



State Funding Initiatives Report

MARCH 2015

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, was created so transportation investment advocates do not have to “re-invent the wheel” 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 subscribe to at no cost—and receive via email—the regularly updated TIAC blog, visit the website.

In addition to the website, the TIAC program includes an annual workshop in Washington, D.C., and 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 TIAC is a project of the American Road and Transportation Builders Association’s “Transportation Makes America Work!”™ (TMAW) program (www.tmaw.org) and funded through voluntary contributions and sponsorships. To become a sponsor or to make a contribution, visit the ARTBA store or contact TIAC Manager Carolyn Kramer at ckramer@artba.org or 202-289-4434. Also contact Ms. Kramer if you have questions or comments about the monthly State Fund Initiatives Report™.

EXECUTIVE SUMMARY

New Developments

Legislation

- Thirteen states— Ga., Idaho, Minn., Mo., Mont., Neb., N.H., N.M., N.J., S.C., Texas, Utah, and Wash.— are currently considering legislation to increase their gas tax or sales tax on gasoline.
- Three states— Conn., N.M., and Texas— are currently considering legislation to protect their transportation funds from diversions.
- Three states— Ark., Mich., and Mo.— have pending legislation to convert the flat-rate excise tax on fuel entirely to a variable-rate tax. Additionally, a bill in Maine proposes indexing the flat gas tax to the Consumer Price Index.
- Eight states— Conn., Ga., Maine, Mass., Minn., N.Y., Wash., and Wisc.— have proposed bonds to pay for transportation projects.
- Utah lawmakers approved a bill on March 12 to increase the state's gas tax by 5 cents-per-gallon, add a 12 percent tax on the wholesale price of gasoline, and permit counties to seek voter approval for a 1/4-cent sales and use tax increase for local transportation projects. The legislation awaits Gov. Herbert's (R) review.

Ballot Initiatives

- No ballot measures were introduced this month.

Activity Status Year-to-Date

Legislation

- S.D. approved March 17 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.
- Iowa on Feb. 25 approved a 10 cents-per-gallon state gas tax increase, resulting in an estimated \$200 million per year for transportation funding.
- As part of N.D.'s "Surge Funding" bill approved in Feb., \$450 million was allocated for ND DOT state highway funding, with an additional \$352 million to be distributed to counties for road and bridge projects.
- Minn. approved \$3 million of disaster relief funds for roads and highways in areas affected by summer flooding.
- Ky. approved modifications to the state's variable-rate gas tax, in order to prevent the tax from collecting less than 26 cents-per-gallon, adjust the evaluation period annually (versus quarterly), and restrict the tax from increasing or decreasing more than 10 percent per year.

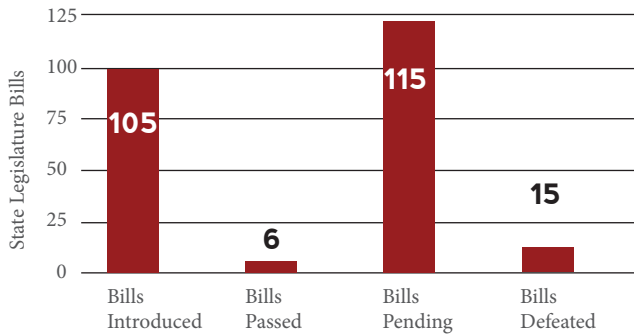
Ballot Initiatives

- Michigan Sales Tax Increase for Transportation Amendment (May 2015): A Michigan proposal to increase the state's sales and use tax by 1 percent will be considered by voters in May 2015. The ballot measure is "tie-barred" with a number of road-funding bills which would take effect if the ballot measure is approved. The package of transportation bills would result in an annual increase of \$1.2 billion for highway and bridge investment and \$112 million for transit and rail improvements.

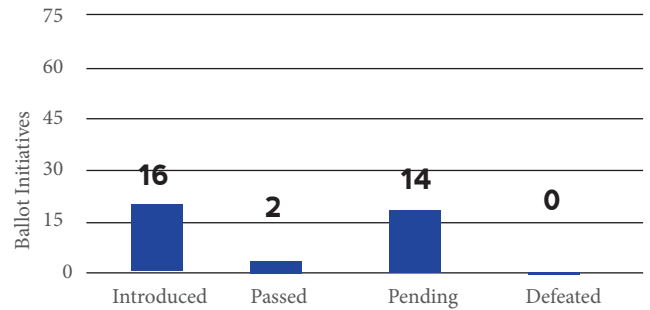
Total Statewide Funding Approved Year-to-Date: \$1,085,000,000

