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.
January 2019 State Transportation Funding Overview

Twenty-nine states introduced over 87 bills related to increasing transportation investment in the first month of 2019.

Motor fuel taxes continue to be a popular method to raise new revenue. Nine states—Arizona, Hawaii, Minnesota, Mississippi, North Dakota, New Hampshire, New Mexico, Virginia, and Wyoming—have already proposed increasing one or more types of motor fuel tax to generate funding for transportation construction. Additionally, Nebraska is proposing alterations to its variable-rate formula to increase revenue.

Continuing a trend from previous years, several states are proposing electric vehicle fees as a way to ensure all vehicles that create wear and tear on roads pay for their share of maintenance. Seven states—Arizona, Hawaii, North Dakota, Nebraska, New Mexico, Oklahoma, and Wyoming—introduced legislation in January to implement an electric vehicle registration fee. Five of those states also included an additional registration fee for hybrid vehicles.

Several states are also considering innovative funding solutions during the 2019 legislative session. Mileage based user fees are being considered in New Hampshire and Missouri, while legislation in Massachusetts proposes a study into alternative funding sources. Additionally, three states—Missouri, Connecticut, and Virginia—have introduced legislation to utilize tolling for new revenue.

Of the legislation introduced in January, only three measures advanced beyond their first chamber, with 84 bills introduced and awaiting further action. Several states have not yet convened for the 2019 legislative sessions.

Estimated Funding Approved in 2019 Legislative Session: $0
2019 STATE TRANSPORTATION FUNDING LEGISLATION

EXECUTIVE SUMMARY

Report Status Bar Key: Each green check shows how far legislation has progressed.

- One check: Introduced and on committee calendar
- Three checks: Passed first chamber
- Five checks: Passed second chamber
- Two checks: Passed first committee
- Four checks: Passed second committee
- Six checks: Became law

Several measures are in varying stages. View state breakdown for more info.
Arkansas

Bill Number: HB 1260
Notes: An act to dedicate revenues to be used by the state and local governments to improve, construct, and maintain the highways, roads, streets, and bridges in the state; to dedicate at least a portion of the sales and use taxes collected on the sale or purchase of a new or used motor vehicle, trailer, or semitrailer to be used to improve, construct, and maintain the highways, roads, streets, and bridges in the state.
Sponsor: D. Douglas
Introduced Date: 01/28/2019
Last Action: Read the first time, rules suspended, read the second time and referred to the Committee on REVENUE & TAXATION- HOUSE - (01/28/2019)
Status: ▼

Bill Number: HB 1024
Notes: Designate the first $150 million of the revenues derived from the taxes collected on the sale of new and used motor vehicles, trailers, or semitrailers as special revenues to be distributed under the Arkansas highway revenue distribution law,
Introduced Date: 12/06/2018
Last Action: Read the first time, rules suspended, read the second time and referred to the Committee on REVENUE & TAXATION- HOUSE - (01/14/2019)
Status: ▼

Arizona

Bill Number: SB 1332
Notes: Increase the alternative fuel vehicle registration fee.
Sponsor: David Livingston
Introduced Date: 01/31/2019
Last Action: senate first reading - (01/31/2019)
Status: ▼

Bill Number: HB 2536
Notes: Increase gasoline and light-truck diesel fuel taxes by 28 cents in 2019, 38 cents in 2020, and 43 cents in 2021, and indexed to change in the gross domestic product implicit price deflator eery year thereafter. Increase heavy-truck diesel fuel tax by 36 cents per gallon in 2019, 46 cents in 2020, and 51 cents in 2021, and indexed thereafter. Implement electric vehicle fee of $130 per year in 2019, $175 in 2020, $198 in 2021, and indexed every year thereafter. For hybrid vehicles, the fee would begin as $52 per year in 2019, $70 in 2020, $80 in 2021, and would also be indexed going forward.
Sponsor: Noel W. Campbell
Last Action: Bill Created - (01/25/2019)
Status: ▼

Bill Number: SB 1125
Notes: Increase motor fuel taxes from 18 cents-per-gallon to 36 cents-pergallon.
Sponsor: Juan Mendez
Introduced Date: 01/22/2019
Last Action: senate first reading - (01/22/2019)
Status: ▼

Colorado
Connecticut

Bill Number: HB 5665
Notes: Require the state Department of Transportation, in conjunction with the Office of Policy and Management and the Office of Fiscal Analysis, to prepare a twenty year forecast regarding gas tax revenues and to update such forecast annually and include information regarding anticipated changes by year.
Sponsor: Gail Lavielle
Introduced Date: 01/18/2019
Last Action: REF. TO JOINT COMM. ON Transportation - (01/18/2019)
Status: 

Bill Number: SB 102
Notes: Establish electronic tolls on major highways and raise revenue for transportation infrastructure projects.
Sponsor: Alexandra Bergstein
Introduced Date: 01/17/2019
Last Action: REF. TO JOINT COMM. ON Public Safety and Security - (01/17/2019)
Status: 

Bill Number: SB 70
Notes: Create a Connecticut Infrastructure Bank to fund improvements to the state's infrastructure.

