

**TRANSPORTATION
INVESTMENT
ADVOCACY
CENTER**



State Funding Initiatives Report

NOVEMBER/DECEMBER 2016



American Road
& Transportation
Builders Association

Transportation Makes America Work



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

Activity Status Year-to-Date

2016 State Transportation Funding Legislation Overview

- Over 90 bills related to state transportation funding were discussed in 39 states during the 2016 legislative session.
- Bills to provide one-time funding were approved in Arkansas, Arizona, Indiana, Maine, Massachusetts, Missouri, Rhode Island and South Carolina.
- Bills to provide recurring funding were approved in New Jersey, Rhode Island and Vermont.
- Bills related to the transportation funding process were approved in Alabama, Illinois, Kentucky, Nebraska and New Jersey.
- Bills to increase local funding were approved in Alabama, Indiana and Georgia.
- Additional bills covering other transportation revenue topics was approved in Louisiana and New Hampshire.

Pending Action on State Transportation Funding Legislation

- The Michigan Senate advanced a bill on Dec. 1 that would permit the state to enter into public-private partnership agreements in order to perform road work on new and existing state roads. For the measure to advance it must be voted on before the end of the 2016 legislative session on Dec. 31.
- A California lawmaker prefiled legislation for the 2017 legislative session that would increase the state gas tax by 12 cents-per-gallon, as well as increase the vehicle registration fee by \$38 and institute a new \$165 annual registration fee for zero-emission vehicles. The bill would also create the Office of the Transportation Inspector General.
- A Virginia measure regarding adjustments to the regional gas tax in the Hampton Roads region will carry over to the 2017 legislative session.

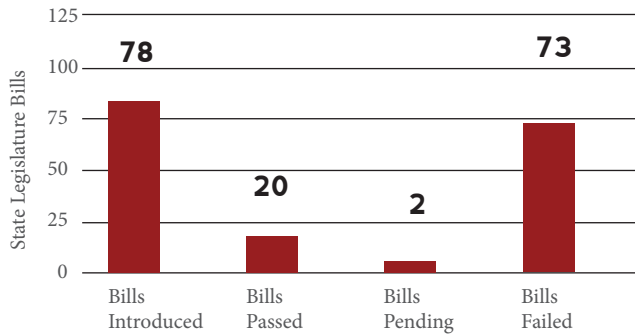
Statewide Ballot Initiatives Approved

- Alabama question permitting the state legislature to pass laws allowing cities in Baldwin County to build and operate toll roads and bridges, with permission for the toll road authorities to sell bonds in order to finance the projects.
- Illinois measure to require all transportation-related taxes and fees (including vehicle registration, titling, and motor fuel) be dedicated to highway, road, street, bridge, mass transit, intercity passenger rail, airports, and other forms of transportation.
- Louisiana request to establish a trust fund to deposit recurring revenue from mineral and corporate taxes. Once the balance of the fund reaches \$5 billion, use would be restricted to only 10 percent of the fund for use on construction projects and transportation infrastructure. Thirty percent of recurring mineral revenues would be used to pay state employee retirement debt.
- Maine ballot measure to issue \$100 million in bonds in order to improve highways, bridges and multimodal facilities.
- New Jersey question to constitutionally dedicate all motor fuel and petroleum products gross receipts taxes solely for transportation purposes.
- Rhode Island request for a \$70 million bond for improvements to the Ports of Davisville and Providence.

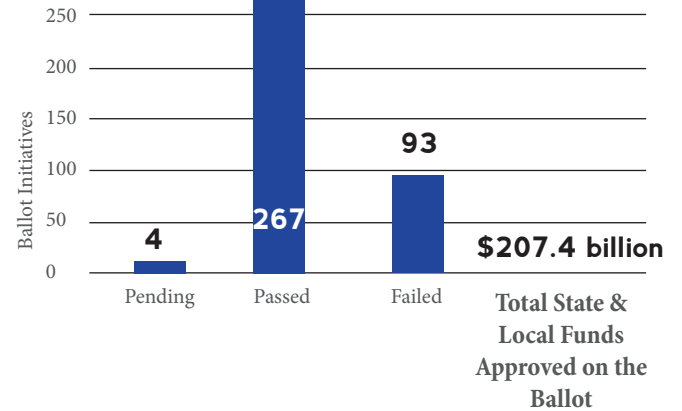
Anticipated Total Statewide Funding Approved Legislatively: \$20.5 billion