EXECUTIVE SUMMARY

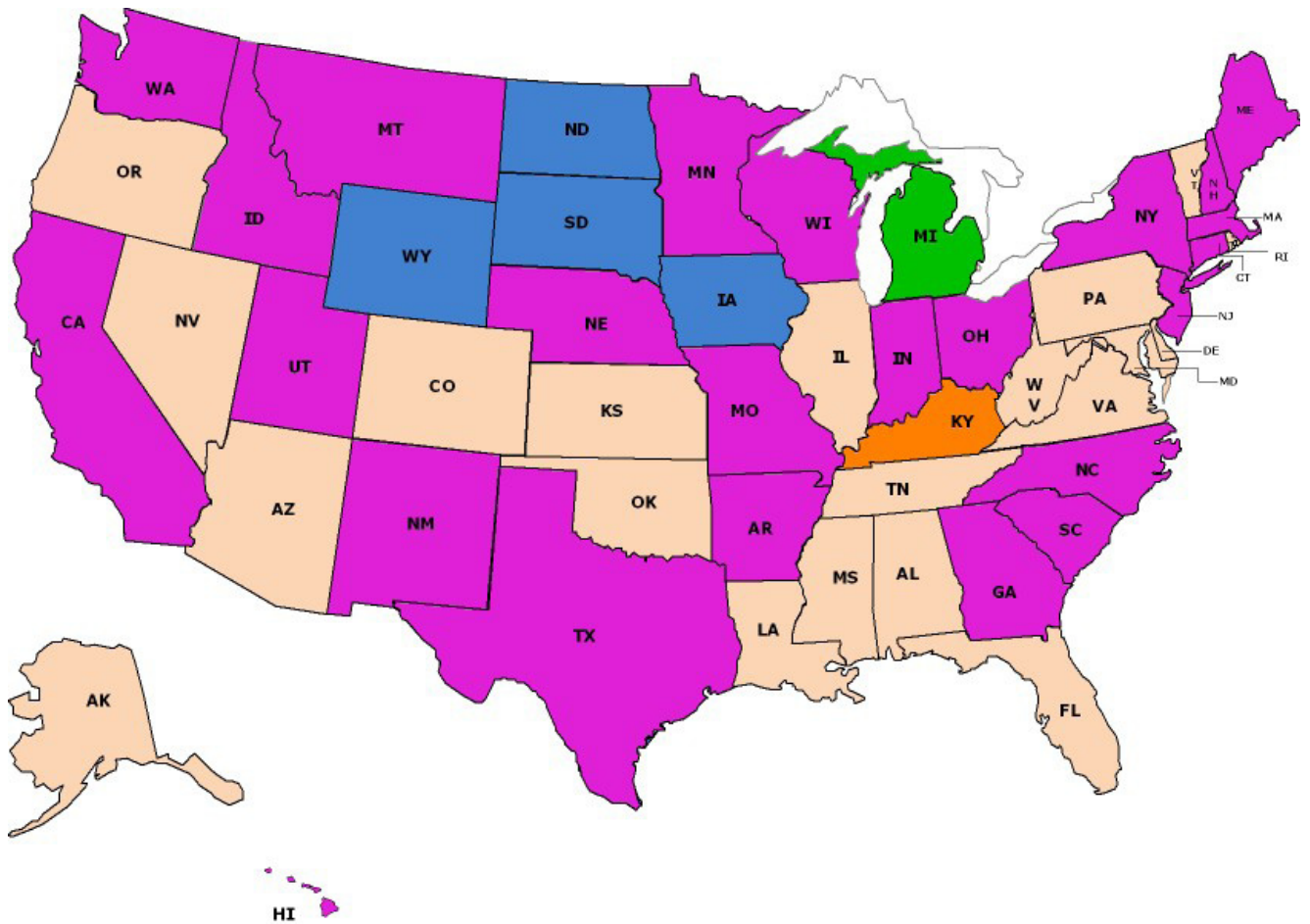
STATE FUNDING LEGISLATIVE 2015



BALLOT MEASURES 2015



2015 STATE TRANSPORTATION FUNDING INITIATIVES



- Legislation to Increase Revenue Approved
- Non-Funding Legislation approved
- Initiative pending
- Initiative failed
- Ballot Measure Pending
- * Several measures are in varying stages. View state breakdown for more info.

STATE INITIATIVE DETAILS

ARKANSAS

House Bill 1346

- Transfer a percentage of funds generated by the general sales and use tax exceeding \$2.2 billion for transportation purposes (implemented gradually over 10 years, culminating in 6 percent); and
- Transfer funds generated from both the motor vehicle sales tax and motor vehicle use tax exceeding \$2.2 billion to the transportation fund (implemented gradually, culminating in 100 percent);
 - If approved, 70 percent of the revenue generated from the above changes would be allocated to the State Highway and Transportation Department Fund, 15 percent to the County Aid Fund for road purposes, and 15 percent to the Municipal Aid Fund for the same purpose.

Additionally, would transfer a percentage of the natural gas severance tax to two-year colleges and the Highway Industry Workforce Development Program Fund. Currently used for transportation. If approved, the bill would generate nearly \$2.8 billion for transportation over 10 years— with the first year anticipated to generate \$34.8 million, and \$548.4 million per year by 2025 and thereafter.

