

TRANSPORTATION
INVESTMENT
ADVOCACY
CENTER



State Funding Initiatives Report

NOVEMBER/DECEMBER 2017



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 to the TranspoAdvocates Blog (www.transportationinvestment.org/blog).

TIAC staff produces regular research reports and analyses, hosts an annual workshop in Washington, D.C., 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

Table of Contents

Executive Summary Pages 3-4

2017 State Transportation Funding Legislation Details (by State)..... Pages 5-30

Timeline- Passed State Transportation Funding Legislation (2012 - 2017) Pages 31-37

2017 State Transportation Funding Overview

TIAC tracked over 140 transportation funding measures in 38 states in 2017, with 29 bills approved in 23 states for over \$69 billion in new revenue.

California approved the most revenue, with a fiscal note estimating that the state’s comprehensive transportation funding increase (Senate Bill 1) will generate \$52.4 billion over the next decade. Five other states— Indiana, Montana, Tennessee, South Carolina, and Oregon— also approved motor fuel tax increases in 2017. Two additional states— Utah and West Virginia— adjusted their existing variable-rate state gas tax formula to increase transportation revenue.

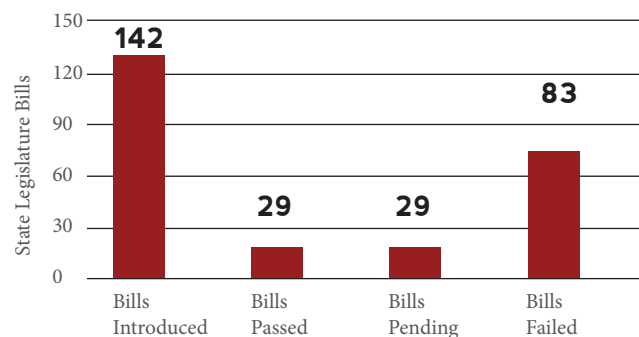
Electric vehicle fees greatly expanded in 2017 as well. In the beginning of the year, only 10 states had implemented fees to ensure electric vehicles contributed to the maintenance and improvement of roads and bridges. An additional eight states now charge an electric vehicle fee. One more state (Oklahoma) passed an electric vehicle fee in 2017, but the fee was rescinded over questions about the process through which the bill was passed.

Eight states approved one-time funding this year, including bonds in six states and general fund or surplus spending in two states.

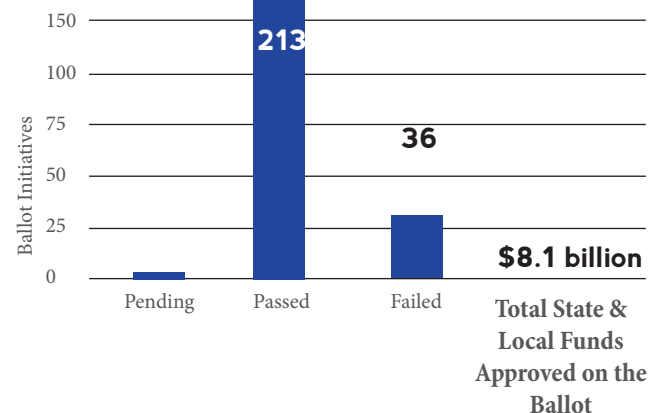
The timing of the market impact of these actions is difficult to project, as most fiscal estimates forecast into the next decade and recurring taxes/fees may be implemented gradually. Additionally, new revenue may be used to address previous debt from bonds or allocated as grants to local governments.

Estimated Total Funding Approved in 2017 Legislative Session: \$69,604,600,000

STATE FUNDING LEGISLATION

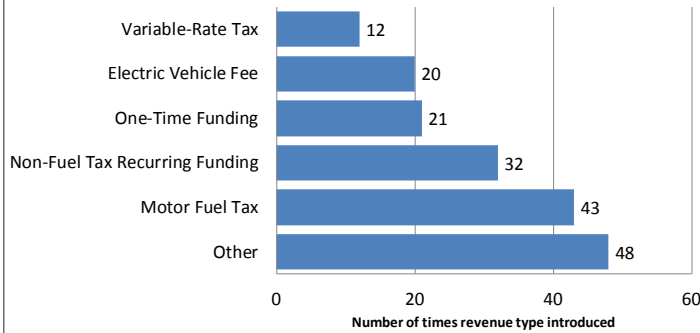


BALLOT MEASURES 2017



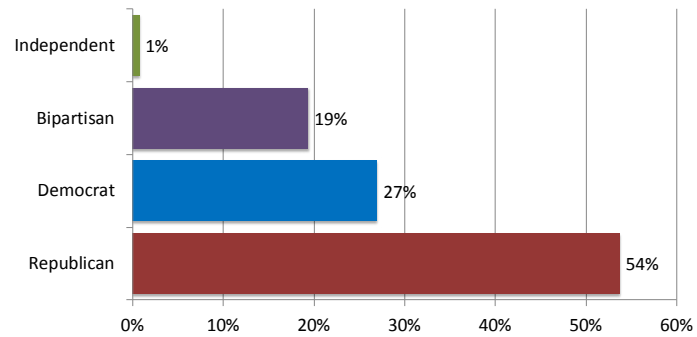
EXECUTIVE SUMMARY

Types of State Transportation Funding Revenue Increases Introduced in 2017

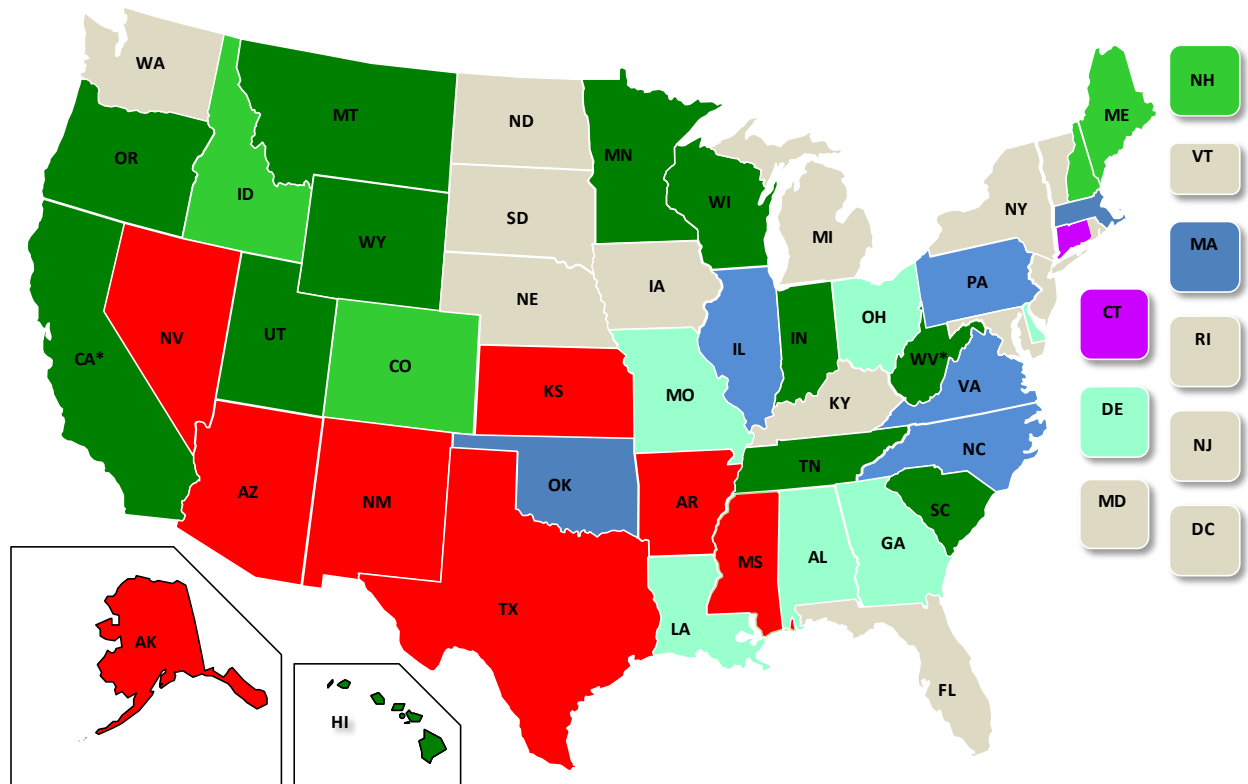


Note: Individual bills may contain multiple revenue source proposals.

Political Party of State Legislators Introducing Transportation Funding Legislation in 2017



2017 STATE TRANSPORTATION FUNDING LEGISLATION



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

2017 STATE TRANSPORTATION FUNDING BILLS

ALABAMA

Senate Bill 79

Topic: Local Funding

Description: Authorize Baldwin County to levy a local fuel tax of up to 3 cents-per-gallon (beginning Oct. 2018 with approval by the county commission) to fund pay-as-you-go infrastructure projects.

Bill Status: Approved

Status Details: Introduced by Sen. Lee Pittman (R-District 32) on Feb. 7. Approved by the Senate 23-0 on Feb. 14 and by the House 21-0 (69 abstain) on March 9. The bill became Act No. 2017-67 on March 9. If approved by the county commission, the tax will generate approximately \$1.4 million per 1 cent.

House Bill 487

Topic: Bond, Motor Fuel Tax Increase

Description: Issue a \$1.2 billion bond for counties and cities and \$1.2 billion bond for the Alabama Department of Transportation. The bonds would be funded with a gradual 6 cents-per-gallon motor fuel tax increase, with the possibility of a future additional 3 cents-per-gallon “conditional” motor fuel tax increase. The bill would also impose tag fees on alternative fuel vehicles. All revenue would be spent on roads and bridges, with the plan of raising enough revenue to provide a match for future federal funding.

Bill Status: Failed

Status Details: Introduced by Rep. Bill Poole (R-District 63) on April 6 and referred to the House committee on Transportation, Utilities and Infrastructure. Though reported favorable from Transportation committee with two amendments, the bill was pulled from the House floor when the sponsor acknowledged there was not enough support to pass it.

Senate Bill 386

Topic: Local Funding

Description: Permit counties to levy a 5 cents-per-gallon local gasoline tax, with voter approval.

Bill Status: Failed

Status Details: Introduced by Sen. Arthur Orr (D-District 3) on April 20. Read second time on Apr. 25. Indefinitely Postponed on May 17.

ALASKA

House Bill 60

Topic: Gas Tax

Description: Gradually increase motor fuel taxes by 16 cents-per-gallon (completed July 1, 2018).

Bill Status: Failed

Status Details: Proposed by Gov. Bill Walker (I) and introduced by the House Rules Committee Jan. 18. The bill is currently with the House Finance Committee, since 2/24. Failed to advance before the Feb. 22 crossover deadline.

ARIZONA

House Concurrent Resolution 2011

Topic: Gas Tax Increase

Description: Increase the motor fuel tax by 10 cents-per-gallon, with new revenue dedicated solely to the construction and maintenance of transportation infrastructure.

Bill Status: Failed

Status Details: Introduced by Rep. Noel Campbell (R-District 1) on Jan. 23. Passed the House Committee on Transportation and Infrastructure 7-1 on Feb. 8. The House Ways and Means Committee declined to hear the bill.

Senate Bill 1090

Topic: Lockbox

Description: To protect gas tax revenue and transportation-related fees dedicated to the Highway User Revenue Fund from diversion to non-transportation purposes.

Bill Status: Failed

Status Details: Introduced by Sen. Steve Farley (D-District 9) on Jan. 17 and referred to the Committees on Transit, Appropriations, and Rules. SB 1090 was not heard in committee.

2017 STATE TRANSPORTATION FUNDING BILLS

Senate Bill 1445/ Senate Bill 1146

Topic: Alternative Fuel

Description: Levy an annual fee on vehicles that do not rely exclusively for propulsion on a source of fuel (amount determined as the average amount of taxes paid by an average vehicle), and for vehicles that use natural gas (amount determined based on the energy equivalent of natural gas to a gallon of motor fuel). Increase fees for commercial trucks and trailers. Would also institute an annual vehicle license tax on insurance premiums in order to fund the state highway patrol, removing the state highway patrol from the transportation fund..

Bill Status: Failed

Status Details: Introduced by Sen. Bob Worsley (R-Mesa) on Jan. 31 and unanimously approved by the Senate Committee on Transportation and Technology on Feb. 14. Senate Committee of the Whole received on March 23. Legislature adjourned sine die on April 22.

