



RHODE ISLAND TRUCKING ASSOCIATION, INC.

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May 21, 2025

Honorable Marvin Abney, Chairman
Rhode Island House Committee on Finance
82 Smith Street
Providence, Rhode Island 02903

RE: H-5777 SUPPORT

Chairman Abney and Committee Members:

On behalf of the five hundred members of the Rhode Island Trucking Association, the trucking industry, and small businesses throughout the state, I write to you in support of H5777, a timely bill which would repeal the act authorizing toll facilities on state roads.

We believe that the pending proposal to reinstate truck tolls without the previously agreed-upon daily caps would have severe and detrimental consequences for Rhode Island businesses, consumers, and the local trucking industry. Without caps, it has been estimated that 94% of the burden would fall upon local commerce. Further, the notion of any reduction in rates is not acceptable: whether at the original full rate or a reduced rate, 94% is 94%.


Whether truck tolls are re-introduced for the General Assembly to consider through a stand-alone bill or a budget article, what we support and encourage above all is an informed decision by the members of the General Assembly.

The trucking industry is a vital contributor to Rhode Island's economy. Uncapped tolls would inevitably lead to:

- > Increased costs for consumers: Higher transportation costs will be passed on to consumers in the form of higher prices for goods and services.
- > Reduced competitiveness for Rhode Island businesses: Businesses that rely on trucking will be at a disadvantage compared to businesses in neighboring states without such tolls.
- > Job losses: Some businesses may be forced to reduce operations or relocate outside of Rhode Island to avoid the increased costs.

As we did a decade ago, we have offered alternative funding mechanisms which would generate revenue for infrastructure improvements while minimizing the negative impact on Rhode Island businesses and consumers. Further details of those alternatives and other critical factors to be considered are included in the attached documents.

The current pause in the program offers an important opportunity for legislators to fully vet the full impacts of truck tolling and whether, in balance and now one decade later, this legislation serves the greater good of Rhode Island. We very respectfully ask for your diligence on this bill, and further, any other actions related to tolling.

Sincerely,


Christopher J. Maxwell
President & CEO



EXCLUSIVE R.I. AFFILIATE

The Future of Rhode Island's Infrastructure Funding

How We Got Here:

In 2015, Governor Gina Raimondo introduced truck-only tolling as part of her Administration's RhodeWorks program. The scheme was sold to the public and General Assembly to avert a safety crisis brought by statewide bridge deficiencies and one that could only be solved through an additional layer of funding beyond traditional means such as fuel taxes. Rhode Island exercised its right to toll overpasses under the Federal Highway Administration (FHWA) interstate bridge exemption rule that allowed tolling of certain structures on the interstate network which commanded an extra layer of funding. Structures such as bridges and tunnels have often been considered for these exemptions. Armed with that very narrow interpretation of the bridge exemption, the initial RhodeWorks program sought to impose tolls statewide on commercial vehicles Class 4 (typically a delivery van or landscape stake body) and higher classes to include tractor trailers by placing gantries in proximity to highway bridge overpasses. This legislation was held back by then Speaker Nicholas Mattiello citing concerns over the punitive burden the tolling scheme would place on Rhode Island businesses operating commercial vehicles or that are reliant on commercial vehicles to conduct business. The program's intent was to gain additional revenue from trucks passing through Rhode Island on the interstate who were believed to be 'getting a free ride' and 'doing all of the damage', points that have been effectively refuted.

In 2016, a revised version of RhodeWorks was introduced that narrowed the approach to specifically target only tractor-trailer combinations (class 8 commercial motor vehicles) for tolling thus exempting all other vehicles from tolling. This version also included a series of daily aggregate, interstate corridor and per gantry, per vehicle, per direction, per truck caps on the tolls charged to alleviate the financial burden on local companies relative to out-of-state plated companies. On an important side note, Rhode Island's leaders proposed several 'relief' measures to lessen the impact on local commerce such as tax credits and reduced registrations which were both deemed as potentially discriminatory due to the local nature of the relief. For example, a 50% reduction in registration fees for R.I. registered commercial vehicles meant that all interstate commercial vehicles traversing Rhode Island's roadways were eligible for the discount because unlike cars, interstate trucks are registered in every state via the Interstate Registration Plan (IRP). This reciprocity program means that each state (and Canadian province) receives apportioned registration fees (and fuel taxes under a similar reciprocity agreement) at the state's rate in accordance with a vehicle's miles traveled in each jurisdiction. In other words, the narrative bolstered by tolling proponents that out-of-state trucks get a free ride is/was entirely flawed. The short-lived 50% registration fee discount program was then abruptly halted upon acknowledgement the state would see a significant reduction in registration fee revenue from the same interstate motor carriers in the cross hairs of the RhodeWorks tolling ploy. To exclude apportioned registrations from the proposed registration relief plan would have been blatantly illegal and unconstitutional.

