



State & Local Funding Update

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November 15, 2022
TDA Wisconsin Annual Meeting

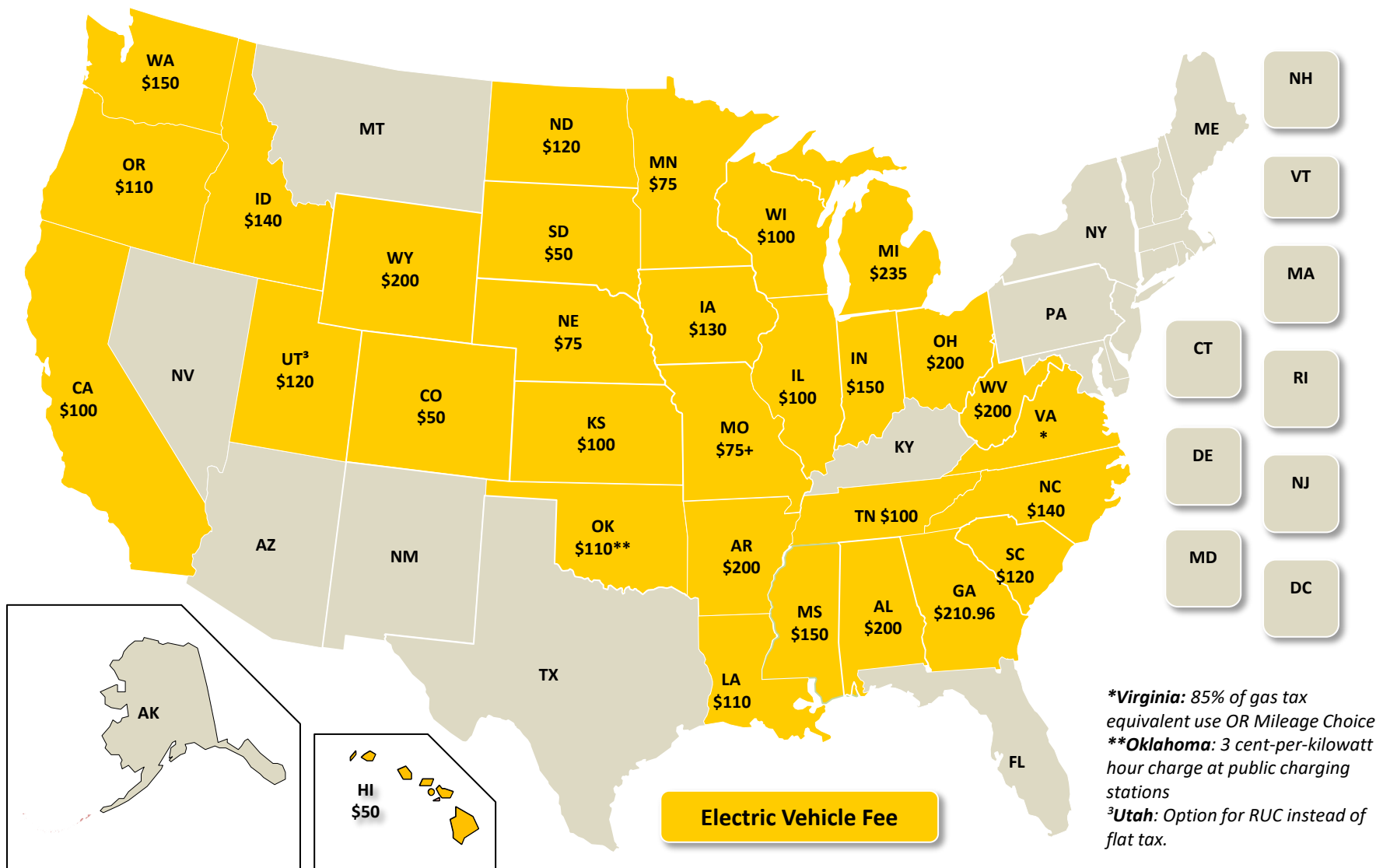
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American Road & Transportation Builders Association

