

Missouri Funding and Objectives:

Fiscal Year	Amount Granted	Objective(s)
2016	\$250,000	Implementation of a new registration fee schedule based on estimated miles per gallon
2017	\$2,772,000	Conduct public outreach on concerns related to equity and data security issues
2018	\$1,782,000	Deploy innovative strategies such as vehicle registration fees along with other user-based charges

Program Approach and Design: Missouri's proposed user-based alternative revenue mechanism does not anticipate replacing its current gas tax; rather, it proposes to supplement the diminishing Highway Trust Fund revenue by changing registration fees. A mileage-based approach is not feasible in Missouri due to a State constitutional amendment that restricts programmatic costs of motor fuel tax collection to 3 percent of gross revenues. The existing motor fuel tax system includes a registration fee system based on taxable horsepower, a calculation which today is often outdated, inaccurate, or both. By charging vehicle licensing fees, Missouri will be able to maintain the Highway Trust Fund revenue stream while simultaneously addressing the existing payment inequity between high and low efficiency vehicles. Specifically, low efficiency vehicles will be charged a smaller registration fee than high efficiency vehicles, as lower efficiency vehicles carry a larger motor fuel tax burden. Missouri's STSFA Phase I activities developed a new sliding scale fee schedule for vehicles averaging greater than 20 miles per gallon (MPG) and provided additional education and outreach to the Missouri General Assembly with regards to alternate funding and new technology for transportation infrastructure.

Status: No website established.