Ultimately, the truck-only toll legislation was passed in 2016, and the first tolls were collected in June of 2018. The American Trucking Associations (ATA) filed suit in federal court later that year and a decision was rendered by Judge William Smith in September of 2022 ruling that truck-only tolls were unconstitutional. During the period between 2018 and 2022, some \$100 million dollars was collected from trucking companies and Rhode Island businesses operating commercial vehicles.

Those illegally collected tolls remain a matter of interest to a group of carriers who seek to recoup their losses through legal means.

In December of 2024, the First Circuit Court of Appeals upheld that the current version of the legislation, as written, was unconstitutional and could only be made legal by the removal of the caps. This has cleared the way for tractor-trailers to be tolled exclusively should Rhode Island's current leadership decide to reactivate the tolling gantries. ATA, meanwhile, is weighing all legal and regulatory avenues and has also petitioned for a return of its legal fees due to the court's decision deeming the truck-only toll program as unconstitutional.

The Damage Myth

RhodeWorks was based on the false narrative that trucks are responsible for Rhode Island's infrastructure woes. However, the legislation as written carves out the heaviest, one-unit trucks that, by the Federal Highway Administration (FHWA) engineering standards exert the most weight due to the short wheelbase and fewer axles. While a tractor-trailer can legally weigh up to 80,000 lbs., the average tractor-trailer weighs far less (according to the EPA, the average tractor-trailer combination weight is about 35,000 lbs. and over 90% of rigs weigh less than 73,000 lbs. fully loaded) and that weight is dispersed across 4 to 5 axles. A single unit dump truck with 3-axles on a 28–30-foot wheelbase weighs 76,400 lbs. with a Rhode Island Department of Transportation (RIDOT) issued overweight permit. Rhode Island issues, for a fee, an annual divisible overweight permit for trucks weighing up to 104,800 lbs., far more than the federally allowed 80,000 lbs. The "State of Rhode Island Comparative Revenue Report" shows the state derives \$3 million dollars annually from divisible load permit fees, overweight and oversize load permit fees. Where that money goes is unclear. While it is common for states to offer these permits for a fee, it is hypocritical at best for RIDOT to issue these permits for revenue generation while, at the same time, blaming trucks for bridge deterioration.

Bridges carry FHWA approved weight limits that can last indefinitely, e.g. not contribute to fatigue degradation, unless the following factors contribute to their deterioration:

- Poor design
- Poor construction and oversight
- Deficient maintenance
- Excessively overloaded trucks

For decades, Rhode Island had NO bridge maintenance programs, which ultimately led to the deterioration of the bridges throughout the state.

RIDOT Today:

RIDOT should be commended in many ways for its accomplishments over the past decade. Most notably, as attested to by Director Peter Alviti in his February 13th oversight hearing, the agency has solved its funding problem having replaced nearly 300 bridges and now having the resources to fund the new span of the Washington Bridge. The agency has expended \$4.8 billion dollars over the past eight years and now commands an annual budget nearing one billion dollars (see RIDOT's 2016-2024 budget).

While those are positive steps, this agency has historically lacked accountability for its shortcomings. In 2015, after decades of neglect of RI's bridges, it pivoted to identify a convenient

scapegoat in trucking as the root cause of the problem. Fast forward ten years, the agency, in the wake of the failure of the eastbound Washington Bridge, they again pointed the finger first at trucks and later at the contractors who worked on the bridge. The demise of this structure occurred under their watch. A full audit and detailed analysis of RIDOT must be conducted in terms of its efficiency, practices and current financial needs prior to any increased funding. Simply funding this agency ‘in perpetuity’ on the backs of Rhode Island’s businesses and consumers is neither appropriate nor acceptable.

The Impacts of Removing the Protective Caps:

The inclusion of protective caps in the final version of the RhodeWorks legislation was a promise made with the state’s business community and important to its passage in the General Assembly. Clearly, legislators in 2016 responded to the concerns of those engaged in local commerce and supply chain that the current structure of the scheme would levy repeated tolls to local trucks that were unsustainable. Most notably, the \$40 maximum daily cap gave predictability and protection to carriers and the per gantry caps ensured that repeated trips on commonly used interstate routes would not be overly burdensome to the local companies. We now know that the caps are unconstitutional which should render the program null and void.