Senate Bill 1446/ Senate Bill 1147

Topic: Local Funding

Description: Permit counties to ask for voter approval of a local motor fuel tax rate, to last no more than 20 years.

Bill Status: Failed

Status Details: Introduced by Sen. Bob Worsley (R-Mesa) on Jan. 31 and unanimously approved by the Senate Committee on Transportation and Technology on Feb. 14. Transmitted to House on Feb. 23. Failed on a 2-6 vote in the Transportation Committee in the House on March 22.

Senate Bill 1149

Topic: Local Funding

Description: Authorize counties and municipalities to establish transportation investment zones, with infrastructure improvements funded through tax increments.

Bill Status: Failed

Status Details: Introduced by Sen. Bob Worsley (R-Mesa). Substitution for original bill was approved by the Senate Transportation and Technology Committee 6-1 on Feb. 14.

Senate Bill 1270

Topic: Local Funding

Description: Reauthorize Maricopa County to place on the ballot a request to extend county's transportation

excise tax.

Bill Status: Failed

Status Details: Introduced by Sen. Bob Worsley (R-Mesa) on Jan. 25 and passed by the Senate Transportation and Technology Committee 7-0 on Jan. 25. The Senate Democrat Caucus and Republican Caucus voted 'Yes' on Feb. 21. The Senate approved the bill on Feb. 27 19-11 and sent it to the House for review. House Ways and Means committee failed the bill on March 15.

Senate Bill 2425

Topic: Appropriation

Description: Appropriate \$30 million from the State General Fund to the Highway User Revenue Fund, to be distributed to counties and municipalities and used for highway and road construction and maintenance.

Bill Status: Failed

Status Details: Introduced by Rep. Charlene Fernandez (D-District 4) and referred to the House Appropriations Committee. If HB 2425 was to pass, it would likely be enacted through the state budget. Legislature adjourned sine die on April 22.

ARKANSAS

House Bill 1726

Topic: Bond

Description: Authorize the Arkansas Highway Commission to issue bonds for 20 years, beginning April 1, 2018, subject to voter approval.

Bill Status: Failed

Status Details: Introduced by Rep. Dan Douglas (R-Bentonville) on Feb. 28. The House Committee on Public Transportation recommended passage on March 9. HB 1726 was read on the House floor March 14 and failed to pass (38-35-20). An attempt on March 20 to expunge the failed vote also failed.

House Bill 1727

2017 STATE TRANSPORTATION FUNDING BILLS

Topic: Variable-Rate

Description: Levy a 6.5 percent sales tax on the wholesale price of gasoline and diesel. If approved by the legislature, HB 1727 would go before voters.

Bill Status: Failed

Status Details: Introduced by Rep. Dan Douglas (R-Bentonville) on Feb. 28. The House Committee on Public Transportation recommended passage on March 9. Reported correctly engrossed by the House on March 13. Failed to advance before the legislature adjourned sine die.

House Bill 2085

Topic: Internet Sales Tax

Description: Earmark revenue generated by the state sales tax on internet purchases for highway projects.

Bill Status: Pending

Status Details: Introduced March 6 by Rep. Johnny Rye (R-District 54). Recommended favorably by the House Public Transportation Committee on March 21, and approved by the House 56-25 (17 nonvoting) on March 27. The bill now goes to the Senate. Referred to Senate Committee on Revenue and Taxation on March 27. Failed to advance before the legislature adjourned sine die.

House Bill 2241

Topic: Alternative Fuel Taxation/Electric Vehicle Fee

Description: Additional \$184 registration fee for alternative fuel vehicles- including electric vehicles- and \$90 hybrid vehicles.

Bill Status: Failed

Status Details: Filed March 6 by Rep. Andy Davis (R-District 31) but withdrawn March 13.

CALIFORNIA

Assembly Bill 1

Topic: Transportation Funding Package

Description: Increase the 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.

Bill Status: Incorporated in Senate Bill 1

Status Details: Prefiled by Assemblyman Jim Frazier (D-Oakley) on Dec. 5, 2016 for the 2017 legislative session. Referred to Committees on Transportation and Natural Resources on January 19.

Assembly Bill 351

Topic: One-Time Funding (Return Diversions)

Description: Return vehicle weight fees appropriated by the General Fund back to the Transportation Fund, repaid as of Dec. 31, 2018.

Bill Status: Incorporated in Senate Bill 1

Status Details: Introduced on Feb. 8 by Assemblywoman Melissa Melendez (R-Lake Elsinore). Referred to Committee on Transportation on Feb 21.

Assembly Bill 496

Topic: Ending Diversions

Description: Require all transportation-related fees, including vehicles sales and insurance taxes currently being diverted to the state's general fund, to be used for transportation projects. Would establish a Transportation Inspector General to provide audits of major transportation projects.

Bill Status: Incorporated in Senate Bill 1

Status Details: Introduced by Assembly Members Baker (R-District 16), Harper (R-district 74), Mathis (R-District 26), and Mayes (R-District 42) on Feb. 13. Referred to Committee on Transportation on March 1.

Senate Bill 1

Topic: Motor Fuel Tax Increase, Vehicle Reg. Fees

Description: 12 cents-per-gallon gasoline tax increase and 20 cents-per-gallon diesel tax increase, with an additional 4 percent increase in the diesel sales tax (beginning Nov. 1, 2017). Legislation also eliminates the Board of Equalization "Gas Tax Swap" and implements a variable-rate motor fuel tax based on changes to the Consumer Price Index (beginning July 1, 2019). Creates a new Transportation Improvement Fee based on the market value of the motor vehicle, and a \$100 fee for electric vehicles. Require the California Department of Transportation (Caltrans) to generate up to \$100 million in department

2017 STATE TRANSPORTATION FUNDING BILLS

efficiencies, overseen by the newly-created Transportation Inspector General.

Bill Status: Approved

Status Details: Introduced by Sen. Jim Beall (D- District 15) on Dec. 5, 2016 for the 2017 legislative session. The Committee on Transportation amended the bill Feb. 28. It was re-referred to the Committee on Transportation March 1. Committee recommended: Do pass, but first re-refer to the Committee on Appropriations, on March 8. Committee recommended do pass as amended on April 3, and the bill was read a second time and amended also on April 3. Senate Bill 1 passed the California Senate shortly after 7pm PT with a vote of 27-11, with only one Republican voting in favor of the bill and one Democrat opposed to the plan. The California Assembly subsequently approved the bill 54-26 at 10:40 pm PT, with one Democrat voting against the bill and no Republicans supporting the bill. Gov. Jerry Brown (D) subsequently signed the legislation into law.

Assembly Constitutional Amendment 5

Topic: Lockbox

Description: Prohibit the state from borrowing transportation-related revenue— including revenue derived from vehicle license fees, vehicle weight fees, and the diesel tax used for vehicles outside of public roads— for non-transportation programs. Currently, gasoline and diesel excise taxes and vehicle registration fees are protected from diversions to non-transportation programs.

Bill Status: Approved for November 2018 Ballot

Status Details: Introduced Feb. 17. Approved by the House 54-25 on April 6 along with SB 1, and 28-10 by the Senate the same day. ACA 5 will appear on the November 2018 General Election ballot.

Senate Constitutional Amendment 6

Topic: Local Funding

Description: Lower the voter threshold required to approve a local transportation funding measure from 66.6 percent to 55 percent.

Bill Status: Pending

Status Details: Introduced by Sen. Scott Wiener (D-District 11) on Feb. 13. The bill is set for a hearing on April 5. Out of committee with author's amendments on March 29. Re-Referred to Committee on Gov. and

Finance. On April 5 the bill was recommended to be adopted and re-referred to the Committee on Transportation and Housing. From committee, read second time, amended, and rereferred to committee on May 1. Hearing set for May 9. Re-Referred to committee on RLS on May 11, Re-referred to Committee on Appropriations on May 17, where it was ordered held on May 25. Sen. Wiener declared his intention to reintroduce the measure in the coming weeks.

Senate Constitutional Amendment 2

Topic: Lockbox

Description: Prohibit the state from borrowing transportation-related revenue— including revenue derived from vehicle license fees, vehicle weight fees, and the diesel tax used for vehicles outside of public roads— for non-transportation programs. Currently, gasoline and diesel excise taxes and vehicle registration fees are protected from diversions to non-transportation programs.

Bill Status: Incorporated in Assembly Constitutional Amendment 5

Status Details: Introduced by Sen. Josh Newman (D-Fullerton) on Jan. 18 and approved by the Senate Transportation and Housing Committee 9-0 (four abstained) on March 14. Was then re-referred to the Committee on Elections and Constitutional Amendments, where it passed 4-1 on March 21. Was then recommended to be re-referred to the Committee on Appropriations.

COLORADO

House Bill 1171

Topic: Bond

Description: Authorize \$3.5 billion in bonds, funded within the state department of transportation's existing budget. Additionally, HB 1171 would allocate 10 percent of all future state sales taxes for transportation projects.

Bill Status: Failed

Status Details: Introduced by Reps. Terri Carver (R-District 20) and Perry Burck (R- District 49) on Feb. 6. Assigned to Committees on State, Veterans, & Military Affairs + Finance + Appropriations. Bill failed on

2017 STATE TRANSPORTATION FUNDING BILLS

March 29 as the committee postponed it indefinitely.

Senate Bill 188

Topic: Alternative Fuel Fees

Description: Ballot proposal to repeal the state tax credit for alternative fuel vehicles, with resulting tax revenue credited to the highway users tax fund.

Bill Status: Failed

Status Details: Introduced by Sen. Vicki Marble (R-Fort Collins) on Feb. 14. Assigned to Committee on Finance, who referred it amended to the Committee on Appropriations on Feb. 28. The Senate Committee on Appropriations referred an amended version to the Committee of the Whole on April 6. Second Reading laid over to May 11 and did not advance.

House Bill 1242

Topic: Sales Tax

Description: Increase the state sales tax to 3.52 percent (from 2.9 percent) and decrease vehicle registration fees in order to fund a 10-year \$3.5 million bond package. If approved by the legislature, HB 1242 would go before voters in November.

Bill Status: Failed

Status Details: Introduced by House Speaker Crisanta Duran (D- Denver) and Senate President Kevin Grantham (R- Canon City) on March 8. Passed by the House on March 31 with a vote of 41-24 largely along party lines (with four Republicans joining Democrats to approve the bill) and assigned to the Senate Transportation Committee. Transportation referred to Finance committee amended on Apr. 11. Postponed indefinitely on April 25.

Senate Bill 205

Topic: Sales Tax

Description: Increase the state sales tax to 3.15 percent (from 2.9 percent) in order to address critical priority multimodal transportation needs.

Bill Status: Failed

Status Details: Introduced by Sen. John Kefalas (D- District 14) and Rep. Paul Rosenthal (D- District 9) on Feb. 28. Assigned to Transportation Committee. Postponed indefinitely by committee on April 4.

Senate Bill 267

Topic: Bond

Description: \$1.8 billion bond for road work over the next 10 years, with at least 25 percent of the funds (\$450 million) required to be spent on projects in counties with fewer than 50,000 residents. Additional components of this bill include funding for state hospitals.

Bill Status: Approved

Status Details: Introduced by Sens. Lucia Guzman (D- District 34) and Jerry Sonnenberg (R- District 1) and Reps. Jon Becker (R- District 65) and KC Becker (D- District 13) on March 27 and passed by the Senate on May 8 with a vote of 25-10. Approved by the House on May 10 with a vote of 49-16. Gov. John Hickenlooper (D) approved the measure May 19.

Senate Bill 303

Topic: Sales Tax

Description: Transfer 5 percent of state sales tax revenue annually to fund the state's transportation infrastructure.

Bill Status: Failed

Status Details: Introduced on April 27 by Sens. John Cooke (R- District 13) and Tim Neville (R- District 16) and Reps. Cole Wist (R- District 37) and Patrick Neville (R- District 45). Passed the Senate Committees on Finance and Appropriations, but laid over in the Senate Committee of the Whole to a date after the legislature adjourned for the year.

CONNECTICUT

House Bill 5458

Topic: Tolls

Description: Establish electronic tolls, with revenue deposited in the Special Transportation Fund.

Bill Status: Pending

Status Details: Introduced by Rep. Henry Genga (D- District 10) Jan. 11. Public hearing on Feb. 27.