EXECUTIVE SUMMARY

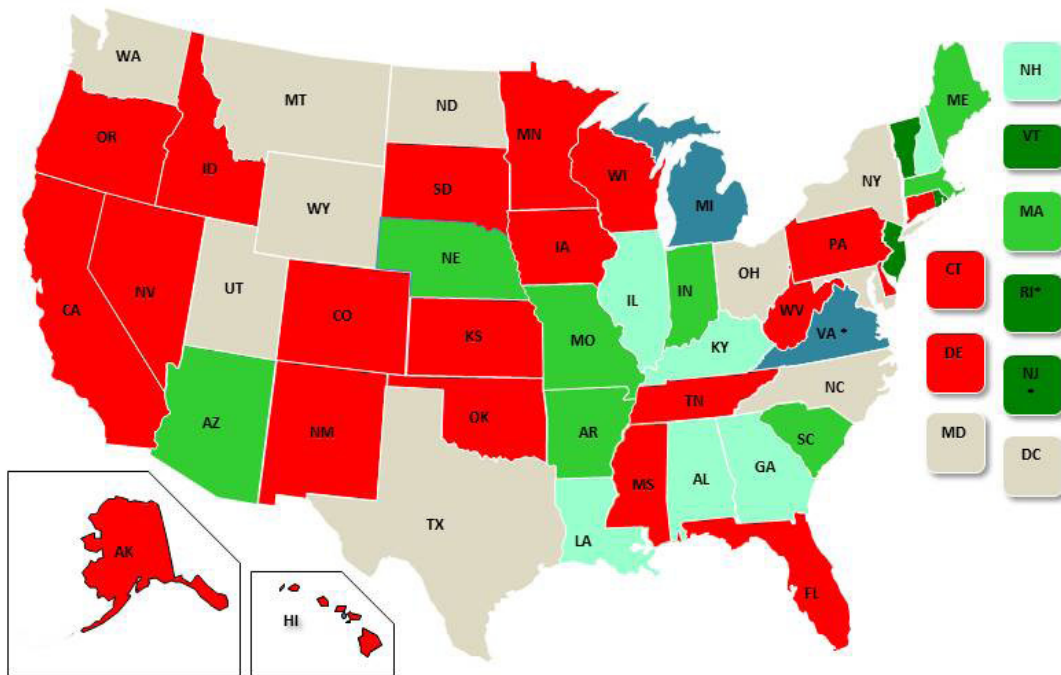
STATE FUNDING LEGISLATION



BALLOT MEASURES 2016



2016 STATE TRANSPORTATION FUNDING INITIATIVES



- Ballot Measure Pending
- New Recurring Revenue Approved
- Initiative Pending
- One-Time Revenue Approved
- Initiative Failed
- Non-Funding Legislation Approved
- ✱ 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

Approved

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 April 13 with a vote of 90-3.

House Bill 510

Proposal to permit the state legislature to pass laws allowing cities in Baldwin County to build and operate toll roads and bridges, with permission for the toll road authorities to sell bonds in order to finance the projects.

Bill Status

Approved

HB 510 was unanimously approved by both the House (66-0) on April 21 and the Senate (21-0) on May 4. Voters approved the measure Nov. 8.

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

Failed

Introduced March 15, 2016 by Rep. Mac McCutcheon (R- District 25) and referred to the Transportation, Utilities and Infrastructure Committee, where it was approved for a full House vote. The bill was indefinitely postponed April 28.

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

Failed

Introduced at the request of Gov. Bill Walker (I) Jan. 19, 2016. Both bills referred to their house's transportation committee for review. Neither bill advanced.

