

SENATE MEMBERS

Robert Stivers
President, LRC Co-Chair
David Givens
President Pro Tempore
Damon Thayer
Majority Floor Leader
Morgan McGarvey
Minority Floor Leader
Julie Raque Adams
Majority Caucus Chair
Reginald Thomas
Minority Caucus Chair
Mike Wilson
Majority Whip
Dennis Parrett
Minority Whip



LEGISLATIVE RESEARCH COMMISSION

State Capitol 700 Capital Avenue Frankfort KY 40601

502-564-8100

Capitol Fax 502-564-2922

Annex Fax 502-564-6543

legislature.ky.gov

Jay D. Hartz
Director

HOUSE MEMBERS

David W. Osborne
Speaker, LRC Co-Chair
David Meade
Speaker Pro Tempore
Steven Rudy
Majority Floor Leader
Joni L. Jenkins
Minority Floor Leader
Suzanne Miles
Majority Caucus Chair
Derrick Graham
Minority Caucus Chair
Chad McCoy
Majority Whip
Angie Hatton
Minority Whip

M E M O R A N D U M

To: Robert Stivers, Co-Chair
David W. Osborne, Co-Chair
Legislative Research Commission

From: Jennifer C. Hays, Committee Staff Administrator
Appropriations and Revenue Committee
Legislative Research Commission

Date: July 29, 2022

Subject: Staff Study
Electric Vehicles and Transportation Funding

2022 RS HB 8, Section 56, requires staff of the Legislative Research Commission to gather information related to electric vehicles and transportation funding from states and the federal government and report that information to the Legislative Research Commission during the 2022 Interim of the General Assembly.

On June 30, 2022, the first of the staff study reports was completed. The purpose of this memorandum is to deliver the second installment of the monthly reports. Future reports will follow on August 30, 2022, September 30, 2022, October 30, 2022, with a summary of all information gathered submitted no later than December 1, 2022, for referral to the Interim Joint Committee on Appropriations and Revenue and the Interim Joint Committee on Transportation.

The first report explained the methodology used to research the required state-specific data, including data from the staff of the National Conference of State Legislators (NCSL), related to specific provisions proposed or enacted by each state on electric vehicles, and the American

Association of State Highway and Transportation Officials (AASHTO), related to the transportation funding structure of each state.

Each month, the data provided by NCSL and AASHTO will be verified or updated and supplemented with additional information found within the state-specific statutes. Not every state action may be captured during this research project because some states may be currently considering proposals during the 2022 Interim Session of the General Assembly. However, staff will continue to monitor the state tax news mediums and provide updates as additional information becomes available.

Throughout the 2022 Interim of the General Assembly, it is anticipated that staff will research and report on ten states each month so that information for all 50 states will be completed in detail by the October 30, 2022, monthly report. The final report dated December 1, 2022, will include information about federal government regulations and guidance.

This month's report contains information for the following states, which are included within the states provided previously in alphabetical order. The state's name is capitalized within the report if it was added new this month.

STATES ADDED THIS MONTH	States Previously Provided
ALASKA	Alabama
ARIZONA	Hawaii
ARKANSAS	Idaho
CALIFORNIA	Kentucky
COLORADO	Minnesota
CONNECTICUT	Missouri
DELAWARE	New Hampshire
FLORIDA	Oregon
GEORGIA	Utah
ILLINOIS	Washington

A Co-Chair of the Appropriations and Revenue Committee has requested that staff include certain actual collections related to these topics. Staff continues to evaluate the best methods for including this type of data. It is anticipated that a future edition of this report will contain the requested data items for all states researched.

The Appropriations and Revenue Committee staff will be glad to assist with questions related to this information or perform additional research related to these states upon your request.

Alabama

Electric Vehicles

- HB 2: Rebuild Alabama Act (2019), *enacted*
 - Imposes an annual license tax and registration fee of \$200 on each battery electric vehicle and \$100 on each plug-in hybrid electric vehicle
 - The first 75% of the fee revenue is intended for state, local, and county governments for road and bridge projects and the second 25% for electric vehicle supply equipment (EVSE) projects

Primary Transportation Funding Sources

- Fuel Taxes
 - Gasoline (\$0.28/gallon)
 - Diesel (\$0.29/gallon)
 - Alternative fuels
 - Compressed Natural Gas (\$0.08/gasoline gallon equivalent)
 - Liquefied Natural Gas (\$0.08/diesel gallon equivalent)
- Vehicle Registration Fees
 - Passenger Vehicle- \$23
 - Motorcycle- \$7
 - Electric Vehicle- \$200
 - Hybrid Electric Vehicle- \$100
- Truck Registration Fees (based on gross vehicle weight)
 - 0 - 8,000 pounds: \$10.70
 - 8,001 – 10,000 pounds: \$17.50
 - 10,001 – 12,000 pounds: \$52.50
 - 12,001 – 18,000 pounds: \$85
 - 18,001 – 26,000 pounds: \$117.50
- Oversize/Overweight Truck Permit Fees¹
 - Annual Permit \$100

¹ <https://www.dot.state.al.us/business/permits/pdf/PermitFeeSchedule.pdf>

ALASKA

Electric Vehicles

- SB 16 (2020), *enacted*
 - Alaska Department of Transportation and Public Facilities must evaluate the cost, efficiency, and commercial availability of alternative fuels for automotive purposes every five years, and purchase or convert to vehicles that operate using alternative fuels whenever practical
- SB 59 (2010), *enacted*
 - Allows low-speed electric vehicles on roads with posted speed limits of 45 MPH or less

Primary State Highway Revenue Sources

- Fuel Taxes
 - Gasoline (\$0.08/gallon)
 - Diesel (\$0.08/gallon)
 - Alternative fuels
 - Compressed Natural Gas (\$0.08/gasoline gallon equivalent)
 - Liquefied Natural Gas (\$0.08/diesel gallon equivalent)
- Vehicle Registration Fees
 - Passenger vehicle- \$100
 - Taxicab- \$160
 - Motor home- \$100
 - Motor bus with less than 20 seats- \$100
 - Motor bus with 20 or more seats- \$300
 - Motorcycle- \$60
- Industrial Use Highway Permit Fees
- Rental Vehicle Tax
 - 8% with maximum tax for passenger cars \$120 and \$240 for trucks, vans and motorhomes²
- Tolls³

²

<https://www.muni.org/Departments/finance/treasury/programtaxes/rentalvehicletax/Pages/default.aspx#:~:text=%E2%80%8B%E2%80%8B%E2%80%8BRental%20Vehicle,be%20collected%20per%20rental%20transaction.>

