

Revenue Policy Visualization Tool

Barriers Addressed:



Mapping the Money: A Tool to Navigate Policy Options

As states grapple with the funding options available to augment or replace the fuel tax, many wonder about the projected impacts of different policies. As part of Phase 5, the Coalition developed an interactive state-level revenue policy visualization tool customized for two states. Designed to support and inform internal deliberation, the tool allows transportation agencies to explore the impacts of changing existing revenue policies and/or adding new ones. It allows users to choose transportation policies and the tax/fee amounts.

Based on those selections, the tool generates forecasts of total transportation revenues through 2050 using state-specific data. The tool also provides users more than 20 distinct revenue policy options, representing a wide variety of revenue mechanisms. These include adjusting existing fuel taxes, including an age-based fee for light vehicles, adding an MBUF for heavy vehicles, or introducing a delivery fee. The user selects their desired policies and sets their desired rates; then the tool provides a visual forecast to understand the implications of the potential policy scenarios.

Create A New Revenue Policy

Select a Policy option from the list below. Once you choose a new policy, you will be prompted to enter the applicable rates and timeline.

Fuel Tax Policies

GASOLINE TAX STEP INCREASE

DIESEL TAX STEP INCREASE

GASOLINE TAX INFLATION INDEXING

DIESEL TAX INFLATION INDEXING

PUBLIC CHARGING KILOWATT-HOUR
(KWH) TAX

Vehicle Registration Fees

BASE LIGHT VEHICLE REGISTRATION FEE

VALUE TAX ON ALL LIGHT VEHICLES

HYBRID VEHICLE REGISTRATION FEE

AGE-BASED FEE FOR ALL LIGHT VEHICLES

PHEV REGISTRATION FEE

MPG-BASED FEE FOR ALL LIGHT VEHICLES

ELECTRIC VEHICLE (EV) REGISTRATION FEE

WEIGHT-BASED FEE FOR ALL LIGHT
VEHICLES

BASE HEAVY VEHICLE REGISTRATION FEE

MISCELLANEOUS REGISTRATION
REVENUE

Mileage-Based User Fees

MBUF FOR LIGHT VEHICLES

MBUF FOR HEAVY VEHICLES

Other Policies

DELIVERY FEE

VEHICLE TITLING DOCUMENT FEE

FOR HIRE TRANSPORTATION FEE

TOLL REVENUE

GENERAL FUND TRANSFER

Revenue mechanisms included:



Fuel Tax policies include options like gasoline or diesel tax step increases, which demonstrate how incremental rate adjustments can help slow the decline of fuel tax revenues.



Vehicle Registration Fees, such as surcharges based on engine type, provide an alternative revenue stream.



MBUF, which can be applied to both light and heavy vehicles, provide a road usage-based revenue model that many states are actively exploring as the future of fuel tax becomes uncertain.



Other Policies, such as retail delivery fee, document fee, or fees on transportation network companies.

Revenue Tool Outputs

As a primary output, the tool produces charts that display revenue by mechanism type in 4- or 5-year increments (depending on state preference) through 2050, enabling users to understand both short- and long-term revenue potential. In addition to a series of charts, the tool produces output maps that demonstrate the impact of the user's policy choices on each county to help ensure the impacts of policy decisions are well understood.

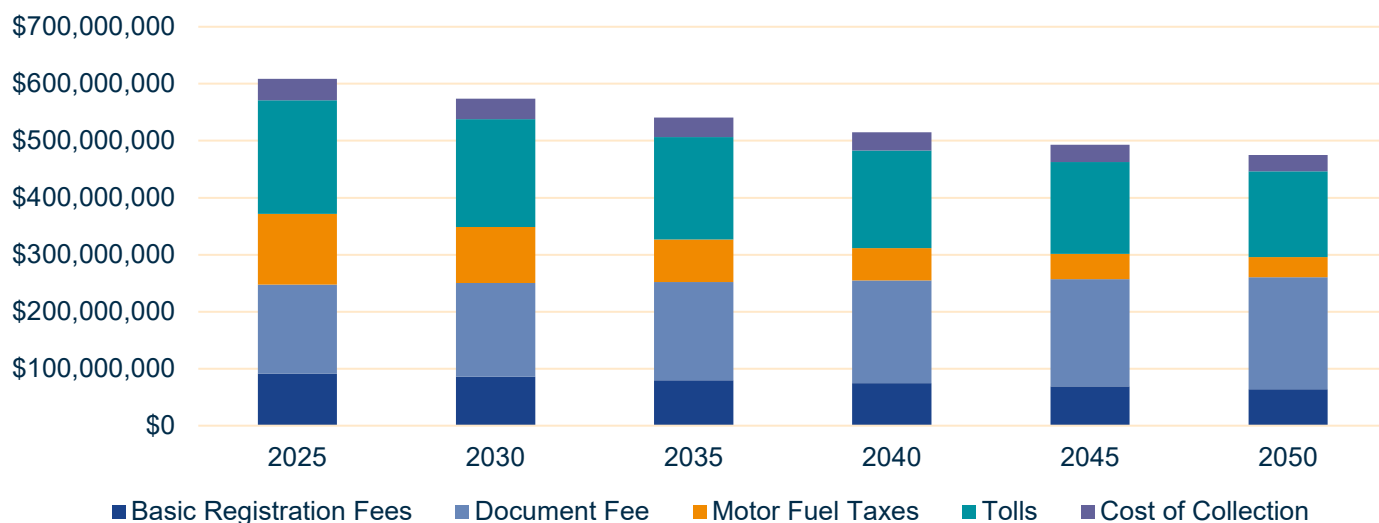


This customized tool provides meaningful and actionable insights that align with our state's unique needs and policies. Transportation funding challenges affect all states, and this tool can help educate decision makers about the problem and support policy changes.

-- Delaware DOT



Revenue Policy Visualization Tool Output Example



Maps of geographic vulnerability by county contextualize policy decisions and the geographic areas of the state likeliest to pay the most in relation to their income and cost of living.

Learn more: Appendix B: *Revenue Visualization Tool User Guide*