

Transportation
Investment
Advocacy
Center



State Funding Initiatives Report

MARCH 2016

ABOUT THE TRANSPORTATION INVESTMENT ADVOCACY CENTER (TIAC)

The Transportation Investment Advocacy Center™ (TIAC) is a first-of-its kind, dynamic education program and Internet-based information resource designed to help private citizens, legislators, organizations and businesses successfully grow transportation investment at the state and local levels through the legislative and ballot initiative processes.

The TIAC website, www.transportationinvestment.org, helps transportation investment advocates to mount successful campaigns. It exists to put in one place—and promote the sharing of—strategies... sample political and communications tools... legislative and ballot initiative language... and information on where to obtain professional campaign advice, research and help. To receive free, regular email updates from the TIAC, subscribe on the Blog (www.transportationinvestment.org/blog).

TIAC staff produces regular research reports and analyses, hosts an annual workshop in Washington, D.C. (scheduled for July 13, 2016), and holds ongoing webinars for transportation investment advocates featuring case studies, best practices, and the latest in political and media strategies. State and local chamber of commerce executives, state legislators, state and local transportation officials, “Better Roads & Transportation” group members, industry and labor executives, and leaders of state and local chapters of national organizations who have an interest in transportation development programs are welcomed to participate.

The Center’s program of work is also guided by a Transportation Investment Advocates Council, a national network of business professionals and public officials who share a common interest in building support for transportation infrastructure investments in their state or local community— roads, bridges, public transit, pedestrian walkways and cycling paths, airports, waterways, ports and rail facilities.

TIAC is a project of the American Road and Transportation Builders Association’s “Transportation Makes America Work!”™ (TMAW) and supported through voluntary contributions and sponsorships.

To become a sponsor or to make a contribution, contact TIAC Manager Carolyn Kramer (ckramer@artba.org , or at 202-289-4434). Also contact Ms. Kramer if you have questions or comments about any reports or case studies published through the TIAC, or would like more information on the program and the Council.

EXECUTIVE SUMMARY

New Developments

State Transportation Funding Legislation

- Seventy-two bills in 35 states have been considered in the 2016 legislative session to increase transportation funding. Of those measures, 52 are still pending action.
- Two states already have transportation funding-related measures on the Nov. 8, 2016 general election ballot.
- Gas tax increases have been proposed in 11 state legislatures, with measures still pending consideration in Alabama, Alaska, California, Hawaii, Minnesota, Missouri, New Mexico and Vermont.
- Lawmakers are discussing plans to introduce legislation to increase transportation funding in Arkansas, California, Colorado, Delaware and New Jersey.
- Indiana: Lawmakers approved legislation to provide \$800 million in new transportation funding through a combination of transfers from the state's budget reserves and surplus fund, returning a portion of local income tax (with 75 percent allocated to roads), and utilizing one percent of the state's sales tax on gasoline. The legislation is currently pending approval from Gov. Mike Pence (R).
- Nebraska: Using revenue generated by last year's gas tax increase as well as cash reserve, lawmakers approved legislation on March 15 to invest \$450 million over 17 years in highway and bridge construction. The bill will also create a transportation infrastructure bank, which will enable three state transportation infrastructure programs to accelerate construction. The measure now goes to final vote before being sent to Gov. Pete Ricketts (R).

Statewide Ballot Initiatives

- No ballot measures were introduced this month.

Activity Status Year-to-Date

State Transportation Funding Legislation

- Rhode Island: New toll on large commercial trucks in order to repair and maintain the state's bridges. In combination with new and refinanced GARVEE bonds, a Feb. 2 fiscal analysis estimates \$542.5 million over the next five years.

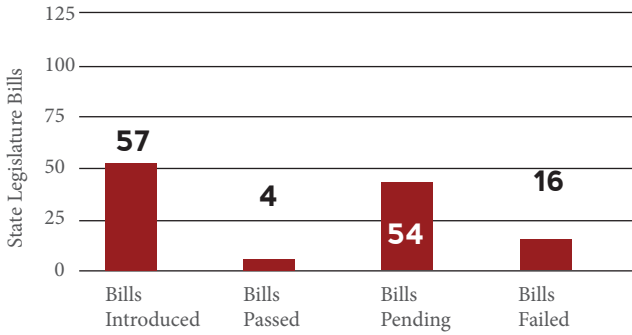
Statewide Ballot Initiatives

- PENDING Nov. 8, 2016: New Jersey ballot measure to constitutionally dedicate all motor fuel and petroleum products gross receipts taxes solely for transportation purposes.
- PENDING Nov. 8, 2016: Nevada proposal that, if approved, would permit counties to index their local fuel taxes to inflation.

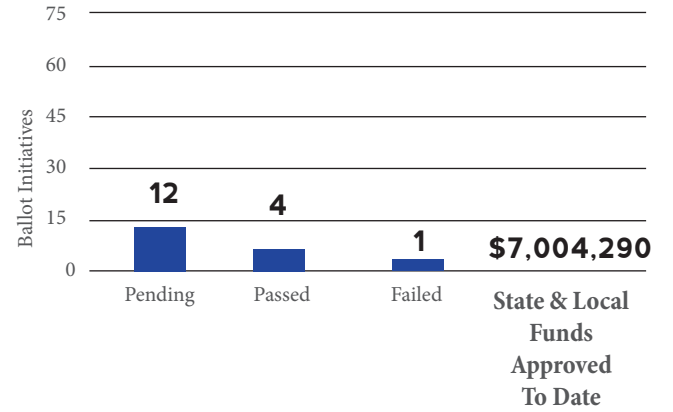
Anticipated Total Statewide Funding Approved Year-to-Date: \$542,500,000