³ <https://dot.alaska.gov/creg/whittiertunnel/assets/tolls.pdf>

ARIZONA

Electric Vehicles

- SB 1246 (2022), *enacted*
 - Allows Arizona school districts to evaluate electric vehicle school buses and charging options if economically advantageous
- SB 1152 (2022), *failed*
 - Would have required Department of Transportation to develop a Zero Emission Vehicle Plan to increase the number of registered zero emission vehicles in the state, to establish interstate and intrastate zero emission corridors, and to coordinate the installation of zero emission vehicle infrastructure
- SB 1154 (2022), *failed*
 - Would have created the transportation electrification study committee to increase the use of alternative fuels
- SB 1332 (2019), *enacted*
 - The vehicle license tax for an alternative fuel vehicle (AFV) registered in Arizona is \$4 for every \$100 in assessed value. The minimum amount of the annual AFV license tax is \$5
 - AFVs registered prior to January 1, 2022: 1% of the manufacturer's suggested retail price (MSRP)
 - AFVs initially registered between January 1, 2022 and December 31, 2022: 20% of the MSRP

Primary State Highway Revenue Sources

- Fuel Taxes
 - Gasoline (\$0.18/gallon)
 - Diesel (\$0.26/gallon for a use class motor vehicle on highway; \$0.18/gallon for a light class motor vehicle)
- Vehicle Registration Fees, which include:
 - \$4.50, \$8, or \$9 registration fee (depending on type of vehicle); plus
 - Air quality fee of \$1.50; plus
 - Air quality compliance fee of \$0.25; plus
 - Vehicle license tax
 - For passenger vehicles, based on assessed value of 60% of the manufacturer's base retail price reduced by 16.25% for each year since the vehicle was first registered in Arizona. Then \$2.80 (new vehicles) or \$2.89 (used vehicles) for each \$100 of the assessed value
 - For an alternative fuel vehicle (AFV) registered in Arizona is \$4 for every \$100 in assessed value. The minimum amount of the annual AFV license tax is \$5
 - AFVs registered prior to January 1, 2022: 1% of the manufacturer's suggested retail price (MSRP)

- AFVs initially registered between January 1, 2022 and December 31, 2022: 20% of the MSRP
- Truck Registration Fees (based on gross vehicle weight)
 - up to 8,000 pounds: \$7.50
 - 8,001 – 10,000 pounds: \$36
 - 10,001 – 12,000 pounds: \$63
 - 12,001 – 14,000 pounds: \$103
 - 14,001 – 16,000 pounds : \$121
 - 16,001 – 18,000 pounds: \$144
 - 18,001 – 20,000 pounds: \$162
 - 20,001 – 22,000 pounds: \$198
- Oversize/Overweight Truck Permit Fees
 - \$150/30 day oversize permit
 - \$500/30 day oversize and overweight permit
 - \$750/annual oversize only permit
 - \$1,500/annual oversize and overweight permit
- Truck Permit Fees (single-trip permits) (special 30 day permits)
 - For a 1 or 2 axle vehicle- \$2 for each 50 miles
 - For a 3 axle vehicle, \$3 for each 50 miles
 - For a 4 axle vehicle, \$4 for each 50 miles
 - For a 5 axle vehicle
- Transaction Privilege Tax (5%)
- Driver's License Fees
 - Ages 16-39: \$25
 - Ages 40-44: \$20
 - Ages 45-49: \$15
 - Ages 50+: \$10
 - Limited License (military or students): \$10

ARKANSAS

Electric Vehicles

- SB 225 (2021), *enacted*
 - Creates a \$50 annual fee for each hybrid vehicle registered
- SB 632 (2021), *enacted*
 - Creates the Electric Vehicle Infrastructure Grant Program
- SB 336 (2019), *enacted*
 - Creates an annual fee of \$200 for each registered electric vehicle and \$100 for each registered hybrid vehicle
- SB 482 (2019), *failed*
 - Proposed an income tax credit for the purchase of an electric vehicle or a hybrid vehicle
 - \$150 for purchase of a new hybrid vehicle
 - \$300 for purchase of a new electric vehicle

Primary State Highway Revenue Sources

- Fuel Taxes
 - Gasoline (\$0.245/gallon)
 - Diesel (\$0.285/gallon)
 - Alternative fuels
 - Compressed Natural Gas (\$0.05/gasoline gallon equivalent)
 - Liquefied Natural Gas (\$0.05/diesel gallon equivalent)
- Vehicle Registration Fees
 - Passenger Cars 3,000 pounds or less: \$17
 - Passenger Cars 3,001 - 4,500 pounds: \$25
 - Passenger Cars 4,501: \$30
 - Electric Vehicles: \$200
 - Plug-in Hybrid Electric Vehicles: \$100
 - Trucks and Vans Rated ½, ¾, and 1 ton: \$21
 - Motorcycles 250 CC or more: \$7
 - Motorcycles less than 250 CC: \$3
 - Motorcycle Side Cars: \$2
 - All Terrain Vehicles: \$5
 - Motorized Bicycles: \$3
 - Mobile/Manufactured Homes: \$26
- Truck Related Fees
 - Motor carrier registration processing fees (\$6.25)
 - Temporary license plate fees⁴
- Commercial Driver-Related Fees⁵

⁴ <https://www.douglasma.org/places/how-to-get-temporary-tags-online-arkansas/>

⁵ <https://www.dfa.arkansas.gov/driver-services/license-id-and-permits/cdl-classifications>

- Short Term Rental Vehicle Tax (10%)
- Severance Taxes on Natural Gas⁶

⁶ https://www.dfa.arkansas.gov/images/uploads/revenuePolicyLegalOffice/et2008_4.pdf

CALIFORNIA

Electric Vehicles

California Governor Newsom signed an executive order that requires all new cars and passenger trucks sold in California to be zero-emission vehicles by 2035.

- AB 1082 (2017), *enacted*
 - Authorizes an electric corporation to file a pilot program proposal with the Public Utilities Commission for the installation of vehicle charging stations at school facilities and other educational institutions
- SB 676 (2019), *enacted*
 - Requires the Public Utilities Commission to establish strategies and quantifiable metrics to maximize the use of feasible and cost-effective electric vehicle grid integration by January 1, 2030

Primary State Highway Revenue Sources

- Fuel Taxes
 - Gasoline (\$0.539/gallon)
 - Diesel (\$0.853/gallon)
 - Alternative fuels
 - Compressed Natural Gas (\$0.0887/gasoline gallon equivalent)
 - Liquefied Natural Gas (\$0.1017/diesel gallon equivalent)
- Truck Registration Fee (based on gross vehicle weight)
 - Less than 3,000 pounds: \$8
 - 3,000 pounds – 4,000 pounds: \$24
 - 4,001 pounds – 5,000 pounds: \$80
 - 5,001 – 6,000 pounds: \$154
 - 6,001 – 7,000 pounds: \$204
 - 7,001 – 8,000 pounds: \$257
 - 8,001 – 9,000 pounds: \$308
 - 9,001 – 10,000 pounds: \$360
- Off-Highway Motor Vehicles Service Fees⁷
- Tolls⁸

