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

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Activity Status Year-to-Date

2017 State Transportation Funding Overview

Since the start of 2017, TIAC has tracked nearly 140 transportation funding bills being considered in 37 states. This number closely matches the amount of legislation TIAC tracked over the same time period in 2015 and 2016.

Motor fuel taxes remain the most popular revenue proposal vehicle in 2017, with 43 bills introduced in 21 states that include a motor fuel tax increase. Non-fuel tax recurring funding is the second most proposed topic, with 32 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 increasingly popular transportation revenue topics this legislative session.

Transportation funding continues to be a bipartisan issue. Republican state lawmakers have introduced 75 bills to-date, while Democratic state lawmakers have introduced 37 bills. Of the motor fuel tax increases, 19 were introduced by Republican lawmakers and 18 were introduced by Democratic lawmakers.

Estimated Total Funding Approved in 2017 Legislative Session:  $68,105,611,860

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EXECUTIVE SUMMARY

Types of State Transportation Funding Revenue Increases Introduced in 2017

<table>
<thead>
<tr>
<th>Revenue Type</th>
<th>Number of Times Introduced</th>
</tr>
</thead>
<tbody>
<tr>
<td>Variable-Rate Tax</td>
<td>12</td>
</tr>
<tr>
<td>Electric Vehicle Fee</td>
<td>20</td>
</tr>
<tr>
<td>One-Time Funding</td>
<td>21</td>
</tr>
<tr>
<td>Non-Fuel Tax Recurring Funding</td>
<td>32</td>
</tr>
<tr>
<td>Motor Fuel Tax</td>
<td>43</td>
</tr>
<tr>
<td>Other</td>
<td>48</td>
</tr>
</tbody>
</table>

Political Party of State Legislators Introducing Transportation Funding Legislation in 2017

<table>
<thead>
<tr>
<th>Political Party</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Independent</td>
<td>1%</td>
</tr>
<tr>
<td>Bipartisan</td>
<td>19%</td>
</tr>
<tr>
<td>Democrat</td>
<td>27%</td>
</tr>
<tr>
<td>Republican</td>
<td>54%</td>
</tr>
</tbody>
</table>

Note: Individual bills may contain multiple revenue source proposals.

2017 STATE TRANSPORTATION FUNDING LEGISLATION

STATE FUNDING INITIATIVES REPORT

- New Recurring Revenue Approved
- One-Time Revenue Approved
- Initiative Pending
- Initiative Failed
- 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*

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 Rules 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

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**

**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 Committee 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.

**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.

**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.

**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  

**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 purposes. 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
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: 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.

HAWAII

Senate Bill 1012
Topic: Motor fuel tax increase, vehicle registration fees
Description: Increase the state fuel tax from 15 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 it's 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.
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 it's house of origin, it will be carried over into the second half of the legislative session in 2018.

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.

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 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  

**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 Anticipate 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 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.

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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
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.

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 phasing 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.
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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.

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: Pending Voter Approval - Oct. 2017
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 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. The measure will go before voters in a special election on October 17.

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.

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.

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 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:** Pending Voter Approval - Nov. 2017

**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).

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**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.

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**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 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.

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**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


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**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.

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

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**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 (previ-
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ously 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:** 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 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 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
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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 Senate Finance Committee failed to advance the bill.

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 or 40,000 miles in a two-year registration period.
Bill Status: Failed

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

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

House Bill 992
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**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**

**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
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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 sent the bill to Gov. Chris Sununu (R), who approved the measure.

NEW MEXICO

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.

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

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**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.

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**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.

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**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.

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**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**: 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.

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**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).
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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 a mended, on Ap. 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.

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

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.

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
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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 7. Did not advance before the crossover deadline.

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

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, $8.2 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

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.

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

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

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.
2017 STATE TRANSPORTATION FUNDING BILLS

Bill Status: Pending  

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  

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 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: Prefiled 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.
2017 STATE TRANSPORTATION FUNDING BILLS

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 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

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: Failed

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

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

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

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 Transportation 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.
**2017 STATE TRANSPORTATION FUNDING BILLS**

**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.

**Utah**

**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 choose 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.

**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 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 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
2017 STATE TRANSPORTATION FUNDING BILLS

**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 November 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:** On 2017 Ballot  
**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.

