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 Director 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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2018 State Transportation Funding Overview

Twenty-seven states are considering almost 100 new transportation funding bills in the first month of 2018.

Four states— Hawaii, Missouri, Mississippi, and Nebraska— have proposed raising taxes on motor fuel in order to fund needed transportation infrastructure improvements, with more expected as additional states begin their 2018 legislative session in February.

Continuing the trend from previous years, electric vehicle fees remain a hot topic. Eight states are considering legislation to implement a new registration fee for electric motor vehicles to ensure these drivers pay their fair share for wear and tear on roads and bridges. Six of those states also included new hybrid motor vehicle fees in the proposal.

States are also exploring options outside of traditional transportation funding. Three states— Kentucky, New Hampshire, and New York— have proposed road usage charge pilot programs to increase transportation funding.

The largest categories of proposed transportation funding legislation include local funding (24 bills in 10 states) and non-fuel tax recurring revenue (22 bills in nine states).

Estimated Total Funding Approved in 2018 Legislative Session: $0
EXECUTIVE SUMMARY

Types of State Transportation Funding Revenue Increases Introduced in 2018

![Graph showing types of state transportation funding revenue increases introduced in 2018]

Political Parties of State Legislators Introducing Transportation Funding Legislation in 2018

![Pie chart showing political parties of state legislators introducing transportation funding legislation in 2018]

2018 STATE TRANSPORTATION FUNDING LEGISLATION

![Map showing state transportation funding legislation introduced in 2018]

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

Bill Number: SB 100
Funding Category: Other — Infrastructure Bank

Notes: Under existing law, the Alabama Transportation Infrastructure Bank was established pursuant to Act 2015-50. Various sources of funding were authorized to capitalize the bank including revenue from one cent of the gasoline tax and a portion of the revenue from the license and registration fees on trucks and truck tractors. The bank is authorized to make loans to units of government to construct, operate, or own transportation projects. The bank is authorized to raise funds for qualified projects by the issuance of bonds. At the current time, funding has not been made available to capitalize the bank. This bill would further provide for the Alabama Transportation Infrastructure Bank. The bill authorizes additional tax revenue to be pledged to pay and secure revenue bonds issued by the bank as determined by the Director of Transportation and approved by the Governor, including certain taxes on motor vehicle licenses and registration, certain taxes on diesel fuel and gasoline, and certain fees on identification markers. The bill would also provide for the operation of the bank.

Sponsor: Arthur Orr
Sponsor Party: Republican
Introduced Date: 01/09/2018
Last Action: Read for the second time and placed on the calendar with 1 substitute and - (01/25/2018)
Status: 

Bill Number: SB 89
Funding Category: Local Funding

Notes: This bill would allow a county commission to call for a local referendum to authorize the commission to levy an excise tax on gasoline or diesel fuel not to exceed five cents ($.05) per gallon for specific road and bridge projects identified by the county prior to the referendum. The resolution calling for a referendum would specify the amount of the levy and the duration of the levy which could not exceed five years. Subsequent local referendums on additional levies would be authorized under the same procedures as the original referendum.

Sponsor: Arthur Orr
Sponsor Party: Republican
Introduced Date: 01/09/2018
Last Action: Read for the first time and referred to the Senate committee on Transportation and Energy - (01/09/2018)
Status: 

Bill Number: SB 86
Funding Category: Other

Notes: This bill would establish the Alabama Road and Bridge Rehabilitation and Improvement Authority for the purposes of establishing a local and state program for financing the rehabilitation and improvement of roads and bridges throughout the state by the issuance of the debt obligations which shall be payable solely from proceeds from any new levy of gasoline and diesel fuel excise taxes and fees appropriated, allocated or made payable in whole or in part to the authority by an act of the Legislature.

Sponsor: Gerald Dial
Sponsor Party: Republican
Introduced Date: 01/09/2018
Last Action: Read for the second time and placed on the calendar 2 amendments - (01/18/2018)
Status: 

Arizona

Bill Number: HB 2166
Funding Category: Other — Eliminate Diversion

Notes: Would create a Highway Safety Fee to fund the Highway Patrol, which would eliminate the need to use revenue from the state's Highway User Revenue Fund.

Sponsor Party: Republican
Introduced Date: 01/16/2018
Last Action: house second reading - (01/17/2018)
Status: 

State Funding Initiatives Report— January 2018
2018 STATE TRANSPORTATION FUNDING BILLS

Bill Number: SB 1024
Sponsor: Steve Farley
Sponsor Party: Democrat
Introduced Date: 12/12/2017
Last Action: senate second reading - (01/09/2018)
Status: 

Bill Number: HB 2165
Funding Category: Local Funding
Notes: Permit counties to ask for voter approval of a local excise tax of one percent, to be used for transportation purposes.
Sponsor: Noel W. Campbell
Sponsor Party: Republican
Introduced Date: 01/16/2018
Last Action: house second reading - (01/18/2018)
Status: 

Bill Number: SB 1146
Funding Category: Other — Eliminate Diversion
Notes: Would create a Highway Safety Fee to fund the Highway Patrol, which could eliminate the need to use revenue from the state's Highway User Revenue Fund.
Sponsor Party: Republican
Introduced Date: 01/11/2018
Last Action: senate second reading - (01/17/2018)
Status: 

California

Bill Number: SB 337
Funding Category: Other
Notes: Creates the Repatriation Investment Fund in the State Transportation Fund, which would utilize revenue to be received by state taxes in the next fiscal year as a consequence of enactment of a federal corporation repatriation statute pursuant to which foreign earnings of United States-based corporations that are currently invested abroad are moved to the United States. apportioned as follows:
- 65% to trade corridor improvement projects;
- 30% by the Controller to cities and counties for local streets and roads pursuant to current formulas specified in the bill; and
- 5% by the Controller to transportation planning agencies for allocation to transit operators for public transportation pursuant to current formulas specified in the bill.
Sponsor: Patricia C. Bates
Sponsor Party: Republican
Introduced Date: 02/13/2017
Last Action: January 10 hearing: Heard for testimony only. - (01/09/2018)
Status: 

Colorado
**Bill Number:** SB 18-001

**Funding Category:** One-Time Funding — Bond

**Notes:** Would divert 10 percent of state sales and use tax net revenue to the state highway fund, with revenue used primarily to pay back transportation bonds. The bill would create a November ballot measure asking voters to approve $3.5 billion in transportation fund bonds.

**Sponsor:** Cooke, John

**Sponsor Party:** Republican

**Introduced Date:** 01/10/2018

**Last Action:** Senate Committee on Transportation Refer Amended to Finance - (01/23/2018)

**Status:**

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**Bill Number:** HB 18-1119

**Funding Category:** One-Time Funding — Bond

**Notes:** Ask voters for approval to issue transportation revenue anticipation notes (TRANs) bonds of $3.5 billion, with a maximum repayment of $5 billion.

**Sponsor:** Leonard, Timothy

**Sponsor Party:** Republican

**Introduced Date:** 01/19/2018

**Last Action:** Introduced In House - Assigned to Transportation & Energy - (01/19/2018)

**Status:**

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**Florida**

**Bill Number:** SB 384

**Funding Category:** Electric Vehicle Fee (incl. Hybrid) ; Task Force / Study

**Notes:** Would commission a report that studies possible fees on electric and hybrid motor vehicles, and the effect such fees would have on the state's transportation fund.

**Sponsor:** Brandes

**Sponsor Party:** Bipartisan (Committee)

**Introduced Date:** 10/02/2017

**Last Action:** Introduced - (01/09/2018)

**Status:**

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**Bill Number:** HB 981

**Funding Category:** Electric Vehicle Fee (incl. Hybrid) ; Task Force / Study

**Notes:** Would commission a report that studies possible fees on electric and hybrid motor vehicles, and the effect such fees would have on the state's transportation fund.