If the plan were to go forward as is, here are some statistics that illustrate the burdens to local trucks with the removal of caps:

- With caps in place, RI trucks would pay \$393,013 per month. Removal of caps would cost 23% more, or \$118,146 per month (\$1.42M annually).
- In total, with caps lifted, RI trucks would pay \$511,159 per month (\$6.13M annually).
- The average toll for RI trucks would be \$4.07. Again, that’s 23% higher than with caps.
- Because the I-95 through trip toll cap was set at \$20, and the toll rates at gantries on that route totaled below \$20, the caps didn’t apply. Nor did the \$40 daily cap apply since a single round trip is below \$40. Lifting the caps would primarily affect trucks making deliveries to and from RI locations. This conclusion is backed up by the Louis Berger study, which found that only 6% of tractor-trailer trips are through trips. Therefore, at least 94% of the costs of lifting the caps will be borne by RI businesses.
- As an illustration, the analysis identified one truck that accumulated over \$218 in tolls in a single day but paid \$40 based on the daily cap. Removing the cap would have a major impact on commerce in RI and the cost of goods and services would increase exponentially.

The initial intent of RhodeWorks was, as previously noted, to collect tolls from interstate carriers passing through on our state’s highways. Clearly, this theory was ill-conceived as only 6% of tractor trailer trips are ‘through trips’ shifting the burden to trucks deliveries in and out of Rhode Island. The fact that 94% of the uncapped burden will be borne by our local businesses has very serious consequences as follows:

- The costs of repeated and excessive tolls will be passed along to the consumer increasing our state’s cost of living
- These costs will adversely affect Rhode Island’s competitiveness in attracting new businesses
- Existing businesses will leave and/or realign their freight volume
- Carriers would have a financial incentive to avoid the tolls by diverting trucks away from the interstates and onto local roads (which trucks are legally permitted to do) that, unlike

interstates, are not designed to handle this type of traffic thus accelerating road degradation, increasing road maintenance costs for localities, increasing congestion on local roads, and heightening safety concerns.

Without caps, the daily, per truck cost escalates to an unsustainable level. In real time, one Rhode Island carrier has projected \$42 in tolls per round trip between Johnston and East Providence (Plainfield Pike @ \$6.50, Rte. 6 @ \$5.00, Seekonk River Bridge @ \$9.50). With 10 trucks on this route doing 7 trips per day, the cumulative cost incurred by this carrier escalates from \$400 per day to \$2870 per day.

Alternatives to Tolling:

The trucking industry and commercial vehicle operators currently contribute to Rhode Island's infrastructure paying and estimated 24% of all revenue generated despite representing only 6% of the current usage. Our industry has never shirked its financial responsibility, and, despite a decade of unprovoked challenges and difficulty, our Association remains open to discussing increased contributions through existing mechanisms that are more efficient, reliable, easy to collect, equitable, and comprehensive of all heavy-duty commercial users. They are as follows:

- Increase the Diesel Tax (See the American Transportation Research Institute (ATRI) Annual State Highway User Taxes Report)
 - Rhode Island's diesel tax rate currently stands at 37 cents which ranks our state as #41 of 50. California ranks 1st with the most expensive diesel tax rate of \$1.023, while Alaska ranks 50th at 9 cents as the least expensive.
 - Diesel tax is paid for at the pump by Rhode Island commercially registered vehicles while International Fuel Tax Agreement (IFTA) registered trucks pay to the states, the fuel tax rate per mile based on the state they drive in regardless of where they fill up. Hence, Rhode Island receives the appropriate fuel tax funding from every truck that travels within or through Rhode Island whether it is at the pump within our state or through their IFTA reporting. (The International Fuel Tax Agreement (IFTA) is a fuel consumption tax agreement among states and Canadian provinces to simplify the reporting of fuel used by interstate/inter-jurisdictional motor carriers.
 - An increase in the diesel tax would increase the state funding equal to the miles traveled and consumption by all users. The annual increases or benefits can easily be calculated by the state budget planners based on historical data of diesel taxes. With an already low ranking, there is ample room for an increase while, at the same time, collection and remittance of fuel tax is already in place with far less administrative and any cost increase will go directly to the Transportation Trust Fund and will be available to RIDOT and the State to be used for infrastructure projects, maintenance and repairs.
- Truck Registration Fee Increase
 - An increase in both Rhode Island heavy duty commercial registrations and IRP-apportioned registrations by interstate carriers will generate additional revenue for the Highway Trust Fund
- Overweight Permit Fee Increases