EXECUTIVE SUMMARY

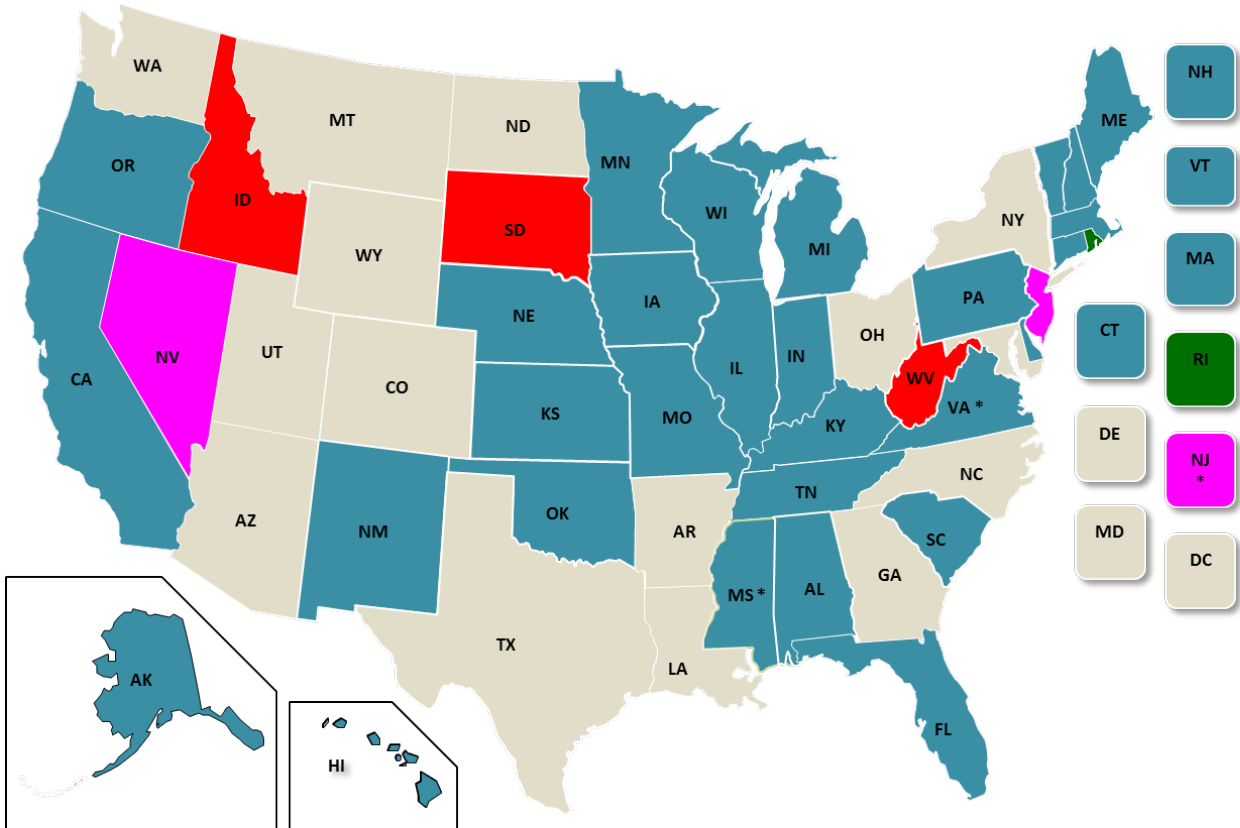
STATE FUNDING LEGISLATION



BALLOT MEASURES 2016



2016 STATE TRANSPORTATION FUNDING INITIATIVES



- New Recurring Revenue Approved
- One-Time Revenue Approved
- Ballot Measure Pending
- Non-Funding Legislation Approved
- Initiative Pending
- Initiative Failed
- * Several measures are in varying stages. View state breakdown for more info.

2016 STATE TRANSPORTATION FUNDING BILLS

ALABAMA

Senate Bill 180

Would create the Alabama Transportation Safety Fund in order to receive and distribute revenue designated to improving the state's roads and bridges.

Bill Status

Pending

Introduced Feb. 9, 2016 by Sen. Gerald Dial (R- District 13). After passing the Senate Transportation & Energy Committee it was approved by the full Senate March 3 with a vote of 25-5 and sent to the House, where it was approved by the House Transportation Committee March 17.

House Bill 394

Proposal to increase gasoline and diesel taxes by 6 cents-per-gallon beginning in 2019, with an expiration date of 2027 for the increase.

Bill Status

Pending

Introduced March 15, 2016 by Rep. Mac McCutcheon (R- District 25) and referred to the Transportation, Utilities and Infrastructure Committee.

ALASKA

Senate Bill 132/ House Bill 249

Increase taxes on motor fuels. If approved, it would generate approximately \$49 million annually. Alaska does not have a dedicated transportation fund, or require motor fuel taxes be used for transportation purposes. A fiscal analysis stated that all but \$0.2 million would be used for "the special aviation fuel account, the special watercraft fuel account, and the special highway fuel tax account".

Bill Status

Pending

Introduced at the request of Gov. Bill Walker (I) Jan. 19, 2016. Both bills referred to their house's transportation committee for review.

CALIFORNIA

Assembly Bill 1591

Would create the Road Maintenance and Rehabilitation Program, which would utilize revenue from a 22.5 cents-per-gallon gas tax increase (tied to inflation), a \$38 annual vehicle registration fee increase, and a new \$165 annual vehicle registration fee for zero-emission motor vehicles.

Bill Status

Pending

Introduced by Assemblymember Jim Frazier (D- District 11) on Jan. 6, and was referred to the Coms on Transportation and Revenue/Taxation on Feb. 1.

CONNECTICUT

House Bill 5046

Proposal to increase permits for commercial vehicles, including self-propelled vehicles, as part of Gov. Dannel Malloy's budget recommendations.

Bill Status

Pending

Introduced Feb. 4, 2016 and referred to the Joint Committee on Finance, Revenue and Bonding.

House Joint 1

Legislation to create a transportation fund 'lockbox' that will prevent revenue intended for transportation purposes from being diverted.

Bill Status

Pending

Introduced Feb. 4, 2016 and referred to the Joint Committee on Transportation, where it was reported favorable March 15.

2016 STATE TRANSPORTATION FUNDING BILLS

was sent to the Senate Ways and Means Committee.

DELAWARE

House Bill 256

Would require any one-time settlement money given to the state greater than \$2 million be deposited into the Transportation Trust Fund.