**Sponsor:** Olszewski

**Sponsor Party:** Republican

**Introduced Date:** 12/12/2017

**Last Action:** Now in Government Accountability Committee - (01/30/2018)

**Status:**

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**Hawaii**
### Bill Number: SB 1012
**Funding Category:** Recurring Revenue — Registration Fee, Weight Fee; Fuel Tax (gas, diesel, liquid fuel)  
**Notes:** Would increase the distributor tax on gasoline and diesel sales by 1 cent-per-gallon, and on other liquid fuels by 4 cents-per-gallon. Additionally, the bill would increase the state motor vehicle registration fee by $5, and the state vehicle weight tax by 25 cents-per-pound. All new revenue would be deposited into the State Highway Fund. (Companion Bill: HB 1146)  
**Sponsor:** Ronald D. Kouchi  
**Sponsor Party:** Democrat  
**Introduced Date:** 01/25/2017  
**Last Action:** Carried over to 2018 Regular Session. - (11/30/2017)  
**Status:**

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<td><strong>Notes:</strong> Would increase the distributor tax on gasoline and diesel sales by 1 cent-per-gallon, and on other liquid fuels by 4 cents-per-gallon. Additionally, the bill would increase the state motor vehicle registration fee by $5, and the state vehicle weight tax by 25 cents-per-pound. All new revenue would be deposited into the State Highway Fund. (Companion Bill: HB 1146)</td>
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<td><strong>Sponsor Party:</strong> Democrat</td>
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<td><strong>Last Action:</strong> Carried over to 2018 Regular Session. - (11/30/2017)</td>
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| **Status:**

### Bill Number: HB 1145
**Funding Category:** Recurring Revenue — Registration Fee  
**Notes:** Would increase the state motor vehicle registration fee from $45 annually to $75 annually, deposited into the State Highway Fund (companion to SB 1011).  
**Sponsor:** Joseph M. Souki  
**Sponsor Party:** Democrat  
**Introduced Date:** 01/23/2017  
**Last Action:** Carried over to 2018 Regular Session. - (11/30/2017)  
**Status:**

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| **Status:**

### Bill Number: HB 1143
**Funding Category:** Motor Fuel Tax (gas, diesel, liquid fuels)  
**Notes:** Would increase the distributor tax on gasoline and diesel sales by 1 cent-per-gallon, and on other liquid fuels by 4 cents-per-gallon. Revenue would be deposited into the State Highway Fund. (Companion Bill: SB 1009)  
**Sponsor:** Joseph M. Souki  
**Sponsor Party:** Democrat  
**Introduced Date:** 01/23/2017  
**Last Action:** Carried over to 2018 Regular Session. - (11/30/2017)  
**Status:**

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<td><strong>Notes:</strong> Would increase the distributor tax on gasoline and diesel sales by 1 cent-per-gallon, and on other liquid fuels by 4 cents-per-gallon. Revenue would be deposited into the State Highway Fund. (Companion Bill: SB 1009)</td>
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<td><strong>Sponsor:</strong> Joseph M. Souki</td>
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<td><strong>Last Action:</strong> Carried over to 2018 Regular Session. - (11/30/2017)</td>
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| **Status:**

### Bill Number: HB 1259
**Funding Category:** Recurring Revenue — Other  
**Notes:** Would create a “clean transportation fee” for each gallon of gasoline or diesel oil refined, manufactured, produced, compounded or sold by the distributor in the state. For each month, the amount of the fee shall be calculated as 75 percent of the difference between the trendline fuel price and index fuel price; provided that the fee shall never be less than 10 cents. Thirty percent of the new revenue would be dedicated to the State Highway Fund. (Companion Bill: SB 1187)  
**Sponsor:** Henry J.C. Aquino  
**Sponsor Party:** Democrat  
**Introduced Date:** 01/24/2017  
**Last Action:** Carried over to 2018 Regular Session. - (11/30/2017)  
**Status:**

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<td><strong>Funding Category:</strong> Recurring Revenue — Other</td>
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<td><strong>Notes:</strong> Would create a “clean transportation fee” for each gallon of gasoline or diesel oil refined, manufactured, produced, compounded or sold by the distributor in the state. For each month, the amount of the fee shall be calculated as 75 percent of the difference between the trendline fuel price and index fuel price; provided that the fee shall never be less than 10 cents. Thirty percent of the new revenue would be dedicated to the State Highway Fund. (Companion Bill: SB 1187)</td>
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<td><strong>Sponsor Party:</strong> Democrat</td>
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<td><strong>Introduced Date:</strong> 01/24/2017</td>
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<td><strong>Last Action:</strong> Carried over to 2018 Regular Session. - (11/30/2017)</td>
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### Bill Number: HB 1587
**Funding Category:** Motor Fuel Tax (gas, diesel, liquid fuels)  
**Notes:** Would increase the distributor tax on gasoline, diesel and liquid fuels.  
**Sponsor:** Kyle T. Yamashita  
**Sponsor Party:** Democrat  
**Introduced Date:** 01/25/2017  
**Last Action:** Carried over to 2018 Regular Session. - (11/30/2017)  
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<td><strong>Funding Category:</strong> Motor Fuel Tax (gas, diesel, liquid fuels)</td>
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<td><strong>Notes:</strong> Would increase the distributor tax on gasoline, diesel and liquid fuels.</td>
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<td><strong>Sponsor:</strong> Kyle T. Yamashita</td>
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<td><strong>Sponsor Party:</strong> Democrat</td>
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<tr>
<td><strong>Introduced Date:</strong> 01/25/2017</td>
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<td><strong>Last Action:</strong> Carried over to 2018 Regular Session. - (11/30/2017)</td>
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| **Status:**

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Bill Number: HB 2002
Funding Category: Electric Vehicle Fee
Notes: Would establish an annual zero emission vehicle registration surcharge to be deposited into the state highway fund.
Sponsor: Henry J.C. Aquino
Sponsor Party: Democrat
Introduced Date: 01/19/2018
Last Action: Referred to EEP/TRN, FIN, referral sheet 6 - (01/26/2018)
Status: 

Bill Number: HB 1144
Funding Category: Recurring Revenue
Notes: Would increase the state motor vehicle weight tax.
Sponsor: Joseph M. Souki
Sponsor Party: Democrat
Introduced Date: 01/23/2017
Last Action: Carried over to 2018 Regular Session. - (11/30/2017)
Status: 

Bill Number: SB 1009
Funding Category: Motor Fuel Tax (gas, diesel, liquid fuels)
Notes: Would increase the distributor tax on gasoline and diesel sales by 1 cent-per-gallon, and on other liquid fuels by 4 cents-per-gallon. Revenue would be deposited into the State Highway Fund. (Companion Bill: HB 1143)
Sponsor: Ronald D. Kouchi
Sponsor Party: Democrat
Introduced Date: 01/25/2017
Last Action: Carried over to 2018 Regular Session. - (11/30/2017)
Status: 

Bill Number: SB 1011
Funding Category: Recurring Revenue — Registration Fee
Notes: Would increase the state motor vehicle registration fee from $45 annually to $75 annually, deposited into the State Highway Fund (companion to HB 1145).
Sponsor: Ronald D. Kouchi
Sponsor Party: Democrat
Introduced Date: 01/25/2017
Last Action: Carried over to 2018 Regular Session. - (11/30/2017)
Status: 