- A significant number of carriers – both interstate and intrastate - operate under the privilege of RIDOT-issued oversize and overweight permits. These fees net the state several million dollars. A modest increase in these fees, if they remain dedicated to bridges, would be appropriate and acceptable.
- Enforcement & Fines Increased
 - Armed with the latest technology, Rhode Island's enforcement community can now better identify grossly overweight carriers who abuse their permit privileges and contribute to bridge damage. An increase in the existing fine structure will provide additional resources and should be dedicated to bridge maintenance and repair.
- Zero Emission Vehicle (ZEV) Fees
 - Non-fuel consuming commercial vehicles can be assessed an initial fee at registration and annually for their road usage

Conclusion:

Trucking is the circulatory system of Rhode Island's economy. Twelve toll gantries in just over a 1000 square mile economic zone are the equivalent of supply chain cholesterol that makes Rhode Island less healthy and prosperous. Twelve uncapped toll gantries are the plaque in the arteries that cause a systematic failure to our supply chain, undermine our existing base of business, and thwart outside investment. A prominent Rhode Island retailer has recently stated that tolls increase the cost of everything shipped into, out of, and within Rhode Island.

Truck-only tolling is bad policy. The cost of reactivating the gantries will be significant and will take money from the funds needed to repair and maintain the roads. Tolls are permanent, expensive to collect and less efficient than the current fuel taxes. Utilizing one or some of the alternative funding options suggested above would be more efficient, nimble and predictable revenue tools that would both reinvigorate Rhode Island business owners and send a strong message that Rhode Island is, in fact, healthy and open for business. At best, toll revenue projections amount to a mere pittance of RIDOTS' growing and robust budget. After diversion around gantries, evasion of payment, ongoing fees and maintenance costs, and ongoing legal fees, this yield diminishes exponentially making the predictability of other sources more attractive and on par with toll revenue.

Truck tolling was conceived out of a financial need that no longer exists and to appease the special interests related to one state agency. Given the current fiscal health of RIDOT, the decision to impose tolls at this juncture is not necessary.

Rhode Island's leaders are, once again, openly discussing ways they can help our businesses offset the impact of tolls. Thus far, all attempts to do so - tax credits, truck registration discounts and, most notably caps, have all been determined by the courts as unconstitutional and impeding interstate commerce. The state cannot pass out relief to locals to offset financial burdens brought on by a program that impacts interstate commerce. Any attempts to do so will, no doubt, be met with legal action.

As I conclude this, the U.S. Secretary of Transportation is terminating New York's congestion pricing scheme - another tolling program that tries to circumvent the intent and spirit of the interstate

bridge exemption, asking users to pay for bridges and tunnels they have already paid for, and adversely affecting commerce. Regardless of the recent legal decision and partial reversal, it is very clear that the fate and future of schemes such as Rhode Island's truck-only tolling scheme will continue to play out in the legal and regulatory arenas.

Our industry and membership appreciate the opportunity afforded to us to share our perspective. This juncture affords us a fresh opportunity to close a dark chapter and set a new and collaborative course for sustained and equitable infrastructure funding using the proposed mechanisms. To that end, the greater good of our state would be best served by permanently ending truck-only tolling.

We stand together ready to support the infrastructure investments needed to protect and maintain the safety of our roads and bridges (our daily workplace) with one or several of the alternative mechanisms we suggested. Each of the revenue estimates can easily be calculated and will go directly to the transportation trust fund to help sustain and improve Rhode Island's infrastructure.

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Trucking's Economic Impact In Rhode Island (See RI Trucking Fast Facts):

Trucks move America and Rhode Island. We have 'Nothing Without Trucking'. The contributions of the industry beyond these core observations are many:

- There are 3950 trucking companies in Rhode Island – mostly small businesses operating trucks to sustain and perpetuate their business
- Trucking employs almost 19,000 Rhode Islanders or 1 in 23 jobs in the state
- Trucking wages exceed \$1 billion dollars annually
- 87.7 % of goods are shipped by truck in Rhode Island
- 98.4% of our state's manufactured goods are shipped by truck

The Financial Contributions of Trucking to Rhode Island's Infrastructure:

Throughout the decade-long debate over truck-only tolls, attempts at minimizing what the industry pays fell flat when these facts were provided. The trucking industry pays nearly one quarter of all road taxes owed by Rhode Islanders despite representing less than 10% of the vehicle miles traveled in the state. The combined federal and state roadway taxes paid are over \$60 million annually.