Bill Status

Failed

Introduced Feb. 10, 2015 by Rep. Dan Douglas, passed by the House Public Transportation Committee Feb. 19. Withdrawn by Douglas March 5 after a legislative committee was commissioned to explore further transportation funding options.

House Bill 1048

Legislation to convert the state's cents-per-gallon flat excise tax on motor fuel to 10.75 percent.

Bill Status

Pending

Introduced Jan. 12, 2015 by Rep. Kim Hendren (R-District 92) and referred to the House Committee on Revenue and Taxation.

CALIFORNIA

Assembly Speaker Proposal

Assembly Speaker Toni Atkins proposed a \$52 annual fee, called a “road usage charge”, in order to generate \$1.8 billion per year. \$800 million of funds generated would go towards road projects, with the remaining \$1 billion deposited into the state's General Fund. Doing this will free up revenue to replenish the California's transportation fund, such as directing money generated from California's truck weight fees back to transportation purposes. Atkins estimates a \$2 billion in total will be generated for transportation funding.

Bill Status

Pending introduction to Legislature.

Assembly Bill 227

Legislation to require truck weight fees remain in the State Highway Account, rather than be diverted to the General Fund to pay off debt. AB 227 would also require loans made from the State Highway Account to the General Fund with repayment dates of Jan. 2019 or later to be repaid by Dec. 31, 2018. Additionally, the bill would extend the sunset date on the ability of local jurisdictions to enter into transportation-related public-private partnership agreements. Estimated to generate approximately \$1 billion annually.

Bill Status

Pending

Introduced Feb. 3, 2015 by Asm. Luis Alejo (D-Salinas) and referred to the House Committees on Transportation and Budget.

Senate Bill 321

Proposal to change the calculation of the state's variable-rate gas tax to a 5-year average.

Bill Status

Pending

Introduced Feb. 23, 2015 by Sen. Jim Beall (D-District 15) and referred to the Standing Committee on Governmental Organization.

STATE INITIATIVE DETAILS

CONNECTICUT

“Prioritize Progress” House and Senate Republican Transportation Plan

Republican leaders in the legislature proposed a 30-year plan Feb. 11 to increase transportation funding by at least \$1 billion per year for the next 30 years. To raise new revenue, the plan proposes dedicating a set amount of General Obligation bonds (\$441.5 million for FY 2016); preserving existing Special Tax Obligation bonds already dedicated to transportation; fill vacant positions in CT DOT for maximum efficiency; and reestablish a state Transportation Strategy Board to assess proposed projects and identify the needs of communities.

Bill Status

Pending introduction to Legislature.

Bond Commission Approval

The State Bond Commission Jan. 12, 2015 approved a CDOT request for a \$5.75 million bond to complete planning and environmental work for several new railroad stations on the Hartford and New Haven Rail Lines, as well as upgrades for two existing stations and a study to determine the location of a new station.

Senate Bill 937

Legislation to require transportation funds be deposited in the Special Transportation Fund, and be used for the sole purpose of funding transportation projects.

Bill Status

Pending

Introduced Feb. 20, 2015 and referred to the Joint Committee on Transportation, where it was reported favorable March 18.

House Bill 6857: Governor’s Bill

Dedicates revenue in the Special Transportation Fund solely for transportation purposes.

Bill Status

Pending

Introduced Feb. 19, 2015 and referred to the Joint Committee on Transportation.

House Bill 05372

A proposal to send revenue generated from a state property tax on motor vehicles to the municipality where the funds were generated, and to require this revenue to be used solely for transportation purposes.

Bill Status

Pending

Introduced by Rep. Sam Belsito (R- District 53) Jan. 14, 2015 and referred to the Joint Committee on Planning and Development.

House Bill 5949

A bill to require the Commissioner of Transportation to create a system to assess and prioritize existing transportation projects

Bill Status

Pending

Introduced by Rep. Themis Klarides (R-District 114) Jan. 21, 2015 and referred to the Joint Committee on Transportation. Hearing scheduled for Feb. 11.

House Bill 06323

Establishes a Connecticut Transportation Bank in order to facilitate public and private transportation investment.

Bill Status

Pending

Introduced by Rep. Jonathan Steinberg (D-District 136) Jan. 22, 2015 and referred to the Joint Committee on Transportation. Hearing scheduled for Feb. 11.

House Bill 6337

Proposal to require all revenue generated from the state’s motor vehicle fuels tax and the gross earning tax be spent solely on transportation purposes.

Bill Status

Pending

Introduced by Rep. John H. Frey (R- District 111) Jan. 22, 2015. A public hearing was held Feb. 25.

STATE INITIATIVE DETAILS

CONNECTICUT

House Bill 6351

A bill to ensure all funds in the Special Transportation Fund are used solely for transportation purposes.

Bill Status

Pending

Introduced by Rep. Ben McGorty (R- District 122) Jan. 22, 2015 and referred to the Joint Committee on Transportation. A public hearing was held Feb. 25.