Establishes a Connecticut Infrastructure Bank to finance a loan program with funds appropriated from the Special Transportation Fund or other sources of revenue designated for infrastructure improvements, including potential future streams of revenue from electronic tolls, and leveraged with private debt capital through the issuance of bonds or other financing arrangements for eligible infrastructure projects including, but not limited to, the building, renovation and repair of highways, bridges, railroads, waterways, ports and airports.
Sponsor: Alexandra Bergstein
Introduced Date: 01/17/2019
Last Action: REF. TO JOINT COMM. ON Banking - (01/17/2019)
Status: 

Hawaii

Bill Number: SB 409
Notes: Implement a new state electric vehicle fee.
Sponsor: Lorraine R. Inouye
Introduced Date: 01/18/2019
Last Action: The committee(s) on TRS has scheduled a public hearing on 02-06-19 1:15PM in conference room 225. - (02/01/2019)
Status: ☑️
Bill Number: HB 1467

Notes: Would convert the state's motor fuel tax to a variable-rate tax based on a percent of the average wholesale price of fuel, with a floor set at the state's current excise tax of 16 cents-per-gallon.

Sponsor: YAMASHITA

Introduced Date: 01/24/2019

Last Action: Bill scheduled to be heard by CPC on Wednesday, 02-06-19 2:00PM in House conference room 329. - (02/01/2019)

Status: 

Bill Number: HB 1054

Notes: Increase state fuel taxes, motor vehicle registration fees, and motor vehicle weight tax, with revenue deposited into the State Highway Fund. (Companion Bill: SB 1280)

Sponsor: SAIKI (Introduced by request of another party)

Introduced Date: 01/22/2019

Last Action: Referred to TRN, FIN, referral sheet 6 - (01/28/2019)

Status: 

Bill Number: SB 1280

Notes: Increase state fuel taxes, motor vehicle registration fees, and motor vehicle weight tax, with revenue deposited into the State Highway Fund. (Companion Bill: HB 1054)

Sponsor: KOUCHI (Introduced by request of another party)

Introduced Date: 01/24/2019

Last Action: Referred to TRS/PSM, WAM. - (01/28/2019)

Status: 

Illinois

Bill Number: HB 1597

Notes: Permit transfers from the General Revenue Fund to the Transportation Maintenance Fund if the average balance in the General Revenue Fund for any fiscal year exceeds the average balance in the General Revenue Fund for the immediately preceding fiscal year by more than 2%. Creates the Transportation Maintenance Fund. Provides that moneys in the Transportation Maintenance Fund shall be used by the Department of Transportation for the maintenance and construction of roads and bridges in the State.

Sponsor: Monica Bristow

Introduced Date: 01/30/2019

Last Action: Referred to Rules Committee - (02/01/2019)

Status: 

Bill Number: HB 1180

Notes: Any county board, with the approval the Department, may also use motor fuel tax money allotted to it for construction of State highways within the county.

Sponsor: Michael J. Madigan

Introduced Date: 01/28/2019

Last Action: First Reading - (01/29/2019)

Status: 

Bill Number: HB 1179

Notes: Any county board with the approval of the Department may also use motor fuel tax money allotted to it for the maintenance of any county highway or any State highway.

Sponsor: Michael J. Madigan

Introduced Date: 01/28/2019

Last Action: First Reading - (01/29/2019)

Status: 

Bill Number: HB 884
Notes: Amends the Illinois Finance Authority Act. Provides that the Illinois Finance Authority may administer a local infrastructure revolving loan program, providing zero-interest and low-interest loans to units of local government to be used for specified infrastructure projects.
Sponsor: Michael T. Marron
Introduced Date: 01/24/2019
Last Action: Referred to Rules Committee - (01/28/2019)
Status: 

Kansas

Bill Number: SB 1
Notes: Would require state general fund revenue to fund school district transportation weightings instead of the state highway fund revenue currently being used.
Sponsor: Jim Denning
Introduced Date: 01/14/2019
Last Action: Referred to Committee on Ways and Means - (01/16/2019)
Status: 

Massachusetts

Bill Number: SD 870
Notes: An Act to explore alternative funding sources to ensure safe and reliable transportation.
This bill is intended to help address the need for the commonwealth to identify short- and long-term alternatives or supplements to the motor vehicle fuel tax, which is particularly important given the diminishing value of the motor vehicle fuel tax, declining supplies of conventional petroleum-based fuels, and increasing fuel-efficient vehicles. The commonwealth is uniquely positioned to become a leader in the advancement of technology and methods needed to develop and implement alternative ways to raise transportation revenue.
There shall be a vehicle mileage user fee task force to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection for Massachusetts' roads and highways as an alternative to the current system of taxing highway use through motor vehicle fuel taxes.
Sponsor: Jason M. Lewis
Last Action: Bill Created - (01/28/2019)
Status: 