31 States Have an Electric Vehicle Registration Fee

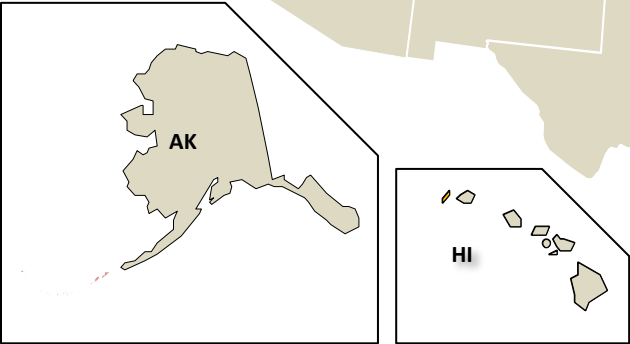


**Virginia: 85% of gas tax equivalent use OR Mileage Choice*
***Oklahoma: 3 cent-per-kilowatt hour charge at public charging stations*
³Utah: Option for RUC instead of flat tax.

Electric Vehicle Registration Fees - Overview

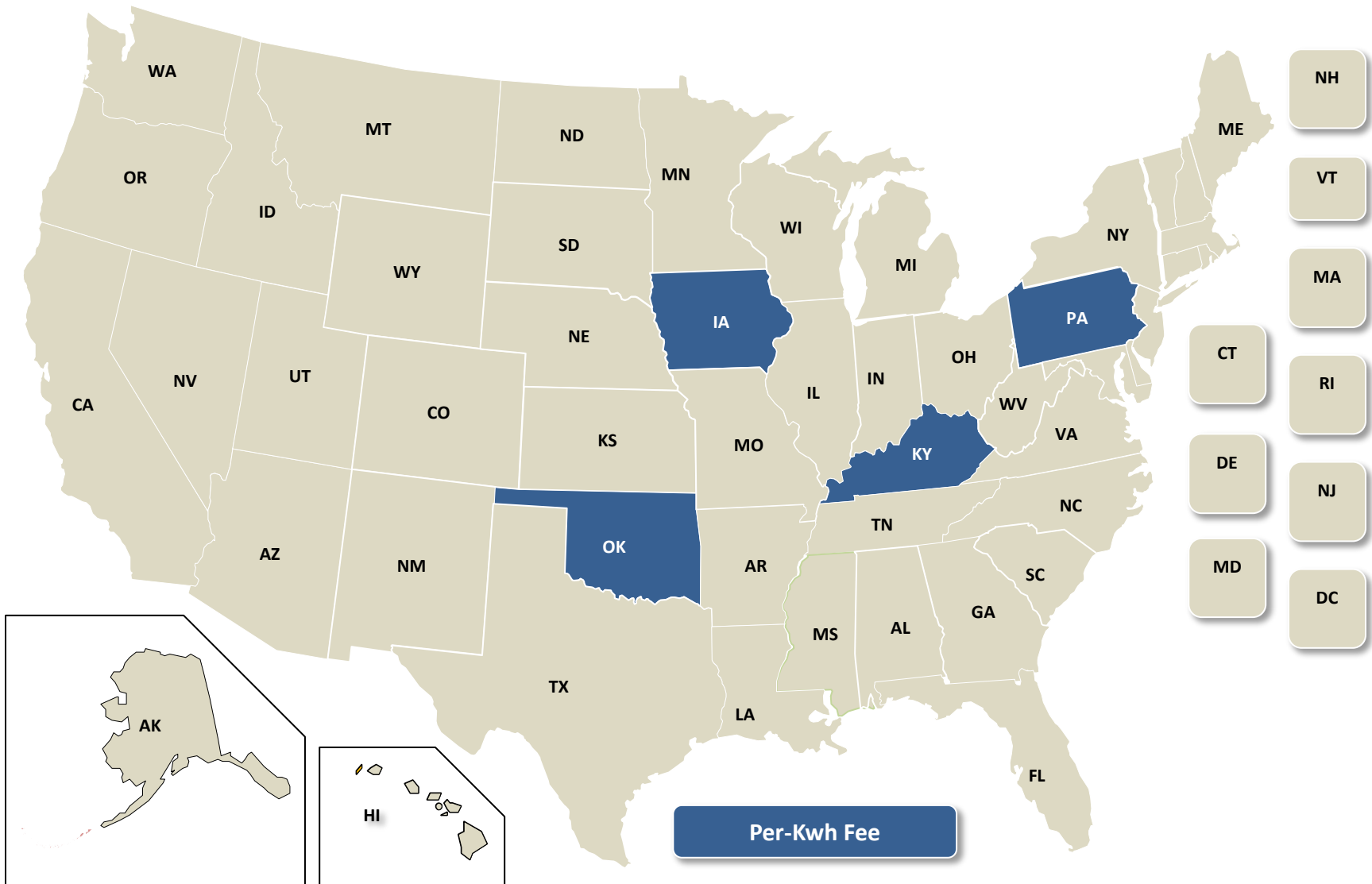
- ❖ 31 states have an electric vehicle fee
- ❖ Fees range \$50 – \$225 (passenger vehicles)
- ❖ Fees indexed in six states
- ❖ Additional hybrid vehicle fees in 15 states
- ❖ Most annual registration fees
 - ❖ South Carolina - biennial fee
 - ❖ Utah - road usage charge option
 - ❖ Virginia – Highway Use Fee OR Mileage Choice program