House Bill 6058

2017 STATE TRANSPORTATION FUNDING BILLS

Topic: Tolls

Description: Establish electronic tolls on state highways.

Bill Status: Pending

Status Details: Introduced by Rep. Antonio Guerrero (D- District 16) on Jan. 19. The Joint Committee on Transportation reported the bill favorably on March 17. Filed with Legislative Commissioners' Office on March 20. Out of LCO on 4/5. Favorable report, tabled for House Calendar. Passed temporarily on June 6.

House Joint Resolutions 55 & 52

Topic: Lockbox

Description: Protect revenue deposited in the Special Transportation Fund from being diverted to a non-transportation related purpose.

Bill Status: Pending

Status Details: Introduced by Reps. Laura Devlin (R-District 134) and Brenda Kupchick (R- District 132) on Jan. 25. Public Hearing Feb. 27.

Senate Joint Resolutions 5

Topic: Lockbox

Description: Ensure revenue deposited into the Special Transportation Fund is only used for transportation purposes, including debt service on obligations for transportation purposes.

Bill Status: Pending

Status Details: Introduced Jan. 4 by the Joint Transportation Committee, which reported the bill favorable on March 17. The Legislative Commissioners' Office reported the bill favorable on March 29, tabled for the Senate calendar.

House Joint Resolutions 100

Topic: Lockbox

Description: Amend the state constitution to ensure all revenue deposited in the Special Transportation Fund (STF) be used solely for transportation purposes, including paying debt service on state obligations incurred for transportation purposes. Revenue sources designated for the STF are authorized by statute to be deposited there. If approved by the legislature, the measure will go before voters in the November 2018 General Election.

Bill Status: Pending Voter Approval - Nov. 2018

Status Details: Introduced by Sen. Tony Hwang (R-District 28) and Rep. David Baram (D- District 15) on March 3 and referred to the Joint Committee on Government Administration and Elections. Reported favorable and adopted by the House on June 6 with a vote of 101-50. Adopted by the Senate the next day with a vote of 29-7. The measure will appear on the November 2018 General Election ballot.

DELAWARE

Senate Bill 20

Topic: Lockbox

Description: Amendment to the state constitution that ensures taxes and fees deposited in the state's Transportation Trust Fund are only spent on transportation projects. Money can only be accessed for non-transportation purposes with three-fourths support in each chamber of the legislature.

Bill Status: Approved

Status Details: Constitutional amendments must be passed in two separate bills in separate sessions. The first bill passed in 2016. SB 20 was introduced on Jan. 24 by Senate Majority Whip Gregory F. Lavelle (R-District 4), passed the Senate 19-1 on April 26, and by the House 37-2 on May 18. Enacted without the signature of the governor on May 18.

GEORGIA

House Bill 134

Topic: Local Funding

Description: Permit counties to ask for voter approval for a five-year transportation special option local sales tax (T-SPLOST) for capital projects. The final amount of 1 percent must be reached in .05 percent increments. HB 134 would also permit counties to simultaneously levy a 20-year T-SPLOST for local transit projects, as long as the combined local taxes do not exceed 1 percent.

Bill Status: Approved

Status Details: Filed Jan. 25, reported favorably by

2017 STATE TRANSPORTATION FUNDING BILLS

the House Ways and Means committee on Feb. 16, and passed by the House 106-58 on Feb. 23. Senate Committee favorably reported on March 13. Senate passed on March 24. House agreed to Senate amendments on March 30 and sent to Governor April 5.

Bill Status: Pending to 2018

Status Details: Introduced Jan. 20, with a public hearing held Feb. 10. Since the bill passed a first reading in its house of origin, it will be carried over into the second half of the legislative session in 2018.

HAWAII

Senate Bill 4

Topic: Recurring Revenue (OtherO)

Description: Provide \$2.4 billion in funding towards Honolulu's commuter rail project, which is behind schedule and over budget. The agreement extends O'ahu's 0.5 percent general excise tax surcharge (\$1.046 billion) and raises the state hotel room tax by 1 percent for the next 13 years (\$1.326 billion), and requires an annual review of the Honolulu Authority for Rapid Transportation.

Bill Status: Approved

Status Details: Introduced Aug. 25 by Sen. Ronald Kouchi (D- District 8) on behalf of Gov. David Ige (D). Passed the Senate 16-9 on Aug. 30, and the House on Sept. 1. Gov. Ige signed the bill into law on Sept. 5.

Senate Bill 1012

Topic: Motor fuel tax increase, vehicle registration fees

Description: Increase the state fuel tax from by 10 cents-per-gallon (to 26 cents per gallon). Increase annual vehicle registration fee by \$5 and annual per-pound motor vehicle weight tax by 0.25 cents (up to 10,000 pounds).

Bill Status: Pending to 2018

Status Details: Introduced by Sen. Ronald Kouchi (D- District 8) on behalf of Gov. David Ige (D) on Jan. 25. Passed by the Senate Committee on Transportation and Energy 3-0 on Feb. 13 and referred to the Ways and Means Committee. Since the bill passed at least one reading in its house of origin, it will be carried over into the second half of the legislative session in 2018.

Senate Bill 649

Topic: Lockbox

Description: Establish an electric vehicle registration fee.

IDAHO

Senate Bill 1141

Topic: Surplus Funding

Description: Provide \$52 million from the budget surplus for emergency road funding, to be used for counties that have received a gubernatorial declaration of disaster.

Bill Status: Approved

Status Details: Introduced by the Joint Finance-Appropriations Committee March 6. Approved by the Senate Finance Committee March 7, and by the full Senate 34-0 on March 9. The House passed the bill 69-0 on March 28 and sent to Gov. Butch Otter (R) for approval.

Senate Bill 1206

Topic: One-Time Funding

Description: \$300 million in GARVEE bonding (borrowed against future federal highway allocations), extension of the surplus eliminator for another two years, and creation of a new Transportation Expansion and Congestion Mitigation Fund (funded by a 1 percent share of the state sales tax, and rerouting cigarette taxes currently being directed to the Idaho Transportation Department's strategic initiatives program).

Bill Status: Approved

Status Details: Introduced March 27 by the Judiciary and Rules Committee and approved by the Senate Transportation Committee the same day. On March 28 the Senate approved the bill with a vote 19-16, followed by the house 51-19. Became law without the governor's signature on March 29.

House Bill 218

Topic: Ending Diversions

Description: Transfer 1 percent of the state sales tax

2017 STATE TRANSPORTATION FUNDING BILLS

to the law enforcement fund, removing the state highway police from the highway distribution account.

Bill Status: Failed

Status Details: Introduced by the House Revenue and Taxation Committee on Feb. 27. Legislation failed to advance prior to the Idaho legislature's sine die adjournment.

Senate Bill 1162

Topic: Bond

Description: Authorize the state to issue up to \$300 million in Grant Anticipation Revenue (GARVEE) Bonds for highway projects.

Bill Status: Failed

Status Details: Introduced by the Senate Judiciary and Rules Committee on March 13 and referred to the Transportation Committee, where it was recommended passage on March 16. Legislation failed to advance prior to the Idaho legislature's sine die adjournment.

House Bill 157

Topic: Ending Diversions

Description: Transition the Idaho State Police's funding component from the state gas tax to the General Fund.

Bill Status: Failed

Status Details: Introduced by Rep. Joe Palmer (R- Meridian) Feb. 13 and approved by the House Transportation Committee 10-7 on Feb. 14. The bill failed to advance on full vote in the House, 33-37 on Feb. 21.

House Bill 158

Topic: Surplus Funding

Description: Extend the Strategic Initiatives Program, which received revenue if there is a general fund surplus, for another two years. Sixty percent of revenue in the program goes to the Idaho Department of Transportation, and 40 percent to local jurisdictions.

Bill Status: Pending

Status Details: Introduced by the House Transportation and Defense Committee Feb. 13. Legislation

failed to advance prior to the Idaho legislature's sine die adjournment.

Senate Bill 1163

Topic: Surplus Funding

Description: Extend the general fund surplus eliminator, exempt the sales tax on road materials, and eliminate the 5 percent transfer from the Highway Distribution Account to the Law Enforcement Account.

Bill Status: Failed

Status Details: Introduced by the Senate Judiciary and Rules Committee on March 13. Referred to Transportation Committee. Legislation failed to advance prior to the Idaho legislature's sine die adjournment.

Senate Bill 1184/1188

Topic: Bond

Description: Authorize \$300 million in Grant Anticipation Revenue (GARVEE) Bonds for transportation projects; \$200 million in General Obligation (GO) Bonds that would be paid off with the state sales tax; extend the surplus eliminator for five years; exempt construction materials used for public roads from the state sales tax; remove the Idaho State Police from receiving transportation funds; permit counties to levy a local option sales tax (up to 1 percent) for specific transportation projects, pending local voter approval.

Bill Status: Failed

Status Details: Introduced March 15 by Senate Transportation Chairman Bert Brackett (R- District 23). The bill failed in the Senate with a vote of 15-20 on March 22.

ILLINOIS

House Bill 3136

Topic: Motor Fuel

Description: Increase the state gasoline and diesel taxes by 10 cents-per-gallon.

Bill Status: Pending

Status Details: Introduced by Rep. Robert W. Pritchard (R- District 70) on Feb 6th, assigned to Transportation Committee, motion to pass as amended lost on March

2017 STATE TRANSPORTATION FUNDING BILLS

14, bill remains in committee. Re-referred to Rules Committee on March 31.

House Bill 662

Topic: Electric Vehicle Fee

Description: Increase the state electric vehicle fee to \$216 per year (previously \$35 for two years) and create a hybrid vehicle fee of \$158.50 annually.

Bill Status: Pending

Status Details: Introduced by Rep. Thomas Morrison (R- District 54) on Jan. 25. The legislation is currently being debated in the House Rules Committee.

INDIANA

House Bill 1002

Topic: Transportation Funding Package

Description: Ten cents per gallon motor fuel tax increase, indexed to adjust annually according to changes in the Consumer Price Index for all Urban Consumers (capped at a penny increase per year, as amended by the House Transportation Committee); a new \$15 annual “transportation infrastructure improvement” vehicle fee and a \$150 annual electric vehicle fee; a 50 percent increase on alternative fuel decal fees; and dedicated the entirety of the gasoline use tax to transportation purposes. This bill would also allow the state to seek permission for toll roads. Additions by the Senate Tax and Fiscal Policy Committee include a \$5 tire fee, a \$100 commercial vehicle license plate fee, and gradually phasng in the gas tax over two years.

Bill Status: Approved

Status Details: Introduced Jan. 4 by Rep. Ed Soliday (R- Valparaiso) and referred to the House Committee on Roads and Transportation (approved 8-5 on Jan. 25) and the Ways and Means Committee (approved 14-9 on Feb. 7). Approved by the full House 61-36 on Feb. 16. Passed with amendments by the Senate Committee on Tax and Fiscal Policy on March 28. Returned to House with amendments on April 5 and a conference committee was convened to reach a compromise. An agreement was announced April 19. On April 21 the House voted 69-29 to approve the measure, followed by the Senate shortly after midnight on April 22 with a vote of 37-12 for final approval.

Senate Bill 262

Topic: Bonds

Description: Permits the Indiana finance authority to issue a maximum of \$500 million in bonds to fund transportation construction projects.

Bill Status: Failed

Status Details: Introduced by Sens. Tallian (D- District 4) and Kenly (R-District 20) Jan. 9 and passed by the Committee on Appropriations Jan. 30. Passed by the Senate 41-9 on Feb. 7 and referred to the House. Assigned to the House Committee on Ways and Means on Feb. 28. Legislature adjourned sine die in April.

KANSAS

House Bill 2060

Topic: Alternative Fuel

Description: Create a new \$75 annual registration fee for hybrid passenger motor vehicles, and \$150 annual registration fee for electric passenger motor vehicles.

Bill Status: Pending

Status Details: Introduced by the Committee on Transportation Jan. 12, primarily by Rep. Thomas Sloan (R- District 45). Did not advance before the crossover deadline.

Senate Bill 224

Topic: Motor Fuel Tax

Description: Increase motor fuel taxes by 5 cents-per-gallon and raise liquefied petroleum gas permit fees.