Bill Number: SB 576
Funding Category: Local Funding
Notes: Authorizes a county with a population greater than 500,000 to extend the county surcharge on state tax beyond December 31, 2027. After full completion of the mass transit project, permits counties to use the surcharge on state tax for operation and maintenance of the mass transit project, existing public transportation, or public road and highway repairs. Deducts one-third of the amount from the gross proceeds of a county’s surcharge on state tax to reimburse the State for costs associated with handling the assessment, collection, and disposition of the county surcharge on state tax and fund various State transportation projects. Repeals the sunset date of the county surcharge on state tax levied by the city and county of Honolulu.
Sponsor: Will Espero
Sponsor Party: Democrat
Introduced Date: 01/20/2017
Last Action: Carried over to 2018 Regular Session. - (11/30/2017)
Status: 
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<th>Notes</th>
<th>Sponsor</th>
<th>Sponsor Party</th>
<th>Introduced Date</th>
<th>Last Action</th>
<th>Status</th>
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<tbody>
<tr>
<td>SB 649</td>
<td>Electric Vehicle Fee</td>
<td>Would create an annual electric vehicle fee, with revenue deposited in the State Highway Fund.</td>
<td>Lorraine R. Inouye</td>
<td>Democrat</td>
<td>01/20/2017</td>
<td>Carried over to 2018 Regular Session. - (11/30/2017)</td>
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<tr>
<td>HB 1146</td>
<td>Recurring Revenue — Registration Fee, Weight Fee ; Fuel Tax (gas, diesel, liquid fuel)</td>
<td>Would increase the distributor tax on gasoline and diesel sales by 1 cent-per-gallon, and on other liquid fuels by 4 cents-per-gallon. Additionally, the bill would increase the state motor vehicle registration fee by $5, and the state vehicle weight tax by 25 cents-per-pound. All new revenue would be deposited into the State Highway Fund. (Companion Bill: SB 1012)</td>
<td>Joseph M. Souki</td>
<td>Democrat</td>
<td>01/23/2017</td>
<td>Carried over to 2018 Regular Session. - (11/30/2017)</td>
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<tr>
<td>HB 1323</td>
<td>Motor Fuel Tax — Variable-Rate (New)</td>
<td>Would convert the state’s flat excise tax on motor fuel to a variable-rate formula based on the percentage of the wholesale price per-gallon to the retailer, subject to a minimum monetary amount.</td>
<td>Kyle T. Yamashita</td>
<td>Democrat</td>
<td>01/24/2017</td>
<td>Carried over to 2018 Regular Session. - (11/30/2017)</td>
<td>📊</td>
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<tr>
<td>HB 628</td>
<td>Other — Infrastructure Bank</td>
<td>Establishes the Infrastructure Capacity Construction Loan Revolving Fund to provide loans to counties, state agencies, or private developers for infrastructure improvements (including roads, bridges and transit).</td>
<td>Ryan I. Yamane</td>
<td>Democrat</td>
<td>01/20/2017</td>
<td>Senate Conferee(s) discharged. - (01/17/2018)</td>
<td>📊</td>
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<tr>
<td>SB 1010</td>
<td>Recurring Revenue</td>
<td>Increases the state motor vehicle weight tax.</td>
<td>Ronald D. Kouchi</td>
<td>Democrat</td>
<td>01/25/2017</td>
<td>Carried over to 2018 Regular Session. - (11/30/2017)</td>
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</table>
### Bill Number: SB 1187  
**Funding Category:** Recurring Revenue — Other  
**Notes:** Would create a “clean transportation fee” for each gallon of gasoline or diesel oil refined, manufactured, produced, compounded or sold by the distributor in the state. For each month, the amount of the fee shall be calculated as 75 percent of the difference between the trendline fuel price and index fuel price; provided that the fee shall never be less than 10 cents. Thirty percent of the new revenue would be dedicated to the State Highway Fund.  
**Sponsor:** Lorraine R. Inouye  
**Sponsor Party:** Democrat  
**Introduced Date:** 01/25/2017  
**Last Action:** Carried over to 2018 Regular Session. - (11/30/2017)  
**Status:**

### Indiana  
**Bill Number:** SB 317  
**Funding Category:** Local Funding  
**Notes:** Would permit the fiscal body of the county may adopt an ordinance to impose a tax on the adjusted gross income of local taxpayers of 0.25 percent to raise revenue for one or more county transit projects.  
**Sponsor:** Mark Stoops  
**Sponsor Party:** Democrat  
**Introduced Date:** 01/10/2018  
**Last Action:** First reading: referred to Committee on Tax and Fiscal Policy - (01/10/2018)  
**Status:**

### Kansas  
**Bill Number:** SB 276  
**Funding Category:** Recurring Revenue — Transfer (Other)  
**Notes:** Would annually transfer to the state highway fund all unencumbered balances in excess of $2,800,000 in the motor carrier license fees (an increase of $2.1 million).  
**Sponsor:** Committee on Ways and Means  
**Sponsor Party:** Committee  
**Introduced Date:** 01/11/2018  
**Last Action:** Hearing: Tuesday, January 23, 2018, 10:30 AM Room 548-S - (01/17/2018)  
**Status:**

**Bill Number:** SB 285  
**Funding Category:** Task Force / Study  
**Notes:** Would create a legislative task force evaluate the current system condition of the state transportation system, including roads and bridges; the current uses of the state highway fund dollars, including fund transfers for other purposes outside of infrastructure improvements; current transportation funding in Kansas to determine whether it is sufficient to not only maintain the transportation system in its current state, but also to ensure that it serves the future transportation needs of Kansas residents; and identify additional necessary transportation projects, especially projects with a direct effect on the economic health of the state of Kansas and its residents. The task force would be commissioned to make recommendations on the state's current and future transportation system needs and the structure of the highway fund, with any reports due to the legislature on or before Jan. 31, 2019.  
**Sponsor:** Committee on Ways and Means  
**Sponsor Party:** Committee  
**Introduced Date:** 01/16/2018  
**Last Action:** Referred to Committee on Ways and Means - (01/17/2018)  
**Status:**

### Kentucky
Bill Number: HCR 18
Funding Category: Road Usage Charge; Task Force/Study
Notes: Create a task force to explore the possibility of instituting a mileage-based user fee as a transportation funding mechanism within the state.
Sponsor: Adam Koenig
Sponsor Party: Republican
Introduced Date: 01/02/2018
Last Action: To Transportation (H) - (01/04/2018)
Status: 

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Bill Number: HB 45
Funding Category: Electric Vehicle Fee (incl. Hybrid)
Notes: Establish new fees for electric and hybrid vehicles, indexed to changes in the average wholesale price of gasoline as the state gas tax is adjusted.
Sponsor: Sal Santoro
Sponsor Party: Bipartisan
Introduced Date: 09/22/2017
Last Action: Introduced in House - (01/02/2018)
Status: 

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**Massachusetts**

Bill Number: S 1940
Funding Category: Road Usage Charge; Task Force/Study
Notes: Establish a vehicle mileage user fee task force (including members of the General Court) to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection and other related matters.
Establish a vehicle mileage user fee task force (including members of the General Court) to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection and other related matters.
Sponsor: Bruce E. Tarr
Sponsor Party: Bipartisan
Introduced Date: 01/23/2017
Last Action: Hearing scheduled for 01/24/18 from 10:00AM-12:00PM in A-1 - (01/24/2018)
Status: 

Bill Number: H 1828
Funding Category: Road Usage Charge; Task Force/Study
Notes: Establish a vehicle mileage user fee task force (including members of the General Court) to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection and other related matters.
Sponsor Party: Bipartisan
Introduced Date: 01/23/2017
Last Action: Hearing scheduled for 01/24/18 from 10:00AM-12:00PM in A-1 - (01/24/2018)
Status: 

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**Maine**

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Bill Number: LD 1815

Funding Category: One-Time Funding — Bond

Notes: Authorize a $100 million bond for transportation projects, for construction, reconstruction and rehabilitation of highways and bridges and for facilities and equipment related to ports, harbors, marine transportation, freight and passenger railroads, aviation, transit and bicycle and pedestrian trails. Bond would be used to match an estimated $137 million in federal and other funds. If approved by the legislature, the bond would go before voters in November.

