

Should Louisiana Raise the Gasoline Tax?

CENTERS FOR ENERGY STUDIES



Center for
Energy Studies

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Table of Contents

1 Background	3
2 Issues and Benefits of Gasoline Taxes	10
2.1	10
2.1.1 Gasoline Taxes Can Be Regressive	10
2.1.2 Gasoline Taxes Imperfectly Target Road Usage.....	10
2.2	11
2.2.1 Funding Benefits.....	11
2.2.2 Correcting Externalities.....	11
3 Additional Policy Options	12
3.1	12
3.2	12
3.3 A	12
4 Conclusion	14

List of Figures

1'	4
2'	4
3'	
4'	
5'	
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Figure 1: Gasoline Taxes by State

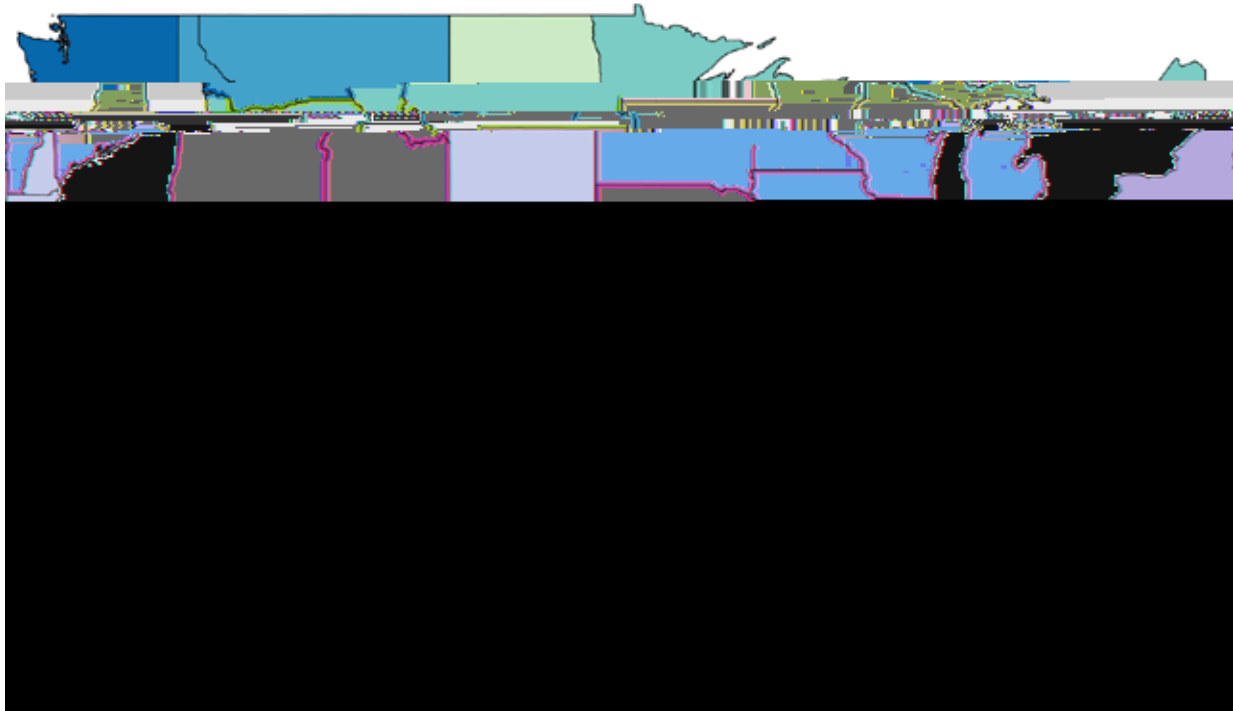


Figure 1: Gasoline Taxes by State. This map shows the gasoline tax rates by state in the United States. The map is color-coded, with states in the West and Midwest showing higher tax rates (darker blues and greens) and states in the South and West showing lower rates (lighter blues and purples).