ARIZONA

2016 Budget Bills (SB 1527/ HB 2708)

Arizona's 2016 budget legislation included \$86.5 million in one-time general fund revenue for highway and road construction, with \$30 million for local transportation projects and \$56.5 million to the state system.

Bill Status

Approved

Senate Bill 1527 (state transportation) was passed by the Senate 30-0 on May 3 and by the House 43-17 on May 4.

House Bill 2708 (local transportation projects) was passed by the House 36-24 on May 3 and by the Senate 17-13 that same day.

Both bills were signed by the governor on May 10.

ARKANSAS

House Bill 1009

- 25 percent of Arkansas's general revenue surplus will be diverted into the Arkansas Highway Transfer Fund, with the remaining 75 percent contributing to Arkansas's

ALASKA

2016 STATE TRANSPORTATION FUNDING BILLS

General Fund.

- The renamed Rainy Day Fund, now the “Long Term Reserve Fund” will contribute a one-time, \$40 million payment into the Arkansas Highway Transfer Fund.
- Through interest and investment revenues gathered through the State Treasury, payments of \$1.5 million and \$20 million will be made into the Arkansas Highway Trust Fund in FY 2017 and FY 2018, respectively.
- Revenue from a diesel tax that generated \$4 million for Arkansas’s General Fund will be diverted into the Arkansas Highway Transfer Fund.
- Revenue from a half-cent sales tax that benefitted the Constitutional Officer’s Fund and the State Central Services Fund will be diverted into the Arkansas Highway Transfer Fund.
- A new subcommittee, The Highway Commission Review and Advisory Subcommittee, was formed to oversee several infrastructure projects. One of its key roles is to assess projects costing over \$10 million with a “report card”, assessing its implementation and overall success.

Bill Status

Approved

Introduced during the Third Extraordinary Session. Approved by the House 75-25 on May 20 and by the Senate 21-10 on May 23.

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

Failed

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.

Senate Bill Extraordinary Session 1-1/ Assembly Bill Extraordinary Session 1-26

Would raise or modify several transportation-related fees, including:

- 12 cents-per-gallon gasoline tax increase adjusted with changes to inflation and fuel efficiency, coupled with the elimination of the state’s current annual gas tax adjustment formula;
- 10 cents-per-gallon diesel tax increase, and an increase on the sales tax on diesel to 5.75 percent;
- \$35 vehicle registration fee increase;
- New \$100 electric vehicle registration fee;
- New \$35 road access charge;
- Reimbursement from the General Fund on outstanding loans taken from the transportation fund.

Bill Status

Failed

Introduced by Sen. Jim Beall (D-San Jose) during the first Special Session. Passed by the Senate Com. on Transportation & Infrastructure Development 9-2 Aug. 19, and sent to the Appropriations Committee. On April 21, 2016, Sen. Beall revived the bill by amending it. On Aug. 24, Assemblymember Jim Frazier (D- District 11) introduced a companion bill (ABX 1-26). Neither bill progressed past a committee.

Senate Bill 1397

Measure to permit the California Department of Transportation to sell commercial advertising space on changeable roadside message signs. If approved, the measure could generate up to \$200 million per year.

Bill Status

Failed

Introduced Feb. 19, 2016 and passed by the Senate Transportation and Housing Committee 6-2-3 on April 19. The bill failed to pass in a May 31 Senate floor vote, though the sponsors have discussed bringing it back for reconsideration.

COLORADO

Senate Bill 210

Proposal to renew a transportation funding bond (previously approved by voters in 1999) for up to \$3.5 billion in projects. If approved, the measure

2016 STATE TRANSPORTATION FUNDING BILLS

would go to the November 2016 ballot.

Bill Status

Failed

Introduced by Sen. Randy Baumgardner (R-Hot Sulphur Springs) and House Minority Leader Brian Del Grosso (R-Loveland) on May 2, 2016. Action on this bill was postponed indefinitely on May 10.

House Bill 16-1405 (Budget Bill)

Provides a guaranteed \$150 million to the state department of transportation in the upcoming fiscal year. To guarantee this funding, lawmakers bypassed a funding formula that could have refunded a portion of personal income taxes back to residents.