Sponsor: James M. Hamper

Sponsor Party: Republican

Introduced Date: 01/31/2018

Last Action: (01/01/1900)

Status: _ _ _ _ _ _

Bill Number: LD 1806

Funding Category: Electric Vehicle Fee (incl. Hybrid)

Notes: Impose a surcharge, dedicated to the Highway Fund, on the annual registration of a hybrid motor vehicle in the amount of $150 and of a battery-electric motor vehicle in the amount of $250.

Sponsor: PARRY

Sponsor Party: Democrat

Introduced Date: 01/24/2018

Last Action: The Bill was REFERRED to the Committee on TRANSPORTATION in concurrence - (01/30/2018)

Status: _ _ _ _ _ _

Bill Number: LD 1765

Funding Category: Recurring Revenue — Transfer (Transportation-Related)

Notes: Proposal to transfer 10 percent of the sales tax on “transportation-related items”— such as motor vehicles and products related to the repair and maintenance of motor vehicles— to the state's Highway Fund.

Sponsor: PARRY

Sponsor Party: Bipartisan

Introduced Date: 01/02/2018

Last Action: The Bill was REFERRED to the Committee on TAXATION in concurrence - (01/09/2018)

Status: _ _ _ _ _ _

Missouri

Bill Number: HB 2112

Funding Category: Local Funding

Notes: Proposal to remove the requirement that county transportation infrastructure sales taxes must be renewed by voters every four years.

Sponsor: Don Rone

Sponsor Party: Republican

Introduced Date: 01/11/2018

Last Action: Read Second Time (H) - (01/16/2018)

Status: _ _ _ _ _ _
Bill Number: HB 2091

Funding Category: Motor Fuel Tax

Notes: Upon voter approval, this proposed statutory initiative would increase the fuel tax by 10 cents from its current level of 17 cents per gallon to 27 cents per gallon.

Sponsor: Bill Reiboldt
Sponsor Party: Republican
Introduced Date: 01/10/2018
Last Action: Read Second Time (H) - (01/11/2018)
Status: 

Bill Number: HB 2148

Funding Category: Motor Fuel Tax

Notes: Upon voter approval, this statutory referendum would increase the motor fuel tax from $0.17 per gallon to $0.27 per gallon using a gradual $0.02 per gallon increase each year beginning on January 1, 2019, and ending with the increase on January 1, 2023. Alternative motor fuels would also increase from $0.05 per equivalent gallon measure to $0.14 per equivalent gallon measure from January 1, 2020, until December 31, 2024, and then $0.27 cents per equivalent gallon measure thereafter.

Sponsor: Bart Korman
Sponsor Party: Republican
Introduced Date: 01/17/2018
Last Action: Read Second Time (H) - (01/18/2018)
Status: 

Bill Number: HB 2147

Funding Category: Motor Fuel Tax

Notes: Currently, the tax imposed on motor fuel used or consumed in this state is 17 cents per gallon. Beginning January 1, 2019, this bill increases the tax on motor fuel up to three cents per gallon per year until the total increased motor fuel tax revenue equals the total income tax revenue reduction from the decrease in the top tax rate of the individual income tax. The bill removes the income trigger of $150 million net General Revenue growth before the 1/10% reduction in the individual income tax rate can occur each year for five years. [This bill is the same as HB 993 (2017).]

Sponsor: Bart Korman
Sponsor Party: Republican
Introduced Date: 01/17/2018
Last Action: Read Second Time (H) - (01/18/2018)
Status: 

Bill Number: HB 2035

Funding Category: Other

Notes: This bill creates the "Transportation Project Fund" for use in transportation purposes approved by the General Assembly in the appropriation process. Moneys in the fund consist of specified tax credit savings if such savings exist during the relevant fiscal year. The savings calculation is based on a decrease in the redemption of tax credits from fiscal year to fiscal year. The Department of Economic Development will provide the Department of Revenue with the relevant calculation.

Sponsor: Courtney Allen Curtis
Sponsor Party: Democrat
Introduced Date: 01/09/2018
Last Action: Read Second Time (H) - (01/10/2018)
Status: 

State Funding Initiatives Report— January 2018 14
Bill Number: HB 2092  
Funding Category: Motor Fuel Tax  
Notes: Upon voter approval, this proposed statutory initiative would increase the fuel tax for gas by 10 cents and the fuel tax for diesel fuel by 12 cents from the current level of 17 cents per gallon for both types of fuel to 27 cents per gallon for gas, and 29 cents per gallon for diesel fuel respectively.
Sponsor: Bill Reiboldt  
Sponsor Party: Republican  
Introduced Date: 01/10/2018  
Last Action: Read Second Time (H) - (01/11/2018)  
Status: 

Bill Number: SB 734  
Funding Category: Motor Fuel Tax  
Notes: Increase the state motor fuel tax by 10 cents-per-gallon, beginning Jan. 1 2019. Subject to voter approval.
Sponsor: Dave Schatz  
Sponsor Party: Republican  
Introduced Date: 12/01/2017  
Last Action: Second Read and Referred S Transportation, Infrastructure and Public Safety Committee - (01/16/2018)  
Status: 

Bill Number: HJR 74  
Funding Category: Recurring Revenue — Toll  
Notes: Upon voter approval, this proposed Constitutional amendment would authorize the expenditure of state funds by the Department of Transportation for use in constructing and operating toll roads approved by the federal government and the General Assembly on interstate or four-lane roads, with the restriction that toll rates be set by the Missouri Highways and Transportation Commission subject to legislative approval and that tolls be collected only at the entrances to interstates or four-lane roads.
Sponsor: Jeffrey Messenger  
Sponsor Party: Republican  
Introduced Date: 01/11/2018  
Last Action: Read Second Time (H) - (01/16/2018)  
Status: 

Bill Number: HB 2149  
Funding Category: Motor Fuel Tax  
Notes: MOTOR FUEL TAX— Currently, the tax imposed on motor fuel used or consumed in this state is 17 cents per gallon. Upon voter approval, beginning January 1, 2019, this bill increases the tax to 34 cents per gallon. Beginning January 1, 2023, the bill increases the excise tax on compressed natural gas fuel and liquefied natural gas fuel to 34 cents per gasoline/diesel gallon equivalent. Beginning January 1, 2025, the bill specifies that all fuel and energy used to propel vehicles on roads and bridges of this state must be considered motor fuel and taxed equally and by the gasoline/diesel gallon equivalent.
SALES TAX EXEMPTION FOR TELECOMMUNICATIONS— Beginning January 1, 2019, this bill changes the definitions for the state and local sales and use tax exemption for manufacturing by defining “product” to include telecommunication services and “manufacturing” to include electronic transfer of voices
This bill is similar to HB 992 (2017).
Sponsor: Bart Korman  
Sponsor Party: Republican  
Introduced Date: 01/17/2018  
Last Action: Read Second Time (H) - (01/18/2018)  
Status: 