⁷ <https://www.dmv.ca.gov/portal/vehicle-registration/registration-fees/>

⁸ <https://dot.ca.gov/programs/traffic-operations/legal-truck-access/tolls>

COLORADO

Electric Vehicles

Colorado has adopted the Zero Emission Vehicle (ZEV) standard that requires automakers to sell more than 5% zero emission vehicles by 2023 and more than 6% zero emission vehicles by 2025

- HB 1218 (2022), *failed*
 - Would have required developers of multifamily residential buildings with at least 3 units to set aside 20% of the structure's parking spaces to double as electric vehicle charging stations and 50% of the spaces to be wired to, eventually, serve as charging stations
 - Developers of commercial buildings with at least 25,000 square feet of floor space would have been required to set aside 10% off parking spaces to double as electric vehicle charging stations and 25% of spaces to be wired to someday serve as charging stations
- HB 1205 (2021), *enacted*
 - Requires a road usage equalization fee to be imposed at the time of annual registration on each plug-in electric motor vehicle that is required to be registered in the state
- HB 1198 (2019), *enacted*
 - Allows the electric vehicle grant funds to be used to administer grants for the installation of charging stations for electric vehicles
 - Requires the money in the fund to be continuously appropriated to the Colorado energy office
- HB 1107 (2017), *enacted*
 - Imposes an annual fee of \$50 at the time of registration on every plug-in electric motor vehicle

Primary State Highway Revenue Sources

- Fuel Taxes
 - Gasoline (\$0.22/gallon)
 - Diesel (\$0.205/gallon)
 - Alternative fuels
 - Compressed Natural Gas (\$0.183 /gasoline gallon equivalent)
 - Liquefied Natural Gas (\$0.135/diesel gallon equivalent)
- Vehicle Registration Fees
 - Motorcycles: \$3
 - Passenger Vehicles up to 2,000 pounds: \$6
 - \$0.20 per extra 100 pounds up to 4,500 pounds
 - \$12.50 for passenger vehicles 4,500 pounds +
 - \$0.60 per each additional 100 pounds
 - AND
 - For motor vehicles less than 7 years old: \$12
 - For motor vehicles 7 years old less than 10 years old: \$10

- For motor vehicles 10 years old or older: \$7
- Special Fees on Electric Vehicles
 - \$50 for plug-in electric vehicle
- Truck Registration Fees (based on gross vehicle weight)⁹
- Oversize/Overweight Truck Permit Surcharges¹⁰
- Congestion Pricing/ High-Occupancy Toll (HOT) lanes¹¹

⁹ <https://codes.findlaw.com/co/title-42-vehicles-and-traffic/co-rev-st-sect-42-3-306.html>

¹⁰ <https://www.codot.gov/business/permits/truckpermits/documents/oversize-overweight-permits>

¹¹ <https://www.codot.gov/programs/expresslanes/get-a-pass>

CONNECTICUT

Electric Vehicles

- SB 4 (2022), *enacted*
 - Requires the state to convert 50% its purchased fleet of cars and light-duty trucks to electric models by 2026 and 100% by 2030
 - Beginning Jan. 1, 2024, diesel-fueled buses will no longer be approved for purchase or added to the fleet
 - The state plans on 30% of the buses to be zero-emissions by 2030
 - Provides \$15 million in vouchers to help businesses purchase new zero-emission vehicles and \$20 million in grants for school districts to invest in zero-emission school buses
- SB 484 (2022), *enacted*
 - Vehicles powered exclusively by electricity are exempt from state motor vehicle emissions inspections
- HB 7424 (2019), *enacted*
 - Offers a rebate for the incremental cost of the purchase or lease of a hydrogen fuel cell electric vehicle, all-electric vehicle, or plug-in hybrid electric vehicle
- SB 409 (2019), *failed*
 - Would have permitted the operation of electric vehicles in high-occupancy vehicle lanes regardless of the number of occupants in such vehicles

Primary State Highway Revenue Sources

- Fuel Taxes
 - Gasoline (\$0.25/gallon)
 - Diesel (\$0.492/gallon)
 - Alternative Fuels
 - Compressed Natural Gas (\$0.26/gasoline gallon equivalent)
- Vehicle Registration and Title Fees
 - Passenger Car- \$120 registration fee + \$25 title fee
 - Electric Car- \$57 registration fee + \$25 title fee
 - Motorcycle- \$63 registration fee + \$25 title fee
- Sales Taxes on Motor Vehicle Sales
 - 6.35% for vehicles purchased at \$50,000 or less
 - 7.75% for vehicles purchased over \$50,000
 - 4.5% for vehicles purchased by a non-resident member of armed forces of U.S. on active duty in CT
- Truck Registration Fees (based on gross vehicle weight)¹²
- Driver's License Fees
 - License, permit, and fee
 - New Issue Regular: \$84 (5 ½ to 7 years)

¹² <https://portal.ct.gov/DMV/Fees/Fees/Commercial-Fee-Chart>

- New Issue CDL: \$70 or \$87.50 (3 ½ to 5 years)
- New Issue Drive Only License: \$36 (3 years)
- Duplicate License Fee: \$30
- License Exam Fee: \$40
- Learner's Permit: \$19
- New Non-Driver Identification Card: \$28 (7 years)
- Commercial Driver's License Knowledge Test: \$16
- Commercial Driver's License Skills Test: \$30
- Commercial Driver's License Learner's Permit: \$20

DELAWARE

Electric Vehicles

Delaware adopted California's Zero Emission Vehicle (ZEV) regulations in March 2022.

- SB 21 (2021), *enacted*
 - Amends the Delaware Energy act to allow state agencies to charge employees and the public a fee for charging stations on state property, so long as those fees do not exceed the agency's cost
- SB 187 (2021), *enacted*
 - Requires municipalities with a population over 30,000 to develop a procedure to obtain permission for the installation of an electric vehicle charging station on real property zoned for residential use that abuts a residential street

Primary State Highway Revenue Sources

- Fuel Taxes
 - Gasoline (\$0.23/gallon)
 - Diesel (\$0.22/gallon)
- Vehicle Registration Fees
 - Car Renewal- \$40
 - Moped- \$5
 - Motorcycle- \$15
 - Farm Trucks
 - 5,000 pounds or less- \$40
 - Greater than 5,000 pounds- \$3.80/each 1,000 pounds over 5,000
 - Recreational Vehicles
 - 5,000 pounds or less- \$40
 - Greater than 5,000 pounds- \$6.40/each 1,000 pounds over 5,000
 - Trailers
 - 0-1,000 pounds- \$15
 - 1,001-2,000 pounds- \$20
 - 2,001-5,000 pounds- \$40
 - For each 1,000 pounds over 5,000- \$18
 - Commercial Vehicles
 - 5,000 pounds or less- \$30
 - For each 1,000 pounds over 5,000- \$18
 - Title with Lien- \$55
 - Title without Lien- \$35
- Oversize/Overweight Truck Permit Fees
 - Ranges from \$30-60 with a weight fee of \$10 for every 8,000 pounds
- Tolls¹³
 - Transit Fares/Operating Revenues¹⁴