Figure 2: Highway Spending Per Capita

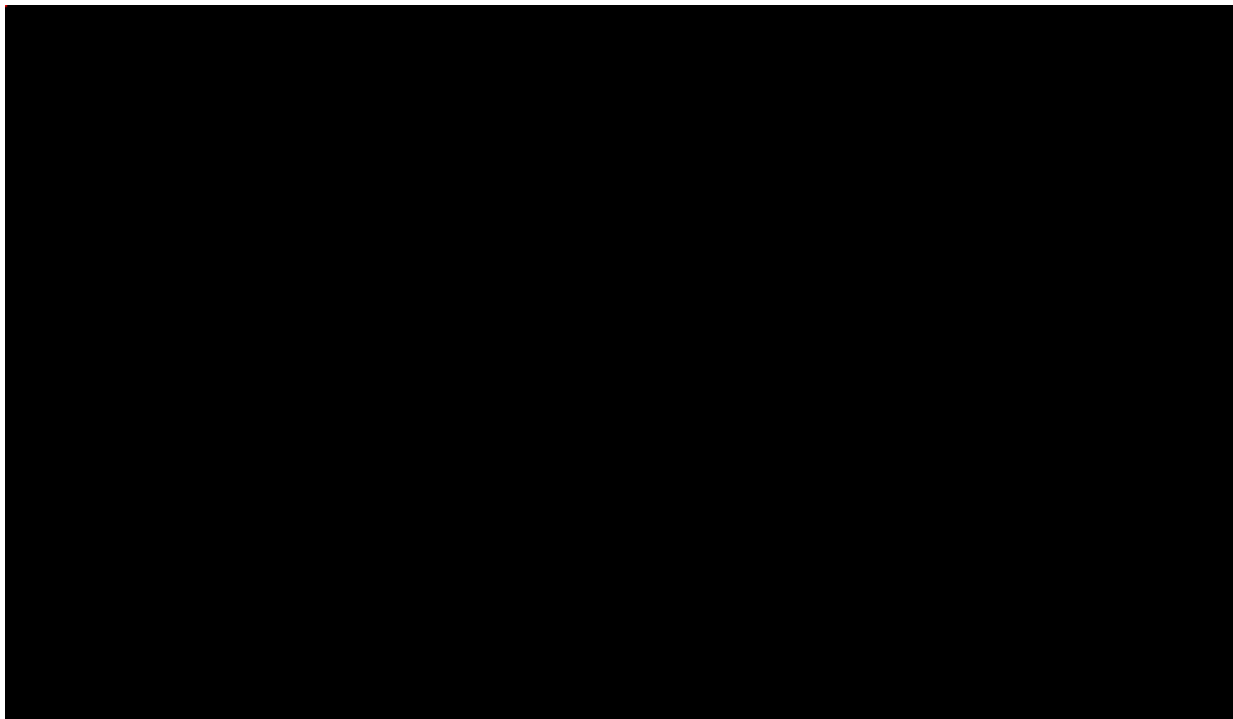
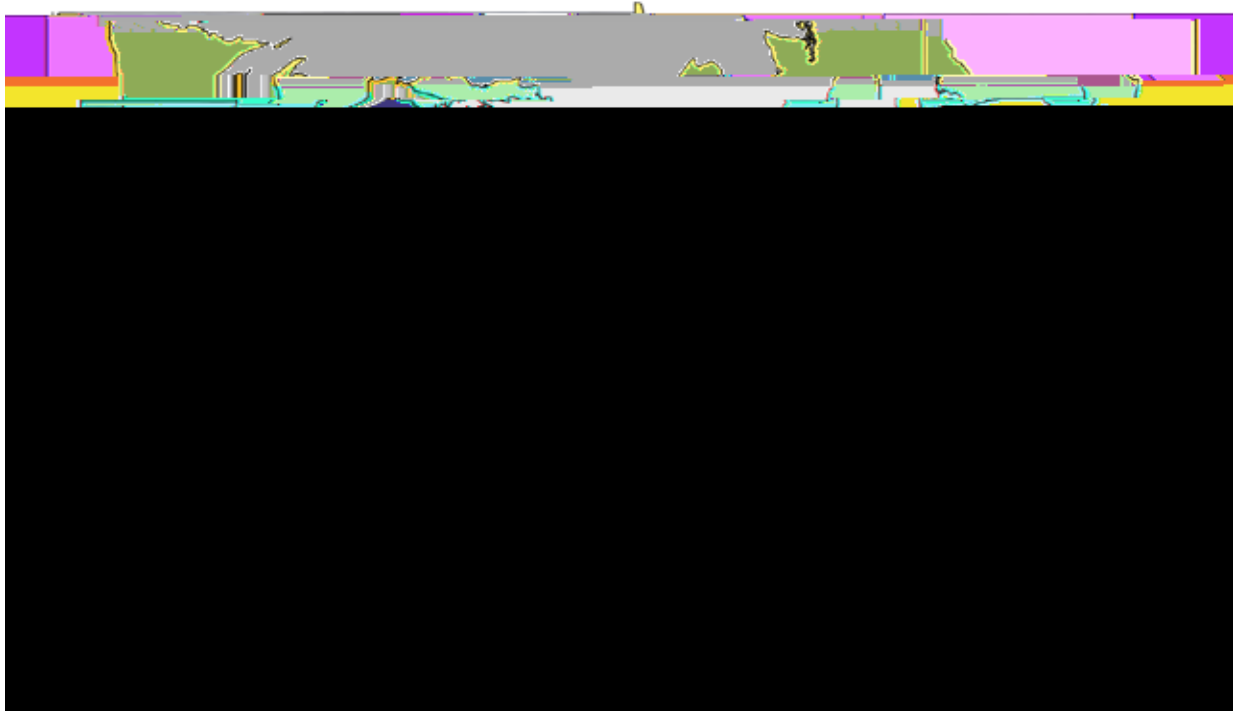


Figure 2: Highway Spending Per Capita. This map shows the highway spending per capita by state in the United States. The map is mostly black, indicating that the data is not visible or has been redacted.