Bill Status: Pending

Status Details: Introduced by the Committee on Assessment and Taxation on March 7. Referred to Committee on Assessment and Taxation, and hearing was scheduled for March 17. Did not advance before the crossover deadline.

Senate Bill 2237

Topic: Motor Fuel Tax

Description: Increase motor fuel taxes by 5 cents-per-gallon and raise liquefied petroleum gas permit fees.

Bill Status: Pending

2017 STATE TRANSPORTATION FUNDING BILLS

Status Details: Introduced by the Committee on Taxation on Feb. 1. Hearing Feb. 7. Did not advance before the crossover deadline.

Senate Bill 2382

Topic: Motor Fuel Tax

Description: Increase motor fuel taxes by 11 cents-per-gallon and raise liquefied petroleum gas permit fees, with 76.78 percent of revenue deposited in the state highway fund and 23.22 percent to the special city and county highway fund.

Bill Status: Pending

Status Details: Introduced by the Committee on Taxation on March 8. Hearing March 23. Did not advance before the crossover deadline.

the state police would continue receiving dedicated funding from the state's Transportation Trust Fund and sent the bill back to the House with a vote of 35-0. The House concurred the amendment on June 8 with a vote of 91-1. Voters approved the measure on Oct. 14.

House Bill 578

Topic: Motor Fuel Tax

Description: Increase the state motor fuel tax by 7 cents-per-gallon. Revenue would be deposited into the 21st Century Transportation and Infrastructure Fund for use on state and local transportation and capital infrastructure projects.

Bill Status: Failed

Status Details: Introduced Feb. 13 by Reps. Suzanne Miles (R- District 7) and Jill York (R- District 96) and never advanced before the legislature adjourned.

KENTUCKY

House Bill 317

Topic: Electric Vehicle Fee

Description: Create a \$100 annual registration fee for plug-in electric vehicles.

Bill Status: Pending

Status Details: Introduced Feb. 13 by Reps. Suzanne Miles (R- District 7) and Jill York (R- District 96) and never advanced before the legislature adjourned.

House Bill 632

Topic: Motor Fuel Tax

Description: Increase the state motor fuel tax by 10 cents-per-gallon (original proposal was 17 cents-per-gallon), indexed to inflation, with revenue dedicated to construction costs.

Bill Status: Failed

Status Details: Introduced April 18 by Rep. Steve Carter (R-Baton Rouge). Referred to Ways and Means on Apr. 19. Reported with amendments from committee on May 16, 9-7-1. Scheduled for floor debate May 31. The bill was pulled from the calendar prior to the debate due to lack of support.

LOUISIANA

House Bill 354

Topic: Lockbox

Description: Dedicate all revenue from new taxes on motor fuel (created on or after July 1, 2017) to a Construction Subfund of the Transportation Trust Fund, to be used by state and local governments for construction and maintenance of transportation infrastructure. The revenue would be prohibited for use on employee wages and retirement benefits.

Bill Status: Approved

Status Details: Introduced on March 31 by Rep. Major Thibaut (D- District 18) and approved by the House 97-0 on May 25. The Senate amended the bill to ensure

Senate Bill 57

Topic: Eliminate Diversion

Description: Eliminate the Louisiana State Police funding from the Transportation Trust Fund.

Bill Status: Failed

Status Details: Introduced on March 28 by Sens. Patrick Page Cortez (R- District 23) and Francis C. Thompson (D- District 34). Reported favorable by the Senate Committee on Transportation, Highways and Public Works on March 1 and approved by the Senate 38-0 on March 8. The House Committee on Civil Law and Procedure reported the bill favorable (15-0) on May 30 and referred the bill to the Legislative Bureau. The House voted 67-33 on the bill, narrowly failing to

2017 STATE TRANSPORTATION FUNDING BILLS

achieve the two-thirds majority to pass the legislation.

MAINE

Legislative Digest 1552

Topic: Bond

Description: Request for \$105 million in bonds to be used for the state's transportation infrastructure, including: \$80 million for the construction, reconstruction and repair of state highways and bridges; \$20 million for facilities, equipment, and property acquisition related to ports, harbors, marine transportation, aviation, freight and passenger railroads, transit, and bicycle and pedestrian trails; and \$5 million for a competitive grant program that provides matching funds to local governments, municipal commissions, and private nonprofits for upgrading culverts at stream crossings in order to improve fish and wildlife habitats and increase safety. The bond would be used to receive an estimated \$137 million in federal and other matching funds.

Bill Status: Approved

Status Details: Introduced April 27 by Sen. Ron Collins (R-District 34) at the request of the governor. Approved on July 20 by the House (110 - 4) and the Senate (26-0). Approved by voters on Nov. 7.

Legislative Digest 638

Topic: Bond

Description: Authorize \$50 million in bonds for the reconstruction and rehabilitation of highways and bridges, and for intermodal facilities. The funds would make available a \$55 million federal and other funding matching.

Bill Status: Pending

Status Details: Introduced by Rep. Andrew McLean (D- Gorham) on March 23.

Legislative Digest 1106

Topic: Motor Vehicle Sales Tax

Description: Redirect the sales tax on motor vehicle sales (and sales related to motor vehicles) from the General Fund to the Highway Fund beginning July 2019.

Bill Status: Failed

Status Details: Introduced by Rep. Wayne Parry (R- Arundel) on March 21 and referred to the Committee on Taxation. Read on June 5, House accepted minority Not Pass report 79-67-

5. Senate was in non-concurrence and ordered Pass as Amended 25-10. Amendments adopted. House insisted on no-pass and Senate on pass on June 6 and 7. Finally, in non-currence, the bill was placed in legislative files (dead) on June 8.

Legislative Digest 1150

Topic: Road Usage Charge Study

Description: Establish a Road Usage Charge Task Force to study alternatives to state motor fuel taxes in order to generate transportation revenue.

Bill Status: Pending

Status Details: Introduced by Rep. Andrew McLean (D- Gorham) on March 23. Reported do pass on May 31. Sent for concurrence as amendment. The Senate passed amended legislation. Finally passed by House on June 5. The Senate placed the bill on the special highway table pending final passage on June 6.

Legislative Digest 1226

Topic: Road Usage 122 Study

Description: Create annual registration fees for hybrid vehicles (\$250) and electric vehicles (\$350).

Bill Status: Failed

Status Details: Introduced by Sen. Ronald Collins (R- District 34). Was voted 'ought not to pass' on May 18.

MASSACHUSETTS

Senate Bill 1551/ House Bill 1640

Topic: Local Funding

Description: Permit cities and towns to create a local payroll, sales, property or vehicle tax in order to fund transportation projects. The measures would need to be approved by local residents on the ballot. If approved, the funding source would expire after 30 years.

Bill Status: Pending

Status Details: Introduced by Sen. Eric Lesser (D- First Hampden and Hampshire) and Rep.

2017 STATE TRANSPORTATION FUNDING BILLS

Chris Walsh (D- 6th Middlesex) on Jan. 23. Hearings were to be held on April 23. Accompanied S1551 in the Senate on May 11.

Senate Bill 1945

Topic: Other (Autonomous Vehicle Fee)

Description: Institute a fee of 2.5 cents-per-mile on self-driving motor vehicles, with revenue deposited into the state's transportation fund.

Bill Status: Pending 2018 Legislative Session

Status Details: Introduced by Sen. Jason Lewish (D-Fifth Middlesex) on Jan. 23. A hearing was held on April 12. Legislation carries over to 2018.

MINNESOTA

House File 3/ House File 5

Topic: Electric Vehicle Fee/ One-Time Funding, Other

Description: Create a \$75 annual fee for electric vehicles. Provide \$235 million in new revenue for roads and bridges and an additional \$71 million in general fund revenue for the Metropolitan Area transit for the next two years. Dedicate the motor vehicle lease sales tax and sales tax on rental vehicle to transportation purposes (previously deposited in the General Fund). Authorize \$300 million for the Corridors of Commerce program and \$640 million for the State Road Construction program through additional trunk highway bonds.

Bill Status: Approved

Status Details: Introduced in special session on May 22 in the House, declared urgent and skipped committee hearings to be passed by the House 74-54, largely along party lines, on May 24. The Senate followed suit with a vote of 38-25 on May 25. The bill was presented to Gov. Mark Dayton (D) on May 26 and approved by the governor on May 30. Bill authors are Rep. Paul Torkelson (R- District 16B) and Sen. Scott Newman (R- District 18).

House File 864/ Senate File 1060

Topic: One-time funding (Bonds, redirect fees)

Description: Redirect taxes and fees on auto repairs,

auto rentals, the Motor Vehicle Lease Sales Tax, and some taxes on auto parts, as well as dedicate a portion of the state surplus, to fund transportation priorities. The redirected fees would be used to bond for additional funding.

Bill Status: Vetoed

Status Details: Introduced in the House on Feb. 6 by Rep. Paul Torkelson (R- District 16B) and Sen. Scott Newman (R- District 18) and was approved by the full House on March 31 with a vote of 76-54, largely along party lines. The Senate approved the legislation with amendments on April 4 39-27. Passed House as amended on March 31. Returned on Apr. 18 from Senate with amendment, house refuses to concur. Conference committees appointed. Passed House and Senate on May 15, but was vetoed by Governor.

House File 1899/ Senate File 1799

Topic: Motor Fuel Tax

Description: Increase gasoline and diesel tax by 10 cents-per-gallon, as well as increase the rates of special fuels.

Bill Status: Session carries over to 2018

Status Details: Introduced by Reps. Clark Johnson (DFL- District 19A), Mike Sundin (DFL- District 11A), John Considine Jr. (DFL- District 19B), and David Blye (DFL- District 20B) in the House on March 1, and by Sen. Nick Frentz (DFL- District 19) in the Senate on March 6. Unfinished legislation carries over to 2018.

House File 894 / Senate File 884

Topic: Motor Fuel Tax, Variable-Rate

Description: Create a motor fuels gross receipts tax of 6.5 percent of the average wholesale price of gasoline within the state (calculated annually), imposed on the first licensed distributor receiving motor fuel. The variable-rate tax would have a floor of \$2.50 per gallon. Additionally, authorize \$2 billion in transportation bonds, and permit metropolitan areas to utilize a local transit sales and use tax.

Bill Status: Session carries over to 2018

Status Details: House File 894 is Gov. Mark Dayton's (D) proposed transportation budget and was introduced Feb. 9. Referred to Transportation Finance Committee. Unfinished legislation carries over to 2018.

2017 STATE TRANSPORTATION FUNDING BILLS

House File 1133/ Senate File 2029

Topic: Electric Vehicle Fee

Description: Impose \$85 annual registration fee for electric vehicles, and permit electric vehicles to operate in toll lanes without paying a toll fee.

Bill Status: Session carries over to 2018

Status Details: Introduced by Rep. Pat Garofalo (R- District 58B) on Feb. 13 and Sen. Matt Little (DFL- District 58) on March 13. The House Transportation and Regional Governance Policy Committee recommended passage on March 9, and the Transportation Finance Committee recommended passage on March 15.

MISSISSIPPI

House Bill 480

Topic: Other (Internet Sales Tax)

Description: Impose the state sales tax on out-of-state companies making sales within the state. Revenue would be deposited into a special fund for the repair, maintenance and reconstruction of roads, streets and bridges.

Bill Status: Failed

Status Details: Introduced by Rep. John Thomas Lamar III (R- District 8) and passed by the House 76-41 on Feb. 1. Lt. Gov. Tate Reeves (R) announced Feb. 28 that the Senate will reject HB 480. The bill died in committee Feb. 29.

House Bill 1732

Topic: Bond

Description: Issue \$50 million in bonds to assist municipalities and counties with bridge improvements.

Bill Status: Failed

Status Details: Introduced on Feb. 20 by House Ways and Means Committee Chairman Jeff Smith (R- Columbus). Passed by the House 112-6 on Feb. 21. The Senate Finance Committee failed to advance the bill.

Senate Bill 2939

Topic: Internet Sales Tax

Description: Issue Divert a 7 percent tax on items sold by online retailers (who currently voluntarily pay the state sales tax) for transportation construction. If approved, 50 percent would be given to the Mississippi Department of Transportation (provided MDOT finds \$25 million in savings) and 50 percent would be divided between cities and counties.

Bill Status: Failed

Status Details: Introduced by Sen. Joey Fillingane (R- District 41) on Jan. 30 and passed by the Senate 50-0 on Feb. 21. The House amended and passed SB 2939 with a vote of 109-7 on March 9 and sent the bill back to the Senate. The Senate called a conference to find a compromise on the bill, but the legislation failed to advance and died when the legislature adjourned March 27.