Senate Bill 479

Proposal to issue state special tax obligation bonds, not exceeding \$4 billion, for the purpose of upgrading rail infrastructure.

Bill Status

Pending

Introduced by Sen. Toni Boucher (R- District 26) Jan. 22, 2015 and referred to the Joint Committee on Transportation, where it was reported favorable.

House Bill 5927

Proposal to create a “lockbox” that will prohibit transfers from the Special Transportation Fund.

Bill Status

Pending

Introduced by Rep. Laura Devlin (R- District 134) Jan. 21, 2015 and referred to the Joint Committee on Transportation. A public hearing was held Feb. 25.

House Bill 5935

A bill to ensure that all revenue deposited to the Special Transportation Fund is used solely for transportation purposes.

Bill Status

Pending

Introduced by Rep. Sam Belsito (R- District 53) Jan. 21, 2015 and referred to the Joint Committee on Transportation. A public hearing was held Feb. 25.

Legislation to establish electronic highway tolls at the borders of the state, with all revenue dedicated solely to the Special Transportation Fund. Estimated to generate approximately \$20 billion over 30 years.

Bill Status

Pending

Introduced by the Transportation Committee Feb. 18, 2015 and referred to the Joint Committee on Transportation, where it was passed 18-13.

STATE INITIATIVE DETAILS

GEORGIA

House Bill 60

Proposes raising the state's flat excise tax on gasoline by 3 cents-per-gallon each year for five years, resulting in a 15 cent-per-gallon increase when fully implemented and generating an additional \$900 million per year. After 2022, the gas tax would be indexed to inflation. HB 60 also includes dedicating the entire 4 percent sales tax on motor fuel purchases to GDOT in order to generate \$180 million per year (currently, only 3 percent goes to the GDOT and 1 percent is deposited in the state's general fund budget). To offset the increase in taxes, HB 60 proposes decreasing the state's income tax rate 0.1 percent per year for five years, resulting in a 0.5 percent decrease and bringing Georgia's income tax from 6 percent to 5.5 percent.

Bill Status

Pending

Introduced by Rep. Ed Setzler (R-Acworth) on Jan. 15, 2015. Jan. 26 House- Second Readers.

House Bill 170

The proposal involves:

- Converting the state's existing 4 percent sales tax on motor fuel into a 21.7 cents-per-gallon increase in the flat excise tax. (Currently, 3 of the 4 percent sales tax is dedicated to Georgia's highway trust fund, while the remaining 1 percent is deposited into the state's general fund; with this conversion the highway trust fund would gain that final 1 percent being collected on motor fuel.) If approved, the new excise tax would be indexed to both the Corporate Average Fuel Economy and the Consumer Price Index. In addition to providing a reliable funding stream, converting the tax would also make Georgia eligible to participate in the International Fuel Tax Agreement, which would result in the state receiving an additional \$60 million.
- Other aspects of the plan include recapitalizing the Georgia Transportation Infrastructure Bank to provide loans and grants to local governments for the purpose of transportation construction projects;
- A large bond package which would include bridges and transit; and

- A \$200 fee for non-commercial alternative fuel vehicles which do not use any motor fuel (\$300 for commercial alternative fuel vehicles), dedicated to transit systems.
- Special Purpose Local Option Sales Tax (SPLOST) on motor fuel would still be permitted, as long the generated revenue is dedicated to transportation. Local governments would also be permitted to approve a 1.25 percent sales tax for transportation projects by county commission or city council approval.

If approved, HB 170 would generate an estimated \$700 million in 2016, and \$1.04 billion per year by 2020.

A Senate version approved March 20 eliminated the 4 percent sales tax, increased the gas tax to 24 cents-per-gallon, and included a \$5/day car rental fee. It maintained the alternative fuel vehicle fee and the removed a tax credit for purchasing low-to-zero emission vehicles.

Bill Status

Pending

Introduced by House Republican leaders Jan. 29, 2015 and approved by the House 123-46 on March 5. A modified version of the bill was approved by the Senate March 20 and returned to the House.

House Bill 122

Bill to eliminate the state's \$5000 tax credit on electric vehicles. Eliminating this credit will generate approximately \$45 million, which would be put towards a transportation bond package.

Bill Status

Pending

Introduced Jan. 27, 2015. On Feb. 17 House; Committee Favorably Reported.

House Bill 76: FY 2016 Budget Appropriations

Proposed FY 2016 budget includes \$210 million in bonds.

Bill Status

Pending

Introduced Jan. 27, 2015. The House passed a modified budget Feb. 26 and sent to the Senate, which sent further changes back to the House. A committee was appointed March 23.

STATE INITIATIVE DETAILS

HAWAII

House Bill 1486

Legislation to shift the state tax on motor fuel from the amount sold to the price of fuel per gallon, by instituting a tax of either 17 cents-per-gallon or a percentage (not yet determined) of the wholesale price of gasoline.

