



MOTOR FUEL TAX FACTS

1. Locals have responsibility for over 88% of public roads in Illinois.¹
2. MFT is the lifeline which enables Locals to maintain that infrastructure.²
3. That is 102 Counties, 1428 Road Districts and 1299 Municipalities whose highways, roads and streets depend on that lifeline.¹
4. Locals receive 54.4% of MFT proceeds versus 45.6% for IDOT.^{1, 2}
5. FY 2000 was the first full year of benefits from the previous capital bill "Illinois First".
6. Longest period MFT Rate was left untouched - 22 years from 1929-1952 which included the "Great Depression".
7. Next longest stretch is current rate of 19¢/Gallon since January 1, 1990 = Over 19 years.
8. Inaction now will almost certainly result in new "record".
9. MFT is the most direct user-fee based system currently available to fund highways, therefore it is the most fair which makes it the least objectionable to taxpayers.³
10. MFT is collected statewide and distributed statewide by statutory formula.²
11. Diversion of funds to other than road and bridge needs further erodes the public trust and relegates MFT to "general tax" status.
12. Local side of equation is already "lockboxed". State side needs shoring up.²
13. Economic stimulus? What other proposal would spur construction activity in all 2829 units of local government covering every inch of the state.¹
14. Indexing the MFT Rate would maximize the efficiency of the revenue generated by eliminating the "feast or famine" of sporadic capital programs and the artificial cost spikes they create as well as reducing the need for more extensive rehabilitation by providing more consistent maintenance of infrastructure at a higher level.

¹ IDOT publications "For The Record 2000", "For The Record 2008".

² See Motor Fuel Tax Distribution flowchart overleaf.

³ Tax Foundation publication "Background Paper - Paying at the Pump: Gasoline Taxes in America" October 2007, Number 56.