MISSOURI

Senate Joint Resolution 3

Topic: Motor Fuel Tax Increase

Description: Increase the diesel tax by 3.5 cents-per-gallon and by 1.5 cents-per-gallon for all other fuels. Supplementary state highways would be transferred county highway commissions. If passed by the legislature, the measure would go before voters in November 2018.

Bill Status: Failed

Status Details: Introduced by Sen. Rob Schaaf (R- District 34) on Jan. 4. Referred to Transportation Committee Feb. 2. Legislature adjourned sine die on May 12.

House Bill 837

Topic: Road Usage Charge

Description: Create a miles-driven fee (\$200 annually, or \$400 biannually) for motor vehicles with a 2019 model year or later. Upon registration renewal, the driver would be entitled to a prorated credit against the miles driven. Drivers would receive a prorated credit against the miles driven fee for vehicles that have driven greater than 20,000 miles in a one-year registration period of 40,000 miles in a two-year registration period.

Bill Status: Failed

Status Details: Introduced Feb. 2 by Rep. Bart Korman

2017 STATE TRANSPORTATION FUNDING BILLS

(R- District 42). Referred to Select Committee on Relations and Misc. Business. Legislature adjourned sine die on May 12.

House Bill 870

Topic: Sales Tax

Description: Allocate 1 percent of revenue derived from certain sales and use taxes to the state road fund.

Bill Status: Failed

Status Details: Introduced Feb. 7 by Rep. Bart Korman (R- District 42). Referred to Select Committee on Relations and Misc. Business. Legislature adjourned sine die on May 12.

House Bill 993

Topic: Motor Fuel Tax

Description: Reduction of the state income tax, with an equivalent increase in the state motor fuel tax (not to exceed three cents-per-gallon annually).

Bill Status: Failed

Status Details: Introduced Feb. 21 by Rep. Bart Korman (R- District 42). Referred to Select Committee on Relations and Misc. Business. Legislature adjourned sine die on May 12.

House Bill 992

Topic: Motor Fuel Tax

Description: Increase the state motor fuel tax, including special fuels, to 34 cents-per-gallon, with a sales tax exemption granted for telecommunication services and manufacturing.

Bill Status: Failed

Status Details: Introduced Feb. 21 by Rep. Bart Korman (R- District 42). Referred to Select Committee on Relations and Misc. Business. Legislature adjourned sine die on May 12.

House Bill 694

Topic: Special Fuel Tax

Description: Permits owners of alternative fuel vehicles to pay the fuel tax rate rather than purchasing an annual decal, and includes propane as eligible for an alternative fuel decal.

Bill Status: Failed

Status Details: Introduced Jan. 23 by Rep. Craig Redmon (R- Canton) and approved by the House Transportation Committee 10-0 on Feb. 15 and by the House Administrative Oversight Committee March 6. Reported Do Pass on a 14-0 vote on March 9. Taken up and perfected with Amendments on Apr. 12. Passed committee 14-0 on Apr. 18. Passed House 121-26 on April 18. Reported to Senate and referred to committee (transportation, infrastructure and public safety) on Apr. 24. Public hearing held Apr. 27. Executive Session held on Apr. 27 also, and voted do pass. Referred to Senate Fiscal Oversight, and reported do pass on May 4. Legislature adjourned sine die on May 12.

House Bill 579

Topic: Alternative Fuel Tax

Description: Tax motor vehicles powered by electricity or propane fuel.

Bill Status: Failed

Status Details: Introduced Jan. 11 by Rep. Craig Redmon (R- Canton). Referred to Select Committee on Relations and Misc Business. Legislature adjourned sine die on May 12.

House Concurrent Resolution 47

Topic: Study

Description: Establish the “21st Century Missouri Transportation System Task Force” to evaluate the state’s transportation infrastructure, the state’s transportation funding, any shortfall the department is facing, and provide recommendations on how to improve the condition of the transportation infrastructure and funding situation.

Bill Status: Approved

Status Details: Introduced March 1 by Rep. Kevin Corlew (R- District 14). Approved by the House Transportation Committee and the Rules Committee, and by the full House with a vote of 96-36 on April 18. Reported to Senate and first read on Apr. 19. Referred to committee (rules, joint rules, resolutions, and ethics) on Apr. 20. Public hearings held Apr. 25 and 27. Executive session held on Apr. 27, and voted do pass. Third read passed 33-0 in Senate on May 10.

MONTANA

2017 STATE TRANSPORTATION FUNDING BILLS

House Bill 205

Topic: Alternative Fuel Taxes

Description: Amends existing taxes on alternative fuel to create a license requirement for LNG dealers, and increase taxes on CNG and LPG to be comparable to gasoline and diesel fuel taxes. Creates a new \$95 annual fee for electric vehicles (lowered from originally proposed \$180) and a \$30 annual fee for hybrid electric vehicles (lowered from originally proposed \$90), indexed to the fuel tax so that every 1-cent motor fuel tax increase would result in a \$3 fuel-efficiency fee increase.

Bill Status: Vetoed

Status Details: Introduced Jan. 9 by Rep. Alan Redfield (R- District 59). Passed by the House Transportation Committee 10-3 on Jan. 25. Passed by the House of Representatives 67-33 Jan. 31 and sent to the Senate. Referred to Highways and Transportation Committee, where it failed to advance with a tie 5-5 vote on March 23. The bill was revived after conference committee and passed the Senate on April 8 (28-18) and the House on April 20 (55-45). Gov. Bullock vetoed the legislation May 4.

House Bill 473

Topic: Motor Fuel Tax Increase

Description: Increase state gasoline and special fuel tax gradually by 6 cents-per-gallon, with revenue deposited into a new Highway restricted account.

Bill Status: Approved

Status Details: Introduced by Rep. Frank Garner (R-District 7) on Feb. 14. HB 473 originally proposed an 8 cents-per-gallon gas tax increase. The original version was approved by the House with a vote of 54-46 on March 29. The Senate amended the bill to lower the gas tax increase and returned it to the House on April 13 with a vote of 28-22. The House approved the measure with bipartisan support 57-43 on April 22, sent it to Gov. Bullock and signed into law May 11.

House Bill 650

Topic: Recurring Revenue (Vehicles)

Description: Impose a 3 percent administrative fee for Department of Motor Vehicle transactions and a new tax on light vehicles and motor homes valued at over \$150,000 – a 1 percent fee on vehicles' market

sale retail price if less than a year old, 0.9 percent if the vehicle is between one to two years old, and 0.8 percent if the vehicle is two to three years old.

Bill Status: Approved

Status Details: Introduced Nov. 8, 2016 by Rep. Randy Brodehl (R- District 9). The bill received committee approval March 24 and passed the House 80-20 on March 30. After receiving Senate committee approval the bill passed the chamber 31-19 with amendments and was returned to the House, where the amendments were confirmed 68-32. Transmitted to the governor on May 1 and signed into law May 11.

NEW HAMPSHIRE

House Bill 621

Topic: Road Usage Fee

Description: Establish an annual road usage fee for vehicles with over 22.5 miles per gallon (MPG) and travels 12,500 miles per year. The fee ranges from \$123.33 for vehicles with 22.5 or less MPG, to \$46.25 for vehicles 51 MPG or greater.

Bill Status: Failed

Status Details: Introduced Jan. 5 by a bipartisan group of sponsors and approved 20-1 by the House Ways and Means Committee on Feb. 9. The bill was "laid on table" Feb. 15.

Senate Bill 38

Topic: Surplus Funding

Description: Transfer surplus funds in the revenue stabilization reserve account to the highway and bridge betterment account. The final agreement would transfer \$38 million, with \$6.8 million going to the state department of transportation for critical bridge work, and the remaining revenue distributed to cities and towns.

Bill Status: Approved

Status Details: Introduced by a bipartisan group of legislators on Jan. 5. Report filed March 16 and passed by the Senate Finance Committee. The Senate approved the measure 23-0 on March 23 and sent to the House for review. Passed by the House with amendments on June 1 and sent back to the Senate. Senate confirmed the amendments on June 8 and the sent the bill to Gov.

2017 STATE TRANSPORTATION FUNDING BILLS

Chris Sununu (R), who approved the measure

House Bill 2 (Governor's Budget Proposal)

Topic: Infrastructure Fund, Surplus Funding

Description: Create an "Infrastructure Revitalization Trust Fund", to be funded by surplus General Fund revenue, for roads, bridges, and other infrastructure work.

Bill Status: Failed

Status Details: Proposed by Gov. Chris Sununu (R) and introduced Feb. 16. Due out of Committee (Finance) on 3/30. Laid on table.

NEW MEXICO

Senate Bill 132

Topic: Motor Fuel Taxes

Description: Increase the state gasoline tax and special fuel tax by 10 cents-per-gallon, indexed to chained price index for nonresidential construction. Half of the new revenue would be distributed to the tax stabilization reserve until the price of oil exceeds \$67 dollars per barrel for six months, after which it would be distributed to the state road maintenance fund. The other half would be distributed to municipalities and counties for maintaining and repairing existing transportation infrastructure.

Bill Status: Failed

Status Details: Introduced by Sen. John Arthur Smith (D- District 35) and Rep. Roberto J. Gonzales (D- District 42) and referred to the Senate Corporations and Transportation Committee. Committee recommended Do Not Pass and provided substitute on Feb. 16

House Bill 167

Topic: Revenue Distribution

Description: Redistributes the motor vehicle excise tax from the General Fund to the State Road Fund, implemented gradually over four years.

Bill Status: Failed

Status Details: Introduced by Rep. Rick Little (R-

District 53) on Jan. 20 and referred to the House Transportation, Public Works & Capital Improvements Committee. Bill failed to advance before the legislature adjourned sine die on March 18.

House Bill 63

Topic: Local Funding

Description: A local option fuel tax for cities and counties of up to 5 cents per gallon. Would require the cities/counties to get approval from voters prior to implementation.

Bill Status: Vetoed

Status Details: Prefiled by Rep. Randal Crowder (R-District 64), advanced unanimously by the House Taxation and Revenue Committee and the House Local Government Committee Feb. 3, and approved by the House 60-6 on Feb. 8. Recommended by the Senate Corporations and Transportation Committee. Passed in the Senate March 16th. Gov. Martinez vetoed the bill.

Senate Bill 131/132

Topic: Motor Fuel Taxes

Description: Increase the state gasoline tax and special fuel tax by 10 cents-per-gallon, indexed to chained price index for nonresidential construction. Half of the new revenue would be distributed to the tax stabilization reserve for up to five years, after which it would be distributed to the state road maintenance fund. The other half would be distributed to municipalities and counties for maintaining and repairing existing transportation infrastructure.

Bill Status: Failed

Status Details: Introduced by Sen. John Arthur Smith (D- District 35) and Rep. Roberto J. Gonzales (D- District 42) and referred to the Senate Corporations and Transportation Committee. Reported by committee without recommendation, with amendments, and substituted with S 95.

Senate Bill 95

Topic: Motor Fuel Taxes

Description: Increase the gasoline tax by 10 cents-per-gallon and special fuel excise tax by 5 cents-

2017 STATE TRANSPORTATION FUNDING BILLS

per-gallon. Some revenue would be distributed to the tax stabilization reserve until the state reserves reach 10 percent, after which all revenue would be distributed to the local governments road fund and state road fund.

Bill Status: Failed

Status Details: Introduced by Sen. Clemente Sanchez (D- District 30) on Jan. 12 and referred to the Senate Corporations & Transportation Committee where it was recommended 'do pass'. The Senate approved the measure 29-13 on March 2. Bill failed to advance before the legislature adjourned sine die on March 18.

House Bill 202

Topic: Motor Fuel Taxes, Registration Fees

Description: Increase the motor vehicle excise tax to 4 percent and increase motor fuel taxes by 10 cents-per-gallon.

Bill Status: Vetoed

Status Details: Introduced as a substitute for the original HB 202 by Rep. Carl Trujillo (D- District 46), acting Chairman of the House Taxation and Revenue Committee, on Feb. 22. The bill passed the House 37-32 and the Senate 34-4. Vetoed by Gov. Martinez (R).