State Funding Initiatives Report— January 2018  
15
Bill Number: HB 2150
Funding Category: Other — Eliminate Diversion
Notes: Beginning July 1, 2019, this bill requires the State Highway Patrol, excluding compensation for patrol officers and communications personnel, to receive funding from the General Revenue Fund instead of the State Highways and Transportation Department Fund and transfers any remaining balance in the former fund to the State Road Fund.
Sponsor: Bart Korman
Sponsor Party: Republican
Introduced Date: 01/17/2018
Last Action: Read Second Time (H) - (01/18/2018)
Status:

Bill Number: HB 218
Funding Category: Recurring Revenue — Other
Notes: Authorize 1.5 percent of the sales tax on business activities within a municipal corporation would be allocated for distribution to the municipality and paid to the municipal corporation. Monies allocated to a municipality pursuant to this subparagraph would be dedicated to and expended solely for street and road construction, repair and/or maintenance.
Sponsor: Robert Foster
Sponsor Party: Republican
Introduced Date: 01/02/2018
Last Action: Died In Committee - (01/30/2018)
Status:

Bill Number: HB 344
Funding Category: Motor Fuel Tax — Variable-Rate (New)
Notes: Create a gasoline distributor fee of 6 percent of the average wholesale price of gasoline, calculated twice per year on Jan. 1 and July 1.
Sponsor: Robert L Johnson III
Sponsor Party: Republican
Introduced Date: 01/03/2018
Last Action: Referred To Ways and Means - (01/03/2018)
Status:

Bill Number: SB 2846
Funding Category: Local Funding
Notes: Would provide the ability for three Mississippi Transportation Districts to become “Special Transportation Improvement Districts”, to authorize the STIDs to put before voters a ballot measure that would increase the local motor fuel tax (indexed to inflation), motor vehicle registration fees for electric, hybrid and hydrogen motor vehicles, and/or a new tire fee.
Sponsor: Dean Kirby
Sponsor Party: Republican
Introduced Date: 01/15/2018
Last Action: Referred To Highways and Transportation;Finance - (01/15/2018)
Status:
Bill Number: HB 354
Funding Category: Recurring Revenue — Transfer
Notes: Would designate 50 percent of general fund revenue growth above 2 percent (capped at $100 million) to road repairs.
Sponsor: Philip Gunn
Sponsor Party: Bipartisan
Introduced Date: 01/03/2018
Last Action: Motion to Reconsider Tabled - (01/09/2018)
Status: 🟢🟢🟢

Bill Number: HB 4
Funding Category: Recurring Revenue — Other
Notes: Divert 18.5 percent of sales tax revenue collected on business activities to street and road construction, repair and maintenance.
Sponsor: Tom Miles
Sponsor Party: Democrat
Introduced Date: 01/02/2018
Last Action: Died In Committee - (01/30/2018)
Status: 🟢🟢🟢

Bill Number: HB 357
Funding Category: One-Time Funding — Bond
Notes: Would borrow $50 million for dilapidated county and city bridges.
Sponsor: Philip Gunn
Sponsor Party: Bipartisan
Introduced Date: 01/03/2018
Last Action: Motion to Reconsider Tabled - (01/09/2018)
Status: 🟢🟢🟢

Bill Number: HB 639
Funding Category: Local Funding
Notes: Authorize certain municipalities to impose an excise tax of 1 cent-per-gallon upon the retail sale of gasoline and diesel fuel for motor vehicles in the municipality, pending voter approval, to be used solely for the repair, maintenance and/or reconstruction of roads, streets and bridges in the municipality.
Sponsor: Earle S Banks
Sponsor Party: Democrat
Introduced Date: 01/08/2018
Last Action: Referred To Ways and Means - (01/08/2018)
Status: 🟢🟢🟢

Bill Number: SB 2035
Funding Category: Local Funding
Notes: Permit the City of Taylorsville to utilize excess bond revenue for road projects.
Sponsor: Joey Fillingane
Sponsor Party: Republican
Introduced Date: 01/03/2018
Last Action: Died In Committee - (01/30/2018)
Status: 🟢🟢🟢
<table>
<thead>
<tr>
<th>Bill Number</th>
<th>Funding Category</th>
<th>Notes</th>
<th>Sponsor</th>
<th>Sponsor Party</th>
<th>Introduced Date</th>
<th>Last Action</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>HB 358</td>
<td>Recurring Revenue — Other</td>
<td>Would utilize a portion of Internet sales taxes for the repair, maintenance and reconstruction of roads and bridges.</td>
<td>Philip Gunn</td>
<td>Republican</td>
<td>01/03/2018</td>
<td>Tabled Subject To Call - (01/31/2018)</td>
<td></td>
</tr>
<tr>
<td>HB 359</td>
<td>Other</td>
<td>Prioritize the maintenance of existing roads over new highway construction until additional transportation revenue is approved.</td>
<td>Philip Gunn</td>
<td>Bipartisan</td>
<td>01/03/2018</td>
<td>Motion to Reconsider Entered (Wooten, Busby, Massengill) - (01/05/2018)</td>
<td></td>
</tr>
<tr>
<td>HB 711</td>
<td>Local Funding</td>
<td>Authorize a referendum to be held in each Mississippi Department of Transportation district in the Nov. 2018 General Election on whether a .50 percent general sales tax should be imposed within the district to fund road improvements; to provide that 25 percent of the special transportation district sales tax revenue would be distributed to the counties and municipalities within each district and that 75 percent of the revenue would be used by the Mississippi Department of Transportation to fund projects within the district.</td>
<td>Thomas U Reynolds</td>
<td>Democrat</td>
<td>01/09/2018</td>
<td>Referred To Transportation;Ways and Means - (01/09/2018)</td>
<td></td>
</tr>
<tr>
<td>SB 2061</td>
<td>Recurring Revenue — Other</td>
<td>Would dedicate a percentage of the sales tax on business activities within a municipal corporation to transportation purposes.</td>
<td>Angela Burks Hill</td>
<td>Republican</td>
<td>01/03/2018</td>
<td>Died In Committee - (01/30/2018)</td>
<td></td>
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<tr>
<td>HB 119</td>
<td>Other — Eliminate Diversion</td>
<td>Would transfer law enforcement personnel and law enforcement duties currently under the Mississippi Department of Transportation related to the motor carrier regulatory law to the motor carrier division of the Mississippi Highway Safety Patrol (within the Mississippi Department of Public Safety).</td>
<td>Lester Carpenter</td>
<td>Republican</td>
<td>01/02/2018</td>
<td>Died In Committee - (01/30/2018)</td>
<td></td>
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</tbody>
</table>

Nebraska
### Nebraska

<table>
<thead>
<tr>
<th>Bill Number: LB 1026</th>
<th>Funding Category: One-Time Funding — Bond</th>
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</thead>
<tbody>
<tr>
<td>Notes: Would permit the state to issue up to $200 million in bonds, to be deposited into the “Build Nebraska Bond Fund” (created in this bill). At least 25 percent of the proceeds of the bonds in this fund would be used, as determined by the Department of Transportation, for construction of the expressway system and federally designated high priority corridors. The remaining revenue would be used to pay for surface transportation projects of the highest priority as determined by the department.</td>
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<tr>
<td>Sponsor: Senator Wayne</td>
<td></td>
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<tr>
<td>Sponsor Party: NP</td>
<td></td>
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<tr>
<td>Introduced Date: 01/16/2018</td>
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<tr>
<td>Last Action: Referred to Revenue Committee - (01/18/2018)</td>
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<tr>
<td>Status:</td>
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</tbody>
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<table>
<thead>
<tr>
<th>Bill Number: LB 941</th>
<th>Funding Category: Motor Fuel Tax — Variable-Rate (Adjustment)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Notes: Would put a floor in place of $2.44 on the component of Nebraska’s variable-rate state gas tax that is calculated based on the average wholesale price of gasoline. Read ARTBA-TIAC’s 'Variable-Rate State Gas Tax' report for more information on Nebraska's existing variable-rate state gas tax formula.</td>
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<tr>
<td>Sponsor: Senator Wayne</td>
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<tr>
<td>Sponsor Party: NP</td>
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<tr>
<td>Introduced Date: 01/09/2018</td>
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<tr>
<td>Last Action: Referred to Revenue Committee - (01/10/2018)</td>
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<td>Status:</td>
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New Hampshire