Bill Status

Pending

Introduced by Rep. Sean Matthews (D-Talleyville) and referred to the House Transportation/Land Use and Infrastructure Committee on Jan. 26, 2016.

House Bill 1490

Proposes the creation of a no-interest loan revolving fund, which would be used to provide loans for public-private partnerships for transit development.

Bill Status

Pending

Introduced Jan. 29, 2015 and referred to the EDB, WAL and FIN Committees. On Dec. 17 it was determined that HB1490 will carry over into the 2016 Regular Session.

FLORIDA

Senate Bill 786

Directs the Southern States Energy Board and Office of Energy to create and administer a program to assess mileage-based user taxes for battery-operated electric vehicles.

Bill Status

Pending

Prefiled Nov. 9, 2015 by Sen. Maria Sachs (D-District 34) and referred to the Regulated Industries; Finance and Tax; and Appropriations committees Jan. 12, 2016.

Senate Bill 2938

Proposal from Gov. David Ige (D) to increase the state gas tax by 3 cents-per-gallon, as well as raise state vehicle registration fees and weight taxes.

Bill Status

Pending

Introduced by Sen. Richard Kouchi (D-District 8), on behalf of Gov. David Ige (D), Jan. 27 and referred to the TRE and WAM Committees. The Senate Ways and Means Committee approved the bill on March 1, with the Senate subsequently approving the bill March 8 16-8. Currently pending consideration by the House Transportation and Finance Committees.

HAWAII

House Bill 1486

Legislation to shift the state tax on motor fuel from the amount sold to the price of fuel per gallon, by instituting a tax of either 17 cents-per-gallon or a percentage (not yet determined) of the wholesale price of gasoline.

Bill Status

Pending

Introduced January 29, 2015 by Rep. Kyle Yamashita (D-District 12) and was passed by the House March 6 12-6. HB 1486

House Bill 2594

Measure to require counties to institute an annual road use fee for electric vehicles, with a percent dedicated to the state highway fund.

Bill Status

Pending

Introduced Jan. 26, 2016 by Rep. Joe Souki (District 8).

2016 STATE TRANSPORTATION FUNDING BILLS

IDAHO

Senate Bill 1230

Would remove 5 percent distributed to the Idaho State Police from the Highway Distribution Account funding formula. If approved, this measure would return \$16.7 million to the transportation account.

Bill Status

Failed

Introduced Jan. 29 by the Idaho Senate Transportation Committee, and approved by the Transportation Committee 7-3 on Feb. 4. The bill failed a Senate floor vote 8-27 on Feb. 15.

Senate Bill 1263

Proposal to permit the Idaho Department of Transportation to issue up to \$100 million in Grant Anticipation Revenue Vehicle EE (GARVEE) bonds in order to purchase right of way land along specific highway corridors.

Bill Status

Failed

Introduced by the Senate Transportation Committee Feb. 5, 2016. Passed by the Transportation Committee but failed on the Senate floor Feb. 18 with a vote of 7-26-2.

ILLINOIS

Senate Bill 3267

Would require drivers of passenger motor vehicles to pay a distance-based road user fee on public roads, with a credit given for estimated motor fuel taxes paid.

Bill Status

Pending

Introduced by Sen. John J. Cullerton (D- District 6) on March 1 and referred to the Senate Executive Committee.

INDIANA

House Bill 1001

House Bill 1001 will add \$228 million from the state's budget reserves to state road projects, and permits counties to institute a local wheel tax as well as motor vehicle license excise surtax.

The legislation also establishes a task force of lawmakers and transportation advocates to research and provide recommendations for increasing sustainable transportation funding.

The measure originally proposed increasing the state cigarette tax and gasoline tax, and instituting a \$100 electric vehicle fee and \$50 hybrid fee.

Bill Status

Pending Governor's Approval

Introduced Jan. 11, 2016 by Rep. Ed Soliday (R- District 4) and passed by the House in its original version Feb. 3 with a vote of 61-36, with Democratic lawmakers the majority opposition to the proposal. The Senate removed tax hikes and sent it back to the House. A conference committee was convened in the beginning of March, and on March 10 the bill was approved (along with SB 67) 46-4 in the Senate and 91-5 in the House.

Senate Bill 333

Would direct excess state reserves over 11.5 percent of general revenue appropriations to the State Highway Fund, with an initial transfer of \$50 million from the interest earnings of the Next Generation Trust Fund.

Bill Status

Merged with HB 1001

Introduced Jan. 7, 2016 by Sen. Carlin Yoder (R- District 12) and passed by the Senate on Feb. 3. The House narrowly approved the bill with amendments with a vote of 57-35 on March 3. The bill was merged with HB 1001 during conference committee.

Senate Bill 67

Measure to distribute local income tax revenue reserves to local governments, with 75 percent earmarked for

2016 STATE TRANSPORTATION FUNDING BILLS

transportation. If approved, an estimated \$313 million would be distributed to local governments for transportation.

Bill Status

Pending Governor's Approval

Introduced by Sen. Brandt Hershman (R-Buck Creek) on Jan. 5, 2016. Passed the Senate unanimously Feb. 3 and was sent to the House for consideration, where it was unanimously approved March 10.

House Bill 1131

Would institute a supplemental motor fuel tax of 10 cents-per-gallon if the base motor fuel price falls under \$3.50.

Bill Status

Failed

Introduced Jan. 7, 2016 by Rep. Milo Smith (R- District 59) and referred to the House Committee on Roads and Transportation.

Senate Bill 338

Proposal to transfer up to \$250 million of the state's excess reserves in FY 2017 to provide counties with funding for local road, street or bridge improvements, or road safety expenditures.

Bill Status

Failed

Introduced Jan. 7, 2016 by Sen. Lanane and referred to the Senate Committee on Tax & Fiscal Policy. Bill failed to advance and did not make the Senate's crossover deadline of Feb. 3.

IOWA

House Study Bill 638

In order to prevent loss of revenue for the state's Road Use Tax Fund, the bill proposes capping revenue generated by the underground storage cleanup fee (a 1 cent-per-gallon tax charged in addition to the state excise tax on fuel)

to its current amount of \$36 million. The fee is set to expire at the end of the current fiscal year, and without capping it, the Underground Storage Tank Fund would begin receiving \$17 million per year from the Road Use Tax Fund.