¹³ <http://www.deldot.gov/public.ejs?command=PublicTollRateCalc>

¹⁴ <https://www.transit.dot.gov/ntd/data-product/2019-annual-database-fare-revenues>

FLORIDA

Electric Vehicles

- HB 737 (2022), *failed*
 - Would have required the Florida Public Service Commission to adopt rules in a neutral manner to allow for competition in an effort to avoid monopolies in the electric vehicle industry
- HB 943 (2020), *failed*
 - Would have created a master plan for the development of electric vehicle charging stations through building partnerships with local governments, other state and federal entities, electric utilities, the business community, and the public in support of electric vehicle charging stations

Primary State Highway Revenue Sources

- Fuel Taxes
 - Gasoline (\$0.19/gallon)
 - Diesel (\$0.19/gallon)
 - Alternative Fuels
 - Compressed Natural Gas (\$0.04/gasoline gallon equivalent)
 - Liquefied Natural Gas (\$0.04/diesel gallon equivalent)
- Vehicle Registration and Title Fees
 - Initial Registration Fee- \$225
 - Motorcycles- \$10
 - Moped- \$5
 - Antique Motorcycle- \$7.50
 - Antique Automobile- \$7.50
 - Automobiles (net weight up to 2,499 pounds)- \$14.50
 - Automobiles (2,500 – 3,499 pounds)- \$22.50
 - Automobiles (3,500 or more pounds)- \$32.50
 - Autocycle- \$10
 - Trucks (net weigh up to 1,999 pounds)- \$14.50
 - Trucks (2,000 – 3,000 pounds)- \$22.50
 - Trucks (3,001 – 5,000 pounds)- \$32.59
 - Title Fees
 - Original New- \$77.25
 - Original Used- \$85.25
 - Transfer/ Duplicate- \$75.25
 - Lien Only- \$74.25
- Truck Registration Fees (based on gross vehicle weight)¹⁵
- Oversize/Overweight Truck Permit Fees¹⁶
- Surcharge on Rental Vehicles - \$2/day

¹⁵ <https://www.flhsmv.gov/fees/>

¹⁶ https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/maintenance/str/owodp/schedule-of-fees.pdf?sfvrsn=d37c7453_0

- Tolls¹⁷
- Congestion Pricing/High-Occupancy Toll Lanes¹⁸

¹⁷ <https://www.sunpass.com/en/tolls/tollsSunPass.shtml>

¹⁸ <https://www.flhsmv.gov/motor-vehicles-tags-titles/high-occupancy-vehicle-decal/>

GEORGIA

Electric Vehicles

- SR 463 (2022), *enacted*
 - Creates the Joint Study Committee on the Electrification of Transportation to report findings or recommendations to establish a comprehensive, strategic plan that sets policy objectives for infrastructure, economic preparedness, transportation funding, and the development of a successful electric vehicle market in the state of Georgia
- SR 604 (2022), *enacted*
 - Introduces March 3rd as Electric Vehicle Day to recognize the significant benefits of electric vehicles for Georgia drivers
- HB 170 (2015), *enacted*
 - Creates an annual fee for alternative fuel vehicles of \$200 and \$300 for commercial alternative fuel vehicles, adjusted for inflation
 - Defines alternative fuel vehicles as vehicles fueled solely by electricity, natural gas, propane, bi-fuel, or dual fuel and plug-in hybrid-electric vehicles
 - Eliminates the zero emission and low emission income tax credit available to purchasers and lessees of new motor vehicles

Primary State Highway Revenue Sources

- Fuel Taxes
 - Gasoline (\$0.291/gallon)
 - Diesel (\$0.326/gallon)
 - Alternative Fuels (\$0.291/gallon)
- Special Fees on Heavy Vehicles
 - Vehicles with gross weight of 15,500-26,000 pounds- \$50
 - Vehicles with gross weight of 26,001 pounds or higher- \$100
- Oversize Truck Permit Fees¹⁹
- Tolls (minimum \$0.10/mile)²⁰
- Hotel Fees (\$5/night)
- Electric Vehicle Fees
 - \$300 for commercial
 - \$200 for personal

¹⁹ <http://www.dot.ga.gov/PartnerSmart/permits/Pages/Oversize.aspx#tab-2>

²⁰ <https://www.peachpass.com/how-do-i-use-peach-pass/pricing/>

Hawaii

Electric Vehicles

- Hawaii plans on being 100% fueled by clean energy by 2045
- HB 1174 (2019), *failed*
 - Proposed a state vehicle miles traveled fee for electric vehicles
 - Would have been levied by the county director of finance based on a comparison of the electric vehicle's current odometer reading with the odometer reading of the previous year
 - Miles traveled fee would have been paid at the same time as the county registration fee
- HB 552 (2021), *enacted*
 - Creates clean ground transportation goals for state agencies on a staggered basis, achieving a 100% passenger vehicle clean fleet by 12/31/30
 - Beginning 01/01/22 new purchases of light-duty motor vehicles must be zero-emission
- HB 424 (2021), *enacted*
 - Requires all state and county entities to rent an electric or hybrid vehicle when acting on behalf of a state employee in conducting official government business

Primary Transportation Funding Sources

- Fuel Taxes
 - Gasoline (\$0.16/gallon)
 - Diesel (\$0.16/gallon)
 - Alternative fuels (\$0.16/gallon)
- Vehicle Registration and Title Fees
 - \$45 and \$7 Highway Beautification Fee
- State Vehicle Weight Tax²¹
 - Vehicles up to 4,000 pounds: 1.75 cent/pound
 - Vehicles 4,001 pounds to 7,000 pounds: 2 cents/pound
 - Vehicles 7,001 pounds up to 10,000 pounds: 2.25 cents/pound
 - Vehicles over 10,001 pounds: flat rate of \$300
- Sales Taxes on Rental Vehicles
 - 4%
- Property Rentals and Leases
- Fines for Use of a Mobile Electronic Device While Driving
 - fines start at \$297²²

²¹ <https://www.hawaiicounty.gov/departments/finance/vehicle-registration-licensing/motor-vehicles-fee-information#:~:text=All%20passenger%20vehicles%20are%201.25,are%202.5%20cents%20per%20pound.>

²² <https://governor.hawaii.gov/newsroom/dot-news-release-april-is-national-distracted-driving-awareness-month-2/>