Bill Status

Failed

Introduced in the House March 28, 2016 and passed April 1. The Senate returned with amendments April 7, which the House voted to 'not concur'. A conference committee was convened, and both the House and Senate adopted the committee report April 15. No further action was taken and the legislature adjourned May 11 sine die.

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

Failed

Introduced Feb. 4, 2016 and referred to the Joint Committee on Finance, Revenue and Bonding. Failed to advance prior to the legislature adjourning for the year sine die.

House Joint 1

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

Bill Status

Failed

Introduced Feb. 4, 2016 and referred to the Joint Committee on Transportation, where it was reported favorable March 15. The bill was never considered by the full House and died with the legislature adjourned May 4.

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

Failed

Introduced by Rep. Sean Matthews (D-Talleyville) and referred to the House Transportation/Land Use and Infrastructure Committee on Jan. 26, 2016. Bill never advanced and failed when the legislature adjourned.

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

Failed

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. The bill never advanced before the legislature adjourned sine die.

GEORGIA

2016 STATE TRANSPORTATION FUNDING BILLS

Senate Bill 369

If voters approve the measure in the Nov. 2016 general election, SB 369 would permit Atlanta to pursue a \$2.5 billion expansion of the local transit line, MARTA, funded through a half-percent sales tax increase. The measure also permits Fulton County to put a measure on the Nov. 2016 ballot to increase the local sales tax by up to three-quarters of a percent for road improvements, with the future option of another measure to increase the local sales tax by a quarter of a percent for transit.

Bill Status

Approved

Introduced Feb. 10, 2016 by Speaker Pro Tem Jan Jones (R-Milton). Passed the Senate the first time on Feb. 26, the House with amendments on March 16, and received final approval from the Senate on March 24. An earlier bill, SB 330, would have raised \$8 billion for MARTA by including all of Fulton County as well as neighboring DeKalb County in the transit sales tax increase. Voters approved these measures on Nov. 8.

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

Failed

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

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

Failed

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.

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

Failed

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. The House Transportation Committee killed the bill March 23, citing a need to further study the state department of transportation's current management of funds.

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

Failed

Introduced Jan. 26, 2016 by Rep. Joe Souki (District 8). The bill died when the legislature adjourned sine die.

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

2016 STATE TRANSPORTATION FUNDING BILLS

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

Governor's Bond

Gov. Bruce Rauner (R) authorized the sale of \$550 million in bonds, with \$330 million earmarked to mass transit, \$200 million for road construction, and the remaining amount towards brick-and-mortar projects.

Bill Status

The bond revenue cannot be spent without legislative authorization.

SJRCA 28

Proposal to require all transportation-related taxes and fees (including vehicle registration, titling, and motor fuel) be dedicated to highway, road, street, bridge, mass

transit, intercity passenger rail, airports, and other forms of transportation.

Bill Status

Failed

Introduced March 2, 2016 by Sens. William Haine, Heather Steans and Jim Oberweis.

Senate Bill 3279

Proposal to create the Illinois Road Improvement and Driver Enhancement Act, which would require each owner of a vehicle to pay a distance-based road user fee, with reported motor fuel state excise taxes refunded to them. The bill would also increase the state motor fuel excise tax to 49 cents-per-gallon, adjusted annually based on changes in the Consumer Price Index, and vehicle registration fees.

Bill Status

Failed

Introduced Feb. 19, 2016 by Sen. Heather Steans (D- 7th District). Deliberation on the bill was postponed indefinitely.

Senate Bill 3267

Would require drivers of passenger motor vehicles to pay a distance-based road user fee of 1.5 cents-per-mile on public roads, with a credit given for estimated motor fuel taxes paid.

Bill Status

Failed

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

HJCRA 36

To protect revenue derived from "taxes, fees, excises, or license taxes, relating to registration, titles, operation, or use of vehicles or public highways, roads, streets, bridges, mass transit, intercity passenger rail, ports, or airports, or motor fuels, including bond proceeds" from diversion to non-transportation related purposes.