Bill Status

Pending

Introduced Feb. 17, 2016. On Feb. 18, the House Transportation Committee voted unanimously to send the bill to the full House.

KANSAS

House Bill 2529

Would implement a \$150 annual license fee for passenger vehicles propelled by more than one power source (ie hybrid electric vehicles) and a \$300 fee for registering electric vehicles.

Bill Status

Pending

Introduced Jan. 26, 2016 by the Committee on Transportation

KENTUCKY

Senate Bill 27

Bill to require owners of plug-in electric vehicles to pay an annual \$100 registration and renewal vehicle fee.

Bill Status

Pending

Pre-filed by Sen. Joe Bowen (R- District 8) on Oct. 16, 2015. Introduced in the Senate on Jan. 6, 2016 and referred to the Senate Transportation Committee.

House Bill 309

Legislation to permit public-private partnerships in

2016 STATE TRANSPORTATION FUNDING BILLS

order to develop and finance public roads and bridges.

Bill Status

Pending

HB 309 was introduced in the House on Jan. 27, 2016 and referred to the House Appropriations and Revenue Committee, where it was passed Feb. 9 and sent to the House floor.

House Concurrent Resolution 27

Would create a task force to develop and study the potential for a mileage-based road user fee.

Bill Status

Pending

Introduced Jan. 6, 2016 by Rep. Adam Koenig (R- District 69) and referred to the House Transportation Committee.

Bill would authorize cities and counties to create special transportation finance districts, which would be given the ability to levy an additional local property tax in order to generate revenue for transportation projects (in conjunction with the Massachusetts Department of Transportation and MBTA).

Bill Status

Pending

Introduced Nov. 25, 2015 by Rep. William Straus (D-Mattapoisett) and referred to the committee on transportation.

House Bill 3725

Would permit the town of Lee to administer a 3 cents-per-gallon local excise tax on the sale of motor fuels.

Bill Status

Pending

Introduced August 13, 2015.

House Bill 3775

Measure to permit cities and towns to impose a 3 cents-per-gallon local excise tax on motor fuels, which would be distributed to the community solely for the purpose of road and bridge repairs.

Bill Status

Pending

Introduced Sept. 10, 2015 by Rep. William Smitty Pignatelli (D- Lenox). A hearing in the Joint Committee on Revenue is scheduled for Feb. 23, 2016.

Senate Bill 1474/ House Bill 2698

Would permit municipalities to put before voters a question to raise revenue for local and regional transportation projects through a tax of their choosing (ex. Sales tax, property tax).

Bill Status

Pending

Introduced in the House on Jan. 20, 2015 by Rep. Chris

MAINE

Legislative Document 1110

“An Act to Modernize Road User Fees”, proposes to address transportation funding in order to make it equal, predictable, and profitable.

Bill Status

Pending

Introduced March 26, 2016 by Rep. Andrew McLean (D) and referred to the Committee on Transportation. It was carried over into 2016. On March 16, the bill was amended and recommended ‘ought to pass’.

MASSACHUSETTS

House Bill 3877

2016 STATE TRANSPORTATION FUNDING BILLS

Walsh (D- Framingham) and in the Senate on April 15, 2015 by Sen. Ben Downing (D- Pittsfield). The Senate Revenue Committee reported the bill favorably on Feb. 1, 2016 and sent the bill to the Senate Rules Committee.

MICHIGAN

Senate Bill 627

Proposal to permit public-private-partnerships for the creation of toll roads on state highways.

Bill Status

Pending

Introduced Dec. 1, 2015 by Sen. Mike Kowall (R-White Lake Township) and referred to the Committee on Commerce.

MINNESOTA

House File 4

Proposal from House and Senate Republicans to utilize a budget surplus, various bonds, and an existing sales tax on auto parts, car rentals, and leases in order to generate \$7 billion over a 10 year period for transportation funding.

Bill Status

Pending

Introduced by Rep. Tim Kelly (R- District 21A) Jan. 8, 2015. Passed by the House April 21 73-59 and sent to the Senate, where it was passed with amendments on May 1. The House refused to concur the changes, and a conference committee was created to discuss a compromise. On May 18 the 2015 regular session adjourned, with the agreement to keep the conference committee on HF 4 open in order to reconsider when the 2016 session begins.

Senate File 87

- 6.5 percent sales tax on motor fuel purchases, in addition to the state's current 28.5 cents-per-gallon motor fuel

tax, which would generate an estimated \$580 million annually;

- Floor in place on the motor fuels sales tax to prevent the sales tax from generating less than 10 cents-per-gallon;
- A 1 cent general sales tax in the seven-county metropolitan region (new in two counties, increasing by $\frac{3}{4}$ of a cent in five counties), producing an estimated \$251.3 million in revenue dedicated primarily to transit development, with \$40 million annually reserved for bicycle and pedestrian projects;
- An increase in annual vehicle registration fees for \$125 million in funding for roads and bridges;
- A motor vehicle lease tax, to generate an estimated \$32 million per year primarily for transit;
- \$200 million per year for four years in trunk highway bonds to be used for the state's Corridors of Commerce program;
- An additional \$200 million in trunk highway bonds (dispersed over four years) for transportation economic development;
- \$567 million in General Obligation (GO) bonds for local roads bridges; and
- The implementation of a public-private partnership pilot program.

As the taxes are implemented, recurring revenue from the Senate's plan is estimated to generate \$800 million in 2016, then increase to \$1.09 billion in 2017, \$1.109 billion in 2018 and \$1.125 billion in 2019.

Bill Status

Pending

Introduced by Sen. Scott Dibble (DFL- District 61) Jan. 12 2015 and was passed by the Transportation and Public Safety Committee March 20 10-6, and now goes to the Finance Committee.

MISSISSIPPI

Senate Bill 2921

A "dummy bill" passed by the Senate in order to keep the transportation funding debate open after the deadline for a floor vote.