Bill Number: SD 2135
Notes: Establish transit improvement districts, with the ability to implement a transit improvement fee which could be calculated by property value, parking spaces, number of employees, or more.
Sponsor: Cindy F. Friedman
Last Action: Bill Created - (01/19/2019)
Status: 

Maryland
Bill Number: HB 426

Notes: Requiring the Comptroller to calculate a certain sales and use tax equivalent rate under the motor fuel tax in a certain manner; applying the sales and use tax to a sale or use of certain digital products; requiring the Comptroller to distribute the sales and use tax revenue on the sale of digital products to the Transportation Trust Fund; requiring the Department of Transportation to apply to the United States Department of Transportation to participate in the Surface Transportation System Funding Alternatives Program; etc.

Sponsor: Korman, Marc

Introduced Date: 01/31/2019

Last Action: Bill Created - (01/31/2019)

Status: 

Maine

Bill Number: LD 535

Notes: Authorize a $50 million bond (subject to voter approval) for rail infrastructure and expanded passenger rail service.

Sponsor: Bettyann SHEATS

Introduced Date: 01/31/2019

Last Action: The Bill was REFERRED to the Committee on APPROPRIATIONS AND FINANCIAL AFFAIRS in concurrence - (01/31/2019)

Status: 

Bill Number: LD 466

Notes: Impose an additional 5 cents per gallon fuel tax on diesel fuel and require that revenue from the tax be used only for construction, reconstruction, maintenance and repair of public highways and bridges, to sunset November 1, 2022. The Commissioner of Transportation is required to submit a report to the joint standing committee of the Legislature having jurisdiction over transportation matters by March 1, 2022 identifying the amount of revenue collected and the purposes for which the revenue was or will be used. The committee is authorized to submit legislation to the Second Regular Session of the 130th Legislature to retain, repeal or amend provisions relating to the diesel fuel tax differential.

Sponsor: Denise TEPLER

Introduced Date: 01/29/2019

Last Action: The Bill was REFERRED to the Committee on TRANSPORTATION in concurrence - (01/29/2019)

Status: 

Minnesota

Bill Number: HF 538

Notes: Utilize $85 million in bond sales for right-of-way acquisition, engineering, and construction of marked U.S. Highway 14 as a four-lane divided highway from the interchange with Nicollet County State-Aid Highway 21 and marked Trunk Highway 15 east of New Ulm to the intersection with 471st Avenue west of Nicollet.

Sponsor: Jeff Brand

Introduced Date: 01/31/2019

Last Action: Introduction and first reading, referred to Ways and Means - (01/31/2019)

Status: 

Bill Number: HF 594

Notes: Utilize $40 million in bond sales to design, construct, furnish, and equip an interchange at marked Trunk Highway 14 and County Road 104.

Sponsor: Duane Quam

Introduced Date: 01/31/2019

Last Action: Introduction and first reading, referred to Ways and Means - (01/31/2019)

Status: 

Bill Number: SF 650
Notes: $40,000,000 is appropriated from the bond proceeds account in the trunk highway fund to the commissioner of transportation to design, construct, furnish, and equip an interchange at marked Trunk Highway 14 and County Road 104, including the flyover at 7th Street NW, in Olmsted County.
Sponsor: David H Senjem
Introduced Date: 01/31/2019
Last Action: Introduction and first reading - (01/31/2019)
Status: 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼

Bill Number: SF 703
Notes: Appropriation and trunk highway bond sale authorization

$85,000,000 is appropriated from the bond proceeds account in the trunk highway fund to the commissioner of transportation for right-of-way acquisition, engineering, and construction of marked U.S. Highway 14.
Sponsor: Gary H Dahms
Introduced Date: 01/31/2019
Last Action: Introduction and first reading - (01/31/2019)
Status: 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼

Bill Number: HF 466
Notes: Implement an alternative fuel vehicle excise tax, based on the total revenues from the state gas tax divided by the total number of passenger automobiles, one-ton pickup trucks, motorcycles and recreational vehicles.
Sponsor: Duane Quam
Introduced Date: 01/28/2019
Last Action: Bill Created - (01/28/2019)
Status: 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼

Bill Number: SF 284
Notes: Appropriating money to construct an interchange at marked Trunk Highway 36 and County State-Aid Highway 15.

$15,000,000 is appropriated from the bond proceeds account in the trunk highway fund to the commissioner of transportation to design, construct, furnish, and equip an interchange at marked Trunk Highway 36 and County State-Aid Highway 15.
Sponsor: Karin Housley
Introduced Date: 01/22/2019
Last Action: Introduction and first reading - (01/22/2019)
Status: 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼

Bill Number: SF 367
Notes: Increasing the motor fuels tax.