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Bill Status

Approved

Rep. Frank J. Mautino (D- 76th District). The House overwhelmingly approved the bill 98-4 on April 22 and sent to the Senate for consideration, where it was approved May 5 55-0. This measure was approved by voters on Nov. 8.

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

Approved

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. Signed by Gov. Pence March 23.

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

Bill Status

Approved

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. Signed by Gov.

Pence March 23.

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.

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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

Failed

Introduced Feb. 17, 2016. On Feb. 18, the House Transportation Committee voted unanimously to send the bill to the full House. Legislation never advanced.

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

Failed

Introduced Jan. 26, 2016 by the Committee on Transportation. Died in committee.

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

Failed

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. Failed to advance before the legislature adjourned sine die.

House Bill 309

Legislation to permit public-private partnerships in order to develop and finance public roads and bridges.

Bill Status

Approved

HB 309 was introduced in the House on Jan. 27, 2016 by Rep. Leslie Combs (D- District 94) and referred to the House Appropriations and Revenue Committee, where it was passed Feb. 9. The House approved HB 309 83-11 on Feb. 12 and signed by the governor.

House Concurrent Resolution 27

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

Bill Status

Failed

Introduced Jan. 6, 2016 by Rep. Adam Koenig (R- District 69) and referred to the House Transportation Committee. Failed to advance before the legislature adjourned sine die.

LOUISIANA

House Bill 603/ Amendment 5

Measure to establish a trust fund to deposit recurring revenue from mineral and corporate taxes. Once the balance of the fund reaches \$5 billion, use would be restricted to only 10 percent of the fund for use on construction projects and transportation infrastructure. Thirty percent of recurring mineral revenues

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would be used to pay state employee retirement debt.

Bill Status

Approved

Introduced Introduced in the legislature on March 4. Approved by the House 84-4 on May 17 and by the Senate 32-0 on June 3. Voters approved the measure on Nov. 8.

House Bill 121

Measure to apply the state's 4 percent sales tax to gasoline, diesel and special fuel purchases, with revenue deposited in the state's transportation fund. Provisions would be in place to reduce the state sales tax amount applied to motor fuel purchases when the wholesale price of oil rises above \$40, and would be temporarily eliminated if prices rose above \$60 per barrel.

Bill Status

Failed

Introduced Feb 23, 2016 by Rep. Katrina Jackson (D- District 16). HB 121 was passed by committee on Feb. 24 but failed to advance before the legislature adjourned.

MAINE

Legislative Document 1694

Legislation to issue \$100 million in bonds to improve highways, bridges and multi modal facilities.

Bill Status

Approved

Introduced April 1, 2016. Passed by the House April 15 138-4 and by the Senate 32-2. Approved by the governor the same day. The bond question was approved by voters Nov. 8.

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

Failed

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'. Failed when the legislature adjourned sine die and placed the bill into the legislative files.

MASSACHUSETTS

House Bill 4424

Issues \$185 million in transportation bonds, with \$135 million for state highway funding and \$50 million for nonfederally-aided bridges with span lengths no greater than 20 feet. The legislation initially also included funding for a vehicle-miles traveled pilot program, which was vetoed by Gov. Charlie Baker (R).

Bill Status

Approved

Introduced June 22. Received final approval by the House (after amendments) on July 30 158-0, and by the Senate on July 31 38-1. The governor signed the bill on Aug. 10.

House Bill 3877

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

Failed

Introduced Nov. 25, 2015 by Rep. William Straus (D- Mattapoissett) and referred to the committee on transportation. Used to draft H.4094. Neither bill advanced this legislative session.

House Bill 3725

Would permit the town of Lee to administer a 3

2016 STATE TRANSPORTATION FUNDING BILLS

cents-per-gallon local excise tax on the sale of motor fuels.

Bill Status

Failed

Introduced August 13, 2015. Measure failed to advance.

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

Failed

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. Measure failed to advance.