Bill Status

Pending

2016 STATE TRANSPORTATION FUNDING BILLS

Introduced March 14, 2016 and passed 34-13 by the Senate March 16. The bill is now in the House.

Died in committee March 16.

Senate Bill 2146

Would grant municipalities 20 percent of the state sales tax derived from that location back (an increase of 1.5 percent), phased in over two years. The revenue would be designated for infrastructure projects such as repairing roads and bridges.

Bill Status

Pending

Introduced by Sen. David Parker (R- District 2) on Feb. 1, 2016. Passed by the Senate with a vote of 46-4 on March 3 and sent to the House's Ways and Means Committee.

Senate Bill 2859

Would institute an 8 percent sales tax on the wholesale price of gasoline to increase transportation funding.

Bill Status

Failed

Introduced by Sen. Willie Simmons (D- Cleveland) on March 11. Died in the Senate Highways and Transportation Committee.

House Bill 1681

Legislation to create a 6 percent tax on the wholesale price of gasoline, and reduce the state excise tax on gasoline to 15 cents-per-gallon.

Bill Status

Failed

Introduced by Rep. Robert Johnson II (D-Natchez) on March 8. Died in committee March 16.

House Bill 1694

Measure to increase the state gas tax by 20 cents-per-gallon.

Bill Status

Failed

Introduced by Rep. David Myers (D-McComb) on March 8.

MISSOURI

House Bill 1381

Proposal to increase the state motor fuel taxes by 2 cents-per-gallon, for an estimated \$160 million per year.

Bill Status

Pending

Pre-filed by Rep. Keith English (I-Florissant) on Dec. 1, 2015 and was passed by the Senate Transportation, Infrastructure and Public Safety Committee on Jan. 20, 2016.

House Bill 1581

Legislation to increase the state gasoline tax by 7 cents-per-gallon (from 17 to 24 cents-per-gallon) and diesel by 8 cents-per-gallon. If approved by lawmakers, this bill would go to the ballot for voter approval. If approved on the ballot, the measure would generate an estimated \$600 million per year.

Bill Status

Pending

Pre-filed by Rep. Margo McNeil (D- District 69) on Dec. 15, 2015.

Senate Bill 623

Measure to increase the tax on motor fuel by 1.5 cents-per-gallon and on diesel by 3.5 cents-per-gallon beginning Oct. 2016.

Bill Status

Pending

Pre-filed by Sen. Doug Libla (R-Poplar Bluff) on Dec. 1, 2015.

2016 STATE TRANSPORTATION FUNDING BILLS

Senate Bill 645

Proposal to redirect a portion of the state's 3 percent sales and use tax on motor vehicle purchases to the State Road Fund. Once fully phased in over five years, 0.5 percent will be deposited.

Bill Status

Pending

Pre-filed by Sen. Bob Onder (R- Lake St. Louis) Dec. 1 for the 2016 legislative session.

Senate Joint Resolution 18

Proposal to increase the state motor fuel tax by 3.5 cents-per-gallon on diesel and 1.5 cent-per-gallon on all other fuels.

Bill Status

Pending

Pre-filed by Sen. Rob Schaaf (R- District 34) on Dec. 1, 2015.

NEBRASKA

Legislative Research 318

Bill to authorize a study of the state and local roads systems, including the needs, current funding, potential funding sources, and restrictions on funding.

Bill Status

Pending

Introduced May 14, 2015 and referred to the Transportation and Telecommunications Committee for review in the 2016 legislative session.

Legislative Bill 960

Would transfer \$50 million (\$150 million originally proposed) from the state's Rainy Day Fund in order to create a transportation infrastructure bank. Last year's 2 cents-per-gallon increase would also be deposited in the bank for a duration of 17 years. The bank would enable three state transportation infrastructure programs to accelerate con-

struction. The bill would also authorize the Nebraska Department of Roads to utilize design-build project delivery to accelerate complex projects with higher costs.

Bill Status

Pending Approval from Governor

Introduced by Sen. Jim Smith (R- Papillion) Jan. 14, 2016 and passed by the legislature unanimously March 16.

NEVADA

Assembly Bill 191

Proposal to put on the 2016 ballot a measure that, if approved, would permit counties to index their local fuel taxes to inflation.

Bill Status

Pending Voter Approval

Introduced Feb. 23, 2015 and passed by the Senate May 18. The Assembly passed the bill May 28, and Gov. Brian Sandoval approved the request June 5. The measure will appear on the Nov. 2016 ballot.

NEW HAMPSHIRE

House Bill 1602

Legislation to charge a \$150 road usage fee on non-commercial vehicles built after 1983. Motor vehicle owners paying this fee would receive a credit based on how much state gas tax would have been paid for every 13,500 miles, based off the vehicle's EPA mileage rating. Electric vehicles pay the full fee.

Bill Status

Failed

Introduced Jan. 6, 2016 by a bipartisan group of sponsors and referred to the Public Works and Highways Committee. On Jan. 19, the Committee unanimously voted to establish a study on whether a road usage

2016 STATE TRANSPORTATION FUNDING BILLS

fee, being proposed in House Bill 1602, will be feasible for the state to carry out.

Senate Bill 494

Measure to require federal agencies within the state to pay the state's motor fuel tax. Currently, U.S. agencies and diplomatic personnel are exempt from the state gas tax. If approved, the only federal agency that would remain exempt would be the U.S. armed forces.

Bill Status

Pending

Introduced Jan. 6, 2016 and passed by the Ways and Means Committee Feb. 3. The Senate Finance Rule Committee recommended passage March 17.

House Bill 1568

Would require alternative fuel vehicles to prepay road toll fees at the time of registration.

Bill Status

Failed

Introduced Jan. 6, 2016 and was reported favorable by the Public Works and Highways Subcommittee with a vote of 15-0 on Feb. 10.

NEW JERSEY

Assembly Concurrent Resolution 1

Proposal to constitutionally dedicate all motor fuel and petroleum products gross receipts taxes to transportation purposes.

Bill Status

Pending Voter Approval

Introduced Dec. 14, 2015 by Assembly Speaker Vincent Prieto (D- District 32) and passed the Assembly Judiciary Committee 6-0 on Dec. 17. Will appear before voters on the Nov. 2016 ballot.