The gasoline excise tax is imposed at the following rates:
(1) E85 is taxed at the rate of 17.75 24.85 cents per gallon;
(2) M85 is taxed at the rate of 14.25 19.95 cents per gallon; and
(3) all other gasoline is taxed at the rate 25 35 cents per gallon.
Sponsor: Nick A. Frentz
Introduced Date: 01/22/2019
Last Action: Referred to Transportation Finance and Policy - (01/22/2019)
Status: 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼 🍼
Bill Number: HF 277
Notes: Relating to capital investment; appropriating money to construct additional lanes on a segment of U.S. Highway 10.

$16,000,000 is appropriated from the bond proceeds account in the trunk highway fund to the commissioner of transportation to construct a third travel lane in each direction of marked U.S. Highway 10.

Sponsor: Zack Stephenson
Introduced Date: 01/22/2019
Last Action: Bill Created - (01/22/2019)
Status: 

Bill Number: HF 110
Notes: Appropriating money to construct additional lanes on a segment of U.S. Highway 10.

$30,000,000 is appropriated from the bond proceeds account in the trunk highway fund to the commissioner of transportation to construct a third travel lane in each direction of marked U.S. Highway 10.

Sponsor: Zack Stephenson
Introduced Date: 01/17/2019
Last Action: Author added Runbeck - (01/22/2019)
Status: 

Bill Number: HF 86
Notes: Capital investment; appropriating money for marked Trunk Highway 73 realignment; authorizing the sale and issuance of state bonds.

$12,550,000 is appropriated from the bond proceeds account in the trunk highway fund to the commissioner of transportation for engineering, right-of-way acquisition, and construction to realign portions of Route No. 163.

Sponsor: Mike Sundin
Introduced Date: 01/17/2019
Last Action: Bill Created - (01/18/2019)
Status: 

Bill Number: SF 145
Notes: Appropriating money to construct additional lanes on a segment of U.S. Highway 10.

$30,000,000 is appropriated from the bond proceeds account in the trunk highway fund to the commissioner of transportation to construct a third travel lane in each direction of marked U.S. Highway 10.

Sponsor: John A. Hoffman
Introduced Date: 01/17/2019
Last Action: Introduction and first reading - (01/17/2019)
Status: 

Missouri
Bill Number: SB 201
Notes: Replace the state's noncommercial motor vehicle registration fee system with one based on mileage.

For vehicles rated less than 29 miles per gallon (MPG), $24 base fee.
Vehicles rated between 29-60 MPG, $24 base plus $6 per MPG in excess of 29 MPG.
Vehicles rated 61+ MPG, $215.
Sponsor: Gary Romine
Introduced Date: 01/03/2019
Last Action: Second Read and Referred to Transportation, Infrastructure and Public Safety Committee - (01/31/2019)
Status: 

Bill Number: HB 406
Notes: Would index motor vehicle license and registration fees to the Consumer Price Index. The adjustment would be made every three years on Jan. 1.
Sponsor: Jeffrey Messenger
Introduced Date: 12/21/2018
Last Action: Read Second Time (H) - (01/10/2019)
Status: 

Bill Number: HB 500
Notes: Proposal: The base annual registration fee for noncommercial motor vehicles is $24. Motor vehicles with a combined city/highway miles per gallon rating of 29 MPG or less will not pay any additional fee. Motor vehicles with a combined city/highway miles per gallon rating greater than 29 MPG, will pay an additional fee, as follows:

1) For motor vehicles with a rating greater than 29 MPG, up to and including 60 MPG, $6 for each mile per gallon the motor vehicle is rated above 29 MPG;

2) For motor vehicles with a rating greater than 60 MPG, an amount equivalent to the total fee paid by a motor vehicle with a rating of 60 MPG.
Sponsor: Griesheimer, Aaron
Introduced Date: 01/08/2019
Last Action: Read Second Time (H) - (01/10/2019)
Status: 

Bill Number: HJR 14
Notes: Proposes a constitutional amendment to direct proceeds from an overweight fee for garbage trucks to the newly established Farm to Market road fund.
Introduced Date: 12/21/2018
Last Action: Read Second Time (H) - (01/10/2019)
Status: 

Bill Number: HJR 17
Notes: Direct revenue from increased vehicle license and registration fees (HB 406 2019) to a farm to market fund, a port development fund, the state road bond fund, and the highway patrol. If approved by the legislature, the measure would go before voters for final approval.
Introduced Date: 12/21/2018
Last Action: Read Second Time (H) - (01/10/2019)
Status: 

Bill Number: HJR 15
Notes: Would authorize the highways and transportation commission to construct toll roads and impose and collect tolls on interstates and four-lane roadways. If approved by the legislature, this measure would go before voters for final approval.
Introduced Date: 12/21/2018
Last Action: Read Second Time (H) - (01/10/2019)
Status: 
Mississippi