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

Failed

Introduced in the House on Jan. 20, 2015 by Rep. Chris 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. Measure failed to advance.

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 passed by the Senate Dec. 1, 2016 with a vote of 28-8 (with two excused).

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

Failed

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. However, the 2016 session drew to a close without the bill advancing.

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

2016 STATE TRANSPORTATION FUNDING BILLS

\$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

Failed

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. Bill failed to advance.

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

Failed

Introduced March 14, 2016 and passed 34-13 by the Senate March 16. Bill failed to advance in the House.

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

Failed

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, where it failed to advance and died upon adjournment.

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. Died in committee March 16.

MISSOURI

House Bill 2004

\$20 million allocation of General Fund revenue for a cost-sharing program that will partner the state government with local governments to expedite the completion of local transportation construction projects.

Bill Status

2016 STATE TRANSPORTATION FUNDING BILLS

Approved

Introduced Jan. 27, 2016. Received final approval from the House on April 21 120-20 and by the Senate that same day 32-0. The governor signed the bill into law on May 6.

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

Failed

Pre-filed by Rep. Keith English (I-Florissant) on Dec. 1, 2015 and was referred to the Transportation committee, where it died when the legislature adjourned sine die.

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

Failed

Prefiled by Rep. Margo McNeil (D- District 69) on Dec. 15, 2015. The Transportation Committee voted 'do pass' on May 10, but the bill wasn't heard on the assembly floor before the legislature adjourned sine die.

Senate Bill 623

Measure to increase the tax on motor fuel by 5.9 cents-per-gallon. If approved by the legislature, the measure would go before voters in the Nov. 2016 general election. The legislation initially called for an increase of 1.5 cents-per-gallon on gasoline and on 3.5 cents-per-gallon on diesel beginning Oct. 2016.

Bill Status

Failed

Pre-filed by Sen. Doug Libla (R-Poplar Bluff) on Dec. 1, 2015. The bill was passed by the Senate Transportation, Infrastructure and Public Safety Committee on Feb. 4, and was approved by the full Senate 21-10 on April 6. The bill passed

both the House Transportation Committee and the House Committee on State and Local Governments in the beginning of May, but died in the Fiscal Review Committee when the legislature adjourned sine die on May 13.

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

Failed

Pre-filed by Sen. Bob Onder (R- Lake St. Louis) Dec. 1 for the 2016 legislative session. The bill never advanced and died upon adjournment May 13.

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

Failed

Pre-filed by Sen. Rob Schaaf (R- District 34) on Dec. 1, 2015. The bill never advanced and died when the legislature adjourned May 13.

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

Failed

Introduced May 14, 2015 and referred to the Transportation and Telecommunications Committee for review in the 2016 legislative session. The measure failed to advance before the legislature adjourned sine die.

2016 STATE TRANSPORTATION FUNDING BILLS

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 construction. 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

Approved

Introduced by Sen. Jim Smith (R- Papillion) Jan. 14, 2016 and passed by the legislature unanimously March 16. Nebraska Gov. Pete Ricketts (R) signed the bill into law April 18.

NEVADA

Assembly Bill 191

Proposal to put on the 2016 ballot a measure that, if approved, would permit all counties to index their local fuel taxes to inflation (currently, only two counties have the ability to do so).

Bill Status

Failed

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 failed in all counties where it was on the 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 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

Approved

Introduced Jan. 6, 2016 by Sens. Dan Felts (D) and Regina Birdsell (R). The legislation was passed by the Senate on March 17, and by the House on May 11. The bill was signed into law by the governor on June 10.

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. The bill was referred for interim study on March 23 with a vote of 18-0.

NEW JERSEY

Assembly Concurrent Resolution 1

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

2016 STATE TRANSPORTATION FUNDING BILLS

Bill Status

Approved

Introduced Dec. 14, 2015 by Assembly Speaker Vincent Prieto (D- District 32) and passed the Assembly Judiciary Committee 6-0 on Dec. 17. Voters approved the measure on Nov. 8.