Summary of the federal highway user taxes paid by commercial vehicles:

Federal diesel tax of \$0.244 on 16,000 gallons	\$3904
Federal heavy vehicle use tax on an 80,000 lb. combo	\$550
Federal 12% excise tax on a \$200,000 purchase price, (\$150,000 Tractor, \$50,000 Trailer) (amortized over 4 years)	\$6000
Federal tire excise tax on 4 tires, (max weight at 6,175 lbs, - 3500 lbs, *[9.45 cents for every 10 lbs]) (18 per year but assuming the other 14 are untaxed retreads)	\$102
Total: \$10,556	

As exhibited above, a typical five-axle tractor-trailer pays \$10,556 annually with an additional \$6,964 in state taxes paid for a total of \$17,520 per truck (see ATRI Annual State Highway User Taxes). Included in these amounts are diesel taxes paid through the International Fuel Tax Agreement (IFTA) and registration fees paid through the International Registration Plan (IRP) as Rhode Island receives apportioned payments for each mile travelled in Rhode Island. It should be noted that Rhode Island ranks nationally as 41st in fuel/diesel tax rate and 16th in registration fees.

To summarize, trucks disproportionately pay more than their fair share through the current mechanisms in place.

RIDOT's Budget: 2016 - 2024

2024	\$859,089,110
2023	\$796,714,466
2022	\$767,880,998
2021	\$607,343,003
2020	\$648,773,516
2019	\$591,021,131
2018	\$514,065,072
2017	\$478,457,845
2016	\$463,816,478

- *As "Enacted"*

- *Per Rhode Island Office of Management & Budget*

Annual State Highway User Taxes

On A Typical 5-Axle Tractor-Semitrailer Combination

State	Annual Registration & Weight Fees ¹ (As of 1/1/2025)	State Ranking by Annual Registration & Weight Fees	Diesel Fuel Tax Rate (\$/g) ² (As of 10/2024)	State Ranking by Diesel Fuel Tax Rate	Fuel Tax on 16,000 Gallons	Third Structure Tax Rate (\$/mile)	Third Structure Tax on 100,000 Miles (\$)	Total Annual State Hwy User Fees (\$)	Federal Fuel, Heavy Vehicle Use, and Excise Taxes ³	Total State and Federal Hwy User Fees	State Ranking by \$ Total
Alabama	\$815	46	0.300	26	\$4,800	-	-	\$5,615	\$10,556	\$16,171	42
Alaska	\$351	49	0.090	50	\$1,432	-	-	\$1,783	\$10,556	\$12,339	51
Arizona	\$3,957	3	0.260	37	\$4,160	-	-	\$8,117	\$10,556	\$18,673	20
Arkansas	\$1,553	27	0.285	29	\$4,560	-	-	\$6,113	\$10,556	\$16,669	34
California	\$3,161	8	1.023	1	\$16,368	-	-	\$19,529	\$10,556	\$30,085	3
Colorado	\$5,581	1	0.285	29	\$4,560	-	-	\$10,141	\$10,556	\$20,697	9
Connecticut	\$1,546	28	0.524	5	\$8,384	0.1000	\$10,000	\$19,930	\$10,556	\$30,486	2
Delaware	\$1,390	31	0.220	43	\$3,520	-	-	\$4,910	\$10,556	\$15,466	44
Florida	\$1,322	34	0.395	14	\$6,315	-	-	\$7,637	\$10,556	\$18,193	25
Georgia	\$1,000	42	0.362	17	\$5,792	-	-	\$6,792	\$10,556	\$17,348	31
Hawaii	\$300	50	0.185	48	\$2,960	-	-	\$3,260	\$10,556	\$13,816	50
Idaho	\$3,385	5	0.320	23	\$5,120	-	-	\$8,505	\$10,556	\$19,061	19
Illinois	\$2,890	10	0.757	2	\$12,112	-	-	\$15,002	\$10,556	\$25,558	4
Indiana	\$2,236	16	0.590	4	\$9,440	-	-	\$11,676	\$10,556	\$22,232	7
Iowa	\$1,695	25	0.325	22	\$5,200	-	-	\$6,895	\$10,556	\$17,451	30
Kansas	\$1,870	21	0.260	37	\$4,160	-	-	\$6,030	\$10,556	\$16,586	37
Kentucky	\$2,442	14	0.346	20	\$5,536	0.0285	\$2,850	\$10,828	\$10,556	\$21,384	8
Louisiana	\$504	48	0.200	45	\$3,200	-	-	\$3,704	\$10,556	\$14,260	49
Maine (4)	\$837	45	0.312	24	\$4,992	-	-	\$5,829	\$10,556	\$16,385	40
Maryland	\$1,820	22	0.469	10	\$7,496	-	-	\$9,316	\$10,556	\$19,872	12
Massachusetts	\$1,600	26	0.240	39	\$3,840	-	-	\$5,440	\$10,556	\$15,996	43
Michigan	\$1,992	19	0.480	8	\$7,680	-	-	\$9,672	\$10,556	\$20,228	11
Minnesota	\$1,760	23	0.285	29	\$4,560	-	-	\$6,320	\$10,556	\$16,876	32
Mississippi	\$3,298	6	0.180	49	\$2,880	-	-	\$6,178	\$10,556	\$16,734	33
Missouri	\$1,720	24	0.270	34	\$4,320	-	-	\$6,040	\$10,556	\$16,596	36
Montana	\$1,148	39	0.298	27	\$4,760	-	-	\$5,908	\$10,556	\$16,464	39
Nebraska	\$1,340	33	0.296	28	\$4,736	-	-	\$6,076	\$10,556	\$16,632	35
Nevada	\$3,145	9	0.270	34	\$4,320	-	-	\$7,465	\$10,556	\$18,021	27
New Hampshire	\$800	47	0.222	42	\$3,552	-	-	\$4,352	\$10,556	\$14,908	46
New Jersey	\$1,223	37	0.493	7	\$7,888	-	-	\$9,111	\$10,556	\$19,667	14
New Mexico	\$172	51	0.210	44	\$3,360	0.0438	\$4,378	\$7,910	\$10,556	\$18,466	21
New York	\$1,208	38	0.396	13	\$6,328	0.0546	\$5,460	\$12,996	\$10,556	\$23,552	6
North Carolina	\$2,205	17	0.403	12	\$6,448	-	-	\$8,653	\$10,556	\$19,209	18
North Dakota	\$1,059	40	0.230	41	\$3,680	-	-	\$4,739	\$10,556	\$15,295	45
Ohio	\$1,395	30	0.470	9	\$7,520	-	-	\$8,915	\$10,556	\$19,471	15
Oklahoma	\$1,285	36	0.190	47	\$3,040	-	-	\$4,325	\$10,556	\$14,881	47
Oregon	\$998	43	0.000	51	\$0	0.2594	\$25,940	\$26,938	\$10,556	\$37,494	1
Pennsylvania	\$2,764	12	0.741	3	\$11,856	-	-	\$14,620	\$10,556	\$25,176	5
Rhode Island	\$1,044	41	0.370	16	\$5,920	-	-	\$6,964	\$10,556	\$17,520	29
South Carolina	\$4,391	2	0.280	32	\$4,480	-	-	\$8,871	\$10,556	\$19,427	17
South Dakota	\$1,457	29	0.280	32	\$4,480	-	-	\$5,937	\$10,556	\$16,493	38
Tennessee	\$1,386	32	0.270	34	\$4,320	-	-	\$5,706	\$10,556	\$16,262	41