Idaho

Electric Vehicles

- HB 312 (2015), *enacted*
 - Institutes a fee on electric (\$140) and hybrid cars (\$75) in order to generate new funding for the state's roads and bridges
- HB 361 (2021), *failed*
 - Would have increased electric vehicle fee from \$140 to \$300
 - Would have given owner of electric vehicle an option to pay per-mile charge of 2.5 cents per mile driven instead of \$300 fee
 - The plug-in hybrid vehicle fee of \$75 remains the same

Primary Transportation Funding Sources

- Fuel Taxes
 - Gasoline (\$0.32/gallon)
 - Diesel (\$0.32/gallon)
 - Alternative Fuels (\$0.32/gallon)
- Vehicle Registration and Title Fees
 - \$69 for vehicles 1-2 years old
 - \$57 for vehicles 3-6 years old
 - \$45 for vehicles 7+ years old
- Truck Registration Fees (based on gross vehicle weight)
 - Non-Commercial and Farm Trucks
 - 8,001 - 16,000 pounds: \$73.00
 - 16,001 - 26,000 pounds: \$86.08
 - 26,001 - 30,000 pounds: \$116.68
 - 30,001 - 40,000 pounds: \$155.08
 - 40,001 - 50,000 pounds: \$213.28
 - 50,001 - 60,000 pounds: \$336.88
 - Commercial Trucks and Interstate Buses
 - 8,001 - 16,000 pounds: \$73.00
 - 16,001 - 26,000 pounds: \$168.40
 - 26,001 - 30,000 pounds: \$248.80
 - 30,001 - 40,000 pounds: \$316.60
 - 40,001 - 50,000 pounds: \$385.00
 - 50,001 - 60,000 pounds: \$540.40
- Oversize/Overweight Truck Permit Fees (\$60/permit)
- Truck Permit Fees (temporary permits, hazardous materials transportation permits)²³
- Special Fees on Hybrid and Electric Vehicles
 - Electric Vehicles- \$140/year
 - Plug-In Hybrid Vehicles- \$75/year
- Tolls (available, but not in current use)

²³ <https://trucking.idaho.gov/permits/>

ILLINOIS

Electric Vehicles

- SB 2940 (2022), *enacted*
 - Instructs Illinois to increase adoption of electric vehicles in the state to 1,000,000 by 2030
 - Establishes an electric vehicle rebate for residents purchasing an electric vehicle in Illinois
 - Beginning 07/01/22, a \$4,000 rebate for the purchase of an electric vehicle that is not an electric motorcycle
 - Beginning 07/01/26, a \$2,000 rebate for the purchase of an electric vehicle that is not an electric motorcycle
 - Beginning 07/01/28, a \$1,500 rebate for the purchase of an electric vehicle that is not an electric motorcycle
 - Beginning 07/01/22, a \$1,500 rebate for the purchase of an electric motorcycle
- HB 1769 (2021), *enacted*
 - Provides tax credits for income tax withholding, training costs, tax exemptions, and investment credits to abate property taxes for electric vehicle projects
 - Creates an Electric Vehicle Permitting Task Force to ensure permits for electric vehicle projects are streamlined
 - Allows a 20% price preference for electric vehicles built in Illinois for state procurements

Primary Transportation Funding Sources

- Fuel Taxes
 - Gasoline (\$0.392/gallon)
 - Diesel (\$0.467/gallon)
 - Alternative Fuels
 - Liquefied Natural Gas (\$0.467/gallon)
 - Compressed Natural Gas (\$0.392/gallon)
- Vehicle Registration and Title Fees
 - Standard vehicle- \$151 registration + \$155 vehicle title
 - Motorcycle- \$41 registration
 - Recreational Trailer 3,000 pounds or less- \$18 registration
- Truck Registration Fees (based on gross vehicle weight)
 - 16,000 pounds or less: \$250
 - 16,001 – 20,000 pounds: \$326
 - 20,001 – 24,000 pounds: \$390
 - 24,001 – 28,000 pounds: \$478
 - 28,001 – 32,000 pounds: \$606
 - 32,001 – 36,000 pounds: \$710
- Oversize/Overweight Truck Permit Fees²⁴

²⁴ <https://www.illinoistollway.com/travel-information/overweight-overdimension-permits>

Kentucky

Electric Vehicles

- HB 8 (2022), *enacted*
 - Beginning in 2024, electric vehicle power excise tax is \$0.03 per kWh excise tax at any charging station and an additional \$0.03 per kWh surtax on power used to charge electric vehicles on state property. The tax rate will be adjusted each year based on changes in the National Highway Construction Cost Index 2.0 and funds from the tax are to be deposited into the road fund²⁵
 - Electric vehicle ownership fees are \$120 for electric vehicles and \$60 for electric motorcycles or hybrid vehicles. These fees are to be split 50/50 between the road fund and the general fund

Primary Transportation Funding Sources

- Fuel Taxes
 - Gasoline (\$0.26 gallon; note that \$0.014 is excluded from Road Fund)
 - Diesel (\$0.23/gallon; note that \$0.014 is excluded from Road Fund)
 - Alternative Fuels (\$0.03 per kWh)
 - Liquefied Petroleum (9% of price)
- Vehicle Registration and Title Fees
 - \$21 registration fee; \$9 title fee
- Motor Vehicle Usage Tax (MVUT) or U-drive-it tax, which is an alternative pay to pay the MVUT for certain car rental companies, on Motor Vehicle Sales
 - 6% of retail price
- Truck Registration Fees (based on gross vehicle weight)
- Weight-Distance Taxes
 - \$0.0285 per mile for carriers with weight greater than 59,999 pounds²⁶
- Oversize/Overweight Permit Fees
 - vehicle specific; varies from \$80 to \$1,500
- Driver's License (DL) Fees
 - Standard Credential DL or Motorcycle License \$21.50/4 year, \$43/8 year
 - Real ID DL or Motorcycle License \$24/4 year, \$48/8 year
 - Driver/Motorcycle License Combo Standard \$26.50/4 year; \$53/8 year
 - Driver/Motorcycle License Combo Real ID \$29/4 year, \$58/8 year
 - Personal ID Standard \$11.50/4 year, \$23/8 year
 - Personal ID Real ID \$14/4 year, \$28/8 year
 - Driver's Permit Standard \$15/3 year
 - Drivers Permit Real ID \$18/3 year
 - Motorcycle Permit standard \$15/1 year
 - Motorcycle Permit Real ID \$18/1 year

²⁵ <https://www.ncsl.org/Portals/1/Documents/meetings/SALT/DShinkle-SALT-Transportation-Funding-Trends.pdf>
<https://apps.legislature.ky.gov/record/22rs/hb8.html>

