



TRUCK MILEAGE TAX ALTERNATIVES FOR DISCUSSION

- Use of federal COVID relief funds that are being distributed to states. (as Gov Lamont is doing for free CT Fastrak bus service this summer. Will allow CT to buy some time and see what a federal infrastructure package might do for CT. For example, earmarks could end up funding some major projects)
- Sales tax revenue transfer from General fund to Special Transportation Fund (Comptroller Lembo projects [\\$180 million surplus](#) in General Fund, vs Gov Lamont wanting to raise \$180 million for STF)
- Transfer certain expenses out of STF and into General Fund as outlined in [Sculley legislative testimony](#) (for same reason as previous point)
- Some reduction in train fare subsidies

REVENUE ITEMS FOR DISCUSSION

- Slight increase in registration fees applicable to ALL vehicle classes (motorcycles, passenger cars, commercial, IRP, etc.) (This should also bring in more revenue from out-of-state trucks through IRP)
- Additional annual electric vehicle fee (EV purchasers are getting \$7,500 tax credit; EV purchasers are wealthy, as discussed [here](#))
- Elimination of Petroleum Gross Receipts Tax (PGRT), to be replaced by a fixed, per-gallon excise tax, that would apply to both gas and diesel. The new, fixed rate could be set at a slightly higher rate than what it currently amounts to as a result of the PGRT (currently about 10.75 cents/gallon, [per API](#)). (This should also bring in more revenue from out-of-state trucks through IFTA) (Would protect against revenue loss if the price of fuel drops, like it did during the COVID pandemic.)
 - Index new, fixed gas and diesel tax rates to inflation
 - “True up” current discrepancy in base per gallon rate for gas vs diesel tax (25 vs 29 cents/gallon)

PARAMETERS

- Truck mileage tax is removed from consideration
- TCI is removed from consideration
- New funds generated are heavily invested (80% or more) in highway, road, and bridge projects in order to relieve [congestion](#)