**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.

**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 his signature on March 20. While the two 2017 bills are expected to generate $22.5 million per year for highway projects, they were accom-
panied by a $24.5 million cut from regular General Fund appropriations. Gov. Mead cited this cut when refusing to sign the bill.
### TIMELINE - PASSED STATE HIGHWAY FUNDING (2012-2017)

<table>
<thead>
<tr>
<th>DATE</th>
<th>STATE</th>
<th>MEASURE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2012</strong></td>
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<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>
</tr>
<tr>
<td><strong>2013</strong></td>
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<tr>
<td>Feb. 15, 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>
</tr>
<tr>
<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>
</tr>
<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>
</tr>
<tr>
<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>
</tr>
<tr>
<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>
</tr>
<tr>
<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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</table>
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.

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.

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.

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.

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.

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

<table>
<thead>
<tr>
<th>DATE</th>
<th>STATE</th>
<th>MEASURE</th>
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</thead>
<tbody>
<tr>
<td>Nov 10, 2015</td>
<td>Michigan</td>
<td>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.</td>
</tr>
<tr>
<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>
</tr>
<tr>
<td>Nov. 3, 2015</td>
<td>Maine</td>
<td>Maine voters passed a measure to approve an $85 million bond for transportation improvements.</td>
</tr>
<tr>
<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>
</tr>
<tr>
<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>
</tr>
<tr>
<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. An additional Rhode Island ballot measure on Nov. 8 approved $70 million in bonds for port investment.</td>
</tr>
<tr>
<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...</td>
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</table>
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.

<table>
<thead>
<tr>
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<tbody>
<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>
</tr>
<tr>
<td>July 1, 2016</td>
<td>Hawaii</td>
<td>Transfer $37 million from the state General Fund to expedite special highway maintenance projects.</td>
</tr>
<tr>
<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>
</tr>
<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>
</tr>
<tr>
<td>2017</td>
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<tr>
<td>March 21, 2017</td>
<td>Utah</td>
<td>Legislation to move up the implementation date of the state's variable-rate gas tax 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.</td>
</tr>
<tr>
<td>March 20, 2017</td>
<td>Wyoming</td>
<td>Legislation to increase vehicle registration fees, commercial vehicle weight fees, and license fees.</td>
</tr>
<tr>
<td>March 28, 2017</td>
<td>Idaho</td>
<td>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.</td>
</tr>
<tr>
<td>April 6, 2017</td>
<td>California</td>
<td>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</td>
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</tbody>
</table>
## PASSED STATE HIGHWAY FUNDING INITIATIVES—TIMELINE

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<tr>
<td>April 20, 2017</td>
<td>Tennessee</td>
<td>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.</td>
</tr>
<tr>
<td>April 22, 2017</td>
<td>Montana</td>
<td>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.</td>
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<tr>
<td>April 21, 2017</td>
<td>Indiana</td>
<td>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.</td>
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<tr>
<td>May 10, 2017</td>
<td>South Carolina</td>
<td>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.</td>
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<tr>
<td>May 19, 2017</td>
<td>Colorado</td>
<td>$1.8 billion bond for road work over the next 10 years.</td>
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<tr>
<td>May 31, 2017</td>
<td>Oklahoma</td>
<td>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.</td>
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<tr>
<td>May 30, 2017</td>
<td>Minnesota</td>
<td>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.</td>
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## PASSED STATE HIGHWAY FUNDING INITIATIVES—TIMELINE

<table>
<thead>
<tr>
<th>DATE</th>
<th>STATE</th>
<th>MEASURE</th>
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<tbody>
<tr>
<td>July 6, 2017</td>
<td>Oregon</td>
<td>A 10-year, $8.2 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.</td>
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<tr>
<td>June 22</td>
<td>West Virginia</td>
<td>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.</td>
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<td>June 8, 2017</td>
<td>New Hampshire</td>
<td>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.</td>
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</tbody>
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