Bill Number: HB 1060
Notes: Encourage public-private partnerships for transportation projects.
Sponsor: Randall Patterson
Introduced Date: 01/21/2019
Last Action: Bill Created - (01/22/2019)
Status:  

Bill Number: HB 586
Notes: Change state fuel tax to a base excise tax of 12 cents-per-gallon, indexed twice per year to six percent of the average wholesale price of gasoline.
Sponsor: Johnson
Introduced Date: 01/16/2019
Last Action: Bill Created - (01/16/2019)
Status:  

Bill Number: HB 410
Notes: Authorize certain municipalities to impose an excise tax of one cent per gallon upon the retail sale of gasoline and diesel fuel for motor vehicles in the municipality, subject to local voter approval. The revenue would be placed in a special fund within the municipality, to be used solely for the repair, maintenance and/or reconstruction of local roads, streets and bridges.
Introduced Date: 01/14/2019
Last Action: Bill Created - (01/14/2019)
Status:  

Montana

Bill Number: HB 195
Notes: Permit municipalities, cities and counties to implement a local option luxury sales tax to fund infrastructure projects.
Sponsor: Dave Fern
Introduced Date: 11/26/2018
Last Action: Tabled in Committee - (02/01/2019)
Status:  

North Dakota

Bill Number: SB 2288
Notes: Increase the motor fuel rate from 23 cents-per-gallon to 30 cents-per-gallon.
Sponsor: Larry Luick
Introduced Date: 01/14/2019
Last Action: Amendment adopted, placed on calendar - (01/31/2019)
Status:  

Bill Number: SB 2061
Notes: Implement a new registration fee on electric and hybrid vehicles. As introduced, the measure would impose a fee of $248 annually on electric vehicles, and $71 annually on hybrid vehicles.
Sponsor: Curt Kreun
Introduced Date: 01/03/2019
Last Action: Received from Senate - (01/30/2019)
Status:  

**Nebraska**

**Bill Number**: LB 440  
**Notes**: Imposes a tax of five cents per gallon upon aviation gasoline and a tax of ten three cents per gallon upon aviation jet fuel purchased for and used in aircraft within the State of Nebraska.  
**Sponsor**: Lynne Walz  
**Introduced Date**: 01/18/2019  
**Last Action**: Bill Created - (01/30/2019)  
**Status**:

**Bill Number**: LB 366  
**Notes**: Increase registration fee for vehicles powered by alternative fuel from $75 annually to $85 for 2020, $95 dollars for 2021, $105 for 2022, $115 for 2023, and $125 for 2024 and every year thereafter.  
**Sponsor**: Bruce Bostelman  
**Introduced Date**: 01/16/2019  
**Last Action**: Notice of hearing for February 26, 2019 - (01/30/2019)  
**Status**:

**Bill Number**: LB 338  
**Notes**: Adjust the portion of Nebraska's variable-rate state gas tax that calculates based on changes to the average wholesale price of gasoline. Raise the minimum the tax can be calculated on (floor) to $2.45 per gallon.  
**Sponsor**: Justin Wayne  
**Introduced Date**: 01/16/2019  
**Last Action**: Referred to Revenue Committee - (01/18/2019)  
**Status**:

**Bill Number**: LB 97  
**Notes**: Utilize $200 million in bonds, to be deposited in a new Build Nebraska Bond Fund, with 25 percent of revenue in the fund for construction of the expressway system and federally designated high priority corridors, and remaining revenue used for surface transportation projects of the highest priority.  
**Introduced Date**: 01/10/2019  
**Last Action**: Rereferred to Revenue Committee - (01/15/2019)  
**Status**:

**New Hampshire**

**Bill Number**: HB 538  
**Notes**: Increase the state gas tax by 6 cents-per-gallon.  
**Introduced Date**: 01/15/2019  
**Last Action**: Public Hearing: 02/07/2019 10:30 am LOB 201-203 - (01/30/2019)  
**Status**:

**Bill Number**: HB 478  
**Notes**: Establishes a road usage fee for motor vehicles registered to travel on New Hampshire roads based on the equivalent miles per gallon of the vehicle. The fee is collected at the time of annual registration of the vehicle and deposited in the highway fund.  
**Introduced Date**: 01/10/2019  
**Last Action**: Public Hearing: 02/06/2019 10:00 am LOB 201-203 - (01/30/2019)  
**Status**:
**New Jersey**

**Bill Number: A 4392**

**Notes:** Eliminate certain aviation fuel exemptions, with the revenue dedicated to maintenance and construction of rail service to Newark Liberty International Airport, and for construction and maintenance of airport infrastructure.