Bill Status

Pending

Introduced January 29, 2015 by Rep. Kyle Yamashita (D-District 12) and was passed by the House March 6 12-6. HB 1486 is currently being reviewed by the Senate Ways and Means Committee.

House Bill 1490

Proposes the creation of a no-interest loan revolving fund, which would be used to provide loans for public-private partnerships for transit development.

Bill Status

Pending

Introduced Jan. 29, 2015 and referred to the Economic Development & Business, Water & Land, and Finance Committees.

IOWA

House Study Bill 129/House File 351 & Senate Study Bill 1168/Senate File 257

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.

Bill Status

Approved

Both bills were introduced on Feb. 10, 2015. The House (23 of 43 Democrats and 30 of 56 Republicans voted in favor) and Senate (16 of 26 Democrats and 12 of 23 Republicans voted in favor) approved the bills on Feb. 24. Gov. Terry Branstad (R) signed the legislation into law Feb. 25.

House File 144

Proposal to increase the state gas tax by 3 cents-per-gallon July 1, 2015, and an addition 3 cents-per-gallon July 1, 2016. HF 144 also delays a planned “sunset” on the differential of ethanol and non-ethanol motor fuels (originally scheduled to end June 30, 2015). Additionally, HF 144 would ensure deposits from automated traffic enforcement systems are put in the road use tax fund, and would require the department of transportation to implement efficiencies and prioritize certain highway projects.

Bill Status

Failed

Introduced on Feb. 3, 2015. by Rep. Ron Jorgensen (R-Sioux City).

House File 83

A bill to replace the current 20 cents-per-gallon gasoline tax and 22.5 cents-per-gallon diesel tax with a tax on the wholesale price of gasoline (rounded to the nearest one-half of 1 percent), set to the nearest equivalent of the current motor fuel taxes.

Bill Status

Failed

Introduced on Jan. 22, 2015. by Rep. Larry Sheets (R-Moulton).

STATE INITIATIVE DETAILS

IDAHO

House Bill 95

Bill to exempt public road materials from the state's sales tax. By exempting the state sales tax, contractors could then submit lower bids, freeing up an estimated \$15 to \$20 million for the state transportation fund.

Bill Status

Pending

H0095 was introduced on Feb. 6, 2015 by the Revenue and Taxation Committee. It passed the House 43-26 on Feb. 19, and passed the Senate Local Government and Taxation Committee Feb. 27. On March 18 the Senate retained on calendar.

House Bill 111

Proposal to permit the state's 200 highway districts to ask voter approval for vehicle registration fee increases in order to fund specific local road projects.

Bill Status

Pending

Introduced on Feb. 11, 2015 by Rep. Joe Palmer (R-Meridian) and passed the House Transportation and Defense Committee March 2. HB 111 was returned to the Committee for further evaluation March 11.

House Bill 144: House Transportation & Defense Committee Proposal

Introduced by the House Transportation and Defense Committee to raise the state gas tax by 8 cents-per-gallon and diesel by 12 cents-per-gallon, with an increase of 1 cent per year to keep pace with inflation (\$100.5 million per year by the third year). The bill also proposes increasing the transfer fee on fuel by 2 cents-per-gallon (\$34.6 million); raising car registration fees 50 percent and commercial truck registration fees by 25 percent (\$38.5 million); a \$140 annual registration fee for electric cars and \$75 for hybrid cars (\$641,030); and transferring \$22 million of sales tax revenue from the General Fund to the state's road fund. The bill would raise \$196.241 million per year.

Bill Status

Pending

Introduced on Feb. 16, 2015 by Rep. Joe Palmer (R-

Meridian).

House Bill 145

Eliminates the motor vehicle sales tax exemption currently utilized when out-of-state customers purchase a vehicle in Idaho. Estimated to generate roughly \$19 million per year for transportation funding.

Bill Status

Pending

Introduced on Feb. 17, 2015 and is being reviewed by the House Revenue and Taxation Committee.

House Bill 0132

Eliminates the special permit for fuel in gas form (versus liquid fuel) and requires purchases to pay an equivalent of the state fuel tax. Estimated to generate roughly \$375,000 per year for transportation funding.

Bill Status

Pending Governor Approval

Introduced on Feb. 13, 2015 and passed by the House March 4 with a vote of 61-9. The Senate passed the bill March 19, 19-16,

House Bill 260

Legislation to increase the state motor fuel tax by 5 cents-per-gallon, institute a 3 cents-per-gallon transfer fee, a \$65 annual charge for hybrid cars and \$120 on electric vehicles; and transfer revenue from growth that reaches 4 percent from the General Fund to the state's transportation fund.

Bill Status

Pending

Introduced to the House on March 11, 2015 and referred to the Transportation and Defense Committee, where it was recommended to pass and sent for a House vote.

House Bill 261

Proposed bill to transfer up to \$120 million from the General Fund to the highway distribution account.