Senate Bill 2

Topic: Motor Fuel Taxes

Description: Increase the state gas tax and special fuel tax by 5 cents-per-gallon, raise the motor vehicle excise tax, raise petroleum products fees, and implement a weight and distance permit tax.

Bill Status: Vetoed

Status Details: Introduced in special session on May 24 by Sen. Clemente Sanchez (D- District 30) Rep. Carl Trujillo (D- District 46) and approved by the Senate 25-16 the same day. The House took up the bill and approved it 37-28 on May 25. Gov. Susan Martinez (R) vetoed the legislation. This is the second attempt by the legislature in 2017 to increase motor fuel taxes that was vetoed by Gov. Martinez.

NEVADA

Senate Bill 439

Topic: Diesel Tax, Local Funding

Description: Permit counties with a population of less than 100,000 to increase the local diesel tax by 5 cents-per-gallon with voter approval. Clark and Washoe counties already have the authority to do so.

Bill Status: Failed

Status Details: Introduced by the Revenue and Economic Development Committee on March 27. Hearing scheduled for Apr. 13. Committee amended, and do pass as amended, on Apr. 24. Read second time and amended also on Apr. 24. Passed by the Senate 20-0 on June 1. The bill was taken from General File and placed on the chief clerk's desk in the House. Did not advance before June 5 adjournment.

NORTH CAROLINA

House Bill 220

Topic: Infrastructure Bank

Description: Expand the state infrastructure bank.

Bill Status: Pending

Status Details: Introduced March 1 by Rep. John A. Torbett (R- District 108) and referred to the House Committee on Transportation, then Finance. Substitute voted favorable on Apr. 19, rereferred to committee on Finance.

House Bill 219

Topic: Infrastructure Bank, General Fund Appropriation

Description: Create a Megaproject Fund, funded by appropriations or transfers from the General Assembly, to complete significant transportation construction projects that exceed two million dollars.

Bill Status: Pending

Status Details: Introduced March 1 by Rep. John A. Torbett (R- District 108) and referred to the House Committee on Transportation, then Finance. Referred to rules on Apr. 19.

2017 STATE TRANSPORTATION FUNDING BILLS

7. Did not advance before the crossover deadline.

OHIO

Senate Bill 61

Topic: Appropriations

Description: Increase General Revenue Fund appropriations for public transportation to \$25 million in Fiscal Years 2018 and 2019, and federal flex funds in the public transportation budget to \$50 million.

Bill Status: Pending

Status Details: Introduced by Sen. Michael Skindell (D- Lakewood) on Feb. 16. Referred to Transportation Committee on Feb. 22.

House Bill 26

Topic: Local Funding

Description: The proposed state Fiscal Year 2018-2019 Transportation Budget includes permitting counties to levy an additional \$5 motor vehicle registration tax, subject to a referendum, to fund transportation infrastructure projects. This component is part of the \$7.8 billion, two-year transportation and public safety budget, which is a transportation funding increase of \$10 million.

Bill Status: Approved

Status Details: Primary Sponsor Rep. Robert McColley (R- District 81). Introduced Feb. 1 and passed by the House 83-13 on March 1. Passed by the Senate, amended, on March 22. House refused to concur in Senate amendments. Conference report agreed to by House and Senate on March 29. Effective June 30.

OKLAHOMA

House Bill 1426

Topic: Diesel Tax

Description: Increase the diesel tax by 3 cents-per-gallon, and establishes an annual transfer to the ROADS account.

Bill Status: Failed

Status Details: Introduced Feb. 6 by Rep. Mark Lepak (R- District 9). Referred to Rules Committee on March

Senate Bill 299

Topic: Alternative Fuel

Description: Increase the special fuel tax by 6 cents-per-gallon and create a flat fee that could be issued instead of the special fuel tax. For vehicles under one ton that use liquefied petroleum or natural gas or methanol (M-85), \$50 annually. For vehicles over one ton, the fee increases to \$150 annually.

Bill Status: Failed

Status Details: Introduced Feb. 6 by Sen. Stephanie Brice (R- District 22) and referred to Appropriations. Did not advance before the crossover deadline.

Senate Bill 499

Topic: Variable-Rate

Description: Index the state motor fuel taxes by comparing the average miles per gallon of all new vehicles registered within the state, and multiplying the motor fuel tax rate by the percentage increase or decrease in fuel efficiency. This would establish the preliminary motor fuel tax rate. Going forward, the state motor fuel tax rates would be calculated annually by changes in inflation (as documented by the Consumer Price Index- All Urban Consumers). Would be effective Sept. 1, and recalculated annually on that date.

Bill Status: Failed

Status Details: Introduced Jan. 19 by Sen. Eddie Fields (R- District 10) and referred to Appropriations on the first day of the legislative session, Feb. 6. Recommended "Do Pass" as amended on Feb. 28. Did not advance before the crossover deadline.

Senate Bill 1449

Topic: Electric Vehicle Fee

Description: Establish a \$100 registration fee for electric motor vehicles and a \$30 registration fee for hybrid motor vehicles, with fees credited to the State Highway Construction and Maintenance Fund.

Bill Status: Approved- Struck Down in Court

Status Details: Introduced Feb. 6 by Rep. Dustin Roberts (R- District 21) and Sen. Stephanie Bice

2017 STATE TRANSPORTATION FUNDING BILLS

(R- District 22). Recommended passage by the House Appropriations and Budget Committee, and passed by the House 51-44 on March 8. Sent to Senate. Senate referred to Appropriations on March 27. Reported Do Pass as amended by Appropriations Committee, some clauses stricken, on April 5. Measure passed the Senate on Apr. 27, 31-9. The House subsequently rejected the amendments and entered conference committee, with a compromise reached on May 22. Bill passed the House 61-36 the same day, and the Senate 29-11 on May 25. The governor approved the measure May 31. On Oct. 25 the Oklahoma Supreme Court overturned the measure, citing that the fee had not gone through the proper channels for approval.

Senate Bill 2365

Topic: Motor Fuel Tax

Description: Increase the gasoline and diesel tax by 6 cents-per-gallon. The bill would also create a new 75 cents-per-cigarette tax, used for various health funds.

Bill Status: Carries over to 2018

Status Details: Introduced April 20 by Reps. Osborn (R- District 47) and Wallace (R- District 32) and Sens. David (R- District 18) and Fields (R- District 10). Passed the Joint Committee on Appropriations and Budget on May 1.

OREGON

House Bill 2017

Topic: Motor Fuel Tax Increase, Electric Vehicle Fee, Recurring Revenue

Description: A 10-year, \$5.3 billion transportation funding increase through a combination of higher state motor fuel taxes (8 cents-per-gallon), increased vehicle title and registration fees, a new \$100 electric vehicle fee, an additional fee assessed on a vehicle's mileage (beginning 2020), a statewide employee payroll tax for public transit, a new dealer excise tax on vehicle sales, a sales tax on new adult bicycle purchases, and tolls on portions of Interstate 5.

Bill Status: Approved

Status Details: Introduced March 1 by the Transportation Preservation and Modernization Committee. A

work session was held July 1, and the compromise bill was brought before the House and passed (rules suspended) on July 5 with a vote of 39-20. The bill was passed 22-7 on July 6.

House Bill 2121

Topic: Motor Fuel Tax

Description: Increase the state motor fuel and aircraft fuel tax by 5 cents-per-gallon. Beginning Jan. 1, 2023, the taxes would increase by 5 cents-per-gallon every fifth year going forward.

Bill Status: Failed

Status Details: Introduced by Rep. Mitch Greenlick (D- District 33) on Jan. 9. In House Committee on Revenue.

House Bill 2290

Topic: Recurring Revenue

Description: Increase certain state department of motor vehicle fees.

Bill Status: Failed

Status Details: Introduced Jan. 9 at the request of Gov. Kate Brown (D) and passed by the Joint Committee on Ways and Means on April 17. Public Hearing held on May 31.

PENNSYLVANIA

Senate Bill 382

Topic: End Diversions

Description: Reduce motor license funding to municipalities of at least 5,000 residents that rely on state police for primary police coverage.

Bill Status: Pending

Status Details: Introduced by Sen. Judith Schwank (D-Berks) on Feb. 15. Referred to Law and Justice committee.

SOUTH CAROLINA

2017 STATE TRANSPORTATION FUNDING BILLS

House Bill 3102

Topic: Recurring Revenue

Description: Ask voters if the state should legalize gambling in specific areas, with revenue used for highway, road and bridge maintenance, construction and repair.

Bill Status: Pending

Status Details: Prefiled by Rep. Rutherford on Dec. 15, 2016 and referred to the House Committee on Judiciary.

House Bill 3111

Topic: Transportation Funding Package

Description: Additional motor fuel user fee of about 7 cents per gallon on certain motor fuels, plus an additional road tax user fee for motor carriers, with revenue credited to the State Highway Fund.

Bill Status: Pending

Status Details: Prefiled by Rep. Whipper on Dec. 15, 2016 and referred to the House Committee on Ways and Means.

House Bill 3273

Topic: Tolls

Description: New toll on Interstate 95 when it crosses Lake Marion, with revenue used to replace northbound and southbound bridges across the Santee River at mile marker 100.

Bill Status: Pending

Status Details: Prefiled by Rep. Ridgeway on Dec. 15, 2016 and referred to the House Committee on Education and Public Works.

House Bill 3315

Topic: Motor Fuel Taxes

Description: Additional motor fuel user fee equal to approximately 10 cents per gallon, with revenue deposited in the State Highway Fund, and exemptions to individual residents including allowing taxpayers to claim an income tax credit of 10 percent of the additional user fee paid.

Bill Status: Pending

Status Details: Prefiled by Reps. Burns and Chumley on Dec. 15, 2016 and referred to the House Commit-

tee on Ways and Means.

House Bill 3316

Topic: Study- Road Usage Charge Pilot Program

Description: Create a vehicle-miles traveled user fee study committee.

Bill Status: Pending

Status Details: Prefiled by Rep. Collins on Dec. 15, 2016 and referred to the House Committee on Ways and Means.

House Bill 3516

Topic: Transportation Funding Package

Description: Gradually increase the motor fuel user fee by 10 cents-per-gallon (phased in over five years); increase the sales tax cap on vehicle sales from \$300 to \$500; create a new biennial \$60 fee for hybrid vehicles and \$120 fee for electric vehicles; establish a \$250 vehicle registration fee on out-of-state vehicles; and transition from a property tax for motor carriers to a road user fee. If approved, once fully implemented HB 3516 is estimated to raise an additional \$600 million for the state highway fund.

Bill Status: Approved

Status Details: Introduced Jan. 18 by Rep. Gary Simrill (R- District 46) and passed unanimously by the Committee on Ways and Means budget committee on Feb. 9. The House passed H 3516 97-18 on March 1. The Senate Finance Committee approved the bill 14-8 on March 15. Senate voted 23-18 to place the bill on special order on March 29, but the vote failed to achieve the two-thirds majority required in order to do so. Senate Debate was interrupted on Apr. 6. Committee amendment adopted 21-17 on Apr. 19. Read third time and returned to House with amendments on Apr. 27, passing the Senate 30-9. House does not concur in Senate amendment on May 3, voting 7-107. Conference committee appointed. Vetoed by Governor on May 9, Veto overridden on May 10.

House Bill 384

Topic: Transportation Funding Package

Description: Increase the state gas tax by 8 cents-per-gallon over the next four years, raise vehicle registra-

2017 STATE TRANSPORTATION FUNDING BILLS

tion fees, institute a biennial road use fee of \$50 for electric, hybrid or hydrogen-powered vehicles, and increase the vehicle sales tax cap on vehicles the cost greater than \$30,000 by \$200.

Bill Status: Pending

Status Details: Introduced by South Carolina Senate Democrats on Feb. 8.

Senate Bill 54

Topic: Transportation Funding Package

Description: Increase the state gas tax by 12 cents-per-gallon, phased in gradually over three years. The proposed legislation will also increase 10-year driver's license fees from \$25 to \$50; a biennial \$120 electric vehicle fee and \$60 hybrid vehicle fee; and raise the vehicle sales tax cap from \$300 to \$600. These transportation revenue increases would be offset with a 0.1 percent cut to the state's top income tax bracket; a 1 percent cut for business and manufacturing property taxes; and tax credits for law enforcement officers, first responders, college tuition, and state earned income tax credit.