Assembly Concurrent Resolution 1

Legislation to dedicate sales tax generated from the sale of electricity, natural gas and hydrogen to power alternative fuel motor vehicles to the Transportation Trust Fund.

Bill Status

Pending

Introduced Jan. 12, 2016 and referred to the Senate Transportation Committee.

NEW MEXICO

Senate Bill 7

Legislation to gradually divert the state's motor vehicle excise tax revenue from the general fund over a period of four years, generating an estimated \$160 million per year.

Bill Status

Pending

Prefiled by Sen. Carroll Leavell (R-Jal) on Dec. 15.

House Bill 272

Would redistribute the entire state motor vehicle excise tax from the general fund to the State Road Fund (50 percent) and the Local Governments Road Fund (50 percent) beginning July 1, 2018.

Bill Status

Pending

Introduced by Reps. Cathrynn Brown (R- District 55) and Jason Harper (R- District 57) on Jan. 28, 2016. Passed by Transportation and Public Works Committee on Feb. 2 and referred to the Ways and Means Committee, where the legislation was tabled.

House Bill 199

Measure to gradually redistribute the motor vehicle

2016 STATE TRANSPORTATION FUNDING BILLS

excise tax (MVEX) from the general fund to the state road fund over a period of four years, until 100 percent of the MVEX is being deposited into the state road fund beginning July 1, 2019.

Bill Status

Pending

Introduced by Rep. Rick Little (R- District 53) on Jan. 22, 2016. Passed by Transportation and Public Works Committee on Feb. 2 and referred to the Ways and Means Committee, where the legislation was tabled.

Senate Bill 284

Legislation to increase taxes on gasoline and special fuels by 10 cents-per-gallon, with annual indexing to CPI beginning April 30, 2025.

Bill Status

Pending

Introduced by Sen. John Smith (D- District 35) on Feb. 3, 2016.

OKLAHOMA

House Bill 3123

Would authorize government entities to enter into public-private partnerships in order to fund transportation and public facility projects.

Bill Status

Pending

Introduced by Rep. Scott Martin (R- District 46) on Feb. 1, 2016 and referred to the Rules Committee on Feb. 2.

OREGON

House Bill 4055

Proposal to increase transportation funding through a

combination of bonds, a local gas tax increase in Portland, raising license and registration fees, and increased the truck weight mile tax.

Bill Status

Pending

Prefiled by Rep. John Davis (R-Wilsonville) on Jan. 27, 2016 and referred to the House Committee on Energy and Environment on Feb. 1.

PENNSYLVANIA

Senate Bill 1089

Legislation to limit funding for the Pennsylvania State Police from the Motor License Fund to \$500 million per year.

Bill Status

Pending

Introduced Dec. 17, 2015 and referred to the Senate Transportation Committee.

RHODE ISLAND

Senate Bill 2246/ House Bill 7409

“RhodeWorks” legislation to charge a toll on large commercial trucks in order to repair and maintain the state’s bridges. In combination with new and refinanced GARVEE bonds, a Feb. 2 fiscal analysis estimates \$542.5 million over the next five years.

Bill Status

Approved

Introduced Jan. 28, 2016 and referred to the House and Senate Finance Committees. The House Finance Committee approved the bill 14-4 on Feb. 9, with the Senate Finance Committee following shortly after with a vote of 8-2. The House approved H7409 on Feb. 10 with a vote of 52-21. Gov. Gina Raimondo (D) signed the plan into law the next day.

Senate Bill 997 SUB A

2016 STATE TRANSPORTATION FUNDING BILLS

Tolls for commercial trucks for bridge work.

Bill Status

Pending

Introduced June 16, 2015 and passed by the Senate Finance Committee June 23. The Senate passed SB 997 SUB A on June 23.

SOUTH CAROLINA

House Bill 3579

Legislation to dedicate \$400 million from the General Fund to the state Department of Transportation.

Bill Status

Pending

Introduced by Rep. Gary Simrill (R- York) Feb. 11, 2015 and referred to the Committee on Ways and Means, where it was passed April 16 87-20. The senate approved H.3579 for Special Order on May 12, but a three week long filibuster by Sen. Tom David (R-Beaufort) prevented further action. The House voted on June 17 84-9 to revive the sine die resolution to permit a special session, but the Senate refused to consider the bill until a budget has been approved. After the end of the filibuster, the Senate amended and approved the bill on March 10, 2016 and sent to the House for consideration.

Senate Bill 523

Legislation to increase the state gas tax by 12 cents-per gallon over 4 years and index it to the Consumer Price Index, with a ceiling limiting the increase to no more than 2 cents per year, or exceeding the fees in Georgia and North Carolina. Also increases license fees.

Bill Status

Pending

Introduced March 5, 2015 and passed by the Senate March 26 with a vote of 23-22.

SOUTH DAKOTA

Senate Bill 110

Measure to increase the state excise tax rate on special fuels.

Bill Status

Failed

Introduced on Jan. 28, 2016. The Senate Transportation Committee voted against the bill 4-3 on Feb. 8.

TENNESSEE

Senate Bill 1435

Appropriates \$261 million from excess state tax revenues over collected in fiscal year 2014–2015 to the department of transportation to be used for backlog transportation road projects.

Bill Status

Pending

Introduced Jan. 12, 2016 in the Senate and the House and assigned to each chamber's Finance, Ways & Means Committee.

House Bill 1444

Proposal to reallocate the state sales tax on tire sales from the General Fund to the highway fund.

Bill Status

Pending

Introduced Dec. 17, 2015 by Rep. Mark Pody (R- District 46).

Senate Bill 2093 / House Bill 2407

Would permit public-private partnership agreements for mass transit projects. An amendment removed highway and bridge projects from eligibility under this bill.

Bill Status

Pending

2016 STATE TRANSPORTATION FUNDING BILLS

Introduced in the House and the Senate on Jan. 21, 2016. Was approved with amendments by Senate and House committees March 16.

Senate Bill 1451

Legislation to increase registration fees for hybrid-electric passenger motor vehicles by \$75, and electric passenger motor vehicles by \$150.

