

WHAT OTHERS ARE SAYING

“While the gas tax has been a critical funding source for transportation improvements, it is becoming less effective as a user-based revenue mechanism. We need to explore new solutions that ensure transportation funding is fair and sustainable.”

ASSEMBLYMEMBER. LORI WILSON (D-SUISUN CITY)

“In the new normal of year-round fire season and stronger, more frequent storms, our transportation system will be put under strain that our funding programs and our revenue mechanisms were not designed for. This is a challenge that has no single solution.”

**TANISHA TAYLOR, EXECUTIVE DIRECTOR OF THE
CALIFORNIA TRANSPORTATION COMMISSION**

“We are going to lose revenue soon ... visibly within the next few years ... and by 2040 we will almost certainly [have] lost a lot of revenue on an annual basis.”

ASHA AGRAWAL, EDUCATION DIRECTOR AT MINETA TRANSPORTATION INSTITUTE

“The LAO is right on the gas tax. We have a little bit of time, but I’ll stipulate that we don’t have that much time, and it’s competing with a lot of other priorities right now.”

SENATOR DAVE CORTESE (D-SAN JOSE)

“The first thing is roads are going to get worse. We’re predicting that probably about a third of the road system, that’s 50,000 miles plus or minus, is probably going to be in poor or failed condition.”

**MARGOT YAPP, PRESIDENT & CEO, NCE, MANAGER FOR
LOCAL STREETS AND ROADS NEEDS ASSESSMENT REPORT**

“State decision-makers have long known that stagnant gas tax rates, inflation, and increased fuel efficiency are eroding gas tax revenue, the dominant funding source for their transportation funds. As the demands on roads increase from users who don’t pay gas taxes—including those with high-efficiency vehicles or bicycles—transportation funding models are diverging from their original “user pays” revenue strategies.”

LIZ FARMER, STATE FISCAL POLICY OFFICER
FATIMA YOUSOFI, SENIOR OFFICER, PUBLIC SECTOR RETIREMENT SYSTEMS
MOLLIE MILLS, OFFICER, PUBLIC SECTOR RETIREMENT SYSTEMS

“These revenues are declining due to increased vehicle fuel economy and the shift toward zero-emission vehicles, which do not rely on traditional fuel sources and whose drivers therefore pay no fuel tax. This challenge is not unique to California as states across the country are looking at alternative revenue mechanisms to fund transportation. Ultimately, the replacement of the state fuel tax with a more sustainable funding source will allow the state to deliver a safer, more equitable, cleaner transportation system that supports economic growth while continuing to invest in the ongoing transportation maintenance needs at the state and local level.”

CALIFORNIA TRANSPORTATION COMMISSION

“The gasoline tax — long the backbone of transportation funding — has lost potency as vehicles become more efficient. According to data compiled by the Pew Charitable Trusts, some states collected less from motor fuel taxes in 2021 than during the administrations of George W. Bush or Bill Clinton.”

ADAM ATON, POLITICO

“The way we see it, we’re staring both down a steep slope of declining revenues, as well as an absolute cliff.”

**JAMES CORLESS, EXECUTIVE DIRECTOR OF THE
SACRAMENTO AREA COUNCIL OF GOVERNMENTS**

“The decline of fuel-tax revenues resulting from EVs never needing to visit a gas pump will further diminish state and local governments’ ability to maintain our deteriorating network of roads, highways and bridges. At the same time, governments will be faced with increased expenditures due to aging road infrastructure that is threatened by extreme weather events.”

**JAY GOLDEN, PROFESSOR OF ENVIRONMENTAL SUSTAINABILITY AND FINANCE
AT SYRACUSE UNIVERSITY**

