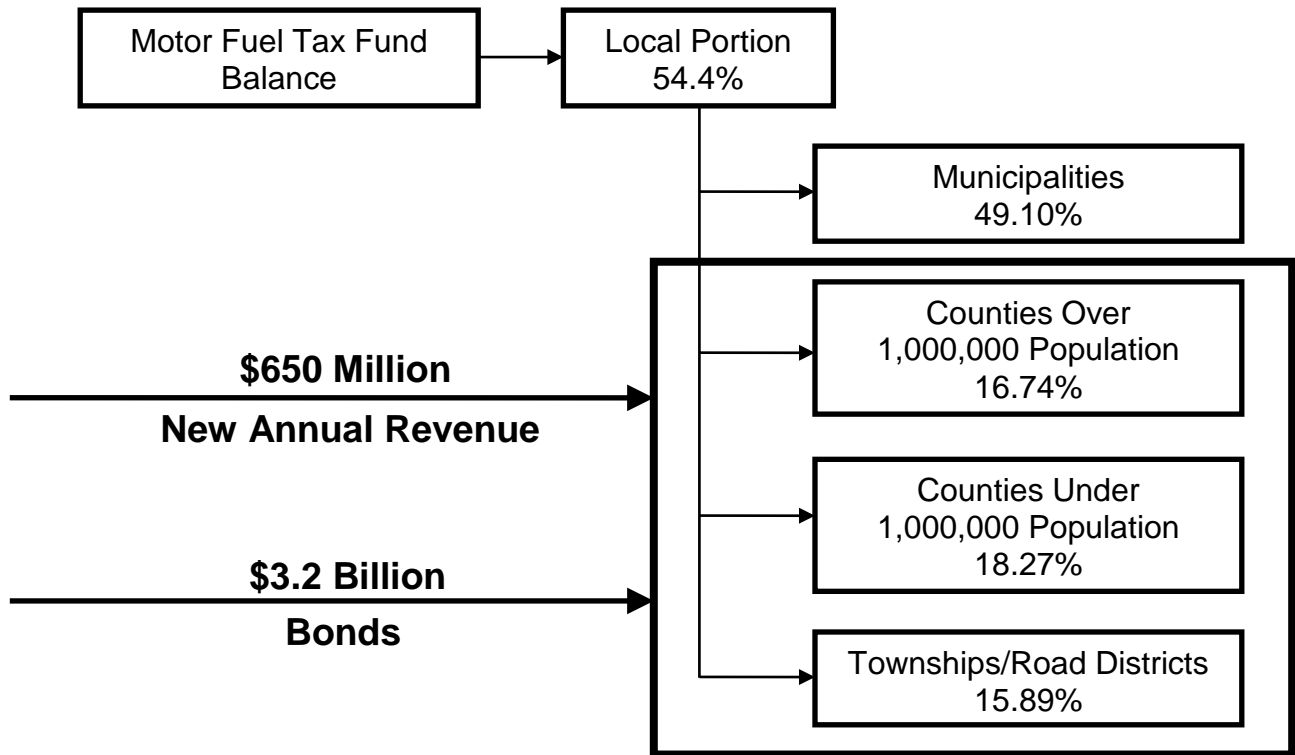
Needs Based on IACE Studies





## Transportation Needs - 2019

- **\$650 Million New Annual Revenue** thru Existing MFT Distribution Formula:
  - \$213,770,000 to Cook County
  - \$233,310,000 to Remaining 101 Counties
  - \$202,920,000 to Townships/Road Districts
- **\$320 Million/Yr = \$3.2 Billion in Bonds** thru Existing MFT Distribution Formula
  - Systemwide Upgrades for Safety and Mobility