<table>
<thead>
<tr>
<th>Bill Number: HB 1763</th>
<th>Funding Category: Road Usage Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Notes: Establishes a road usage fee for motor vehicles registered to travel on New Hampshire roads based on the equivalent miles per gallon (MPG) of the vehicle. Vehicles that achieve 20-51 MPG would be charged $111 minus the estimated road toll paid per year based on 10,000 miles of travel for each vehicle. The fee is collected at the time of annual registration of the vehicle and deposited in a separate restricted road usage account within the highway fund.</td>
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<tr>
<td>Sponsor: Norman L Major</td>
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<tr>
<td>Sponsor Party: Bipartisan</td>
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<tr>
<td>Introduced Date: 11/21/2017</td>
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<tr>
<td>Last Action: Executive Session: 01/24/2018 LOB 202 - (01/26/2018)</td>
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<td>Status:</td>
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</tbody>
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<table>
<thead>
<tr>
<th>Bill Number: HB 1541</th>
<th>Funding Category: Electric Vehicle Fee (incl. Hybrid)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Notes: Would create an annual electric vehicle fee of $200. For each 1-cent increase in the road toll after the effective date of this subparagraph, the fee would increase by $5.00. The bill would also create an annual hybrid vehicle fee of $100. For each 1-cent increase in the road toll after the effective date of this subparagraph, the hybrid fee would increase by $2.50.</td>
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<tr>
<td>Sponsor: Robert V. Graham</td>
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<tr>
<td>Sponsor Party: Bipartisan</td>
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<tr>
<td>Introduced Date: 11/06/2017</td>
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<tr>
<td>Last Action: Public Hearing: 01/11/2018 10:00 AM LOB 201 - (01/03/2018)</td>
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<tr>
<td>Status:</td>
<td></td>
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</tbody>
</table>
Bill Number: HB 314
Funding Category: Recurring Revenue — Other
Notes: Would create an autonomous vehicle testing license requirement, including a $500 annual fee for an autonomous vehicle testing license.
Sponsor Party: Republican
Introduced Date: 01/06/2017
Last Action: Ought to Pass with Amendment 2447h: MA VV 01/03/2018 - (01/03/2018)
Status:  

Bill Number: HB 121
Funding Category: Local Funding
Notes: Would increase the motor vehicle registration fee imposed by cities and counties by $5. Revenue from this fee is dedicated to transportation purposes.
Sponsor Party: Bipartisan
Introduced Date: 12/21/2016
Last Action: Ought to Pass with Amendment 2018-0011s, RC 11Y-12N, MF; 01/03/2018; SJ 1 - (01/03/2018)
Status:  

Bill Number: S 239
Notes: Would revise the New Jersey Transportation Trust Fund Authority Act and increase the motor fuels tax.
Sponsor: Samuel D. Thompson
Sponsor Party: Republican
Introduced Date: 01/09/2018
Last Action: Introduced in the Senate, Referred to Senate Transportation Committee - (01/09/2018)
Status:  

Bill Number: S 613
Funding Category: Local Funding
Notes: Would permit counties to create an infrastructure construction fee to fund infrastructure projects through voter approval.
Sponsor: Robert M. Gordon
Sponsor Party: Democrat
Introduced Date: 01/09/2018
Last Action: Introduced in the Senate, Referred to Senate Community and Urban Affairs Committee - (01/09/2018)
Status:  

Bill Number: A 389
Funding Category: Recurring Revenue — Transfer (Transportation-Related)
Notes: Would dedicate unencumbered revenue collected from vehicle size and weight enforcement to Transportation Trust Fund.
Sponsor: Angelica M. Jimenez
Sponsor Party: Bipartisan
Introduced Date: 01/09/2018
Last Action: Introduced in the Assembly, Referred to Assembly Transportation and Independent Authorities Committee - (01/09/2018)
Status:  

New Jersey
Bill Number: ACR 25
Funding Category: Recurring Revenue — Transfer (Transportation-Related)
Notes: Would dedicate no less than $509 million annually from motor vehicle fees and surcharges (currently divided between the state department of motor vehicles and the general fund) to New Jersey's Transportation Trust Fund. If approved by the legislature this question would go before voters.
Sponsor: John DiMaio
Sponsor Party: Republican
Introduced Date: 01/09/2018
Last Action: Introduced in the Assembly, Referred to Assembly Transportation and Independent Authorities Committee - (01/09/2018)
Status: 

Bill Number: A 1772
Funding Category: Local Funding
Notes: Would permit counties to create an infrastructure construction fee to fund infrastructure projects through voter approval.
Sponsor: Robert D. Clifton
Sponsor Party: Republican
Introduced Date: 01/09/2018
Last Action: Introduced in the Assembly, Referred to Assembly State and Local Government Committee - (01/09/2018)
Status: 

Bill Number: A 530
Funding Category: Recurring Revenue — Transfer
Notes: Would dedicate unencumbered revenue collected from motor vehicle fees and surcharges to Transportation Trust Fund.
Sponsor: John DiMaio
Sponsor Party: Republican
Introduced Date: 01/09/2018
Last Action: Introduced in the Assembly, Referred to Assembly Transportation and Independent Authorities Committee - (01/09/2018)
Status: 

New Mexico

Bill Number: SB 94
Funding Category: One-Time Funding — Bond
Notes: Would authorize $49 million in general obligation bonds for construction and maintenance of roads around the state, pending voter approval in the November Statewide General Election.
Sponsor: Carlos R. Cisneros
Sponsor Party: Democrat
Introduced Date: 01/12/2018
Last Action: germane - (01/22/2018)
Status: 

New York
Bill Number: A 670
Funding Category: Road Usage Charge ; Task Force / Study
Notes: Would launch a pilot program on the feasibility of a road usage charge. If approved, the pilot program would begin in Jan. 2019.
Sponsor: RODRIGUEZ
Sponsor Party: Democrat
Introduced Date: 01/09/2017
Last Action: REFERRED TO TRANSPORTATION - (01/03/2018)
Status: 

Oklahoma

Bill Number: HB 2638
Funding Category: Electric Vehicle Fee (incl. Hybrid)
Notes: Create a $150 registration fee on electric motor vehicles and a $30 registration fee for hybrid motor vehicles.
Sponsor: Roberts (Dustin)
Sponsor Party: Republican
Introduced Date: 02/05/2018
Last Action: First Reading - (02/05/2018)
Status: 

Bill Number: HB 3154
Sponsor: Earl Sears
Sponsor Party: Republican
Introduced Date: 02/05/2018
Last Action: First Reading - (02/05/2018)
Status: 

South Dakota

Bill Number: HB 1241
Funding Category: Electric Vehicle Fee (incl. Hybrid)
Notes: Create a $100 annual fee for electric motor vehicles and $50 annual fee for hybrid motor vehicles.
Sponsor Party: Bipartisan
Introduced Date: 01/30/2018
Last Action: First read in House and referred to House Transportation H.J. 223 - (01/29/2018)
Status: 

