

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	\$6,384	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 1/2025)	State Ranking by Annual Registration & Weight Fees	Diesel Fuel Tax Rate (\$) 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
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	LICENSEE & FEES MV PAC 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

2

3

4

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

98.4%

of manufactured tonnage transported by trucks in Rhode Island.

38,330 tons per day

87.7%

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	95.10
FORMER MEMBERS	121.21
NEVER MEMBERS	146.33

CONTINUALLY IMPROVING

2022 U.S. fatal crash rate: USA: 1.59 / 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



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.



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Updated January 2025 with most recent data available

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 Association: Driver Compensation Study (2024); Commodity Flow Survey Public Use Microdataset (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 (2025); 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 (2022).