- **Protect New and Existing Funding Streams with a Continuing Authorization**

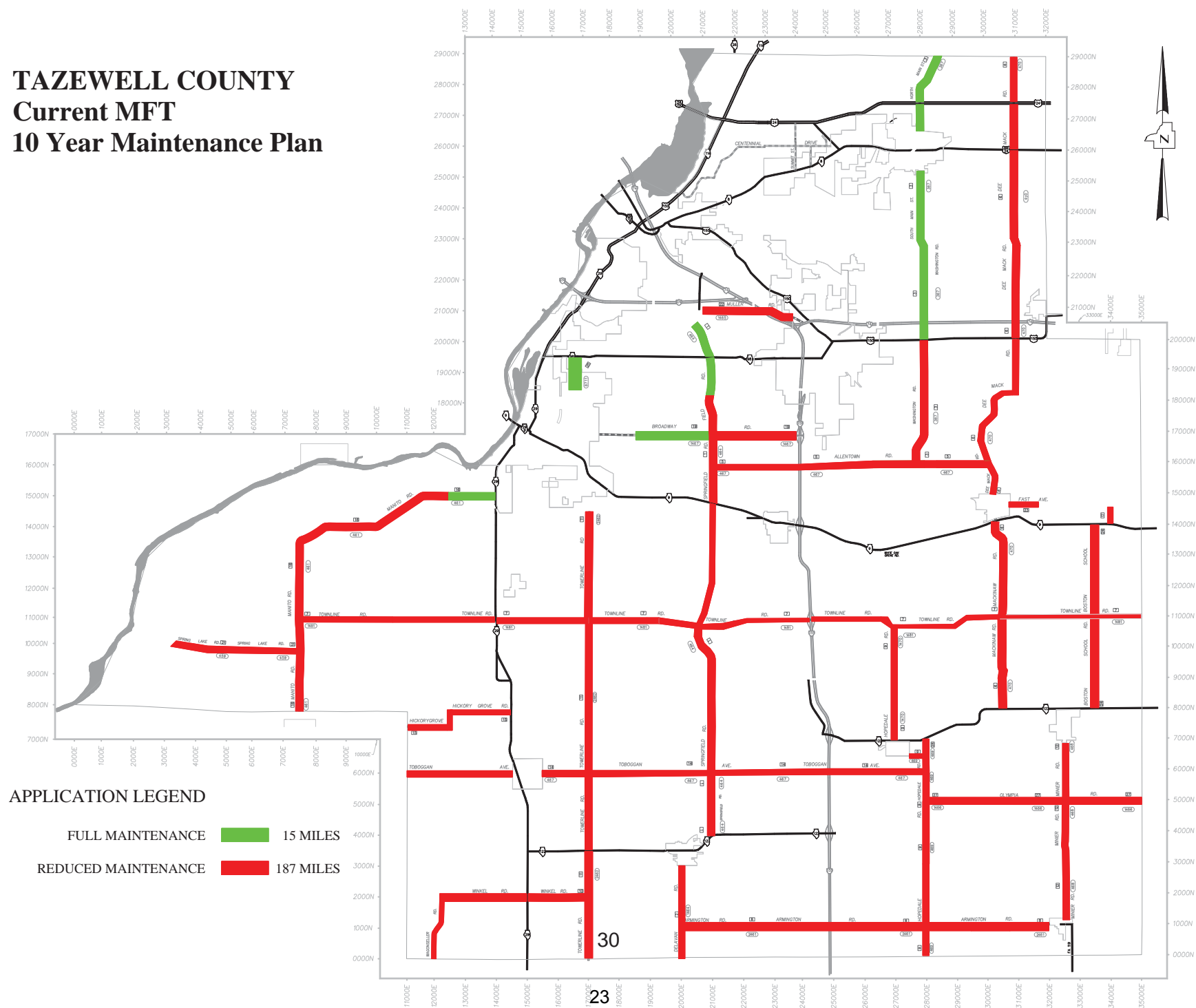
Needs Based on IACE Studies



# TAZEWELL COUNTY

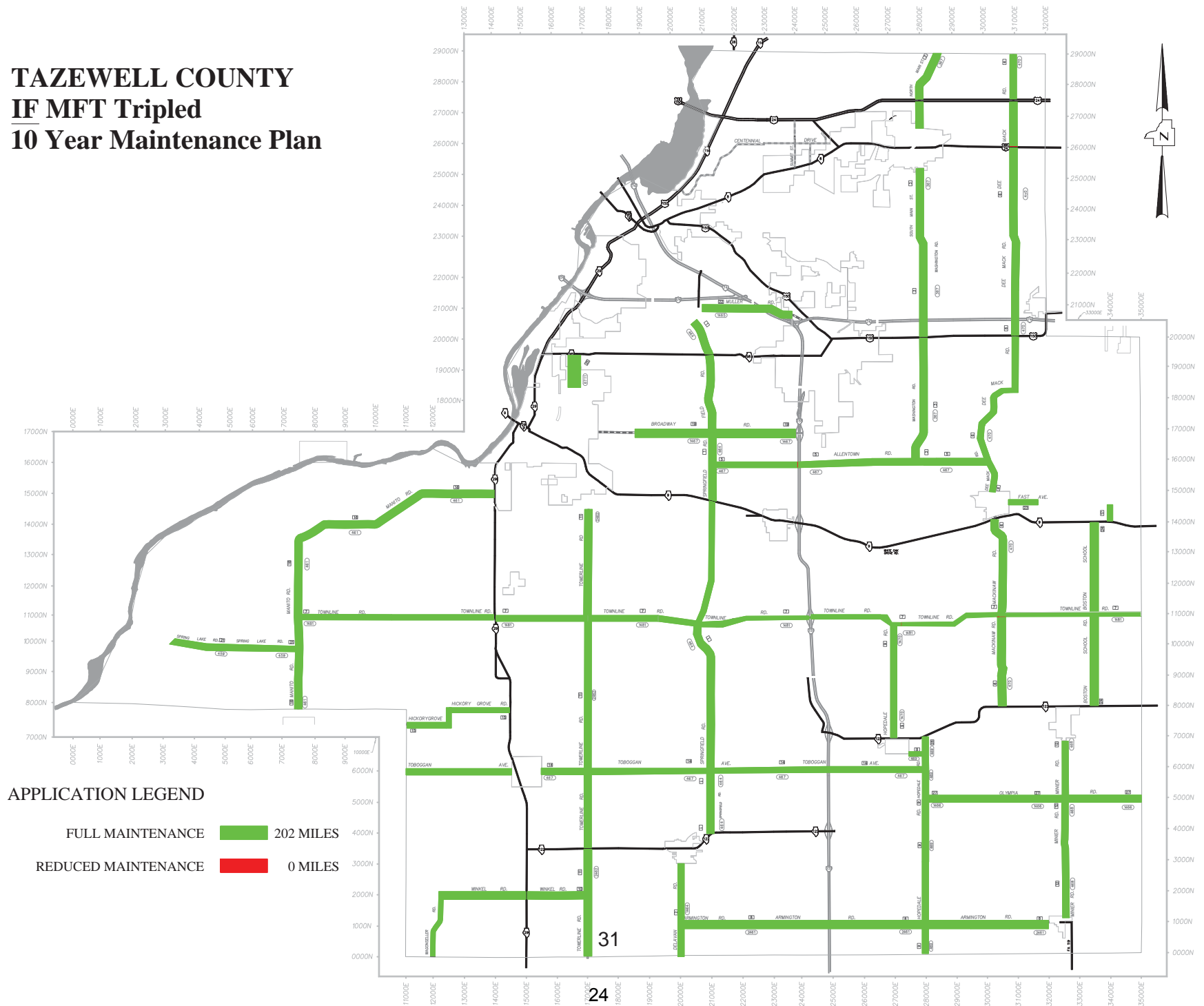
## Current MFT

### 10 Year Maintenance Plan





# TAZEWELL COUNTY IF MFT Tripled 10 Year Maintenance Plan









# BOYNTON ROAD DISTRICT

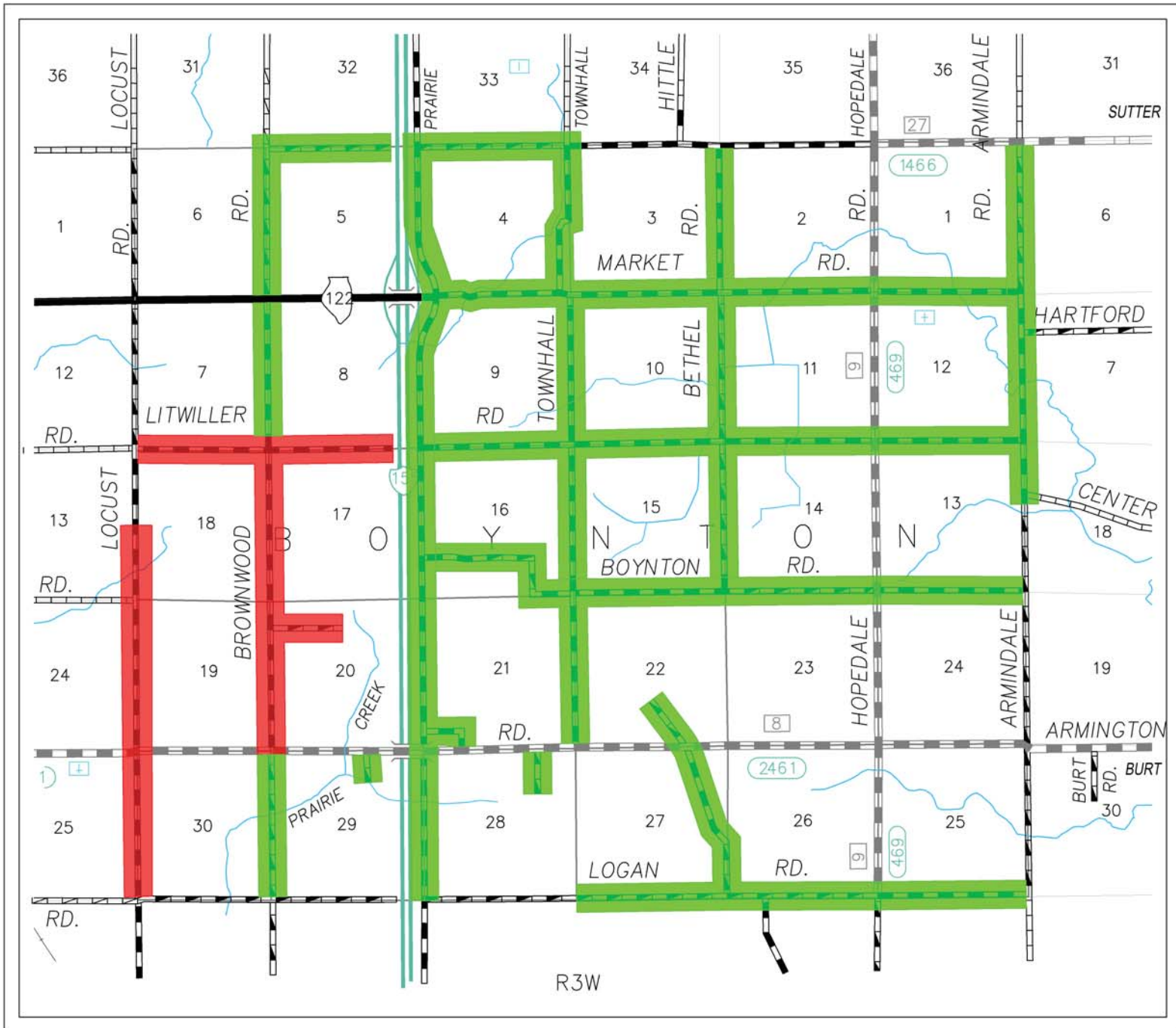
TWP. 22N, R 3W, 3rd P.M.

IF MFT Tripled

## 10 Year Maintenance Plan

### Application Legend

Full Maintenance		37 Miles
Reduced Maintenance		7 Miles





**Question: How did Local Roads receive new revenues from a state Transportation Capital bill?**

**Answer: Continuous education through all available avenues since circa 2004.**

## **WATER ON ROCKS!**

- Continuous review and update of data and materials