Assembly Bill 12

Increases the state gas tax by 23 cents per gallon and the diesel tax by 27 cents per gallon effective Nov. 1, 2016, for an additional \$16 billion in transportation funding over the next eight years. Additionally, decreases the state sales tax by three-eighths of a percentage point, cuts the estate tax, and provides state income tax exemptions for retirement income. The legislation will also raise the earned income tax credit for low-income families from 30 percent to 35 percent.

Bill Status

Approved

Introduced by a bipartisan group of legislators, including Prieto, McKeon, Schaer, Sumter, Caputo, Vainieri, Giblin and Ribble. After months of debate, a deal between legislative leaders and Gov. Chris Christie (R) was announced Sept. 31. The legislation was passed by the Senate 23-14, and by the Assembly 44 – 27 on Oct. 7. Gov. Christie signed the measure into law on Oct. 14.

Assembly Bill 10/ Senate Bill 2412

Spending bill tied to A 12.

Bill Status

Approved

Introduced by a bipartisan group of legislators, including Prieto, McKeon, Schaer, Sumter, Caputo, Vainieri, Giblin, Mukherji, Singleton, Pintor, and Ribble. After months of debate, a deal between legislative leaders and Gov. Chris Christie (R) was announced Sept. 30. The legislation was passed by the Senate Senate 23-14, and by the Assembly 45 – 27 on Oct. 7. Gov. Christie signed the measure into law on Oct. 14.

Senate Bill 2352

Legislation to increase the state gas tax by 11 cents-per-

gallon and the diesel tax by 9 cents-per-gallon, with 2 cents-per-gallon increases every year following passage of the bill.

Bill Status

Failed

Introduced by Sen. Samuel D. Thompson (R- District 12) on June 9, 2016.

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

Failed

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

Failed

Prefiled by Sen. Carroll Leavell (R-Jal) on Dec. 15. SB 7 failed to advance.

House Bill 272

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

Bill Status

Failed

Introduced by Reps. Cathrynn Brown (R- District 55)

2016 STATE TRANSPORTATION FUNDING BILLS

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 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

Failed

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

Failed

Introduced by Sen. John Smith (D- District 35) on Feb. 3, 2016. The bill died when the legislature adjourned.

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

Failed

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

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

Failed

Prefiled by Rep. John Davis (R-Wilsonville) on Jan. 27, 2016 and referred to the House Committee on Energy and Environment on Feb. 1. The bill failed to advance before the legislature adjourned sine die.

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

Failed

Introduced Dec. 17, 2015 and referred to the Senate Transportation Committee. The Pennsylvania legislature adjourned sine die Nov. 30, 2016.

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.

2016 STATE TRANSPORTATION FUNDING BILLS

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.

House Bill 7454

Question 5 asked voters to approve a \$70 million bond for improvements to the Ports of Davisville and Providence.

Bill Status

Approved

The measure was introduced Feb. 3, unanimously approved by the House on June 15 and approved 32-3 by the Senate on June 18. Voters approved the measure on Nov. 8.

SOUTH CAROLINA

Senate Bill 1258

Proposal to use over \$200 million in redirected existing fees (including motor vehicle sales taxes) and other revenue to bond up to \$2.2 billion in one-time funding, with additional department of transportation reforms.

Bill Status

Approved

Introduced April 20, 2016 in response to the House's amendment of an existing bill (removing funding and keeping SCDOT reforms in place). After several rounds of amendments, the bill received final approval by the Senate 31-10 on May 31 and by the House 109-2 on June 1. The bill was signed by Gov. Nikki Haley (R) on June 8.

House Bill 3579

Bill to institute reforms within the South Carolina Department of Transportation (SCDOT). The plan would require legislative confirmation hearings for high-ranking SCDOT officials after nomination by the governor, and mandate the department's internal auditor report to House and Senate oversight committees rather than SCDOT commissioners.

As originally proposed, the legislation would have dedicated \$400 million from the General Fund to the state Department of Transportation.

Bill Status

Failed

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. The House rejected the bill's funding components and added additional SCDOT reforms. Discussions continued in conference committee before resolving on S 1258.