²⁶ <https://drive.ky.gov/motor-carriers/Pages/KYU.aspx#:~:text=What%20is%20Kentucky%20Weight%20Distance,is%20%240.0285%20cents%20per%20mile>

- Tolls²⁷

²⁷ <https://riverlink.com/>

Minnesota

Electric Vehicles

- HF 1146/SF 1122 (2019), *failed*
 - Would have directed MnDOT to establish a mileage-based user fee (MBUF) program
- HF 523 (2021), *failed*
 - Proposed that owners of an all-electric vehicle to pay a road usage charge beginning July 2022
 - Road usage charge would be calculated based on the miles driven, multiplied by the excise tax rate for gasoline, divided by the vehicle's fuel economy
 - Proposed an implementation fee surcharge that would have been determined annually or on a less frequent basis

Primary Transportation Funding Sources

- Fuel Taxes
 - Gasoline (\$0.285/gallon)
 - Diesel (\$0.285/gallon)
 - Alternative Fuels
 - E85 (\$0.2025/gallon)
 - Pure Biodiesel (B100) (\$0.285 per gallon)
 - Propane (\$0.2135 per gallon)
 - Liquefied Natural Gas (\$0.171 per gallon)
 - Compressed Natural Gas (\$2.50 per thousand cubic feet)
- Vehicle Registration Taxes
 - \$10 annual fee plus
 - For vehicles registered in Minnesota prior to 11/16/2020- 1.25% of the manufacturer's suggested retail price of the vehicle and the destination charge
 - For vehicles registered in MN on or after 11/16/2020, 1.285% of the manufacturer's suggested retail price of the vehicle
- Truck Registration Fees (based on gross vehicle weight)
 - 0-15,000 pounds: \$120
 - 15,001-18,000: \$145
 - 18,001-21,000: \$190
 - 21,001-26,000: \$270
 - 26,001-33,000 \$360
 - 33,001-39,000: \$475
 - See chart for additional weights²⁸
- Oversize/Overweight Truck Permit Fees
 - Single Trip: \$15 + damage assessment fee²⁹

²⁸ <https://dps.mn.gov/divisions/dvs/Documents/2022%20Minnesota%20Motor%20Vehicle%20Tax%20Manual.pdf>

²⁹ <https://www.dot.state.mn.us/cvo/oversize/damage-assessment-fees.html>

- Commercial Vehicle Inspection Fees³⁰
- Sales Taxes on Motor Vehicles
 - 6.5% of the vehicle purchase price
- Sales Taxes on Motor Vehicle Leases
 - 6.875%
- Fees on Rental Vehicles
 - 9.2% rental tax and 5% rental fee³¹
- Congestion Pricing/High-Occupancy Toll (HOT) Lanes
 - \$0.25-\$8.00
- Traffic Fines³²

³⁰ <https://www.revisor.mn.gov/statutes/cite/169.781>

³¹ <https://www.revenue.state.mn.us/guide/rentals-not-subject-motor-vehicle-rental-tax-and-fee>

³² <https://www.co.itasca.mn.us/224/Common-Violation-Fine-Amounts>

Missouri

Electric Vehicles

- The goal is to transition from taxable horsepower to a vehicle's combined mpg rating but is not meant to replace current fuel taxes and not a per-mile road usage charge
- According to MoDOT, legislation is required to implement a mpg-based registration fee structure. The Missouri General Assembly has considered five pieces of legislation over three years that would have implemented the proposed revenue mechanism supported by MoDOT. However, none of these bills had been enacted as of October 2020
- HB 2600 (2018), *failed*
 - Proposed a base vehicle registration fee for all vehicles based on EPA fuel economy
 - Base fee of \$29 + additional fee based on combined city/highway MPG
 - Rating of 29 MPG or less would pay no additional fee
 - Rating above 29 MPG up to and including 98 MPG would pay additional fee of \$3 for each MPG rated above 29 MPG
 - Rating of 99 MPG and above would pay fee of \$210
 - Motorcycles would pay additional fee of \$8.60
 - Motortricycles would pay additional fee of \$10
- HB 500 (2019), *failed*
 - Would have established a MPG based motor vehicle registration fee
 - Base annual registration fee is \$24 for motor vehicles other than commercial vehicles
 - Vehicles with a combined city/highway MPG rating of 29 MPG or less would pay no additional fee
 - Vehicles with rating greater than 29 MPG up to and including 60 MPG would pay \$6 for each MPG the vehicle is rated above 29 MPG
 - Vehicles with rating greater than 60 MPG, an amount equal to total fee paid by a vehicle with a rating of 60 MPG
 - Motorcycles pay \$8.50
 - Motortricycles and autocycles pay fee of \$10
 - Motor vehicles that have paid the alternative fuel decal fee required under Section 142.869. RSMo, would pay a fee equivalent to the total fee paid by motor vehicles with a rating greater than 60 MPG. This fee shall be in addition to any fee required under Section 142.869
- SB 201 (2019), *failed*
 - Proposed that noncommercial vehicles with a combined city/highway rating at less than 29 MPG shall pay a base fee of \$24
 - Vehicles rated at more than 29 MPG but less than 61 MPG would have paid an additional fee of \$6 per MPG exceeding 29 MPG
 - Vehicles rated at 61 MPG or more would have paid a fee equivalent to fee for a vehicle rated at 60 MPG

- Vehicles subject to the alternative fuel decal fee would have paid registration fees equal to those of vehicles rated at greater than 61 MPG; in addition to the fees required for the alternative fuel decal
 - No modification for motorcycles, motortricycles, or autocycles
 - If MPG rating can't be determined, motor vehicle would have been rated at 29 MPG or be rated if it is subject to the alternative fuel decal requirement
- HB 2301 (2020), *failed*
 - Proposed filing of MPG fuel ratings when vehicle is registered. Annual registration fee for non-commercial vehicles is determined based on motor vehicle's combined city/highway MPG rating
 - Vehicles with a rating of 19 MPG or less would pay \$25
 - Rating greater than 19 MPG, up to and including 29 MPG would pay \$32
 - Rating greater than 29 MPG, up to and including 39 MPG would pay \$39
 - Rating greater than 39 MPG, up to and including 49 MPG would pay \$46
 - Rating greater than 49 MPG, up to and including 59 MPG would pay \$53
 - Rating equal to or greater than 60 MPG would pay \$75
 - Annual registration fee for plug in electric hybrid vehicle would be \$112, and for electric vehicles, \$125
 - Annual registration fee for motorcycles, motortricycles, and autocycles would be \$10
- SB 906 (2020), *failed*
 - Proposed a fee of \$25 for vehicles 12,000 pounds and under
 - Registration fees for property carrying local commercial vehicles other than land improvement contractors' vehicles would have been increased to \$25 for vehicles 18,000 and under