State	Annual Registration & Weight Fees ¹ (As of 1/1/2025)	State Ranking by Annual Registration & Weight Fees	Diesel Fuel Tax Rate (\$) ² (As of 1/1/2024)	State Ranking by Diesel Fuel Tax Rate	Fuel Tax on 16,000 Gallons	Third Structure Tax Rate (\$/mile)	Third Structure Tax on 100,000 Miles (\$)	Total Annual State Hwy User Fees (\$)	Federal Fuel, Heavy Vehicle Use, and Excise Taxes ³	Total State and Federal Hwy User Fees	State Ranking by \$ Total
Texas	\$840	44	0.200	45	\$3,200	-	-	\$4,040	\$10,556	\$14,596	48
Utah	\$1,322	34	0.385	15	\$6,160	-	-	\$7,482	\$10,556	\$18,038	26
Vermont	\$2,788	11	0.310	25	\$4,960	-	-	\$7,748	\$10,556	\$18,304	24
Virginia	\$1,888	20	0.460	11	\$7,360	-	-	\$9,248	\$10,556	\$19,804	13
Washington	\$2,121	18	0.494	6	\$7,904	-	-	\$10,025	\$10,556	\$20,581	10
Washington D.C.	\$2,325	15	0.349	19	\$5,584	-	-	\$7,909	\$10,556	\$18,465	22
West Virginia	\$3,192	7	0.357	18	\$5,712	-	-	\$8,904	\$10,556	\$19,460	16
Wisconsin	\$2,578	13	0.329	21	\$5,264	-	-	\$7,842	\$10,556	\$18,398	23
Wyoming	\$3,623	4	0.240	39	\$3,840	-	-	\$7,463	\$10,556	\$18,019	28

¹ The fees listed here are those charged in each state for the full annual International Registration Plan registration of a tractor for a gross combined weight of 80,000 pounds based in the state and operated by a for-hire motor carrier. Unlike earlier versions of this table, fees for trailing equipment used in combination with such a tractor are not included here. Weight fees and other state fees apportioned under the International Registration Plan are included in the total registration figure given here, but miscellaneous, unapportioned fees charged by a state to its based carriers are not included. In-lieu ad valorem fees are included for states that collect such a fee through IRP. To calculate these fees, it is assumed here that the tractor has a purchase price of \$150,000 and to be in the first year of operation for which the in-lieu fee is imposed.