STATE INITIATIVE DETAILS

IDAHO

Bill Status

Pending

Introduced to the House on March 11, 2015 and referred to the Transportation and Defense Committee.

House Bill 266

Proposal to transfer \$10 million from the General Fund; increase the tax on motor fuel imposed upon distributors by 5 cents-per-gallon; and increase petroleum-product transfer fees, overweight/oversize permit fees, and vehicle registration fees. If approved, the Fiscal Note states expectations of \$104 million per year for transportation funding.

Bill Status

Failed

Introduced in the House on March 12, 2015 by Rep. John Vander Woude (R-Nampa) and the Ways and Means Committee, and referred to the Transportation and Defense Committee, where it was rejected with a vote of 14-2.

INDIANA

House Bill 1227

Proposal to increase the amount of sales tax collections in the General Fund which are allocated for roads and bridges from 1 percent to 2 percent, increasing transportation funding by approximately \$75 million annually. Additionally, the gasoline and special fuel tax rates would be indexed to inflation starting in 2018.

Bill Status

Pending

Introduced Jan. 13, 2015 by Rep. Timothy Wesco (R-District 21) and referred to the Committee on Ways and Means.

Senate Bill 478

Legislation to permit municipality redevelopment commissions to utilize revenue generated from property taxes in tax increment financing (TIF) districts for public transportation and school transportation.

Bill Status

Pending

Introduced Jan. 14, 2015 and passed the Senate on Feb. 10 45-5. SB 478 is now being considered by the House Ways and Means Committee.

STATE INITIATIVE DETAILS

KENTUCKY

House Concurrent Resolution 45

Proposal to commission a legislative study on the ability of the current state motor fuel tax to meet transportation revenue needs over the next 20 years, and to explore alternative funding options.

Bill Status

Failed- Sine Die Adjournment

Introduced in the House on Feb. 3, 2015. Referred to the Committee on Appropriations and Revenue.

House Bill 1: Local Investments for Transformation

Proposes granting local communities the ability to install a temporary local-option sales tax of 1 cent or less in order to generate funding for voter-approved infrastructure projects.

Bill Status

Failed- Sine Die Adjournment

Introduced Jan. 6, 2015 and was reported favorably from the Elections, Constitutional Amendments and Intergovernmental Affairs Committee Feb. 10. The House approved on Feb. 12 62-35. After a month in the Senate State and Local Government Committee a discharge petition was filed March 11.

House Bill 513

Legislation to update the minimum floor the variable-rate state gas tax could collect to \$2.07 per gallon, and increase the motor fuel tax allotment to the County Road Aid Fund and Municipal Road Aid Fund.

Bill Status

Failed- Sine Die Adjournment

Introduced in the House on Feb. 23, 2015 and referred to the Committee on Appropriations and Revenue.

Senate Bill 29

SB 29 would set a floor for the state's variable rate gas tax. Kentucky currently calculates the gas tax by determining 9 percent of the average wholesale price of gasoline each month. SB 29 proposes putting a floor in place so the gas tax can be evaluated at no lower than

\$2.345 per gallon, regardless of whether the average wholesale price falls lower.

Bill Status

Failed- Sine Die Adjournment

Introduced Jan. 6, 2015 by Senators Ernier Harris (R) and Joe Bowen (R). Referred to Transportation Feb. 3.

House Bill 167

Would amend the state's variable rate gas tax, which is evaluated every month by determining 9 percent of the average wholesale price of gasoline, to mandate that any adjustment based off changes in the price of gasoline must first be approved by the General Assembly.

Bill Status

Failed- Sine Die Adjournment

Introduced Jan. 9, 2015 by Rep. Lynn Bechler (R) and referred to Appropriations and Revenue Feb. 3.

House Bill 443

Authorizes public-private partnerships for road and bridge projects.

Bill Status

Failed- Sine Die Adjournment

Introduced Feb. 2 2015, approved by the House on Feb. 25 84-13 and sent to Senate Economic Dev., Tourism and Labor. A discharge petition was filed March 11.

House Bill 299

Legislation to set a 26 cents-per-gallon floor (minimum the tax can collect) for the state variable-rate gas tax, determined by the average wholesale price of gasoline. It also changes the evaluation of the variable-rate to annual (versus its current quarterly evaluation) and prevents the tax from rising or falling more than 10 percent per year. While slightly below the current amount generated from the state variable-rate gas tax, it will prevent a much larger decrease anticipated April 1.

Bill Status

Approved

Introduced Feb. 4 2015. received final approval from the House March 25 67-29, and from the Senate the same day 29-9. Signed into law the same day by Gov. Steve Beshear (D).

STATE INITIATIVE DETAILS

MAINE

Legislative Document 875

Proposal for a \$190 million bond in order to provide funds to maintain and modernize state highways, bridges, ports, and transit.

Bill Status

Pending

Introduced March 12, 2015 and referred to the Committee on Appropriations and Financial Affairs.