Bill Status

Failed

Introduced Dec. 3, 2015 by Sen. Mark Green (R- District 22). The bill failed to pass in the Senate Transportation and Safety Committee, and was taken off the calendar in the House Transportation Subcommittee.

VERMONT

House Bill 621

Increases the state gas tax by 2 cents-per-gallon, with one cent used to support public transit-related projects/activities and the other cent used to fund the Department of Public Safety for the State Police. None of the revenue generated by this bill would be used for highways or bridges.

Bill Status

Pending

Introduced Jan. 22, 2016 by Rep. Curt McCormack (D-Burlington) and referred to the Committee on Transportation.

VIRGINIA

Senate Bill 742

Legislation to amend the local fuel tax in the Hampton Roads region from its current 2.1 percent to a cents-per-gallon formula based off of the price of gasoline. When the average whole price (AWP) per-gallon is \$2.50 or below, the regional gas tax would be 14 cents-per-gallon; when the AWP increases to between \$2.51 through \$3.00, the local gas tax would decrease to 8 cents-

per-gallon; and if the AWP reaches \$3.01 or above, the local gas tax would further decrease to 5 cents-per-gallon.

Bill Status

Pending

Introduced by Sen. Frank Wagner (R-Virginia Beach) on Jan. 22, 2016. Passed by the Committee on Finance 12-3 on Feb. 9, and by the full Senate 23-11 on Feb. 12. The bill was recommended by the House Finance subcommittee, and will be continued over to the 2017 legislative session.

Senate Bill 470

Would increase the sales tax on fuels sold by a distributor in Hampton Roads from 2.1 percent to 5.1 percent.

Bill Status

Failed

Introduced by Sen. Frank Wagner (R-Virginia Beach) on Jan. 12, 2016. On Feb. 9, the bill was stricken at the request of the Patron in Finance.

Senate Bill 477

Proposal to create a floor to prevent the 2.1 percent tax collected on the average wholesale price of gasoline sold in Northern Virginia and Hampton Roads does not fall below amount that was collected on Feb. 20, 2013.

Bill Status

Failed

Introduced by Sen. Frank Wagner (R-Virginia Beach) on Jan. 12, 2016. On Feb. 9, the bill was stricken at the request of the Patron in Finance.

WEST VIRGINIA

House Bill 4222

Renewal of legislation to keep tolls on the Turnpike.

2016 STATE TRANSPORTATION FUNDING BILLS

Bill Status

Pending

Introduced by Del. Marty Gearheart (R- District 27) on Jan. 26, 2016 and referred to the House Roads & Transportation Committee, where it was recommended 'do pass' and sent to the House Finance Committee for further review. Failed to meet the March 2 crossover deadline.

Senate Bill 610

Would increase the state sales tax by 0.5 percent to fund road construction, reconstruction, maintenance and repair, as well as payments on bonds that were issued for highway construction.

Bill Status

Pending

Introduced Feb. 16, 2016 by Sen. Ed Gaunch (R- District 8) and referred to the Finance Committee. Failed to meet the March 2 crossover deadline.

Senate Bill 555

Proposal to:

- Raise the floor on the variable-rate component (based off of the average wholesale price of fuel) to \$2.54 per invoiced gallon, beginning Jan. 2017;
- Institute a 3 cents-per-gallon motor fuel increase (excepting alternative fuels) when the price of gasoline drops below \$2 per gallon;
- Increase the state general consumer sales and service tax by 1 percent, with revenues dedicated to the State Road Fund; and
- Raise state Department of Motor Vehicle fees and the state privilege tax on vehicle purchases.

If approved, the measure would generate nearly \$290 million per year for road construction and maintenance..

Bill Status

Pending

Introduced by Sen. Mitch Carmichael (R-District 4) on Feb. 8, 2016. Approved by the Finance Committee Feb. 29, and the full Senate on March 2. Chairman Eric Nelson (R-Kanawha) removed the bill from committee consideration March 8, stating there was not enough support for the bill to pass.

WISCONSIN

Assembly Bill 468

Measure to restore indexing the motor fuel tax rate to inflation, as reported by the Consumer Price Index.

Bill Status

Pending

Introduced Oct. 30, 2015 and referred to the Ways and Means Committee.

Assembly Bill 210

Proposal to permit counties to institute an additional local option sales tax of 0.5 percent in order to fund street and highway maintenance. If the county chooses to pursue this tax, they must receive voter approval.

Bill Status

Pending

Introduced by Rep. Dean Knudson (R - District 30) on May 8, 2015. Passed by the Committee on Transportation 14-0 on Dec. 10, but was not heard on the Assembly floor before adjournment.

TIMELINE- PASSED RECURRING STATE HIGHWAY FUNDING

DATE	STATE	MEASURE
Nov. 6, 2012	Arkansas	Voters approved Issue 1, a half-cent sales tax increase to cover a \$1.3 billion bond issue for roads and bridges.
Feb. 15, 2013	Wyoming	Governor Mead signed a bill into law that raises the state's gas tax by 10 cents-per-gallon beginning July 1.
March 25, 2013	Virginia	Governor McDonnell signed into law an overhaul of the transportation funding system which scraps the gas tax, raises the sales tax, creates a tax on wholesale gas and diesel and charges registration fee for hybrid, electric and alternative-fuel vehicles.
April 1, 2013	Ohio	Gov. John Kasich signed on April 1 a two-year, \$7.6 billion transportation and public safety budget bill that also allows the state to use toll revenue from the Ohio Turnpike for projects beyond the 241-mile toll road's borders.
May 16, 2013	Maryland	Gov. Martin O'Malley signed legislation to increase the state's gas tax. The bill raises taxes on gasoline in stages over four years—with a roughly 4-cent increase on July 1.
July 24, 2013	Massachusetts	On July 24, the state legislature voted to override Governor Deval Patrick's veto of an \$800 million transportation finance bill. As a result, on July 31 the gas tax increased by 3 cents, from 21 to 24 cents per gallon.
Nov. 25, 2013	Pennsylvania	The comprehensive transportation package approved in November 2013 will provide an additional \$2.3 to \$2.4 billion for Pennsylvania highways, bridges, rail, airports, transit, and bike/pedestrian facilities. The legislation eliminates the state retail gas tax paid at the pump and removes the cap on the Oil Company Franchise Tax that is charged at the wholesale level.
April 29, 2013	Vermont	State gas tax increased 5.9 cents-per-gallon. The hike includes a new 2 percent assessment on the price of gasoline while slightly decreasing the per-gallon tax by 0.8 cents. It is estimated that by FY 2016 the tax could amount to a net hike of 6.5 cents. Diesel tax was also increased by 3 cents-per-gallon over two