Utah

Bill Number: SB 71
Funding Category: Recurring Revenue — Toll ; Local Funding
Notes: Would create a toll road into Little Cottonwood Canyon. The bill also permits penalties for not paying the toll, including putting a hold on a vehicle’s registration until such fine is paid.
Sponsor: Wayne L. Niederhauser
Sponsor Party: Republican
Introduced Date: 01/05/2018
Last Action: fiscal note publicly available - (01/26/2018)
Status: 

State Funding Initiatives Report— January 2018
Virginia

Bill Number: HB 1545
Funding Category: Local Funding
Notes: Creation of the Metrorail Capital Expenditures Fund to provide revenue for the Washington Metropolitan Area Transit Authority (WMATA), consisting of 15 percent of annual collections of the state recordation taxes.
Sponsor: Vivian E. Watts
Sponsor Party: Democrat
Introduced Date: 01/19/2018
Last Action: Presented and ordered printed 18105104D - (01/19/2018)
Status: 

Bill Number: HJ 41
Funding Category: Other — Lockbox
Notes: Would ensure all revenues dedicated to the state’s Transportation Funds cannot be diverted from their intended purposes, including: financing, acquiring, constructing, improving, maintaining, and operating transportation systems; (ii) furthering the interests of the Commonwealth in highways, public transportation, railways, seaports, and airports; and (iii) providing for the operations of state agencies related to transportation. The General Assembly may borrow from Transportation Funds for other purposes only by an affirmative vote of two-thirds of the members elected to each house.
Sponsor: Dave A. LaRock
Sponsor Party: Republican
Introduced Date: 01/04/2018
Last Action: Subcommittee recommends reporting (7-Y 0-N) - (01/29/2018)
Status: 

Bill Number: SB 896
Funding Category: Local Funding
Notes: Convert the local variable-rate motor fuel tax calculation from being based on the percentage of the city/county average sales price to the statewide average sales price of motor fuel. Put a floor in place that prevents the variable-rate formula from collecting at a price less than the price of motor fuel on Feb. 20, 2013 (the statewide variable-rate floor limit).
Sponsor: Frank W. Wagner
Sponsor Party: Republican
Introduced Date: 01/19/2018
Last Action: Presented and ordered printed 18104315D - (01/19/2018)
Status: 

Bill Number: SB 393
Funding Category: Local Funding
Notes: Convert the local variable-rate motor fuel tax calculation from being based on the percentage of the city/county average sales price to the statewide average sales price of motor fuel. Put a floor in place that prevents the variable-rate formula from collecting at a price less than the price of motor fuel on Feb. 20, 2013 (the statewide variable-rate floor limit).
Sponsor: George L. Barker
Sponsor Party: Democrat
Introduced Date: 01/09/2018
Last Action: Prefiled and ordered printed; offered 01/10/18 18103710D - (01/09/2018)
Status: 

Bill Number: HB 917
Funding Category: Local Funding
Notes: Convert the local variable-rate motor fuel tax calculation from being based on the percentage of the city/county average sales price to the statewide average sales price of motor fuel. Put a floor in place that prevents the variable-rate formula from collecting at a price less than the price of motor fuel on Feb. 20, 2013 (the statewide variable-rate floor limit).
Sponsor: Christopher P. Stolle
Sponsor Party: Bipartisan
Introduced Date: 01/09/2018
Last Action: Prefiled and ordered printed; offered 01/10/18 18102733D - (01/09/2018)
Status:

Bill Number: HB 1352
Funding Category: Local Funding
Notes: Establishes a floor on the 2.1 percent sales tax imposed on motor vehicle fuels sold in Northern Virginia and Hampton Roads. The average wholesale price of gasoline, as determined by the Commissioner of the Department of Motor Vehicles, on July 1, 2018, shall be the initial floor. If the average wholesale price rises in future determinations, the new higher average will become the floor, until such time as the average wholesale price of gasoline is determined to be equal to or greater than the average wholesale price of gasoline in the Commonwealth on February 20, 2013, which is the date of the floor used for the calculation of the state gasoline tax. After this threshold is met, the average wholesale price used for the calculation of the regional tax will be the same as the average price used to calculate the state tax.
Sponsor: Robert M. "Bob" Thomas, Jr.
Sponsor Party: Republican
Introduced Date: 01/11/2018
Last Action: Presented and ordered printed 18104418D - (01/11/2018)
Status:

Bill Number: SJ 35
Funding Category: Other — Lockbox
Notes: Would ensure all revenues dedicated to the state's Transportation Funds cannot be diverted from their intended purposes, including: financing, acquiring, constructing, improving, maintaining, and operating transportation systems; (ii) furthering the interests of the Commonwealth in highways, public transportation, railways, seaports, and airports; and (iii) providing for the operations of state agencies related to transportation. The General Assembly may borrow from Transportation Funds for other purposes only by an affirmative vote of two-thirds of the members elected to each house.
Sponsor: Lynwood W. Lewis, Jr.
Sponsor Party: Democrat
Introduced Date: 01/09/2018
Last Action: Reported from Privileges and Elections (11-Y 2-N) - (01/30/2018)
Status:

Bill Number: HB 668
Funding Category: Local Funding
Notes: Convert the regional variable-rate motor fuel tax calculation in Northern Virginia from being based on the percentage of the city/county average sales price to the statewide average sales price of motor fuel. Put a floor in place that prevents the variable-rate formula from collecting at a price less than the price of motor fuel on Feb. 20, 2013 (the statewide variable-rate floor limit).
Sponsor: Terry G. Kilgore
Sponsor Party: Republican
Introduced Date: 01/09/2018
Last Action: Prefiled and ordered printed; offered 01/10/18 18104460D - (01/09/2018)
Status:
Bill Number: HB 768
Funding Category: Local Funding
Notes: Convert the regional variable-rate motor fuel tax calculation in Northern Virginia and Hampton Roads from being based on the percentage of the city/county average sales price to the statewide average sales price of motor fuel. Put a floor in place that prevents the variable-rate formula from collecting at a price less than the price of motor fuel on Feb. 20, 2013 (the statewide variable-rate floor limit).
Sponsor: S. Chris Jones
Sponsor Party: Republican
Introduced Date: 01/09/2018
Last Action: Prefiled and ordered printed; offered 01/10/18 18102993D - (01/09/2018)
Status: 

Bill Number: HB 699
Funding Category: Local Funding
Notes: Convert the regional variable-rate motor fuel tax calculation in Northern Virginia from being based on the percentage of the city/county average sales price to the statewide average sales price of motor fuel. Also would raise the variable-rate formula percentage from 2.1 to 3 percent. Put a floor in place that prevents the variable-rate formula from collecting at a price less than the price of motor fuel on Feb. 20, 2013 (the statewide variable-rate floor limit).
Sponsor: Mark H. Levine
Sponsor Party: Democrat
Introduced Date: 01/09/2018
Last Action: Prefiled and ordered printed; offered 01/10/18 18104463D - (01/09/2018)
Status: 

Bill Number: HB 970
Funding Category: Local Funding
Notes: Convert the regional variable-rate motor fuel tax calculation in Northern Virginia and Hampton Roads from being based on the percentage of the city/county average sales price to the statewide average sales price of motor fuel. Put a floor in place that prevents the variable-rate formula from collecting at a price less than the price of motor fuel on Feb. 20, 2013 (the statewide variable-rate floor limit).
Sponsor: Elizabeth R. Guzman-Elect
Sponsor Party: Democrat
Introduced Date: 01/09/2018
Last Action: Prefiled and ordered printed; offered 01/10/18 18102548D - (01/09/2018)
Status: 