- Repeated presentations to IACE members and TOIHCA members
- Repeated outreach to IACE members and TOIHCA members to educate their boards
- Repeated outreach to IML (which unfortunately ceased to gain traction over time)
- Repeated presentations to transportation stakeholder groups (Engineers, Suppliers, Contractors)
- Continuous review with IDOT at multiple levels including Secretary
- Outreach, presentations and meetings with any and all legislators
- Repeated educational outreach through Media at any and all available opportunities
- Numerous other related activities



**01/30/2019**

- **Sen. Koehler, Sen. Brady, Rep. Butler w/ Tazewell Co. Board, Farm Bureau and Highway Commissioners at State Capitol Building.**
- **Rep. Butler and Co. Engineers from Logan, McLean, Sangamon and Menard at State Capitol Building.**
- **TFIC Meeting w/ Sen. Manar at State Capitol Building.**
- **TFIC Meeting w/ Sen. Fowler at State Capitol Building.**

**02/25/2019**

- **NPR Interview at UIS, Springfield, IL.**

**03/07/2019**

- **Testified at Hearing of House Appropriations-Capital – Capital Issues Subcommittee at State Capitol Building.**

**03/18/2019**

- **Testified at Hearing of Senate Appropriations II and Transportation Committees' Joint Sub-Committees on Capital Infrastructure in Forsyth**

**03/19/2019**

- **THCOI (Township Highway Commissioners of Illinois) Letter-To-The-Editor Campaign kicked off. (Drafted letters for THCOI)**



**03/27/2019**

- Presentation at ECIHCA (East Central Illinois Highway Commissioners Association) annual conference in Decatur.