Senate Bill 5001

Appropriations bill include \$415 million in one-time funding for the state highway fund.

Bill Status

Failed

Introduced March 9, 2016. Passed by the House March 23 111-1. The bill is currently being debated in the Senate.

Senate Bill 1228

Proposal to dedicate \$65,680,000 to the State Highway Fund. The measure would also permit an equivalent amount that was intended for the State Non-Federal Aid Highway Fund be rerouted to the State Highway Fund. The first \$50 million would be used to fund bridge replacement and rehabilitation and road repair on the state highway system. Funds remaining would be used for expanding and improving existing main-line interstates.

Bill Status

Failed

Introduced April 13, 2016 by Senate President Pro Tempore Hugh Leatherman (R- District 31) and re-

2016 STATE TRANSPORTATION FUNDING BILLS

ferred to the Finance Committee. Elements of S 1228 were absorbed into S 1258.

Senate Bill 1237

Legislation to redirect several Department of Motor Vehicle fees to the State Highway Fund.

Bill Status

Failed

Introduced April 14, 2016 by Senate President Pro Tempore Hugh Leatherman (R- District 31) and referred to the Finance Committee.

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

Failed

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

Failed

Introduced Jan. 12, 2016 in the Senate and the House and assigned to each chamber's Finance, Ways & Means Committee. The legislature adjourned sine die on April 22.

House Bill 1444

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

Bill Status

Failed

Introduced Dec. 17, 2015 by Rep. Mark Pody (R- District 46). The legislature adjourned sine die on April 22.

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 877

Would increase the minimum taxable cost of a motor vehicle as well as raise license and registration fees as well as other transportation-related fees.

2016 STATE TRANSPORTATION FUNDING BILLS

Bill Status

Approved

Introduced March 24, 2016 by the Ways & Means Committee. Signed into law by Gov. Peter Shumlin (D) June 2 and went into effect July 1.

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

Failed

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.

Bill Status

Failed

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

2016 STATE TRANSPORTATION FUNDING BILLS

Failed

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

Failed

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.

they must receive voter approval.

Bill Status

Failed

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.

WISCONSIN

Assembly Bill 468

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

Bill Status

Failed

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,

TIMELINE- PASSED RECURRING STATE HIGHWAY FUNDING

| DATE | STATE | MEASURE |
|----------------|---------------|---|
| • 2012 | | |
| 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. |
| • 2013 | | |
| 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. |

PASSED STATE HIGHWAY FUNDING INITIATIVES—TIMELINE

| DATE | STATE | MEASURE |
|----------------|---------------|--|
| 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 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. |
| 2014 | | |
| 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. |
| 2015 | | |
| 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 |

PASSED STATE HIGHWAY FUNDING INITIATIVES—TIMELINE

| DATE | STATE | MEASURE |
|----------------|------------|---|
| | | highway and bridge investment. |
| 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 |

PASSED STATE HIGHWAY FUNDING INITIATIVES—TIMELINE

| DATE | STATE | MEASURE |
|----------------|----------------|---|
| | | transfers were included in the bill. |
| 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. |
| 2016 | | |
| 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 in revenue will be generated over the next five years. |
| March 23 | Indiana | 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. |

PASSED STATE HIGHWAY FUNDING INITIATIVES—TIMELINE

| DATE | STATE | MEASURE |
|---------------|----------------|--|
| June 8, 2016 | South Carolina | Gov. Nikki Haley (R) signed into law a proposal to use over \$200 million in redirected existing fees (including motor vehicle sales taxes) and other revenue to bond up to \$2.2 billion in one-time funding, with additional department of transportation reforms. |
| Oct. 14, 2016 | New Jersey | Legislation to increase the state gas tax by 23 cents-per-gallon and state diesel tax by 27 cents-per-gallon (effective Nov. 1, 2016) in order to generate \$2 billion per year for transportation funding over the next eight years. |
| Nov. 8, 2016 | Maine | Legislation to issue \$100 million in bonds to improve highways, bridges and multi-modal facilities. |