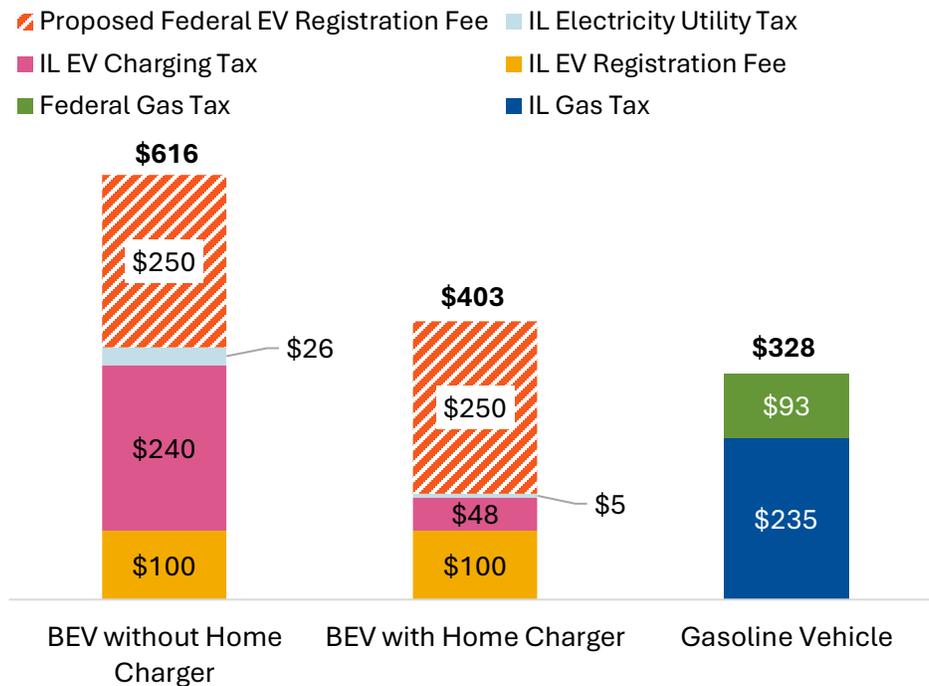


# Illinois Factsheet

Illinois’s failed proposal for an EV charging tax of 6.0 cents/kWh would have applied to all charging services offered for payment. If passed, the tax would have gone into effect July 1, 2025. The measure was part of a larger transportation funding plan but failed to pass in the House.

- **Estimated Revenue:** \$9.9 million by 2025 and \$39.2 million by 2030
  - Accounts for less than 0.5 percent of highway spending in 2030
- **Cost to Collect:** No provision for collection and administrative costs. Tax language required charging station power providers to register with the state for certification. Compliance would likely have required the installation of metering equipment.
- **Estimated Cost to EV Drivers:** \$48 per year if the driver has access to a home charger and \$240 per year if the driver does not have access to a home charger.

Figure 1. Average Taxes and Fees for Electric Vehicles vs Gasoline Vehicles in IL



Assumes vehicles travel 12,000 miles/year, BEVs consume 4,000 kWh/year of electricity and have an energy efficiency of 3 kWh/mile, and gasoline vehicles have a fuel efficiency of 23.7 mpg. Assumes those with access to home charging use taxable public chargers for 20 percent of their charging and those without access to home charging use taxable public chargers for 100 percent of their charging. PHEVs are not considered.