² The diesel fuel tax rates listed here are those published by the International Fuel Tax Agreement (IFTA) for each state and apply to the calendar quarter indicated. These rates represent the amount per gallon that under IFTA is paid by or credited to an interstate motor carrier consuming fuel in each state.

³ Federal taxes and fees include federal diesel tax paid on 16,000 gallons, heavy vehicle use tax on 80,000 pounds, excise tax paid on a combination unit with a purchase price of \$200,000 (amortized over 4 years) and excise tax paid on four new tires with maximum weight capacity of 6,175 lbs (assuming the other 14 are recapped).

⁴ Maine collects an apportioned fee in lieu of property tax as a part of its IRP registration process. However, the state does not allow apportionment of this fee for Maine-based vehicles. If such a vehicle is registered through IRP, however, it does not again pay the in-lieu fee. Maine also levies an apportioned fee in lieu of property tax through IRP on power units based outside Maine. Maine carriers registering through IRP pay an unapportioned property tax instead on Maine-based tractors.

**State of Rhode Island
Comparative Revenue Report
Fiscal Period: JUN-2024**

Line Item	Fund. Src Agency	Description	Current Ptd	Current Ytd	Prior Ptd	Prior Ytd	Chg Pct Period	Chg Pct Year
Report Group 20 Licenses and Fees								
4000956 01	10.080	INSPECTION STICKERS	15,000	183,405	18,720	182,613	-19.9	0.4
4000957 01	10.080	MOTOR VEHICLE DEALERS LICENSE FEES	5,500	162,650	2,000	158,675	175.0	2.5
4000958 01	10.080	LICENSE & FEES MV FAC REP MFG & DIST	4,400	65,200	500	46,500	780.0	40.2
4000959 01	10.080	LEASING/RENTAL FEES	0	24,500	0	22,900	0.0	7.0
4000960 01	10.080	DIVISIBLE LOAD PERMIT FEES	113,888	2,665,138	123,248	2,413,144	-7.6	10.4
4000961 01	10.080	COMMERCIAL DRIVERS SCHOOL LICENSES	2,055	6,440	2,915	8,210	-29.5	-21.6
4000962 01	10.080	MOTOR VEHICLE WALKIN FEES	-83,597	-60,459	-39,095	-8,424	113.8	617.7
4000964 01	10.080	SALVAGE FEES	2,255	27,115	2,255	21,230	0.0	27.7
4000965 01	10.080	COMMERCIAL DRIVERS LICENSE FEES	42,121	530,610	50,196	530,065	-16.1	0.1
4000966 01	10.080	OVERWEIGHT & OVERSIZE VEHICLE PERMITS	28,472	666,296	30,812	603,286	-7.6	10.4
4040998 01	10.080	Compassion Center Surcharge	85,727	1,129,537	117,050	1,964,884	-26.8	-42.5
4060986 01	10.080	CDL Road Test	13,100	150,700	14,900	163,600	-12.1	-7.9
4060988 01	10.080	Interlock Hardship Administrative Fee	11,500	139,100	12,800	124,300	-10.2	11.9
4060990 01	10.080	Road Test Fees	55,800	727,020	59,200	575,302	-5.7	26.4
4060993 01	10.080	DMV CASH SHORTAGES/OVERAGES	-53,709	-841,453	-74,850	-765,034	-28.2	10.0
4060996 01	10.080	OPERATOR CONTROL REG REINSTATEMENT FEE	39,279	482,527	37,750	435,498	4.0	10.8
4060997 01	10.080	DRIVERS LICENSE REINST & ASSESS FEES	236,648	2,955,242	265,350	2,620,405	-10.8	12.8
4060998 01	10.080	DRIVING RECORD ABSTRACTS	413,072	4,635,426	350,240	4,178,024	17.9	10.9
Total: 20 Licenses and Fees			166,876,700	330,927,183	180,881,029	496,831,082	-7.7	-33.4
Report Group 25 Tolls								
3907101 09	24.070	Bridge Replacement, Reconstruction & Maintenance Fund	0	0	790	15,231,537	-100.0	-100.0
3907102 09	24.070	Bridge Replacement, Reconstruction & Maintenance Admin	0	0	0	747,922	0.0	-100.0

Rhode Island

TRUCKING FAST FACTS

TRUCKING DRIVES THE ECONOMY



CAREERS

18,810 Trucking industry jobs in Rhode Island

1 in 23 jobs in the state

SMALL BUSINESS EMPHASIS

3,950 Trucking companies located in Rhode Island

Primarily small, locally owned businesses, these companies are served by a wide range of supporting businesses.