Primary Transportation Funding Sources

- Fuel Taxes
 - Gasoline (\$0.22 gallon)
 - Diesel (\$0.22/gallon)
 - Alternative fuels (\$0.11 per gasoline gallon equivalent)³³
 - Jet Fuel (\$0.09)
- Vehicle Registration and Title Fees (registration fees are determined by the vehicle's taxable horsepower (HP))³⁴
 - Under 12 HP or electric vehicle or low speed vehicle - \$18.25/1 year fee
 - 12 – 23 HP - \$21.25/1 year fee
 - 24 – 35 HP - \$24.25/1 year fee
 - 36 – 47 HP - \$33.25/1 year fee
 - 48 – 59 HP - \$39.25/1 year fee
 - 60 – 71 HP - \$45.25/1 year fee

³³<https://afdc.energy.gov/laws/all?state=MO#:~:text=Alternative%20Fuel%20Tax&text=%240.11%20per%20GASOLINE%20GALLON%20EQUIVALENT%20from%20January,1%2C%202025%2C%20and%20beyond.>

³⁴<https://dor.mo.gov/motor-vehicle/titling-registration/fees.html#regisfees>

- 72 HP + - \$51.25/1 year fee
- Special Fees on Electric and Some Alternative Fuel Vehicles³⁵
 - Passenger Annual Fee for Electric, LP, and Natural Gas: \$90
 - Passenger Annual Fee for Plug-in Hybrid EV: \$45
 - 18,001 – 36,000 pounds Annual Fee for Electric, LP, and Natural Gas with a farm “F” tab on plate: \$120
 - 18,001 – 36,000 pounds Annual Fee for Plug-in Hybrid EV with a farm “F” tab on plate: \$60
 - 18,001 – 36,000 pounds Annual Fee for Electric, LP, and Natural Gas without a farm “F” tab on plate: \$180
 - 18,001 – 36,000 pounds Annual Fee for Plug-in Hybrid EV without a farm “F” tab on plate: \$90
- Sales Taxes on Motor Vehicle Sales and Leases
 - 4.225% of retail price
- Truck Registration Fees (determined by truck’s weight and whether truck will be used locally, 50 miles from home, or over a wider area)³⁶
- Driver’s License Fees:

PERMIT/DRIVER LICENSE/NONDRIVER ID FEES

Fees and duration of license are based on applicant's age at the time of transaction.

TYPE OF DOCUMENT	Valid up to 6 months	Valid up to 1 year	Valid up to 2-years	Valid up to 3 years	Valid up to 6 years	Non-expiring	Duplicate
INSTRUCTION PERMIT							
*Class A, B, or C Minimum age: 18		\$16					\$11
Class E Minimum age: 18		\$7					\$7
Class F Minimum age: 15		\$7					\$7
Class M Minimum age: 15 1/2	\$9.75						\$7
Class M Minimum age: 16	\$7						\$7
INTERMEDIATE LICENSE							
Class F Minimum age: 16			\$11				\$11
DRIVER LICENSE							
*Class A, B, or C Minimum age: 18				\$26	\$52		\$26 – 3 yr \$32 – 6 yr
*Class A, B, or C with “S” endorsement Minimum age: 70		New: \$13.50 Renewal: \$6					\$13.50
Class E Minimum age: 18				\$21	\$42		\$21 – 3 yr \$27 – 6 yr
*Class E with “S” endorsement Minimum age: 70		New: \$11 Renewal: \$6					\$11
Class F Minimum age: 18				\$13.50	\$27		\$13.50 – 3 yr \$19.50 – 6 yr
NONDRIVER ID							
Class ND No minimum age				\$18	\$18		\$18
Class ND Minimum age: 70						\$18	\$18

*Applicable fees for written and road tests are not included.

(08-2019)

³⁵ <https://dor.mo.gov/motor-vehicle/fuel-decals.html>

³⁶ <https://dor.mo.gov/motor-vehicle/titling-registration/fees.html#regisfees>

New Hampshire

Electric Vehicles

- HB 1649 (2020), *failed*
 - Proposed MPG increment ranges of \$10 for vehicles rated 20 MPG or less up to \$100 for vehicles rated over 50 MPG. Non-gasoline vehicles would have been assessed \$125
- HB 478 (2019), *failed*
 - Proposed a road usage fee for motor vehicles that have a MPG of 20 or greater, registered to travel on NH roads based on the equivalent miles per gallon of the vehicle
 - The road usage fee would have been calculated as \$111 minus the estimated road toll paid per year based on 10,000 miles of travel for each vehicle. The base amount of \$111 based on a 20 MPG vehicle that travels 10,000 miles (\$0.222 road toll X 500 gallons)
- HB 1763 (2018), *failed*
 - Proposed that the state would create a road usage fee schedule for vehicles rated over 20 MPG based on the equivalent miles per gallon of the vehicle.
 - Road usage fee would have ranged from 0 for vehicles that average less than 20 miles per gallon (MPG) up to \$111 for vehicles that average 51 MPG or more (including gasoline free vehicles)
- HB 621 (2017), *failed*
 - Proposed road usage fees upon registering a vehicle rated at 22.5 MPG or more based on the equivalent miles per gallon of the vehicle.
 - The fee would have been collected at the time of annual registration of the vehicle and deposited in a separate restricted road usage account within the highway fund
- HB 1602 (2016), *failed*
 - Proposed a road usage fee on vehicles with a fuel economy rating over 20 MPG and non-gasoline vehicles based on the equivalent miles per gallon of the vehicle.
 - The fee would have been collected at the time of annual registration of the vehicle and deposited in a separate restricted road usage account within the highway fund

Primary Transportation Funding Sources

- Fuel Taxes
 - Gasoline (\$0.222/gallon)
 - Diesel (\$0.222/gallon)
 - Alternative fuels (\$0.222/gallon)
- Vehicle Registration and Title Fees³⁷
 - 0-3,000 pounds - \$31.20
 - 3,001-5,000 pounds.- \$43.20

³⁷ <http://www.gencourt.state.nh.us/rsa/html/xxi/261/261-141.htm>

- 5,001-8,000 pounds.- \$55.20
 - 8,000-73,280 pounds. - \$0.96 per hundred pounds. gross weight
- Truck Registration Fees
 - Up to 73,280 pounds \$0.96 per 100 pounds gross weight
 - Over 73,280 pounds \$1.44 per each 100 pounds gross weight or portion in excess of 73,280
- Tolls
- Rest Area Sponsorship
- Rest Area Food or Fuel Concessions