**Sponsor:** John J. Burzichelli

**Introduced Date:** 09/13/2018

**Last Action:** Substituted by S2892 (4R) - (01/31/2019)

**Status: ⬤⬤⬤⬤⬤**

**Bill Number: HB 188**

**Notes:** Gradually transition all revenue from the state's Vehicle Excise Tax to the road fund, and create a new "motor vehicle suspension fund" in which all interest of penalties on the tax would be deposited.

**Sponsor:** Brown, Cathrynn N.

**Introduced Date:** 01/09/2019

**Last Action:** DO PASS committee report adopted - (02/01/2019)

**Status: ⬤⬤⬤⬤⬤**

**Bill Number: HB 189**

**Notes:** One-time $860 million appropriation to the State Road Fund from the General Fund.

**Sponsor:** Brown, Cathrynn N.

**Introduced Date:** 01/09/2019

**Last Action:** DO PASS committee report adopted - (02/01/2019)

**Status: ⬤⬤⬤⬤⬤**

**Bill Number: HB 211**

**Notes:** Granting authority to all counties and municipalities to impose a tax on retail sales of gasoline and special fuel within their jurisdictions, to be used solely for public local bridge or highway projects.

**Sponsor:** Gonzales, Roberto "Bobby" J.

**Introduced Date:** 01/12/2019

**Last Action:** DO PASS committee report adopted - (02/01/2019)

**Status: ⬤⬤⬤⬤⬤**

**Bill Number: SB 421**

**Notes:** Increase the gasoline tax by 10 cents-per-gallon and special fuel tax by 5 cents-per-gallon, and implement a new $50 registration fee for electric vehicles and $30 fee for hybrid vehicles.

**Sponsor:** Cisneros, Carlos R.

**Introduced Date:** 01/30/2019

**Last Action:** Bill Created - (01/31/2019)

**Status: ⬤⬤⬤⬤⬤**
Bill Number: HB 361
Notes: Create an Urgent Need Highway Project Fund within the state treasury.
Sponsor: Brown, Cathrynn N.
Introduced Date: 01/24/2019
Last Action: Bill Created - (01/25/2019)
Status: 

Bill Number: HB 201
Notes: Permit residents who receive a state income tax return to designate part of the return to a county road fund.
Sponsor: Brown, Cathrynn N.
Introduced Date: 01/10/2019
Last Action: Sent to House Transportation, Public Works & Capital Improvements Committee & House Taxation & Revenue Committee - (01/17/2019)
Status: 

New York

Bill Number: S 2786
Notes: Exempts the metropolitan transportation authority from bond issuance charges otherwise required to be paid to the state.
Sponsor: Leroy Comrie
Introduced Date: 01/29/2019
Last Action: REFERRED TO CORPORATIONS, AUTHORITIES AND COMMISSIONS - (01/29/2019)
Status: 

Bill Number: A 1850
Notes: Exempt the central New York regional transportation authority (CNYRTA) from bond issuance charges.
Sponsor: William Magnarelli
Introduced Date: 01/17/2019
Last Action: Bill Created - (01/17/2019)
Status: 

Oklahoma

Bill Number: SB 549
Notes: Modifies the apportionment of the gross production tax on natural gas. The measure directs the first $15 million earned by the tax to be directed to the County Improvements for Roads and Bridges Fund through June 30, 2027.
Sponsor: Author Not Found.
Introduced Date: 02/04/2019
Last Action: Second Reading referred to Appropriations - (02/05/2019)
Status: 

Bill Number: HB 1950
Notes: Implement new $150 registration fee for electric motor vehicles; $60 upon every plug-in hybrid motor vehicle; and $30.00 for every hybrid motor vehicle.
Sponsor: Roberts (Dustin)
Introduced Date: 02/04/2019
Last Action: First Reading - (02/04/2019)
Status: 

Oregon

**Bill Number:** SB 652
**Notes:** Mega Transportation Projects Account is established within the State Highway Fund. Moneys in the account are continuously appropriated to the Department of Transportation for the purpose of completing mega transportation projects.
**Sponsor:** Brian Boquist
**Introduced Date:** 01/22/2019
**Last Action:** Referred to Transportation, then Ways and Means. - (01/24/2019)
**Status:**

**Bill Number:** SB 58
**Notes:** Converts the per-mile proposed road usage charge from 2.1 cents-per-mile to five percent of the rate of the per-gallon license tax.
**Introduced Date:** 01/14/2019
**Last Action:** Referred to Transportation. - (01/15/2019)
**Status:**

Tennessee

**Bill Number:** HJR 48
**Notes:** Create a special joint committee to study the long-term transportation infrastructure needs of Tennessee.
**Sponsor:** John Ray Clemmons
**Introduced Date:** 01/18/2019
**Last Action:** Assigned to s/c Infrastructure Subcommittee - (01/23/2019)
**Status:**

Texas

**Bill Number:** HB 642
**Notes:** Permit counties with populations over 190,000 (previously set at 1.5 million) to implement a local vehicle registration fee for transportation projects.
**Introduced Date:** 01/04/2019
**Last Action:** Bill Created - (01/04/2019)
**Status:**