Bill Number: HB 1319
Funding Category: One-Time Funding — Bond
Notes: Would authorize the Commonwealth Transportation Board to issue up to $550 million in transit bonds to support the capital project costs of public transportation and ridesharing equipment, facilities, and associated costs.
Sponsor: Richard C. "Rip" Sullivan, Jr.
Sponsor Party: Democrat
Introduced Date: 01/10/2018
Last Action: Presented and ordered printed 18101814D - (01/10/2018)
Status: 

Bill Number: SB 140
Funding Category: Local Funding
Notes: Convert the regional variable-rate motor fuel tax calculation in Northern Virginia from being based on the percentage of the city/county average sales price to the statewide average sales price of motor fuel. Put a floor in place that prevents the variable-rate formula from collecting at a price less than the price of motor fuel on Feb. 20, 2013 (the statewide variable-rate floor limit).
Sponsor: J. Chapman Petersen
Sponsor Party: Democrat
Introduced Date: 12/27/2017
Last Action: Prefiled and ordered printed; offered 01/10/18 18101644D - (12/27/2017)
Status: 
Vermont

**Bill Number:** H 778  
**Funding Category:** Electric Vehicle Fee  
**Notes:** Would establish a charge of one cent per kilowatt hour on electricity delivered to an EV, to go into effect starting on July 1, 2020 and to be remitted by the electric utilities to the Transportation Fund.  
**Sponsor:** Mollie S. Burke  
**Sponsor Party:** Democrat  
**Introduced Date:** 01/30/2018  
**Last Action:** (01/01/1900)  
**Status:**

Washington

**Bill Number:** HB 1255  
**Funding Category:** Other  
**Notes:** Directing the department of transportation to identify opportunities and, if appropriate, submit an invitation for bids or request for proposals to contract with concessionaires to operate on and collect tolls for the Tacoma Narrows bridge.  
**Sponsor:** Jesse Young  
**Sponsor Party:** Republican  
**Introduced Date:** 01/16/2017  
**Last Action:** By resolution, reintroduced and retained in present status. - (01/08/2018)  
**Status:**

Wisconsin

**Bill Number:** AB 867  
**Funding Category:** Local Funding  
**Notes:** Currently, Wisconsin municipalities or counties may enact a flat motor vehicle registration fee to be used for local transportation purposes. This bill would permit the local government to instead utilize a variable-rate fee based on the vehicle's value, weight, number of axles, or owner's income.  
**Sponsor:** David Bowen  
**Sponsor Party:** Democrat  
**Introduced Date:** 01/19/2018  
**Last Action:** Introduced by Representatives Bowen, Crowley, Sargent, Brostoff, Fields, Spreitzer, Subeck, Berceau, Zepnick, Goyke and C. Taylor - (01/19/2018)  
**Status:**

West Virginia

**Bill Number:** HB 2385  
**Funding Category:** Recurring Revenue — Other  
**Notes:** Reallocating and dedicating up to $30 million to the natural gas and oil severance tax revenues annually to the natural gas and oil-producing counties of origin, to be used solely for secondary road projects in their respective counties.  
**Sponsor:** Michael T. Ferro  
**Sponsor Party:** Bipartisan  
**Introduced Date:** 01/10/2018  
**Last Action:** Filed for introduction - (01/10/2018)  
**Status:**

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State Funding Initiatives Report— January 2018
### TIMELINE - PASSED STATE HIGHWAY FUNDING (2012-2017)

<table>
<thead>
<tr>
<th>DATE</th>
<th>STATE</th>
<th>MEASURE</th>
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<tbody>
<tr>
<td>Nov. 6, 2012</td>
<td>Arkansas</td>
<td>Voters approved Issue 1, a half-cent sales tax increase to cover a $1.3 billion bond issue for roads and bridges.</td>
</tr>
<tr>
<td>2013</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.

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...
highway and bridge investment.

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<td>March 27, 2015</td>
<td>Utah</td>
<td>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.</td>
</tr>
<tr>
<td>April 21, 2015</td>
<td>Idaho</td>
<td>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.</td>
</tr>
<tr>
<td>May 4, 2015</td>
<td>Georgia</td>
<td>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.</td>
</tr>
<tr>
<td>May 14, 2015</td>
<td>Nebraska</td>
<td>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.</td>
</tr>
<tr>
<td>June 29, 2015</td>
<td>Connecticut</td>
<td>Connecticut legislators on June 29 approved $2.8 billion in transportation bonds to fund the first five years of Gov. Malloy's (D) &quot;Let's Go CT&quot; program.</td>
</tr>
<tr>
<td>July 1, 2015</td>
<td>Washington</td>
<td>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.</td>
</tr>
<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>
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PASSED STATE HIGHWAY FUNDING INITIATIVES—TIMELINE

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<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>
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<tr>
<td>Feb. 12, 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>
</tbody>
</table>
| March 23 | Indiana | House Bill 1001 will add $228 million from the state’s budget reserves to state road projects, and permits counties to institute a local wheel tax as well as motor vehicle license excise surtax. The legislation also establishes a task force of lawmakers and transportation advocates to research and provide recommendations for increasing sustainable transportation funding. The measure originally proposed increasing the state cigarette tax and gaso-
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<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 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 generate up to $100 million in department efficiencies, overseen by the newly-created Transportation Inspector General.</td>
</tr>
<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</td>
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# PASSED STATE HIGHWAY FUNDING INITIATIVES—TIMELINE

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<tr>
<td>April 22, 2017</td>
<td>Montana</td>
<td>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 21, 2017</td>
<td>Indiana</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>
</tr>
<tr>
<td>May 10, 2017</td>
<td>South Carolina</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>
</tr>
<tr>
<td>May 19, 2017</td>
<td>Colorado</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>
</tr>
<tr>
<td>May 30, 2017</td>
<td>Minnesota</td>
<td>$1.8 billion bond for road work over the next 10 years.</td>
</tr>
<tr>
<td>July 6, 2017</td>
<td>Oregon</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>
</tr>
<tr>
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<td></td>
<td>A 10-year, $5.3 billion transportation funding increase through a combination of higher state motor fuel taxes (8 cents-per-gallon), increased vehicle title and registration fees, a new $100 electric vehicle fee, an additional fee assessed on a vehicle’s mileage (beginning 2020), a statewide employee payroll tax for public transit, a new dealer excise tax on vehicle sales, a sales tax on new adult bicycle purchases, and tolls on portions of Interstate 5.</td>
</tr>
<tr>
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<td>Increase state department of motor vehicle fees (automatically adjusted every</td>
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<tr>
<td>June 22</td>
<td>West Virginia</td>
<td>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. On Oct. 14 West Virginia voters also approved a $1.6 billion transportation funding bond.</td>
</tr>
<tr>
<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>
</tr>
<tr>
<td>Sept. 5, 2017</td>
<td>Hawaii</td>
<td>Provide $2.4 billion in funding towards Honolulu’s commuter rail project, which is behind schedule and over budget. The agreement extends O’ahu’s 0.5 percent general excise tax surcharge ($1.046 billion) and raises the state hotel room tax by 1 percent for the next 13 years ($1.326 billion), and requires an annual review of the Honolulu Authority for Rapid Transportation.</td>
</tr>
<tr>
<td>Sept. 21, 2017</td>
<td>Wisconsin</td>
<td>Create a $100 annual registration fee for electric motor vehicles and a $75 annual registration fee for hybrid motor vehicles. The bill also authorizes $400 million in bonds to fund transportation projects.</td>
</tr>
<tr>
<td>Nov. 7, 2017</td>
<td>Maine</td>
<td>$105 million in bonds to be used for the state’s transportation infrastructure, to receive an estimated $137 million in federal and other matching funds.</td>
</tr>
</tbody>
</table>