Bill Status: Pending

Status Details: Prefiled by Senators Bennett (R-Dorchester), Campbell, Turner and Hembree on Dec. 13, 2016 and referred to the Senate Committee on Finance.

Senate Bill 70

Topic: Local Funding

Description: Allow counties to hold referenda to institute a local option motor fuel user fee in order to pay for roads.

Bill Status: Pending

Status Details: Prefiled by Prefiled by Senators Senn, Grooms and Campbell on Dec. 13, 2016 and referred to the Senate Committee on Finance.

TENNESSEE

**House Bill 534/ Senate Bill No. 1221
(Haslam Amendment)**

Topic: Transportation Funding Package

Description:

The Improving Manufacturing, Public Roads and Opportunities for a Vibrant Economy (IMPROVE) Act. As proposed:

- Raise the state gasoline tax by 6 cents-per-gallon and the diesel tax by 10 cents-per-gallon.
- Institute a \$100 registration fee for electric vehicles, adjusted biennially to changes in inflation documented in the Consumer Price Index for all urban consumers.
- Increase vehicle registration fees and create a 3 percent charge on rental cars.
- Raise taxes on alternative fuel.
- Permit municipalities to seek voter approval for a surcharge on their local sales tax, dedicated to public transit projects.
- Eliminate diversions on the transportation fund and repay previous diversions.
- Offset taxes, including reducing the state's sales tax on groceries by 0.5 percent, decreasing the franchise and excise tax paid by businesses, and cutting the Hall income tax— previously scheduled to be eliminated by 2022— by 3 percent by 2019.

Bill Status: Approved

Status Details: Proposed by Gov. Bill Haslam (R) on Jan. 18. Caption bills introduced by Rep. Glen Casada (R- District 63) and Sen. Mark Norris (R-District 32) on Feb. 7 in the House and Feb. 9 in the Senate. Amendment filed by Rep. Barry Doss (R- District 70). Approved by the Senate Transportation Subcommittee on March 1, and the Senate Local Government committee (11-7) on March 21. Passed by the House Senate Transportation and Safety Committee on Feb. 13 (7-1) and the Senate State and Local Government Committee (9-0) on March 13. Referred to Local Government Committee in the House and Finance, Ways and Means Committee in the Senate on March 22. Placed on the Senate and House Ways and Means Committees for April 11. Recommended for passage with amendments in the senate on Apr. 12. 80 amendments were proposed and then withdrawn/lost on Apr. 19. Passed Senate as amended 25-6. Concurred by house 67-21. Signed by governor on Apr. 26.

House Bill 534/ Senate Bill No. 1221

2017 STATE TRANSPORTATION FUNDING BILLS

(Hawk Amendment)

Topic: Sales Tax

Description: Utilize 0.25 percent of the existing state sales tax for transportation projects.

Bill Status: Failed

Status Details: Proposed by Rep. David Hawk (R- District 5). Caption bills introduced by Rep. Glen Casada (R- District 63) and Sen. Mark Norris (R- District 32) on Feb. 7 in the House and Feb. 9 in the Senate. Amendment filed by Rep. Terri Lynn Weaver (R- District 40). The House Transportation Subcommittee voted March 1 to modify HB 534 with Gov. Haslam's proposal and reject Rep. Hawk's proposal.

House Bill 1243/ Senate Bill 1107

Topic: Transportation Funding Package

Description:

- Increase the state gas tax by five cents-per-gallon and the state diesel tax by nine cents-per-gallon, indexed to changes to inflation as measures by the consumer price index (25 percent) and the state's population growth rate (75 percent), with all motor fuel taxes distributed to the highway fund.

- Increase motor vehicle registration fees.

- Local Funding:

- Authorize qualifying counties to form transportation services districts, and create a formula so that state surplus funds can be distributed.

- Permit local option gasoline tax of up to three cents-per-gallon with voter approval in order to fund public transportation.

- Allow municipalities and counties to levy a transportation improvement surcharge if local voters approve the measure, with revenue used for transportation facilities or systems within the area.

Bill Status: Failed

Status Details: Introduced by Rep. John Ray Clemmons (D- District 55) and Sen. Sara Kyle (D- District 30) on Feb. 9.

House Bill 53/ Senate Bill 345

Topic: Appropriations

Description: Allocates 25 percent of any general surplus tax collection exceeding \$5 million for use on transportation projects.

Bill Status: Failed

Status Details: Introduced by Rep. Jason Zachary (R-Knoxville) on Jan. 17 and referred to the Transportation Subcommittee, where it failed on a tie vote March 1. Introduced by Sen. Frank Niceley (R- District 8) on Feb. 2 and referred to the Senate Transportation and Safety Committee.

House Bill 66/ Senate Bill 251

Topic: Appropriations

Description: Appropriates \$120 million for a current state budget surplus to be used for transportation road projects, with \$20 million earmarked for state-aid roads.

Bill Status: Failed

Status Details: Introduced by Rep. Eddie Smith (R- District 13) on Jan. 17 and by Sen. Jim Tracy (R- District 14) on Jan. 31. Placed on calendars for Transportation Committee in the House and Transportation Committee in the Senate for March 28 and March 27. Taken off notice for calendar in house, action deferred in senate.

Senate Bill 230/ House Bill 910

Topic: Ending Diversions

Description: Remove statutory allocation of certain fuel taxes to the General Fund, with funds reallocated to the highway fund.

Bill Status: Failed

Status Details: Introduced by Sen. Mark Green (R- District 22) on Jan. 31 and Rep. Tim Wirgau (R- District 75) on Feb. 8. Recommended for passage by Senate Transportation Committee, referred to Senate Finance, Ways, and Means. Action deferred in committee.

Senate Bill 291/ House Bill 352

Topic: Transit Funding

Description: Require one-third of any gasoline tax increase be distributed to the highway fund, to be used solely for financing public transportation.

Bill Status: Pending

Status Details: Introduced by Senator Jeff Yarbrough (D - Nashville) on Feb. 1 and Rep. Carson Bill Beck (D- District 51) on Feb. 1. Assigned to Transporta-

2017 STATE TRANSPORTATION FUNDING BILLS

tion Committees in both House and Senate, as of March 14.

Senate Bill 299/ House Bill 187

Topic: Tolls

Description: Authorize tolls for low-emission and energy-efficient vehicles, as well as single occupancy vehicles, with revenue used for the maintenance, management and enhanced of the managed/toll lane system.

Bill Status: Pending

Status Details: Introduced by Sen. Janice Bowling (R-District 16) and Rep. Courtney Rogers (R- District 45) on Feb. 1. On calendar for Transportation Committees in both House and Senate for March 29 and March 27. Failed in committee.

TEXAS

House Bill 2513

Topic: Motor Fuel Tax

Description: Increase the diesel tax by 2 cents-per-gallon.

Bill Status: Failed

Status Details: Introduced by Rep. Tomas Uresti (D-District 118) on Feb. 27. Bill failed to advance before crossover deadline.

House Bill 2861

Topic: Public-Private Partnership Expansion

Description: Permit the Texas Department of Transportation or regional mobility authorities to enter comprehensive development agreements in order to create public-private partnerships for transportation projects.

Bill Status: Failed

Status Details: Introduced March 3 by Rep. Larry Phillips (R- District 62) and was reported by the House Transportation Committee on April 27. On May 9 the House voted 52-79 to engross the bill, failing to get enough votes to advance.

Senate Bill 276

Topic: Variable-Rate Motor Fuel Tax

Description: Legislation passed in 2015 authorized a variable-rate state gas tax, based on the average wholesale price (AWP) of gasoline, to kick in once the AWP reaches \$2.45 per gallon. SB 276 would move the start date of the variable-rate state gas tax to begin when the AWP reaches \$1.78 per gallon (estimated Jan. 1, 2019). The bill also increases the variable-rate from 12 percent of the AWP of gasoline to 16.5 percent of the AWP of gasoline. SB 276 directs 35 percent of the gas tax to the general fund, where lawmakers could chose to spend it on non-transportation related purposes.

Bill Status: Approved

Status Details: Introduced by Sen. Kevin Van Tassell (R- Vernal) on March 1. The Senate Transportation, Public Utilities, Energy and Technology Committee approved the bill 4-0 on March 2. The Senate approved the bill 26-2 on March 6. The House approved SB 276 on March 8 58-15. The bill was approved by Gov. Gary Herbert (R) on March 21. A fiscal note estimates the Transportation Fund will increase by \$1.733 billion between Fiscal Year 2019 to Fiscal Year 2033.

Senate Bill 277

Topic: Bond

Description: Authorize up to \$1 billion in general obligation bonds over four years to accelerate transportation projects.

Bill Status: Approved

Status Details: Introduced March 3 by Sen. Wayne Harper (R- District 6) and Majority Whip Rep. Francis Gibson (R- District 65). Approved by the Senate Transportation, Public Utilities, Energy and Technology Committee 6-0 on March 6 and by the full Senate 28-0 the same day. The House approved the bill 72-3 on March 7. Signed into law by Gov. Gary Herbert (R) on March 25.

VIRGINIA

UTAH

2017 STATE TRANSPORTATION FUNDING BILLS

Senate Bill 742

Topic: Local Funding

Description: 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

Status Details: 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 to be continued in the 2017 legislative session, but never progressed before the legislature adjourned sine die on Feb. 25.

House Joint Resolution 693

Topic: Lockbox

Description: Prohibit the General Assembly from appropriating revenue dedicated to the Transportation Fund, unless the legislature has a vote equal or greater than two-thirds plus one in each house.

Bill Status: Pending

Status Details: Introduced Jan. 10 by Del. Dave LaRock (R- District 33). Passed by the House on Feb. 6 78-16. The Senate made minor amendments and approved the bill Feb. 24 24-16, and the House confirmed the amended bill 71-23 on Feb. 25. Because it is a constitutional amendment it will have to be approved by the legislature again in 2018 and go before voters for approval Nov. 2018.

House Bill 2130

Topic: Local

Description: Raises the Northern Virginia regional motor fuel tax from 2.1 to 3 percent, and adjusts the floor (limit on how low the gas tax can be evaluated) to the price of motor fuel as of Jan. 11, 2017. Prevents the gas tax from falling when the price of gasoline drops.

Also converts the Hampton Roads regional variable-rate tax to a flat excise tax that rises when gas prices falls, and lowers when gas prices rise.

Bill Status: Failed

Status Details: Introduced Jan. 11 by Sen. Mark Levine (D- District 45) and referred to the Committee on Finance. The committee voted to leave it on the table on Jan. 25.

Senate Bill 1456

Topic: Local

Description: Create a floor on the 2.1 percent wholesale tax on gasoline for Northern Virginia and Hampton Roads. Ensures the tax is not imposed on a sales price less than the average sales price on Feb. 20, 2013 (the date used as a floor for the statewide motor vehicle fuel tax).

Bill Status: Failed

Status Details: Introduced Jan. 16 by Sen. Frank Wagner (R-Virginia Beach). Passed by the Senate 26-12 on Feb. 3. The House Committee on Finance voted to table the bill on Feb. 13.

WEST VIRGINIA

Senate Bill 1006

Topic: Variable-Rate, Recurring Revenue, Electric Vehicles

Description: Increase state department of motor vehicle fees (automatically adjusted every five years based on changes to the Consumer Price Index) and the consumers sales and service tax on sales of motor vehicles. Bill also adjusts the variable-rate state gas tax component (an additional 5 percent tax on the average wholesale price of gasoline, on top of the 20.5 cents-per-gallon flat excise tax) by raising the floor price (the minimum the tax can be charged at) from \$2.34 per gallon to \$3.04 per gallon. The resulting calculation would ensure that the variable-rate tax would never be less than 15.2 cents-per-gallon. SB 1006 also imposes additional registration fees for alternative-fuel and electric vehicles— an additional \$200 for vehicles fueled with hydrogen or natural gas, \$100 for vehicles operating on a combination of electricity and petrochemical fuels, and \$200 for vehicles

2017 STATE TRANSPORTATION FUNDING BILLS

operating exclusively on electricity.

Bill Status: Approved

Status Details: Introduced during special session on May 16 at the request of Gov. Jim Justice (D). Passed the Senate initially on May 24 and was amended by the House before passage on June 16. The Senate made additional amendments and passed the bill on the same day. The House concurred those amendments and voted 54-32 to send the bill to the governor. Approved by Governor June 22.