COMPETITIVE WAGES

Total trucking industry wages paid in Rhode Island in 2023 exceeded **\$1.1 billion**, with an average annual trucking industry salary of **\$57,524**.

Heavy and tractor-trailer truck drivers held **3,370** jobs in Rhode Island in 2023. The national average annual salary of an over-the-road truck driver is **\$75,144**.

TRANSPORTING THE ESSENTIALS



of manufactured tonnage transported by trucks in Rhode Island.

38,330 tons per day

98.4% of communities in the state depend exclusively on trucks to move their goods.

SAFETY MATTERS

SAFETY FIRST

Rhode Island Trucking Association members put safety first through:

- Improved driver training
- Investment in advanced safety technologies
- Active participation in industry safety initiatives

ATRI research shows the success of their efforts. Members of State Trucking Associations are involved in fewer crashes and receive fewer violations at roadside inspections than their industry peers.

Crashes per 100 Million Miles by STA Membership Status:

CURRENT MEMBERS	98.10
FORMER MEMBERS	141.31
NEVER MEMBERS	146.33

CONTINUALLY IMPROVING

2022 U.S. fatal crash rate: USA: **1.89** / Rhode Island: **1.06** per 100 million Vehicle Miles Traveled (VMT)

Between 1975 and 2022, the U.S. large truck fatal crash rate has dropped **65.3%**

COMMITMENT TO SHARING THE ROAD

The **Share the Road** program sends a team of professional truck drivers to communities around the country to teach car drivers about truck blind spots, stopping distances and how to merge safely around large trucks.



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Updated January 2025 with most recent data available

Rhode Island

TRUCKING FAST FACTS

TRUCKING PAYS THE FREIGHT



THE INDUSTRY

The trucking industry in Rhode Island paid approximately

\$60 million

in federal and state roadway taxes

The industry paid **23%** of all taxes owed by Rhode Island motorists ...

... despite trucks representing only **6%** of vehicle miles traveled in the state.



INDIVIDUAL COMPANIES

As of January 2025, a typical five-axle tractor-semitrailer combination paid highway user fees and taxes of ...

STATE

\$6,964

FEDERAL

\$10,556

These taxes were over and above the typical taxes paid by businesses in Rhode Island.



ROADWAY USE

6,531

Miles of public roads in Rhode Island

Miles driven on public roads:

All Motorists: **7.5 billion**

Trucks: **500 million**



Traffic congestion in Rhode Island cost the trucking industry **\$500 million** in 2022.

DELIVERING A CLEANER TOMORROW



EMISSIONS

54%

of Rhode Island commercial trucks are now powered by the newest-generation, **near-zero emissions** diesel technology.

Medium- and heavy-duty trucks contribute just **23%** of all transportation-related greenhouse gas (GHG) emissions in the U.S. and represent only **6%** of total U.S. GHG emissions.



FUEL CONSUMPTION

The trucking industry continues to improve energy and environmental efficiency even while increasing the number of miles driven. In 2022:

- ✓ Combination trucks accounted for just **16%** of the total highway transportation fuel consumed.
- ✓ Combination trucks consumed nearly **116 billion** fewer gallons of fuel than passenger vehicles in the U.S.



PARTNERSHIPS

Through the U.S. Environmental Protection Agency's (EPA) **SmartWay Transport Partnership**, the trucking industry is working with government and businesses to quantify greenhouse gas emissions and take steps to reduce them.

The following data sources were utilized for the Fast Facts: United States Bureau of Labor Statistics (2023); Federal Motor Carrier Safety Administration: Analysis & Information (2024); American Trucking Associations: Driver Compensation Study (2024); Commodity Flow Survey Public Use Microdatabase (2017); American Transportation Research Institute: Membership Counts - Associations with Safety (2023); Federal Highway Administration: Highway Statistics Series (2022); National Highway Traffic Safety Administration: Fatality and Injury Reporting System Tool (2022); Energy Information Administration: Fuel Taxes (2024); International Fuel Tax Association: Fuel Tax Rates (Q4 2024); International Registration Plan, Inc.: Jurisdiction Data (2024); American Transportation Research Institute: Cost of Congestion to the Trucking Industry (2024); Diesel Technology Forum: Clean Diesel Powers in Your State (2023); Environmental Protection Agency Fast Facts on Transportation Greenhouse Gas Emissions (2023).



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