PASSED STATE HIGHWAY FUNDING INITIATIVES—TIMELINE

DATE	STATE	MEASURE
		years. In addition to the approved \$11 million bonds, it is anticipated that \$32 million will be generated in FY 2016 for transportation infrastructure funding.
May 22, 2014	New Hampshire	Gov. Maggie Hassan signed legislation to raise the New Hampshire gasoline and diesel fuel taxes by 4 cents-per-gallon. The tax will go into effect July 1 and had bipartisan political and business community support. The new gas tax will be 22 cents-per-gallon and the new diesel tax will be 23.6 cents-per-gallon. The tax will fund highway improvements for the next two years, and then half the tax will be earmarked to pay off \$200 million in debt for Interstate 93 expansions. The tax will expire in 20 years after the debt is paid off.
June 19, 2014	Rhode Island	Starting July 2015, the state gas tax will increase by 1-cent, a move that House Finance Committee Chairman Raymond Gallison says will produce an estimated \$4.8 million a year. Subsequently the gas tax will be revisited every two years to reflect increases based on the rate of inflation.
Nov. 4, 2014	Texas	In 2013, the Texas legislature approved a measure to redirect half of the revenue generated from oil and gas taxes away from the state's general Rainy Day Fund, to be deposited into the State Highway Fund. Once in the Fund, the approximately \$1.2 to \$1.7 billion per year would be used to fund construction and maintenance on public roads. Voters approved this measure November 2014.
Feb. 24, 2015	Iowa	Legislation to increase the state gas tax by 10 cents-per-gallon and increase oversized/overweight vehicle permit fees. The companion bills are estimated to generate an estimated \$200 million per year for transportation infrastructure funding.
March 17, 2015	South Dakota	A 6 cents-per-gallon state gas tax increase, an additional 1 percent to the motor vehicle excise tax, and to raise license plate fees by 20 percent. Counties will also be allowed to increase property taxes for local transportation funding. SB 1 is anticipated to generate over \$80 million for state and county highway and bridge investment.

PASSED STATE HIGHWAY FUNDING INITIATIVES—TIMELINE

DATE	STATE	MEASURE
March 27, 2015	Utah	Legislation to increase the state gas tax by 5 cents-per-gallon, create a 12 percent tax on the statewide average wholesale price of motor fuel to replace the flat gas tax in the future (once AWP reaches \$2.45/gallon), and permit counties to seek voter approval for a 1/4-cent sales and use tax increase for local transportation projects. A fiscal note estimates the bill could generate \$101,625,500 for the Transportation Fund in the first two years.
April 21, 2015	Idaho	A bill to increase the state gas tax by 7 cents-per-gallon, raise vehicle registration fees, and institute a fee on electric and hybrid cars in order to generate new funding for the state's roads and bridges. Additionally, a 'surplus eliminator' included in House Bill 312a would apportion half of any General Fund surplus for transportation in the next two fiscal years.
May 4, 2015	Georgia	Legislation to eliminate a 4 percent sales tax on motor fuel (half of which was not used for transportation), increase the flat excise tax on gasoline to 26 cents-per-gallon (from 7.5 cents-per-gallon, excluding the 4 percent sales tax), index the new state gas tax to the Consumer Price Index (ending July 2018) and the Corporate Average Fuel Economy, and increase several transportation-related taxes and fees.
May 14, 2015	Nebraska	Nebraska legislators voted on May 14 to override the Governor's veto and approve a 6 cents-per-gallon state gas tax increase, for \$76.2 million annually once fully implemented.
July 1, 2015	Washington	An 11.9 cents-per-gallon gas tax increase—gradually implemented beginning August 1 and fully applied on July 1, 2016—and an increase in transportation-related fees, including those for overweight vehicles. The bill will also permit Sound Transit residents to vote on a plan to increase taxes for an additional \$15 billion in order to expand the region's light rail system.
Nov 10, 2015	Michigan	Increase in both gasoline and diesel taxes to 26.3 cents-per-gallon, with indexing to inflation starting in 2022. Additional increases to vehicle registration fees, alternative fuel and electric vehicle fees, and General Fund transfers were included in the bill.

PASSED STATE HIGHWAY FUNDING INITIATIVES—TIMELINE

DATE	STATE	MEASURE
July 1, 2015	Delaware	Legislation to increase several Department of Motor Vehicle fees— including late fees, the motor vehicle document fee, license reinstatement fees, temporary tags, and oversize/overweight vehicle fees.
Nov 3, 2015	Texas	Two-pronged proposal to dedicate \$2.5 billion per year from the state general sales tax to the state’s transportation fund, starting in 2018 and ending in 2033; and commit 35 percent of motor vehicle sales tax revenue over \$5 billion a year starting in 2020 and expiring in 2030, expected to generate an estimated \$432 million in the first year. Voters approved this measure in the Nov. 3 election.
Sept. 18, 2015	North Carolina	Legislation eliminating Highway Fund transfers to the General Fund; increasing DMV fees, with quadrennial adjustments for inflation on certain fees; increasing the state Highway Use Tax on out-of-state motor vehicle purchases; eliminating the ‘noncommercial leaking petroleum- UST cleanup fund’; and permitting municipalities to increase their vehicle sales tax.
Feb. 12, 2016	Rhode Island	“RhodeWorks” legislation to charge a toll on large commercial trucks in order to repair and maintain the state’s bridges. In combination with new and refinanced GARVEE bonds, A Feb. 2 fiscal analysis estimates \$542.5 million over the next five years.