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. (scheduled for July 12, 2017), and holds ongoing webinars for transportation investment advocates featuring case studies, best practices, and the latest in political and media strategies. State and local chamber of commerce executives, state legislators, state and local transportation officials, “Better Roads & Transportation” group members, industry and labor executives, and leaders of state and local chapters of national organizations who have an interest in transportation development programs are welcomed to participate.

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

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

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

Activity Status Year-to-Date

2017 State Transportation Funding Overview

Since the start of 2017, TIAC has tracked 59 transportation funding bills being considered in 21 states. This number closely matches the amount of legislation TIAC tracked over the same time period in 2015 and 2016, and is projected to grow as new bills are introduced throughout the year.

Motor fuel taxes remain the most popular revenue proposal in 2017, with 20 bills introduced in 11 states that include a motor fuel tax increase. Non-fuel tax recurring funding is the second most proposed topic, with 17 bills including either registration fee increases, tolling, sales taxes, license and weight fees, or another source of revenue that would continually contribute to the state’s transportation fund. Local funding and electric vehicle fees are also popular transportation revenue topics this legislative session.

Transportation funding continues to be a bipartisan issue. Republican state lawmakers have introduced 32 bills to-date, and Democratic state lawmakers have introduced 19 bills. Of the motor fuel tax increases, 10 were introduced by Republican lawmakers and nine were introduced by Democratic lawmakers.

In addition to the bills included in this report:
- Colorado lawmakers continue to work towards a compromise transportation funding bill, which would go before voters on Nov. 8.
- Florida Gov. Rick Scott (R) allocated $4.1 billion in fiscal year 2018 as part of his budget proposal, the largest amount ever allocated to the state’s department of transportation.
- Minnesota Gov. Mark Dayton (D) included a 10 cents-per-gallon gas tax increase, higher vehicle registration fees, and a metro-area sales tax increase in his Jan. 24 budget proposal.

2017 Estimated Total Statewide Funding Approved Legislatively: $0

STATE FUNDING LEGISLATION

<table>
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<tr>
<th>Bills Introduced</th>
<th>Bills Passed</th>
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BALLOT MEASURES 2017

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EXECUTIVE SUMMARY

Types of State Transportation Funding Revenue Increases Introduced in 2017

- Motor Fuel Tax
- Variable-Rate Tax
- Electric Vehicle Fee
- Non-Fuel Tax Recurring Funding
- One-Time Funding
- Other

Note: Individual bills may contain multiple revenue source proposals.

Political Parties of State Legislators Introducing Transportation Funding Legislation in 2017
- Bipartisan: 7%
- Democratic: 34%
- Independent: 57%
- Republican: 2%

2017 STATE TRANSPORTATION FUNDING INITIATIVES

Several measures are in varying stages. View state breakdown for more info.
**2017 STATE TRANSPORTATION FUNDING BILLS**

**ALASKA**

**House Bill 60**  
**Topic:** Gas Tax  
**Description:** Gradually increase motor fuel taxes by 16 cents-per-gallon (completed July 1, 2018).  
**Bill Status:** Pending  
**Status Details:** Proposed by Gov. Bill Walker (I) and introduced by the House Rules Committee Jan. 18.

**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:** Pending  
**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.

**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:** Pending  
**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 Bill 1149**  
**Topic:** Local Funding  
**Description:** Authorize counties and municipalities to establish transportation investment zones, with infrastructure improvements funded through tax increments.  
**Bill Status:** Pending  
**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.
2017 STATE TRANSPORTATION FUNDING BILLS

**Bill Status:** Pending  
**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.

**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:** Pending  
**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.

**Senate Bill 1**  
**Topic:** Motor Fuel Tax Increase, Vehicle Reg. Fees  
**Description:** Gradually increase the state gas tax by 12 cents-per-gallon, the price-based excise tax by 7.5 cents-per-gallon, the diesel excise tax by 20 cents-per-gallon, and the diesel sales tax by 4 percent. Raise the vehicle registration fee by $38 per vehicle annually, and institute an additional $100 annual fee for zero-emission vehicles. All taxes and fees would be adjusted every three years to changes in the Consumer Price Index and the current variable-rate tax would be eliminated. SB1 would also direct Caltrans to generate up to $70 million in department efficiencies.  
**Bill Status:** Pending  

**Senate Constitutional Amendment 6**  
**Topic:** Local Funding  
**Description:** Gradually 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.