Legislative Document 901/ House Proposal 620

Legislation to index the state's flat excise tax on motor fuel to the corporate average fuel economy standard (as determined by the U.S. Department of Transportation National Highway Traffic Safety Administration). The proposed change could not exceed the Chained Consumer Price Index.

Bill Status

Pending

Introduced March 17, 2015 and referred to the Committee on Transportation.

Legislative Document 706/ House Proposal 482

Request to form a commission to study the state's transportation funding system and examine possible reforms to generate enough funding in order to meet Maine's transportation needs.

Bill Status

Pending

Introduced March 5, 2015 and referred to the Committee on Transportation.

Legislative Document 247/ House Proposal 179

Proposal to create 'multimunicipal, multijurisdictional transportation districts' with the ability to authorize bonds, raise funds, and engage in partnerships, among other transportation infrastructure support. Districts would be required to obtain voter approval before enter-

ing a transit partnership.

Bill Status

Pending

Introduced Feb. 3, 2015 and referred to the Committee on Transportation.

STATE INITIATIVE DETAILS

MASSACHUSETTS

Governor Directive

Governor Charlie Baker (R) released \$100 million in Chapter 90 transportation funds Jan. 8, 2015, in order to maintain and construct local roads. \$300 million in Chapter 90 funds was originally authorized by Governor Deval Patrick (D) in 2014 House Bill 4046, but potential state budget concerns caused the former administration to withhold one-third (\$100 million) of the promised funds. After directing the release of the remaining one-third, Baker released a statement saying, “I am pleased that one of the first acts of this administration is to fulfill our commitment to ensure local governments have access to the infrastructure funds they have been promised for transportation upgrades. The release of these funds represents a step towards creating better jobs and building stronger communities in Massachusetts.”

House Bill 3187

\$200 million bond for local road repair.

Bill Status

Pending

Introduced March 16, 2015. Unanimously passed the House Transportation Committee March 20 and moved on to the House Bonding Committee, which is expected to vote March 24. Meanwhile, the Senate concurred March 19.

MICHIGAN

Michigan Sales Tax Increase for Transportation Amendment (May 2015)

The ballot measure would eliminate the current sales tax on motor fuels, which provides revenue for the School Aid Fund and local governments, and supplement those programs by increasing the general state sales/use tax from 6 to 7 percent. If voters approve the ballot measure, then several “tie-barred” bills would take effect and generate new revenue for transportation.

House Joint Resolution UU

Part of a road funding deal reached Dec. 18, HJ UU was proposed as a constitutional amendment to increase the state retail sales and use tax 1 percent, from its current 6 percent to 7 percent. The measure would also eliminate an existing 6 percent sales tax on motor fuel and provide funding protection for schools and local governments, with General Fund dollars transferred to the School Aid Fund. The 1 percent state sales tax increase would partially be used to replace funds to schools and cities currently generated from the gasoline sales tax.

Bill Status

Pending Voter Approval

Introduced Dec. 18 2014. Passed by the House in the early morning of Dec. 19, 94-16. Passed by the Senate a few hours later 26-12. Enrolled on the May 2015 ballot.

House Bill 5477

House Bill 5477 was introduced by Rep. Rob VerHeulen (R- Walker) on April 23, 2014 in order to replace the current 19 cents-per-gallon gas tax and 15 cents-per-gallon diesel tax with a calculation that would multiply the average wholesale gas price by 9.5 percent, gradually increasing to 15.5 percent by January 2018. This calculation would be performed by the Michigan Department of Treasury on an annual basis. According to a Senate Fiscal Agency analysis, HB 5477 could generate an additional \$781 million to \$1.5 billion per year, depending on the wholesale price of gas. Later substitutions changed the percentage to 14.9 percent beginning October 2015.

Bill Status

Pending Voter Approval of HJ UU

Bill was initially passed by the House on May 8, 2014 85-24. Senate approved HB 5477 with substitutions 23-14 on Nov. 13, 2014 and sent back to the House, where

STATE INITIATIVE DETAILS

MICHIGAN

the Senate substitutions were adopted, additional House substitution made, and the bill was approved on Dec. 4, 2014 58-51. The Senate failed to approve the bill with the House substitution on Dec. 11, 7-30. As part of the road funding deal reached on Dec. 18, the House passed the bill Dec. 19 93-17. The Senate subsequently passed HB 5477 23-15. The bill was tie-barred with the successful passage of HJ UU and is pending voter approval of that ballot measure.

House Bill 4630

HB 4630 was originally introduced in April 2013 by Rep. Michael Mccready (R- Bloomfield Hills) to increase fines and special permit fees for overweight trucks and revise some registration fees. On May 8, 2014 a substitute was accepted that did not impose a large vehicle registration tax increase, but instead simplified the number of separate vehicle types and categories specified in the law.