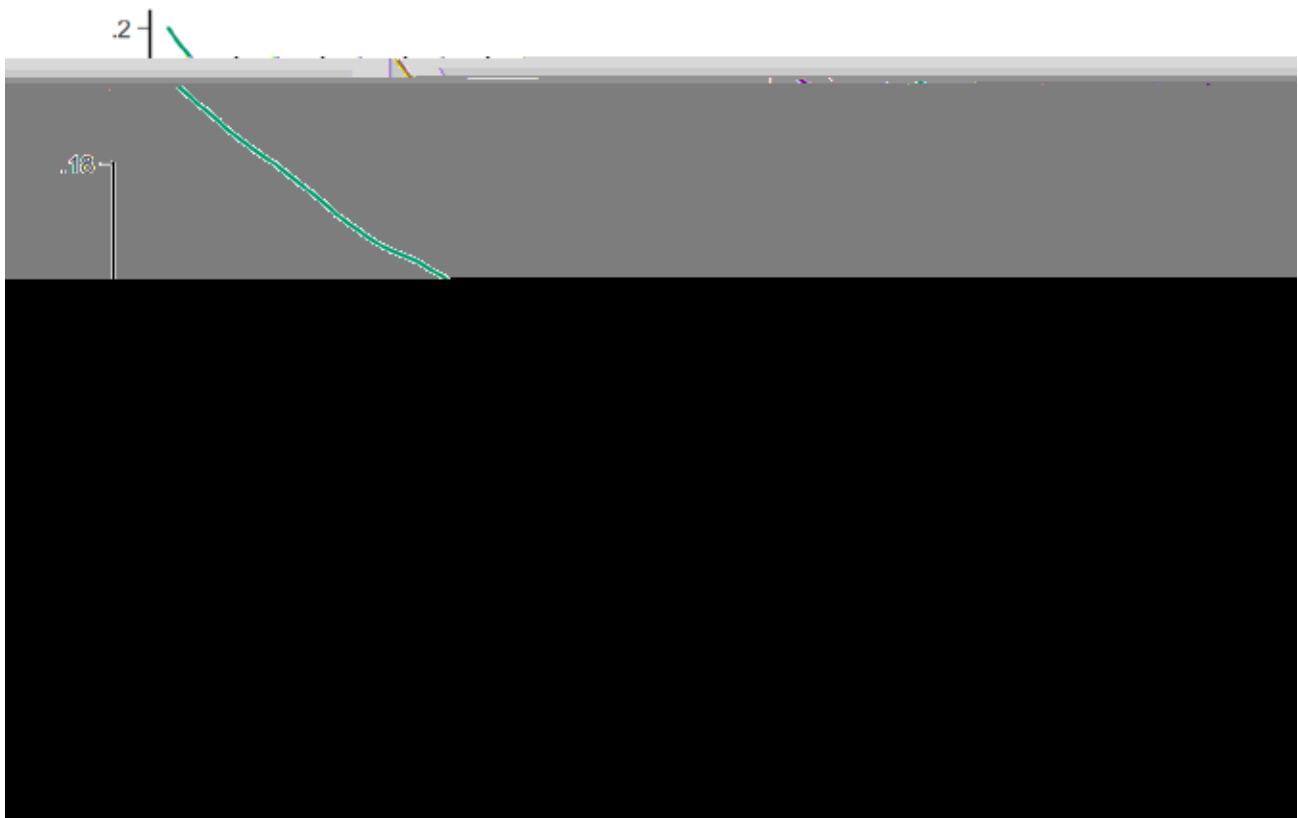
Figure 3: Months since Gasoline Tax Change



1. The first part of the document is a map of the United States showing the months since the gasoline tax change. The map is mostly obscured by a large black redaction box.