**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:** Pending  
**Status Details:** Prefiled by Assemblyman Jim Frazier (D- Oakley) on Dec. 5, 2016 for the 2017 legislative session.

**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:** Pending  
**Status Details:** Introduced on Feb. 8 by Assemblywoman Melissa Melendez (R-Lake Elsinore).

**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:** Pending  
**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.

**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:** Pending
**Status Details:** Introduced by Reps. Terri Carver (R-District 20) and Perry Burck (R-District 49) on Feb. 6.

### 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.

#### House Bill 6058
**Topic:** Tolls
**Description:** Establish electronic tolls on state highways.
**Bill Status:** Pending
**Status Details:** Introduced by Rep. Antonio Guerrera (D-District 16) on Jan. 19.

### 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.
**Bill Status:** Pending
**Status Details:** Filed Jan. 30 and referred to the House Ways and Means committee.

### Hawaii

#### Senate Bill 1012
**Topic:** Motor fuel tax increase, vehicle registration fees
**Description:** Increase the state fuel tax from 16 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
**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.

### Idaho

#### 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

#### 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.
### 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.  
**Bill Status:** Pending  
**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.

**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:** Pending  
**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.

### 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:** Pending  
**Status Details:** Introduced by Rep. John Thomas Lamar III (R-District 8) and passed by the House 76-41 on Feb. 1.

### 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:** Pending  
**Status Details:** Introduced by Sen. Rob Schaaf (R-District 34) on Jan. 4.

### 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.

### Montana

**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 compa-
## 2017 STATE TRANSPORTATION FUNDING BILLS

rable 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:** Pending  
**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.

### House Bill 473
**Topic:** Motor Fuel Tax Increase  
**Description:** Increase state gasoline and special fuel tax to 35 cents-per-gallon, with revenue deposited into a new Highway restricted account.  
**Bill Status:** Pending  
**Status Details:** Introduced by Rep. Frank Garner (R- District 7) on Feb. 14.

### 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:** Pending  
**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.

### 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:** Pending  
**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.

### 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:** Pending  
**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.

### House Bill 167
**Topic:** Revenue Distribution  
**Description:** Redistributions the motor vehicle excise tax from the General Fund to the State Road Fund, implemented gradually over four years.  
**Bill Status:** Pending  
**Status Details:** Introduced by Rep. Rick Little (R- District 53) on Jan. 20 and referred to the House Transportation, Public Works & Capital Improvements Committee.

### Senate Bill 131
**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: Pending
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.

**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-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: Pending
Status Details: Introduced by Sen. Clemente Sanchez (D- District 30) on Jan. 12 and referred to the Senate Corporations & Transportation Committee.

**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

**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: Pending
Status Details: Introduced Feb. 6 by Rep. Mark Lepak (R- District 9).

**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: Pending
Status Details: Introduced Feb. 6 by Sen. Stephanie Brice (R- District 22) and referred to Appropriations.

**Senate Bill 299**

*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: Pending
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.

**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
### SOUTH CAROLINA

**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 Committee 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:** Pending  
**Status Details:** Introduced Jan. 18 by Rep. Gary Simrill (R- District 46) and referred to the Committee on Ways and Means.

**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 registration 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:
- 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:** Pending
**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).

House Bill 534/ Senate Bill No. 1221 (Hawk Amendment)
**Topic:** Sales Tax
**Description:** Utilize 0.25 percent of the existing state sales tax for transportation projects.
**Bill Status:** Pending
**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).

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 in inflation as measures by the consumer price index (25 percent) and the state's population growth.
2017 STATE TRANSPORTATION FUNDING BILLS

- 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: Pending

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: Pending

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: Pending

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: Pending

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

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

VIRGINIA

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
2017 STATE TRANSPORTATION FUNDING BILLS

Committee on Finance 12-3 on Feb. 9, and by the full Senate 23-11 on Feb. 12. The bill was recommended by the House Finance subcommittee, and will be continued over to the 2017 legislative session.