Utah

Electric Vehicles

- The Utah Road Usage Charge Program began 01/01/2020 and allows fully electric vehicles, plug-in hybrid vehicles and gasoline hybrid vehicles to enroll in the program
 - As of 1/01/2022 the road usage charge rate is 1.52 cents per mile
 - If a registered owner chooses not to enroll their vehicle in the road usage charge program, they are subject to the annual flat fee in SB 136, but road usage charge program participants are not charged more in road usage charges annually than a vehicle type flat fee
- HB 362 (2015), *enacted*
 - Directs UDOT to continue researching road usage charges as an alternative to fuel tax
- SB 174 (2017), *enacted*
 - Creates the Transportation Governance and Funding Task Force and required a report on how the state could address statewide funding needs via user charges.
 - Recommendation was to authorize and direct UDOT to begin a road usage charge demonstration/pilot program as a potential future alternative to motor fuel
- SB 136 (2018), *enacted*
 - Requires UDOT to implement a road usage charge demonstration by 01/01/2020 instead of collecting an annual flat fee for electric vehicles, plug-in electric hybrid vehicles and gas hybrid vehicles
 - Requires UDOT to create a road usage charge Advisory Committee to lead the development of the road usage charge program
- SB 72 (2019), *enacted*
 - Reverses 2018 SB 136 that only authorized a demonstration program to allow a permanent road usage charge program
 - Directs UDOT to create rules regarding enrollment, withdrawal, and removal, mileage reporting, commercial account management (CAM), enforcement, and privacy and data sharing
- SB 150 (2020), *enacted*
 - Requires UDOT to submit a plan to the legislature with potential ways to enroll all registered vehicles in the state by 12/31/31
 - Reenacts certain reporting provisions originally approved in 2019 through SB 2001
- SB 82 (2021), *enacted*
 - Establishes the Road Usage Charge Program Special Revenue Fund within the state transportation fund to cover the costs of administering the road usage charge program

Primary Transportation Funding Sources

- Fuel Taxes
 - Gasoline (\$0.319/gallon)
 - Diesel (\$0.319/gallon)
 - Highway Use (variable rate- percentage of price, also to be indexed)
 - Alternative Fuels
- Vehicle Registration and Title Fees
 - \$46 for motorcycle
 - \$44 for motor vehicles of 12,000 pounds or less
 - \$31 for trailer or semitrailers over 750 pounds gross unladen weight
 - \$28.50 for commercial trailers or semitrailers 750 pounds or less gross unladen weight
 - \$120 for electric motor vehicles
 - \$52 for plug-in hybrid electric motor vehicles
- Road usage charge in lieu of registration (1.52 cents/mile)
- Sales Taxes on Rental Vehicles (2.5%)
- Truck Registration Fees (based on gross vehicle weight)
 - \$53 for farm truck over 12,000 pounds but not exceeding 14,000 pounds gross laden weight
 - \$9 for each \$2,000 pounds over 14,000 pounds gross laden weight
- Oversize/Overweight Truck Permit Fees (see chart)³⁸
- Tolls (range from \$0.25 to \$2.00)

³⁸ <https://www.udot.utah.gov/connect/business/motor-carriers/size-weight-permitting/oversize-overweight-provisions/oversize-non-divisible-load-provisions/oversize-non-divisible-load-permit-fee-schedule/>

Washington

Electric Vehicles

The Washington State Transportation Commission (WSTC) created a pilot project to test an operational road usage charge program using a flat per-mile rate (took state's average vehicle MPG of 20.5 and divided it by state gas tax of 49.4 cents per gallon). The 12-month study involved 2,000 participants and concluded that a road usage charge system was feasible and could out-produce the gas tax long-term to fund transportation needs. WSTC provided 16 recommendations on how Washington could manage the transition from a gas tax to a road usage charge system.

WSTC is now studying the first four tasks of the Forward Drive project:

1. Utilizing financial modeling that considers advancements and future adoptions of autonomous, connected, electric and shared vehicles as a growing component of roadway miles
 2. Conducting an in-depth analysis which will identify and measure potential disparate impacts of road usage charges to communities of color, low-income households, vulnerable populations and displaced communities
 3. Updating mileage reporting methods such as identifying and testing new technologies, as well as enhanced in-person mileage reporting options
 4. Collaborating with other states to explore strategies to reduce the administrative costs of collecting road usage charges
- SB 6001 (2014), *enacted*
 - Makes a biennial \$450,000 appropriation in 2014 to develop a work plan and concept of operations to move away from gas tax while introducing a road usage charge on a portion of vehicles and using the gas tax in the interim as a pre-payment mechanism to reduce collection costs and evasion
 - SB 6106 (2018), *enacted*
 - Requires period reporting on the road usage charge pilot to the road usage charge steering committee
 - HB 1160 (2019), *enacted*
 - Requires a final report on road usage charge pilot by January 2020, but to continue researching impacts of road usage charges on low-income households, vulnerable populations, and displaced communities
 - SB 5974 (2022), *enacted*
 - Requires all new buildings to have at least one parking space or 10% of parking spaces round to the next whole number be made-ready for Level 2 electric vehicle supply equipment
 - By 2023, all public EV charging stations must display all charges and fees

Primary Transportation Funding Sources

- Fuel Taxes
 - Gasoline (\$0.494/gallon)

- Diesel (\$0.494/gallon)
- Alternative Fuels
- Vehicle Registration
 - \$43.25 standard fee plus
 - 0-4,000 pounds +\$25
 - 4,001-6,000 pounds + \$45
 - 6,001-8,000 pounds + \$65
 - 8,001 pounds and over + \$72
- License Fees³⁹
 - Learner's Permit- \$25/1 year
 - Motorcycle Learner's Permit- \$15/180 days
 - 1st DL- \$89/6 years
 - ID Card- \$54/6 years or \$72/8 years
 - Renew DL- \$54/6 years or \$72/8 years
- Vehicle Title Fees
 - \$15.50 title transfer fee
- License Plate Retention Fees (\$20)⁴⁰
- Special Fees on Electric Vehicles
 - \$150 electric vehicle fee
 - \$75 electrification fee (for electric and hybrid vehicles)
- Sales Taxes on Motor Vehicle Sales (0.3%) and Rental Vehicles (5.9%)
- Tolls (see website)⁴¹
- Studded Tire Fees (\$5 studded tire fee and \$1 tire fee)
- Congestion Pricing/Variable Tolling/High-Occupancy Toll (HOT) Lanes (\$0.50-\$9.00 based on speed of vehicles in the lane)

³⁹ <https://www.dol.wa.gov/driverslicense/fees.html>

⁴⁰ [https://apps.leg.wa.gov/rcw/default.aspx?cite=46.17.200#:~:text=\(b\)%20A%20license%20plate%20retention,vehicle%20is%20exempt%20from%20payment](https://apps.leg.wa.gov/rcw/default.aspx?cite=46.17.200#:~:text=(b)%20A%20license%20plate%20retention,vehicle%20is%20exempt%20from%20payment)

⁴¹ <https://wsdot.wa.gov/travel/roads-bridges/toll-roads-bridges-tunnels/good-go-accounts-passes>