3 States Have a Road Usage Charge Program



Source: TIAC, "ROAD USAGE CHARGE MODEL LANGUAGE", July 2022

4 States Have a Per-Kilowatt Hour Excise Tax



Source: TIAC, "ELECTRIC VEHICLE EXCISE TAX MODEL LANGUAGE", May 2022



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MILEAGE-BASED
USER FEE ALLIANCE

Transportation Development Association

Middleton, Wisconsin

November 15, 2022

FAST Act Winners and Participants



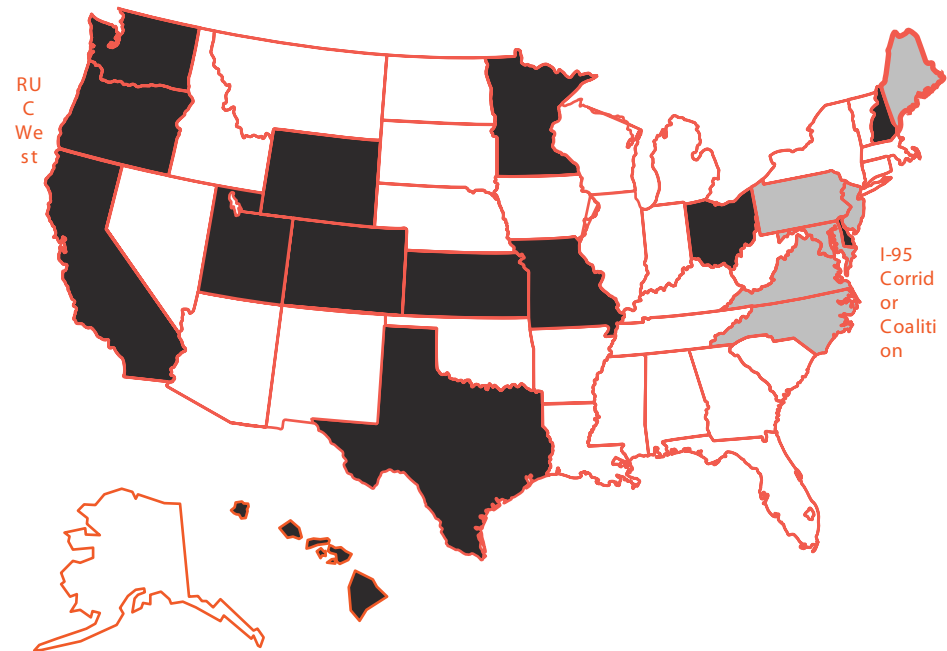
WINNERS

Hawaii, Washington, Oregon, California, Colorado, Wyoming, Utah, Minnesota, Delaware, Ohio, Texas, Kansas, New Hampshire, Missouri