**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. Passed by the Senate Privileges and Elections Committee 11-3 on Feb. 14. Because it is a constitutional amendment, if approved by the full Senate it will have to be approved by both houses 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).
<table>
<thead>
<tr>
<th>DATE</th>
<th>STATE</th>
<th>MEASURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nov. 6, 2012</td>
<td>Arkansas</td>
<td>Voters approved Issue 1, a half-cent sales tax increase to cover a $1.3 billion bond issue for roads and bridges.</td>
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<tr>
<td>2013</td>
<td>Wyoming</td>
<td>Governor Mead signed a bill into law that raises the state's gas tax by 10 cents-per-gallon beginning July 1.</td>
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<td>March 25, 2013</td>
<td>Virginia</td>
<td>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.</td>
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<tr>
<td>April 1, 2013</td>
<td>Ohio</td>
<td>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.</td>
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<td>May 16, 2013</td>
<td>Maryland</td>
<td>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.</td>
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<td>July 24, 2013</td>
<td>Massachusetts</td>
<td>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.</td>
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<td>Nov. 25, 2013</td>
<td>Pennsylvania</td>
<td>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.</td>
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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.

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.

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.

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.

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.

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...
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.

March 27, 2015  Utah  Legislation 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.

April 21, 2015  Idaho  A bill to increase the state gas tax by 7 cents-per-gallon, raise vehicle registration fees, and institute a fee on electric and hybrid cars in order to generate new funding for the state's roads and bridges. Additionally, a 'surplus eliminator' included in House Bill 312a would apportion half of any General Fund surplus for transportation in the next two fiscal years.

May 4, 2015  Georgia  Legislation to eliminate a 4 percent sales tax on motor fuel (half of which was not used for transportation), increase the flat excise tax on gasoline to 26 cents-per-gallon (from 7.5 cents-per-gallon, excluding the 4 percent sales tax), index the new state gas tax to the Consumer Price Index (ending July 2018) and the Corporate Average Fuel Economy, and increase several transportation-related taxes and fees.

May 14, 2015  Nebraska  Nebraska legislators voted on May 14 to override the Governor's veto and approve a 6 cents-per-gallon state gas tax increase, for $76.2 million annually once fully implemented.

July 1, 2015  Washington  An 11.9 cents-per-gallon gas tax increase—gradually implemented beginning August 1 and fully applied on July 1, 2016—and an increase in transportation-related fees, including those for overweight vehicles. The bill will also permit Sound Transit residents to vote on a plan to increase taxes for an additional $15 billion in order to expand the region's light rail system.

Nov 10, 2015  Michigan  Increase in both gasoline and diesel taxes to 26.3 cents-per-gallon, with indexing to inflation starting in 2022. Additional increases to vehicle registration fees, alternative fuel and electric vehicle fees, and General Fund
transfers were included in the bill.

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<td>July 1, 2015</td>
<td>Delaware</td>
<td>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.</td>
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<td>Nov. 3, 2015</td>
<td>Texas</td>
<td>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.</td>
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<td>Sept. 18, 2015</td>
<td>North Carolina</td>
<td>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.</td>
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<td>2016</td>
<td>Rhode Island</td>
<td>“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.</td>
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<td>March 23</td>
<td>Indiana</td>
<td>House Bill 1001 will add $228 million from the state’s budget reserves to state road projects, and permits counties to institute a local wheel tax as well as motor vehicle license excise surtax. The legislation also establishes a task force of lawmakers and transportation advocates to research and provide recommendations for increasing sustainable transportation funding. The measure originally proposed increasing the state cigarette tax and gasoline tax, and instituting a $100 electric vehicle fee and $50 hybrid fee.</td>
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## PASSED STATE HIGHWAY FUNDING INITIATIVES—TIMELINE

<table>
<thead>
<tr>
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<tr>
<td>June 8, 2016</td>
<td>South Carolina</td>
<td>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.</td>
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<td>Oct. 14, 2016</td>
<td>New Jersey</td>
<td>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.</td>
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<tr>
<td>Nov. 8, 2016</td>
<td>Maine</td>
<td>Legislation to issue $100 million in bonds to improve highways, bridges and multimodal facilities.</td>
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