Recent Gas Tax Increases

- **28 States & D.C.** have enacted legislation since 2013
- **20 states & D.C.** have indexed or variable-rate gas taxes (blue stars) to alleviate some long-term shortfalls

- MO (2018) increase subject to voter approval
- OK (2018) did not increase transportation funding, but freed up general fund $$ for education

- Variable-rate MFTs

<table>
<thead>
<tr>
<th>Year</th>
<th>Gas Tax Increases</th>
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</thead>
<tbody>
<tr>
<td>2018</td>
<td></td>
</tr>
<tr>
<td>2017</td>
<td></td>
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<tr>
<td>2016</td>
<td></td>
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<tr>
<td>2015</td>
<td></td>
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<tr>
<td>2013 &amp; '14</td>
<td></td>
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</tbody>
</table>
Impact of CAFE Standards

- 54.5 mpg goal by 2025
- The impact will increase significantly
- 67% mpg increase in 20 years
Future Gap in MFT Collections

Approximate Annual Gas Tax Revenue (Billions, 2015) (Assumes Overall Average State and Federal Tax of $0.40/Gallon)

- With Current MPG
- With EIA Ref Case MPG
- With "Bloomberg" EV Adjusted MPG
- With "High End" EV Adjusted MPG

Approximate State and Federal Fuel Tax Revenue
2015 Dollars; Assumes Nominal $0.45/Gal. Combined Average Tax

FIGURE 4
19 states have not raised their gas tax in more than a decade.

13 states have not raised their gas tax in over 20 years.
Georgia and W. Virginia are highest in nation at $200

Seven states impose fees on hybrids as well
Pay per Mile Road Charging

Received SFSTA Grant

- Completed Pilot
- Planning Pilot
- Monitoring Issue
- Interoperability Pilots

Source: Oregon Department of Transportation (ODOT)
Multi-State Approach

Pilots

Western Road Usage Charge Consortium

I-95 Corridor Coalition

Source: Mileage Based User Fee Alliance (MBUFA)
Federal STSFA Grants
(Surface Transportation System Funding Alternatives)

- $14.2 million (2016)
- $15.5 million (2017)
- 15 programs (8 states) funded
- Variety of approaches and tested

<table>
<thead>
<tr>
<th>State DOT Recipients and Partners</th>
<th>Project/Description</th>
<th>Funding Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>California Dept. of Transportation (Caltrans)</td>
<td>The project will explore mechanisms to collect revenue at pay-at-the-pump charging stations.</td>
<td>$1,750,000</td>
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<tr>
<td>Colorado Dept. of Transportation (CDOT)</td>
<td>The project will investigate data collection mechanisms.</td>
<td>$500,000</td>
</tr>
<tr>
<td>Delaware Dept. of Transportation (DelDOT) in partnership with the I-95 Corridor Coalition</td>
<td>The project will study equity and privacy issues in a multi-state region.</td>
<td>$975,000</td>
</tr>
<tr>
<td>Missouri Dept. of Transportation (MoDOT)</td>
<td>The project will conduct public outreach on concerns related to equity and data security issues.</td>
<td>$2,772,500</td>
</tr>
<tr>
<td>Oregon Dept. of Transportation (ODOT)</td>
<td>The project will initiate improvements to Oregon’s existing road usage charge program.</td>
<td>$2,315,000</td>
</tr>
<tr>
<td>Oregon Dept. of Transportation (ODOT) in partnership with the Western Road User Charge Consortium (WRUCC)</td>
<td>The project will launch a pilot between California and Oregon to connect the two states’ per-mile road user charging systems, to ultimately expand the concept regionally.</td>
<td>$2,590,000</td>
</tr>
<tr>
<td>Washington Dept. of Transportation (WSDOT) in partnership with the Washington State Transportation Commission (WSTC)</td>
<td>The project will conduct public outreach with users regarding method for assessing and collecting fees.</td>
<td>$4,600,000</td>
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</tbody>
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