Utah
Bill Number: SB 72
Notes: Increase taxes for compressed natural gas, liquid natural gas, and hydrogen. Owners of alternative fuel vehicles could also opt to participate in a road usage charge program or to pay an additional registration fee for their vehicles.
Sponsor: Harper, Wayne A.
Introduced Date: 01/16/2019
Last Action: to Senate Transportation, Public Utilities, Energy, and Technology Committee - (01/28/2019)
Status: 

Virginia

Bill Number: HB 2718
Notes: Authorize tolls on Interstate 81. Revenues from such tolls would be deposited in the Interstate 81 Corridor Improvement Fund, established by the bill, and be used for capital, operating, and improvement costs along the Interstate 81 corridor.
Sponsor: R. Steven Landes
Introduced Date: 01/15/2019
Last Action: Read first time - (02/01/2019)
Status: 

Bill Number: SB 1470
Notes: Impose an additional tax at a rate of five percent of the average wholesale price of a gallon of unleaded regular gasoline, with $300 million of the revenue reserved for Interstate 81 improvements.
Sponsor: John S. Edwards
Introduced Date: 01/08/2019
Last Action: Incorporates SB1322 (Hanger) - (01/31/2019)
Status: 

Bill Number: SB 1716
Notes: Authorize tolls along Interstate 81, variable depending on the time of day.
Sponsor: Mark D. Obenshain
Introduced Date: 01/15/2019
Last Action: Rereferred to Finance - (01/23/2019)
Status: 

Bill Number: SB 1770
Notes: Repeals the regional sales tax and gas tax enacted in 2013 to fund transportation initiatives in Hampton Roads and Northern Virginia, and raises the statewide gas tax by three percent to fund transportation generally.
Sponsor: R. Creigh Deeds
Introduced Date: 01/18/2019
Last Action: Bill Created - (01/21/2019)
Status: 

Bill Number: HB 1703
Notes: Imposes a tax at a rate of five cents per gallon on aviation jet fuel purchased or used by an airline licensed with more than eight billion passenger-miles originating at Virginia airports and any regional air carrier contracting with such airline. The bill disburses revenue from the tax to the Metropolitan Washington Airports Authority (the Authority), provided that the Authority enters into an agreement to use the proceeds to finance Phase 2 of the Dulles Corridor Metrorail project and to reduce toll rates on users of the Dulles Toll Road. If the Authority does not enter into such an agreement, the bill prohibits the Department of Aviation from disbursing any revenue from taxes on aviation fuel to the Authority.
Sponsor: Elizabeth R. Guzman
Introduced Date: 12/12/2018
Last Action: Assigned Finance sub: Subcommittee #2 - (01/18/2019)
Status: 

Bill Number: HB 2571  
Notes: Creates the Interstate 81 Corridor Transportation Commission.  
Introduced Date: 01/09/2019  
Last Action: Assigned App. sub: Transportation - (01/15/2019)  
Status: 

Bill Number: SB 1500  
Notes: Require marketplace facilitators and out-of-state dealers to register for the collection of the Retail Sales and Use Tax if annual sales to Virginia customers made or facilitated by them exceed either $100,000 in gross revenue or 200 transactions, or whatever other minimum amounts may be required by federal law.  
Sponsor: Emmett W. Hanger, Jr.  
Introduced Date: 01/08/2019  
Last Action: Bill Created - (01/09/2019)  
Status: 

Bill Number: HB 2085  
Notes: Increase fees on real estate transactions and hotel stays in the municipalities that utilize the Metro transit system.  
Sponsor: Vivian E. Watts  
Introduced Date: 01/07/2019  
Last Action: Bill Created - (01/08/2019)  
Status: 

Bill Number: SB 5743  
Notes: Utilize motor vehicle excise taxes for highway purposes.  
Sponsor: Phil Fortunato  
Introduced Date: 01/30/2019  
Last Action: Bill Created - (01/30/2019)  
Status: 

Bill Number: HB 1122  
Notes: Redirect retail sales and use taxes on the acquisition of motor vehicles to the motor vehicle fund for the sole purpose of funding transportation infrastructure, gradually phased in over four years beginning in 2020.  
Sponsor: Drew MacEwen  
Introduced Date: 01/11/2019  
Last Action: First reading, referred to Appropriations. - (01/14/2019)  
Status: 

Washington

Bill Number: SB 1322  
Notes: Imposes an additional 2.1 percent tax on motor fuels sold at wholesale to a retail dealer for sale in a locality along the Interstate 81 Corridor. The revenues from the tax would be deposited into an Interstate 81 Corridor Improvement Fund, to be used by the Commonwealth Transportation Board to fund improvements along the corridor or to support debt to fund such improvements.  
Sponsor: Emmett W. Hanger, Jr.  
Introduced Date: 01/07/2019  
Last Action: Bill Created - (01/08/2019)  
Status: 