Senate Bill 477/ House Bill 2814

Topic: Motor Fuel Tax Increase, Variable-Rate, Recurring Revenue (DMV Fees)

Description: Governor-requested legislation to increase the flat excise state tax on motor fuel and alternative fuel by 4.5 cents-per-gallon (originally 10 cents-per-gallon); raise the floor of the state's variable-rate motor fuel tax from \$2.34 per gallon to \$3.04 per gallon; and increase and index Department of Motor Vehicle fees to the Consumer Price Index.

Bill Status: Failed

Status Details: Proposed by Gov. Jim Justice (D) and introduced by Senate President Mitch Carmichael (R-District 4) Feb. 28. Approved by the Senate Transportation and Infrastructure Committee on March 14 and the Finance Committee March 22. Read for third time and approved 27-6 on March 25. Introduced to House and sent to Finance on March 27. The House Finance Committee declined to hear the bill.

Senate Bill 260

Topic: Motor Fuel Tax Increase

Description: Increase the flat excise tax on gasoline by 5 cents-per-gallon when the average wholesale price of gasoline drops below \$2 per gallon.

Bill Status: Failed

Status Details: Introduced by Sen. Ed Gaunch (R-District 8) on Feb. 10. To Transportation Committee on Feb. 10. Failed to advance before crossover deadline.

Senate Joint Resolution 6

Topic: Bond

Description: Amendment to authorize the state legislature to bond up to \$1.6 billion for road work. If approved, the measure will go before voters in the No-

vember 2017 General Election. The measure includes language that would permit the legislature to collect a state tax to pay the interest and principal of the bond, not to exceed 25 years.

Bill Status: Approved

Status Details: Introduced by Senate President Mitch Carmichael (R- District 4) and cosponsored by Sen. Roman Prezioso (D- District 13) on Feb. 23. Approved by Senate Transportation and Infrastructure Committee and the Senate Judiciary Committee, then by the full Senate 34-0 on March 29. Approved by the House Finance and Judiciary Committees and up for vote on April 7. Approved by House on Apr. 8. Voters approved the measure by over 70 percent on Oct. 7.

House Bill 2878

Topic: Bond

Description: Permit the Mississippi Division of Highways to increase the amount of authorized Federal Grant Anticipation Notes (GARVEE) the department may apply for from \$200 million to \$500 million.

Bill Status: Approved

Status Details: Introduced by Senate President Mitch Carmichael (R- District 4) and cosponsored by Minority Leader Tim Miley (D- District 48) on March 9 and passed the House Finance Committee before being approved by the full House 99-1 on March 28. The Senate dispensed of the committee reference requirement and approved the bill on April 1 33-0. Governor approved on Apr. 10. House Finance Committee declined to hear the bill.

House Bill 102

Topic: Motor Fuel Tax Increase

Description: Increase motor fuel taxes, raise DMV fees, and create a \$200 annual vehicle registration fee and \$100 hybrid vehicle registration fee. All taxes and fees would be indexed to the Consumer Price Index.

Bill Status: Pending

Status Details: Introduced by Delegate Timothy Miley (D- District 41) on May 4 during special session and referred to the House Finance Committee.

WISCONSIN

2017 STATE TRANSPORTATION FUNDING BILLS

Assembly Bill 64

Topic: Electric Vehicle Fee, Bond

Description: Create a \$100 annual registration fee for electric motor vehicles and a \$75 annual registration fee for hybrid motor vehicles. The bill also authorizes \$400 million in bonds to fund transportation projects.

Bill Status: Approved

Status Details: The state budget was delayed as lawmakers debated various points in the funding proposal, including transportation funding. The Wisconsin legislature came to an agreement and passed the budget on Sept. 15, with Gov. Scott Walker (R) approving the bill on Sept. 21.

his signature on March 20. While the two 2017 bills are expected to generate \$22.5 million per year for highway projects, they were accompanied by a \$24.5 million cut from regular General Fund appropriations. Gov. Mead cited this cut when refusing to sign the bill.

WYOMING

House Bill 0218

Topic: Recurring Revenue (Vehicle Registration Fees, Weight Fees)

Description: Increase vehicle registration fees for passenger motor vehicles and school buses, and weight fees on commercial motor vehicles.

Bill Status: Approved

Status Details: Introduced by the Joint Appropriations Committee on Jan. 23. After making several amendments on the price increase, the House passed the bill 42-18 and the Senate passed the bill 17-12 on March 3. Gov. Matt Mead (R) declined to sign the bill, and it became law without his signature on March 20. While the two 2017 bills are expected to generate \$22.5 million per year for highway projects, they were accompanied by a \$24.5 million cut from regular General Fund appropriations. Gov. Mead cited this cut when refusing to sign the bill.

Senate Bill 219

Topic: Recurring Revenue (Vehicle License Fees)

Description: Double motor vehicle license fees.

Bill Status: Approved

Status Details: Introduced by the Joint Appropriations Committee on Jan. 23. The Senate returned the bill with amendments to the House with a vote of 18-12 on March 1, and the House concurred the amendments and passed the bill with a vote of 46-14 on March 2. Gov. Matt Mead (R) declined to sign the bill, and it became law without

TIMELINE- PASSED STATE HIGHWAY FUNDING (2012-2017)

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.
June 29, 2015	Connecticut	Connecticut legislators on June 29 approved \$2.8 billion in transportation bonds to fund the first five years of Gov. Malloy's (D) "Let's Go CT" program.
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.

PASSED STATE HIGHWAY FUNDING INITIATIVES—TIMELINE

DATE	STATE	MEASURE
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.
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	Maine	Maine voters passed a measure to approve an \$85 million bond for transportation improvements.
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	<p>“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.</p> <p>An additional Rhode Island ballot measure on Nov. 8 approved \$70 million in bonds for port investment.</p>
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

PASSED STATE HIGHWAY FUNDING INITIATIVES—TIMELINE

DATE	STATE	MEASURE
		<p>motor vehicle license excise surtax.</p> <p>The legislation also establishes a task force of lawmakers and transportation advocates to research and provide recommendations for increasing sustainable transportation funding.</p> <p>The measure originally proposed increasing the state cigarette tax and gasoline tax, and instituting a \$100 electric vehicle fee and \$50 hybrid fee.</p>
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.
July 1, 2016	Hawaii	Transfer \$37 million from the state General Fund to expedite special highway maintenance projects.
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.
2017		
March 21, 2017	Utah	Legislation to move up the implementation date of the state's variable-rate gas to when the average wholesale price (AWP) of motor fuel reaches \$1.78 per gallon. Accompanying bill approved \$1 billion in General Obligation (GO) bonds.
March 20, 2017	Wyoming	Legislation to increase vehicle registration fees, commercial vehicle weight fees, and license fees.
March 28, 2017	Idaho	Legislation to provide \$300 million in Grant Anticipation Revenue (GARVEE) bonds and reroute 1 percent of the state's sales tax proceeds to transportation projects.
April 6, 2017	California	Increase the state gas tax by 12 cents-per-gallon and the diesel tax by 20 cents-per-gallon, with an additional 4 percent increase in the diesel sales tax (beginning Nov. 1, 2017); Eliminate the current Board of Equalization "Gas Tax Swap" formula for a variable-rate motor fuel tax based on annual changes to the Consumer Price Index (beginning July 1, 2019); Create a Transportation Improvement Fee based on the market value of the vehicle (beginning Jan. 1, 2018); Implement a Zero-Emission Vehicle Fee of \$100 for electric vehicles (beginning in 2020 for model year 2020 or later); and Require the California Department of Transportation (Caltrans) to

PASSED STATE HIGHWAY FUNDING INITIATIVES—TIMELINE

DATE	STATE	MEASURE
		generate up to \$100 million in department efficiencies, overseen by the newly-created Transportation Inspector General.
April 20, 2017	Tennessee	Legislation will gradually increase the state gas tax by 6 cents-per-gallon and the diesel tax by 10 cents-per-gallon (over the next three years). The bill will also raise vehicle registration fees, create an annual \$100 road user fee on electric vehicles and increase taxes on alternative fuel. Additionally, municipalities will be permitted to seek voter approval for a surcharge on their local privilege taxes to be dedicated to public transit projects.
April 22, 2017	Montana	Two bills to gradually increase the state gas tax by 6 cents-per-gallon and special fuel tax by 2 cents-per-gallon; and impose a 3 percent administrative fee for Department of Motor Vehicle transactions and a new tax on light vehicles and motor homes valued at over \$150,000.
April 21, 2017	Indiana	Increase state motor fuel taxes by 10 cents-per-gallon, indexed to inflation for the next seven years; shift the entire sales tax on gasoline from the General Fund to the State Highway Fund; create a new \$15 annual vehicle fee; and institute a \$150 annual fee for electric vehicles and \$50 for hybrid vehicles.
May 10, 2017	South Carolina	Gradually increase the state's fuel tax by 12 cents-per-gallon; institute a \$120 fee for vehicles powered by anything other than motor fuel and \$60 fee for hybrid vehicles; increase biennial registration fees for passenger motor vehicles by \$16; create an 'Infrastructure Maintenance Fee,' charged on the purchase of motor vehicles and capped at \$500 (replacing the current \$300 sales tax on motor vehicles); institute a \$250 one-time fee for motor vehicles transferred from another state; and charge out-of-state commercial truckers a fee based on miles driven annually within the state.
May 19, 2017	Colorado	\$1.8 billion bond for road work over the next 10 years.
May 30, 2017	Minnesota	Create a \$75 annual fee for electric vehicles. Provide \$235 million in new revenue for roads and bridges and an additional \$71 million in general fund revenue for the Metropolitan Area transit for the next two years. Dedicate the motor vehicle lease sales tax and sales tax on rental vehicle to transportation purposes (previously deposited in the General Fund). Authorize \$300 million for the Corridors of Commerce program and \$640 million for the State Road Construction program through additional trunk highway bonds.
July 6, 2017	Oregon	A 10-year, \$5.3 billion transportation funding increase through a combination of higher state motor fuel taxes (8 cents-per-gallon), increased vehicle title and registration fees, a new \$100 electric vehicle fee, an additional fee assessed on a vehicle's mileage (beginning 2020), a statewide employee payroll

PASSED STATE HIGHWAY FUNDING INITIATIVES—TIMELINE

DATE	STATE	MEASURE
		tax for public transit, a new dealer excise tax on vehicle sales, a sales tax on new adult bicycle purchases, and tolls on portions of Interstate 5.
June 22	West Virginia	<p>Increase state department of motor vehicle fees (automatically adjusted every five years based on changes to the Consumer Price Index) and the consumers sales and service tax on sales of motor vehicles. Bill also adjusts the variable-rate state gas tax component (an additional 5 percent tax on the average wholesale price of gasoline, on top of the 20.5 cents-per-gallon flat excise tax) by raising the floor price (the minimum the tax can be charged at) from \$2.34 per gallon to \$3.04 per gallon. The resulting calculation would ensure that the variable-rate tax would never be less than 15.2 cents-per-gallon. SB 1006 also imposes additional registration fees for alternative-fuel and electric vehicles— an additional \$200 for vehicles fueled with hydrogen or natural gas, \$100 for vehicles operating on a combination of electricity and petrochemical fuels, and \$200 for vehicles operating exclusively on electricity.</p> <p>On Oct. 14 West Virginia voters also approved a \$1.6 billion transportation funding bond.</p>
June 8, 2017	New Hampshire	Transfer surplus funds in the revenue stabilization reserve account to the highway and bridge betterment account. The final agreement would transfer \$38 million, with \$6.8 million going to the state department of transportation for critical bridge work, and the remaining revenue distributed to cities and towns.
Sept. 5, 2017	Hawaii	Provide \$2.4 billion in funding towards Honolulu’s commuter rail project, which is behind schedule and over budget. The agreement extends O’ahu’s 0.5 percent general excise tax surcharge (\$1.046 billion) and raises the state hotel room tax by 1 percent for the next 13 years (\$1.326 billion), and requires an annual review of the Honolulu Authority for Rapid Transportation.
Sept. 21, 2017	Wisconsin	Create a \$100 annual registration fee for electric motor vehicles and a \$75 annual registration fee for hybrid motor vehicles. The bill also authorizes \$400 million in bonds to fund transportation projects.
Nov. 7, 2017	Maine	\$105 million in bonds to be used for the state’s transportation infrastructure, to receive an estimated \$137 million in federal and other matching funds.