**04/03/2019**

- TFIC Lobby Day at State Capitol Building.

**04/08/2019**

- Submitted written testimony at Hearing of Senate Appropriations II and Transportation Committees' Joint Sub-Committees on Capital Infrastructure in Peoria.

**04/09/2019**

- IACBM (Illinois Association of County Board Members) at the IACO Spring Conference in Springfield.
- IACBM Letter to Legislators Campaign (Drafted letter for IACBM)

**05/08/2019**

- TFIC Legislative Champions Presentation

**Throughout 2019**

- Numerous reports to Tri-County's MPO - PPUATS
- Numerous meetings, updates and grassroots activities with TFIC
- Numerous meetings, updates and grassroots activities with IACE
- Any other outreach opportunity to educate anyone and everyone



## Rebuild Illinois Capital Program - Transportation

(Status = Passed Both Houses Sunday, June 2, 2019)

ESTIMATE [\$ Millions]		
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REVENUE					
	Years 1-3			Years 4-6	
	\$5,969.7			\$7,043.0	
				Total	
				\$13,012.7	

PAYGO											
IDOT	\$ 3,004	61%	85%		\$ 2,343	54%	82%		\$ 5,347	58%	84%
Local Roads	1,197	24%			1,234	28%			2,431	26%	
Transit	748	15%		15%	771	18%		18%	1,520	16%	
Total	\$ 4,950				\$ 4,348				\$ 9,298		
Bonds											
IDOT	\$ 2,000	43%	74%		\$ 3,000	63%	63%		\$ 5,000	53%	68%
Local Roads	1,500	32%			-	0%			\$ 1,500	16%	
Transit	1,200	26%		26%	1,800	38%		38%	\$ 3,000	32%	
Other	750	----			750	----			\$ 1,500	----	
Total	\$ 5,450				\$ 5,550				\$ 11,000		



## Rebuild Illinois Capital Program - Transportation

(Status = Passed Both Houses Sunday, June 2, 2019)

ESTIMATE  
[\$ Millions]

Share of Revenue (PAYGO + Debt Service)											
IDOT	\$ 3,355	58%	83%		\$ 3,428	53%	78%		\$ 6,782	55%	81%
<b>Local Roads</b>	\$ 1,478	<b>26%</b>			\$ 1,641	<b>25%</b>			\$ 3,120	<b>25%</b>	
Transit	\$ 960	17%	17%		\$ 1,427	22%	22%		\$ 2,388	19%	19%
Other	176	----			547	----			\$ 723	----	
Total	\$ 5,970				\$ 7,043				\$ 13,013		



- **Raises registration on vehicles. \$1 of increase on each registration to “Secretary of State Special Services Fund”. Remainder of new revenue to IDOT’s “Road Fund”.**
  - \$50 increase on vehicles of first division (raises from \$98 to \$148)
  - \$100 on second division vehicles via existing statutory tax categories (i.e. flat weight tax, mileage weight tax, trailer - flat weight tax,
  - \$100 on farm trucks
  - Raises registrations on electric vehicles to the same as other vehicles and adds an additional \$100 per registration in lieu of MFT they don’t pay.
- **Repeals the commercial distribution fee on vehicles of second division under 8,000#. Existing revenue deposits into General Revenue Fund.**
- **Increases (and one decrease) on various vehicle related fees paid to Secretary of State. New revenue to IDOT’s “Road Fund”.**
  - \$55 increase on certificates of title (except ATV, off-highway motorcycle, motor home, mini motor home or van camper) (raises from \$95 to \$150)
  - \$155 increase on certificates of title for motor home, mini motor home, or van camper (raises from \$95 to \$250)
  - Decreases duplicate certificate of titles \$45 (lowers from \$95 to \$50)
  - \$16 increases on salvage certificates (raises from \$4 to \$20)
  - Creates new \$10 “Junking Certificate”