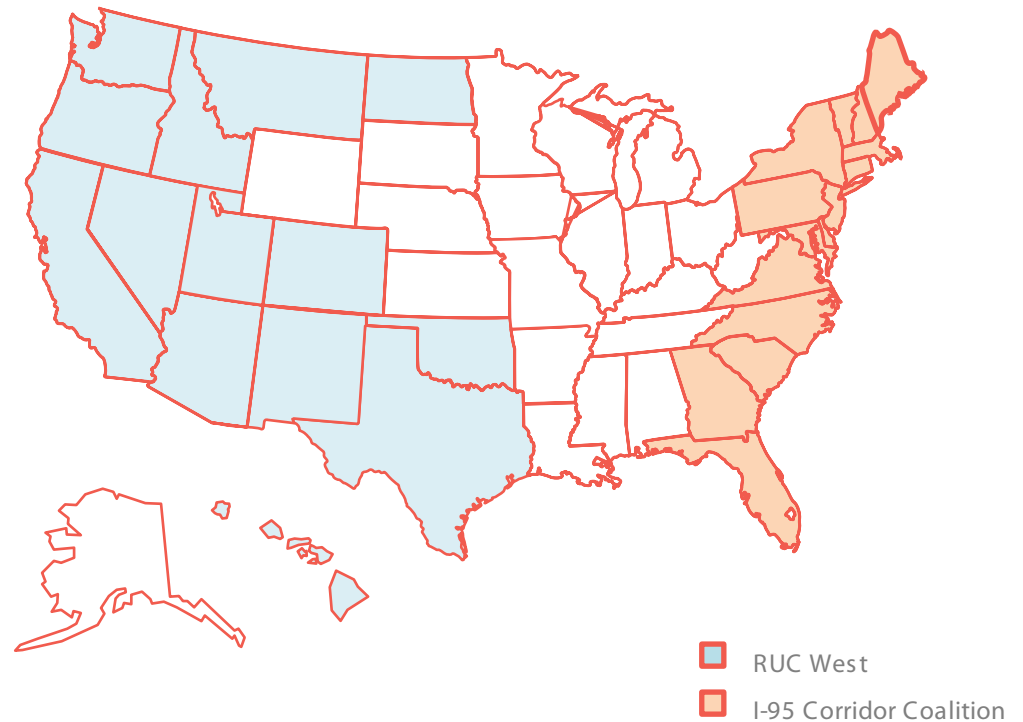


PARTICIPANTS

North Carolina, Pennsylvania, Virginia, New Jersey, Maine, Maryland and the District of Columbia