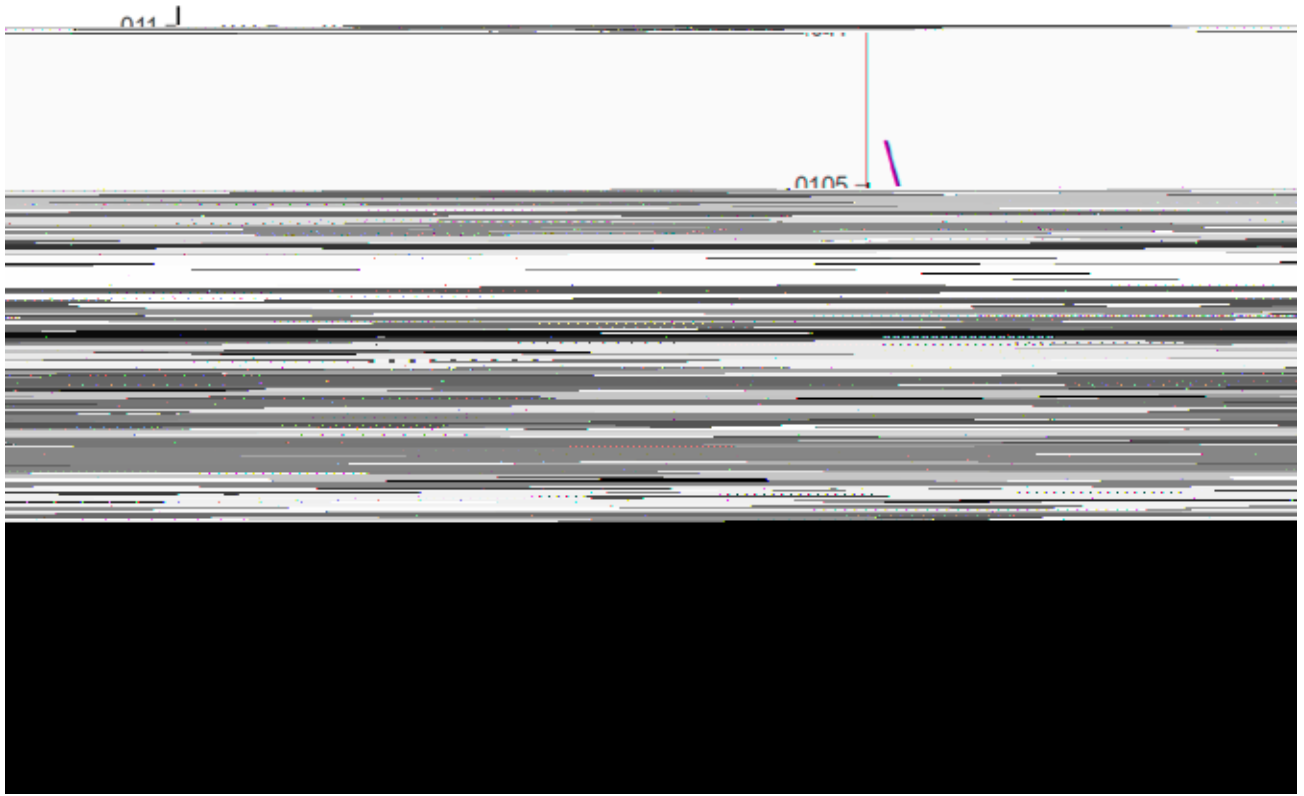
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Figure 4: Effect of Inflation on Louisiana's Gasoline Tax Value



The graph shows the effect of inflation on Louisiana's gasoline tax value. The y-axis represents the tax value, with markers at .18 and .2. The x-axis represents time. A green line starts at approximately 0.20 and trends downwards to about 0.15. A horizontal dashed line is at 0.18. A vertical dashed line is at approximately 0.15. A horizontal solid line is at approximately 0.15. A vertical solid line is at approximately 0.15.

Figure 5: Effect of Improved Fuel Economy on Louisiana's Per-Mile Gasoline Tax Revenues



The graph illustrates the impact of improved fuel economy on Louisiana's per-mile gasoline tax revenues. The y-axis represents revenue in billions of dollars, and the x-axis represents years from 2001 to 2011. The revenue shows a steady increase over the period, starting at approximately 0.085 billion in 2001 and reaching about 0.115 billion by 2011. A vertical line is drawn at the year 2005, and a purple arrow points to the data point for that year, which is approximately 0.095 billion. The area under the line is shaded in light blue.

Figure 6: Cumulative Effect of Inflation and Fuel Economy on Louisiana's Per-Mile Gasoline Tax Revenues



The graph shows a significant downward trend in Louisiana's per-mile gasoline tax revenues over time, likely due to the cumulative effects of inflation and fuel economy. The revenue starts at a high point on the left and decreases steadily as it moves to the right. A vertical red line is positioned near the start of the data series, and the word "file" is visible in the bottom right corner of the plot area.

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