- 80% of Sales Tax on motor fuels currently going to General Revenue fund will go to IDOT's "Road Fund". Phases in over 5 years at 16% of total tax per year.
- Increases Diesel Differential portion of MFT from current 2.5¢/gallon to 7.5¢/gallon. New revenue flows to IDOT's "Road Fund".
- Doubles MFT rate from current 19¢/gallon to 38¢/gallon and indexes it to CPI for urban consumers. New revenue flows into a new "Transportation Renewal Fund" distributed as follows:
  - 80% Highways (and aviation):
    - 60% to IDOT's "Construction Account" (Existing formula = 45.6% of Net after expenses off the top)
    - 40% to Local Roads through the existing MFT distribution formula (Existing formula = 54.4% of Net after expenses off the top)
  - 20% to Transit specified for deferred maintenance on mass transit facilities" as follows:
    - 90% to RTA's "Capital Improvement Fund"
    - 10% to the "Downstate Mass Transportation Capital Improvement Fund"



- Requires an additional \$50 Million from IDOT's Road Fund for the Illinois Transportation Enhancement Program and adds various requirements

Regionally, this legislation:

- Authorizes municipalities in counties over 3,000,000 population to levy a motor fuel tax at a rate not-to-exceed 3¢/gallon.
- Adds counties of Lake and Will to DuPage, Kane and McHenry in the County Motor Fuel Tax Law, authorizing them to impose a county motor fuel tax.
  - Increases from existing maximum rate of 4¢/gallon to a range from not-less-than 4¢/gallon to may-not-exceed 8¢/gallon
  - Rate to be set to nearest 1/10 percent annually by Department of Revenue based on a transportation fee index factor under the MFT law



#### **NET STATEWIDE LOCAL ROAD IMPACTS:**

- **CY2018 MFT Distributions to Local Roads = \$583 Million**
- **New Local Roads PAYGO via MFT distribution formula = \$400 Million (68% increase)**
- **Additional \$1.5 Billion in Bonds. Awaiting confirmation on manner of distribution.**
- **Earmarked Transportation Projects. Awaiting project list.**

#### **NET TRI-COUNTY LOCAL ROAD IMPACTS:**

- **CY2017 MFT Distributions to Local Roads = \$33.1 Million**
- **New Local Roads PAYGO via MFT distribution formula = \$22.7 Million (68% increase)**
- **Additional \$1.5 Billion in Bonds. ????**
- **Earmarked Transportation Projects. ????**



	Existing CY2018	Capital Bill* HA2 to SB1939	Increase	Existing CY2018	State FY20 Budget PA 101-0007	Increase	T O T A L S			
							Existing	Proposed	Increase	
County	County MFT			Consolidated County			County			
Tazewell	\$1,926,342.32	\$3,232,020	68%	\$326,188.00	\$81,547	-75%	\$2,252,530.32	\$3,313,567	\$1,061,037	47%
Road District	Township MFT			Needy Township			Road District			
Boynton	\$58,503.36	\$98,157	68%	\$5,395	\$1,349	-75%	\$63,898.36	\$99,506	\$35,607	56%
Cincinnati	\$55,056.53	\$92,374	68%				\$55,056.53	\$92,374	\$37,317	68%
Deer Creek	\$50,058.61	\$83,988	68%				\$50,058.61	\$83,988	\$33,929	68%
Delavan	\$44,702.78	\$75,002	68%				\$44,702.78	\$75,002	\$30,299	68%
Dillon	\$56,382.23	\$94,598	68%	\$2,311	\$578	-75%	\$58,693.23	\$95,176	\$36,483	62%
Elm Grove	\$63,209.62	\$106,053	68%				\$63,209.62	\$106,053	\$42,843	68%
Fondulac	\$15,046.75	\$25,245	68%				\$15,046.75	\$25,245	\$10,198	68%
Groveland	\$52,630.49	\$88,304	68%				\$52,630.49	\$88,304	\$35,674	68%
Hittle	\$43,761.51	\$73,423	68%	\$3,713	\$928	-75%	\$47,474.51	\$74,351	\$26,877	57%
Hopedale	\$65,237.95	\$109,456	68%				\$65,237.95	\$109,456	\$44,218	68%
Little Mackinaw	\$59,590.43	\$99,981	68%				\$59,590.43	\$99,981	\$40,391	68%
Mackinaw	\$58,702.22	\$98,491	68%				\$58,702.22	\$98,491	\$39,789	68%
Malone	\$43,721.75	\$73,356	68%	\$7,377	\$1,844	-75%	\$51,098.75	\$75,200	\$24,102	47%
Morton	\$42,860.05	\$71,911	68%				\$42,860.05	\$71,911	\$29,051	68%
Sand Prairie	\$58,291.26	\$97,801	68%	\$2,534	\$634	-75%	\$60,825.26	\$98,435	\$37,609	62%
Spring Lake	\$118,067.30	\$198,093	68%	\$14,767	\$3,692	-75%	\$132,834.30	\$201,785	\$68,950	52%
Tremont	\$57,747.69	\$96,889	68%				\$57,747.69	\$96,889	\$39,141	68%
<u>Washington</u>	<u>\$91,841.31</u>	<u>\$154,091</u>	<u>68%</u>				<u>\$91,841.31</u>	<u>\$154,091</u>	<u>\$62,250</u>	<u>68%</u>
Road Dist. Totals	\$1,035,411.84	\$1,737,213	68%	\$36,097.00	\$9,024.25	-75%	\$1,071,508.84	\$1,746,237	\$674,728	63%