major regional pilots in the United States

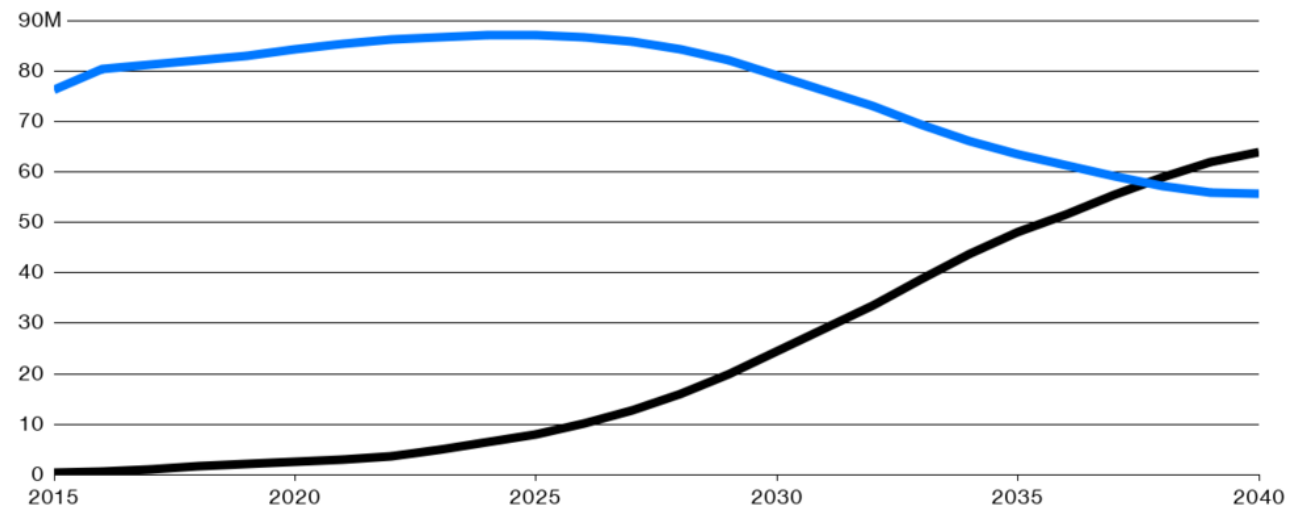


Overtaking lane of electric vehicles and fuel consumption vehicles

Overtaking Lane

Electric vehicle sales will surpass internal combustion engine sales by 2038

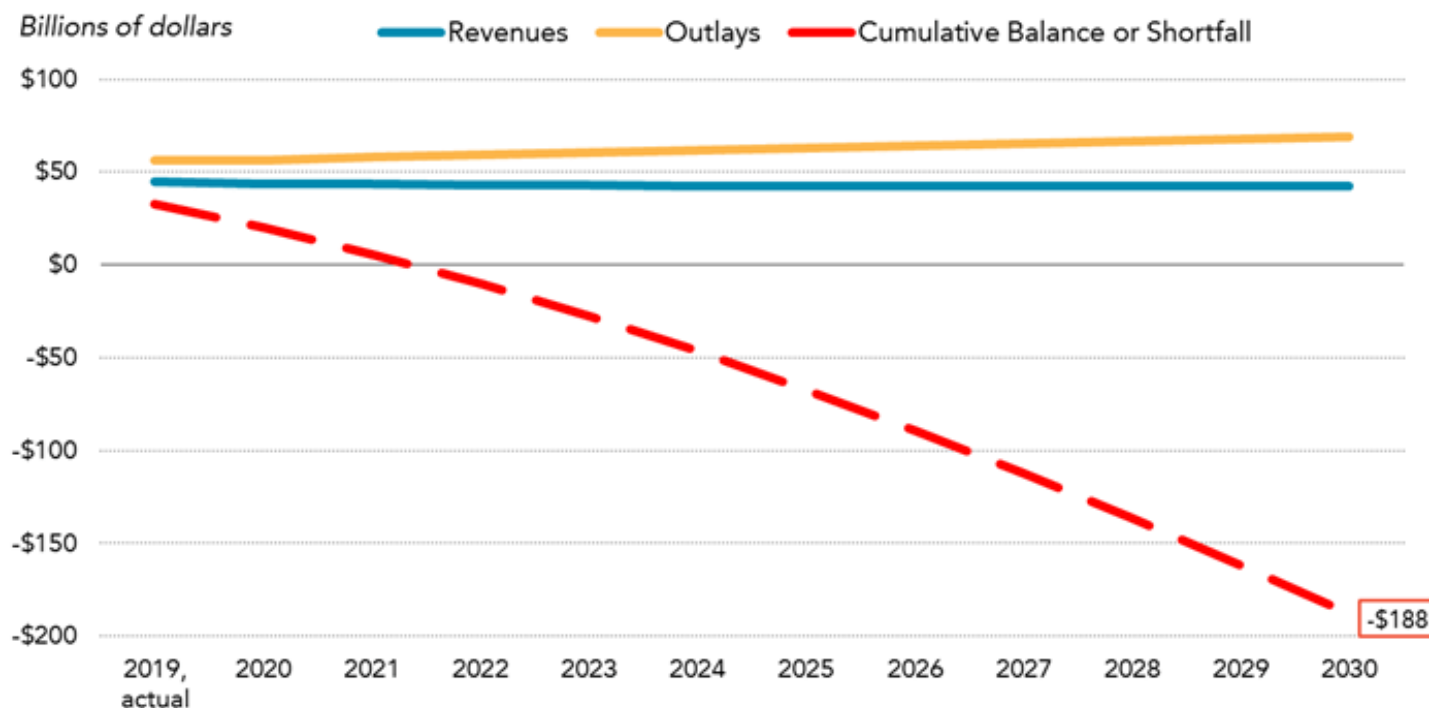
■ Electric vehicles ■ Internal combustion engine



Source: Bloomberg New Energy Finance

Highway Trust Fund Account Projections

Fiscal years 2019 – 2030



Even with Annual Gas Tax Increases Revenue Will Not Keep Up with Needs

- The gas tax would have to be raised about 1.5 cents per gallon, per year on all vehicles from 2019-2043 in order to equal net revenues from a road usage charge of 2.4 cents per mile
- This would not address growing funding needs for improvements or maintenance – it would keep funding at status quo levels