West Virginia
Bill Number: HB 2565
Notes: Implements a $1 million user fee from oil and gas producers, with revenue proportionally distributed to the counties for the sole use of maintaining secondary roads.
Sponsor: Canestraro
Introduced Date: 01/21/2019
Last Action: Introduced in House - (01/21/2019)
Status: 

Bill Number: SCR 11
Notes: State legislation to urge Congress to “pass fully funded, long-term surface transportation and infrastructure funding measures that address our nation’s critical infrastructure needs.”
Sponsor: Charles H. Clements
Introduced Date: 01/18/2019
Last Action: To House Technology and Infrastructure - (01/21/2019)
Status: 

Bill Number: HB 2110
Notes: Reallocate and dedicate natural gas and oil severance tax revenues up to $30 million annually to the oil and gas producing counties of origin and their respective municipalities. Requires revenue be expended solely for the secondary roads.
Sponsor: Canestraro
Introduced Date: 01/09/2019
Last Action: Bill Created - (01/11/2019)
Status: 

Bill Number: HB 2087
Notes: Reallocate and dedicate three percent of oil and gas severance tax revenues- up to $20 million annually- to the oil and gas producing counties of origin and their respective municipalities. Requires revenue be expended solely for economic development projects and infrastructure projects.
Sponsor: Storch
Introduced Date: 01/09/2019
Last Action: Bill Created - (01/11/2019)
Status: 

Wyoming

Bill Number: HB 166
Notes: Would increase the state's electric vehicle fee from $50 to $200 and establish a new hybrid fee of $100.
Sponsor: Landon Brown
Introduced Date: 01/15/2019
Last Action: H 3rd Reading:Passed 32-25-3-0-0 - (02/01/2019)
Status: 

Bill Number: HB 64
Notes: Proposal to index motor fuel taxes to the consumer price index, adjusted on Jan. 1 of every even-numbered year. Would implement a floor at the current excise tax rate (23 cents-per-gallon).
Sponsor: Joint Revenue Interim Committee
Introduced Date: 01/03/2019
Last Action: H Received for Introduction - (01/08/2019)
Status: 
# TIMELINE- PASSED STATE HIGHWAY FUNDING (2012-2017)

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

<table>
<thead>
<tr>
<th>DATE</th>
<th>STATE</th>
<th>MEASURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 29, 2013</td>
<td>Vermont</td>
<td>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.</td>
</tr>
<tr>
<td>May 22, 2014</td>
<td>New Hampshire</td>
<td>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.</td>
</tr>
<tr>
<td>June 19, 2014</td>
<td>Rhode Island</td>
<td>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.</td>
</tr>
<tr>
<td>Nov. 4, 2014</td>
<td>Texas</td>
<td>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.</td>
</tr>
<tr>
<td>2015</td>
<td>Iowa</td>
<td>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.</td>
</tr>
<tr>
<td>March 17, 2015</td>
<td>South Dakota</td>
<td>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</td>
</tr>
</tbody>
</table>
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.

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.
### PASSED STATE HIGHWAY FUNDING INITIATIVES—TIMELINE

<table>
<thead>
<tr>
<th>DATE</th>
<th>STATE</th>
<th>MEASURE</th>
</tr>
</thead>
<tbody>
<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>
</tbody>
</table>

#### 2016

<table>
<thead>
<tr>
<th>DATE</th>
<th>STATE</th>
<th>MEASURE</th>
</tr>
</thead>
<tbody>
<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.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>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 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-</td>
</tr>
</tbody>
</table>
PASSED STATE HIGHWAY FUNDING INITIATIVES—TIMELINE

<table>
<thead>
<tr>
<th>DATE</th>
<th>STATE</th>
<th>MEASURE</th>
</tr>
</thead>
<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>
</tbody>
</table>

2017

<table>
<thead>
<tr>
<th>DATE</th>
<th>STATE</th>
<th>MEASURE</th>
</tr>
</thead>
<tbody>
<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 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 line tax, and instituting a $100 electric vehicle fee and $50 hybrid fee.</td>
</tr>
</tbody>
</table>
### PASSED STATE HIGHWAY FUNDING INITIATIVES—TIMELINE

<table>
<thead>
<tr>
<th>DATE</th>
<th>STATE</th>
<th>MEASURE</th>
</tr>
</thead>
<tbody>
<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>
<td></td>
<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>
<td></td>
<td></td>
<td>Increase state department of motor vehicle fees (automatically adjusted every</td>
</tr>
</tbody>
</table>
### PASSED STATE HIGHWAY FUNDING INITIATIVES—TIMELINE

<table>
<thead>
<tr>
<th>Date</th>
<th>State</th>
<th>Measure</th>
</tr>
</thead>
<tbody>
<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.</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>