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SENATE RESOLUTION

2 WHEREAS, Illinois' system of roads and bridges is rapidly
3 aging; the Transportation for Illinois Coalition estimates
4 that the Illinois Department of Transportation needs an
5 additional \$1.8 billion each year to pay for day-to-day
6 maintenance and to pay for a borrowing plan to finance
7 long-term upgrades; and

8 WHEREAS, Federal funding for State highways has decreased
9 in recent years and is likely to continue to decrease; and

10 WHEREAS, While revenue to help pay for road repair and
11 construction from Illinois' current motor fuel tax has remained
12 flat as motor vehicles have become increasingly fuel efficient,
13 the costs associated with road and bridge repair and
14 construction have continued to rise; and

15 WHEREAS, Illinois' current motor fuel taxes, which drivers
16 pay based on the gallons of gasoline they purchase, are unable
17 to properly fund the maintenance of roads and bridges, much
18 less needed improvements; therefore, be it

19 RESOLVED, BY THE SENATE OF THE NINETY-NINTH GENERAL
20 ASSEMBLY OF THE STATE OF ILLINOIS, that the Illinois Department
21 of Transportation is directed to conduct a study on the

1 feasibility of a mileage-based user fee program for the State
2 and report on the results of the study; and be it further

3 RESOLVED, The report shall include the following:

4 (1) a draft charter for a governance and administration
5 authority which defines the overarching goals,
6 implementation scope, governance structure, and nominal
7 performance metrics of the mileage-based user fee program;

8 (2) an organizational framework which defines the
9 recommended administrative and governance composition for
10 a mileage-based user fee program;

11 (3) technical and operational designs for system
12 users;

13 (4) financial reporting, auditing, and enforcement
14 strategies for mileage-based user fee administration;

15 (5) an implementation schedule to deploy the
16 mileage-based user fee system;

17 (6) a business case for a mileage-based user fee
18 program to forecast potential mileage-based user fee
19 revenues over a 20-year period;

20 (7) a detailed cost estimate to deploy and administer
21 the mileage-based user fee program;

22 (8) identification of the risks associated with the
23 deployment and administration of a mileage-based user fee
24 program with mitigation strategies and recommendations for
25 each risk; and

1 (9) a public outreach and engagement strategy and
2 framework to identify the messages, mediums, and methods
3 for educating and informing residents of this State
4 regarding the mileage-based user fee program; and be it
5 further

6 RESOLVED, That, in conducting this study, the Department
7 shall use the following considerations:

8 (1) defining an alternative means of funding State
9 transportation expenditures based on a motorist's vehicle
10 miles traveled rather than the current funding structure
11 using the motor fuel tax;

12 (2) the availability, adaptability, reliability, and
13 security of methods that might be used in measuring,
14 recording, and reporting highway use;

15 (3) the necessity of protecting all personally
16 identifiable information used in reporting highway use;

17 (4) identifying means for collecting vehicle miles
18 traveled data for the mileage-based user fee program,
19 including at least one alternative that does not rely on
20 electronic vehicle location data;

21 (5) minimizing the amount of personal information
22 including location tracking information needed to report
23 vehicle miles traveled and levy a mileage-based user fee;

24 (6) identifying processes for collecting, managing,
25 storing, transmitting, and destroying data to protect the

1 integrity of the data and safeguard the privacy of system
2 users;

3 (7) the ease and cost of administering the collection
4 of taxes and fees as an alternative to the current system
5 of taxing highway use through a motor fuel tax;

6 (8) the availability of existing assets and
7 infrastructure to minimize mileage-based user fee
8 administration costs;

9 (9) established contracting and procurement rules for
10 acquiring mileage-based user fee equipment and services;

11 (10) lessons learned from previously completed
12 mileage-based user fee programs in other states;

13 (11) geographic and socioeconomic considerations
14 including rural and urban motorists; and

15 (12) the current availability of technologies and
16 expectations for technological advances which can be
17 leveraged for a mileage-based user fee program; and be it
18 further

19 RESOLVED, That the Department shall submit a report of its
20 findings and recommendations to the General Assembly on or
21 before March 1, 2016.