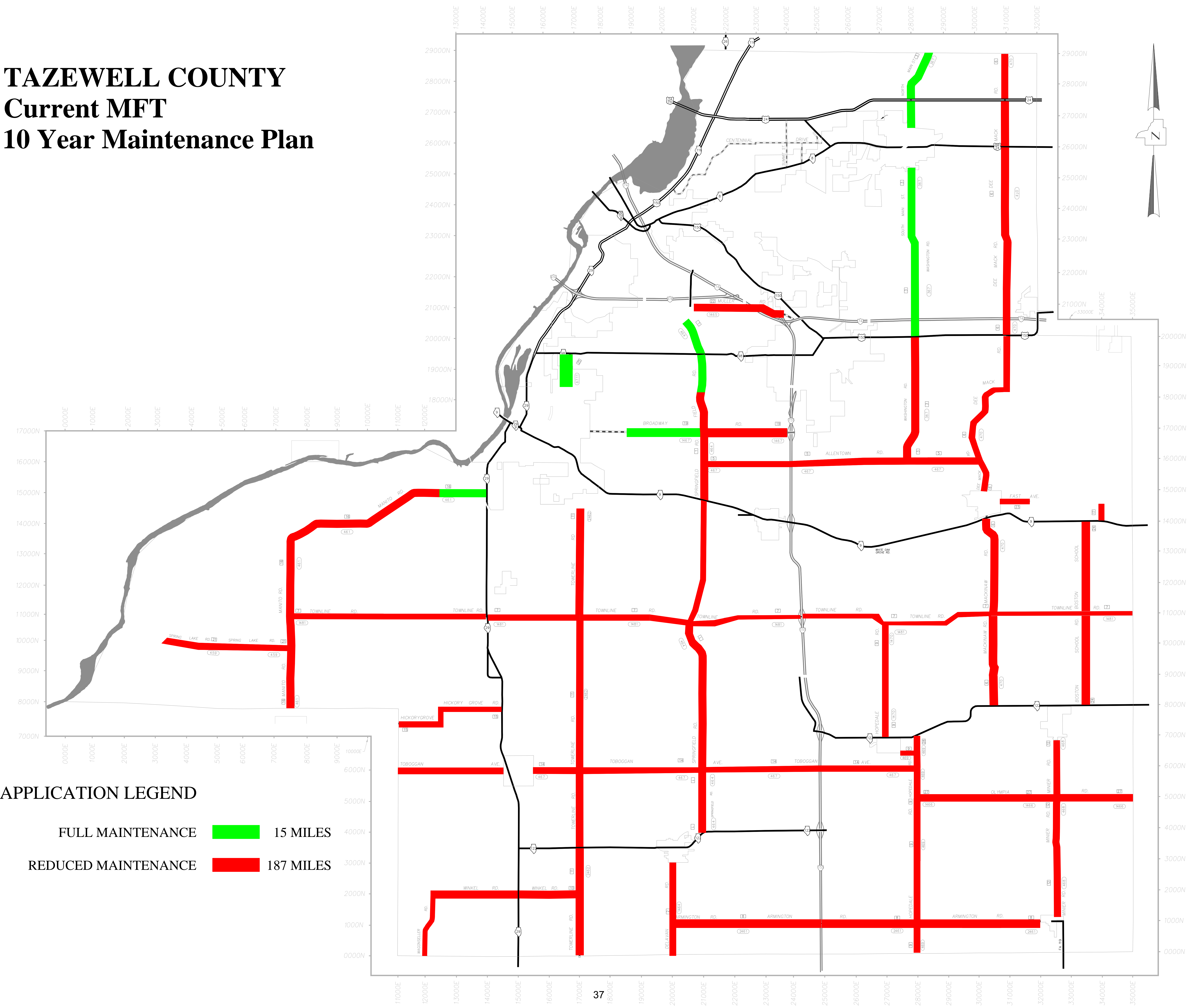
\* Impacts of Bonds Not Included



# TAZEWELL COUNTY

## Current MFT

### 10 Year Maintenance Plan

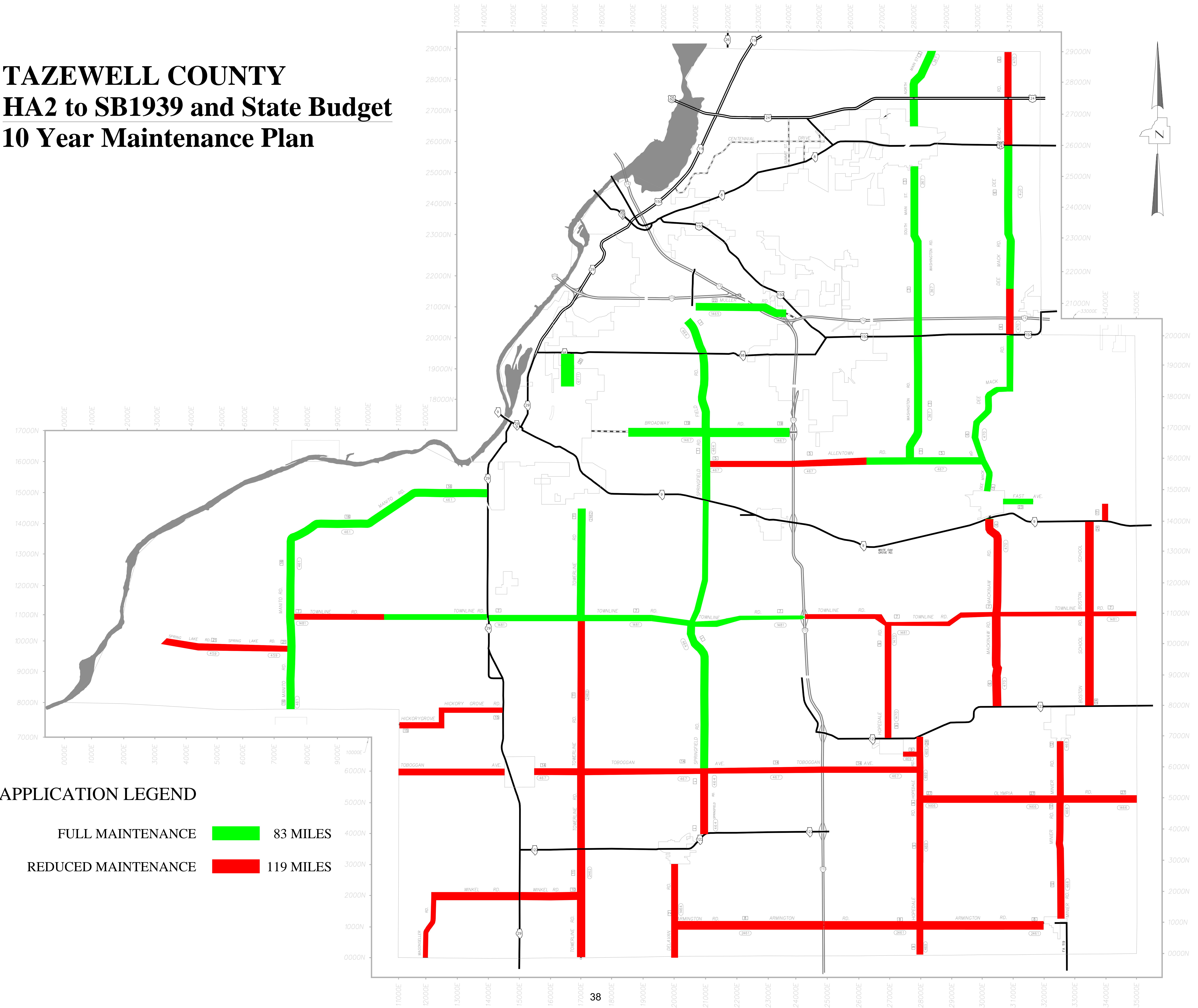




# TAZEWELL COUNTY

## HA2 to SB1939 and State Budget

### 10 Year Maintenance Plan





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