HF 523 Example: Ford F150 Pickup Truck With State and Federal DBF Rates Applied

Ford F150 3.5L V6



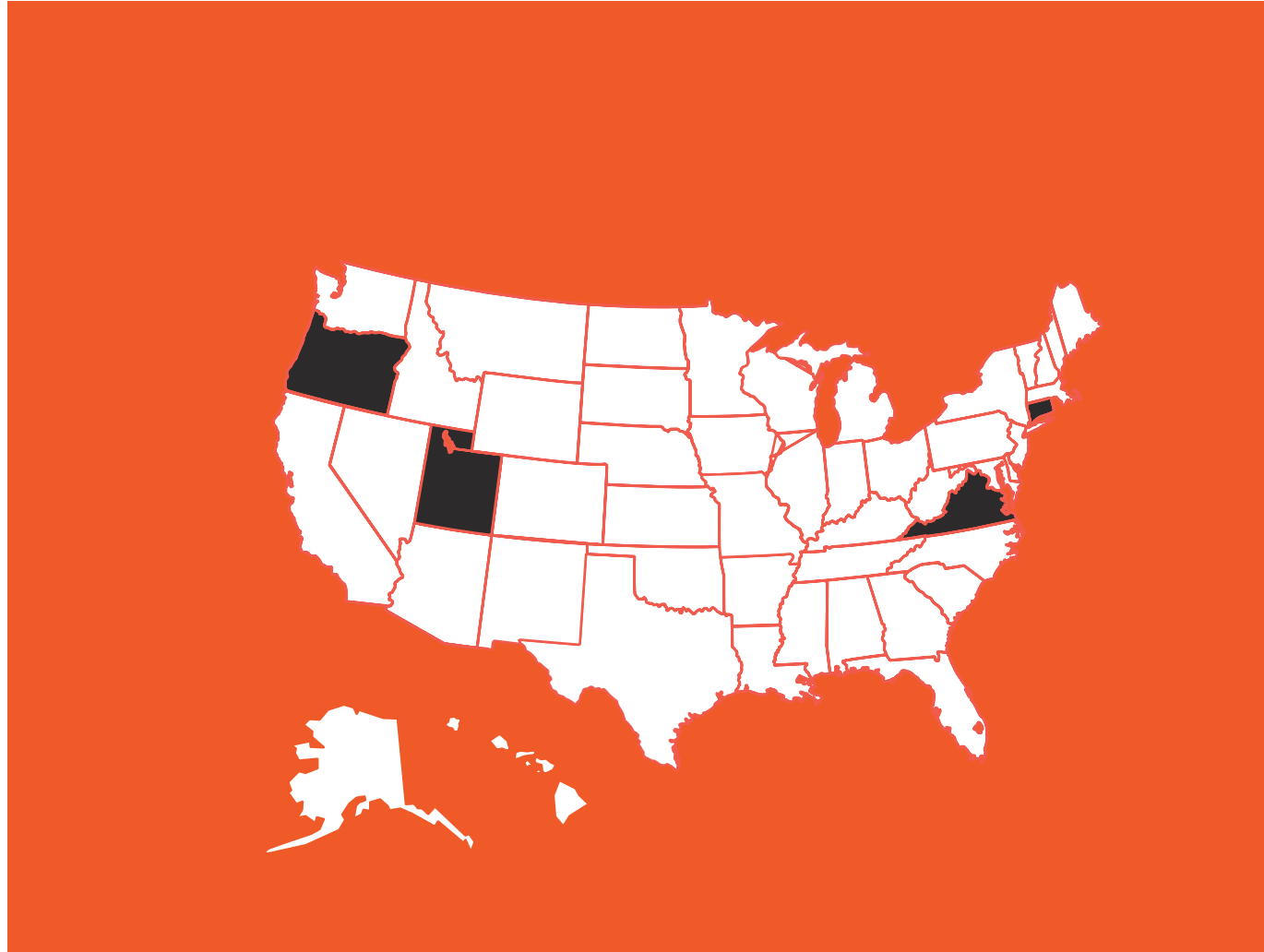
19.4 MPG (avg for
pickups)
11,500 miles per year avg.
State Gas Tax: 28.5
¢/gallon
Total Annual State: \$169
Fed Gas Tax: 18.4
¢/gallon
Total Annual Fed: \$109

Ford F150 Lightning



68 MPGe
11,500 miles per year
avg.
MBUF Rate: 1.47 ¢/mile
Total Annual State: \$169
Fed DBF Rate: 0.95
¢/mile
Total Annual Fed: \$109

current status of MBUF programs in the United States



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U.S. Infrastructure Investment and Jobs Act

\$125 million scheduled for testing road charging in the United States

\$75 million for state and local pilots

\$50 million for a national pilot



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USER FEE ALLIANCE

questions?

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