Bill Status

Pending Voter Approval of HJ UU

HB 4630 passed the Senate with a vote of 21-15 on June 11, 2014. Substitutions from the Senate failed to pass in the House on Dec. 11, 1-106. HB 4630 was then sent to a Senate-House committee for additional work. As part of the road funding deal reached on Dec. 18, the House passed the bill Dec. 19 67-43. The Senate subsequently passed HB 4630 23-15. The bill was tie-barred with the successful passage of HJ UU and is pending voter approval of that ballot measure.

House Bill 4539

Proposes phasing out the current 6 percent sales tax on motor fuel sales, a majority of which currently goes to the state's School Aid Fund.

Bill Status

Pending Voter Approval of HJ UU

Introduced April 11, 2013 by Rep. Wayne Schmidt. Passed by the House Dec. 4, 2014 with 56 in favor and 53 opposed, and was sent to the Senate for consideration. The Senate inserted a substitution and passed HB 4539 22-13 on Dec. 11, but the bill with the substitution was soundly rejected by the House that same day, 0-106. As part of the road funding deal reached on Dec. 18, the House passed the bill Dec. 19 88-22. The Senate subsequently passed HB 4539 23-15. The bill was tie-barred with the successful passage of HJ UU and is pending voter approval of that ballot measure.

House Bill 5493

Tied to the success of HB 5477, HB 5493 would repeal the current tax on diesel fuel. The bill was introduced by Rep. Rob VerHeulen (R- Walker) on April 29, 2014 as part of a the House road funding package. The proposed new state gas tax rates are defined in HB 5477.

Bill Status

Pending Voter Approval of HJ UU

HB 5493 passed the House on May 8 with 84 in favor and 25 opposed. Approved by the Senate on June 11 2014 with substitutions, and sent back to the House. As part of the road funding deal reached on Dec. 18, the House passed the bill with substitutions Dec. 19 87-23. The Senate subsequently passed HB 5493 25-13. The bill was tie-barred with the successful passage of HJ UU and is pending voter approval of that ballot measure.

House Bill 5167

Proposes requirements to make road agencies seek competitive bids for road construction and maintenance of over \$100,000. Payment made on a performance-based measure.

Bill Status

Pending Voter Approval of HJ UU

Introduced Dec. 4, 2013. As part of the road funding deal reached on Dec. 18, the House passed the bill Dec. 19 107-3 and the Senate subsequently passed HB 5167 38-0. The bill was tie-barred with the successful passage of HJ UU and is pending voter approval of that ballot measure.

House Bill 5460

A bill to require local road agencies receive warranties from contractors for road maintenance and construction. Currently, law only requires this from the state Department of Transportation.

Bill Status

Pending Voter Approval of HJ UU

Introduced April 17, 2014. As part of the road funding deal reached on Dec. 18, the House passed the bill Dec. 19 99-11, and the Senate subsequently passed HB 5167 37-1. The bill was tie-barred with the successful passage of HJ UU and is pending voter approval of that ballot measure.

STATE INITIATIVE DETAILS

MINNESOTA

Senate File 87

- 6.5 percent sales tax on motor fuel purchases, in addition to the state's current 28.5 cents-per-gallon motor fuel tax, which would generate an estimated \$580 million annually;
- Floor in place on the motor fuels sales tax to prevent the sales tax from generating less than 10 cents-per-gallon;
- A 1 cent general sales tax in the seven-county metropolitan region (new in two counties, increasing by $\frac{3}{4}$ of a cent in five counties), producing an estimated \$251.3 million in revenue dedicated primarily to transit development, with \$40 million annually reserved for bicycle and pedestrian projects;
- An increase in annual vehicle registration fees for \$125 million in funding for roads and bridges;
- A motor vehicle lease tax, to generate an estimated \$32 million per year primarily for transit;
- \$200 million per year for four years in trunk highway bonds to be used for the state's Corridors of Commerce program;
- An additional \$200 million in trunk highway bonds (dispersed over four years) for transportation economic development;
- \$567 million in General Obligation (GO) bonds for local roads bridges; and
- The implementation of a public-private partnership pilot program.

As the taxes are implemented, recurring revenue from the Senate's plan is estimated to generate \$800 million in 2016, then increase to \$1.09 billion in 2017, \$1.109 billion in 2018 and \$1.125 billion in 2019.

Bill Status

Pending

Introduced by Sen. Scott Dibble (DFL- District 61) Jan. 12 2015 and was passed by the Transportation and Public Safety Committee March 20 10-6, and now goes to the Finance Committee.

Senate File 228

Proposal by Governor Mark Dayton (DFL) for a 10-year, \$10.8 billion transportation funding plan to complete a list of 600 road and bridge projects throughout the state. \$2.356 billion would be invested in local transportation projects, and \$2.92 billion in transit systems. An estimated 119,000 new jobs would be created. The proposal includes:

- 6.5 percent gross receipts tax (\$4.4 billion);
- \$2 billion in Trunk Highway Bonds;
- Increased vehicle registration and license fees (\$1.45 billion);
- Efficiencies implemented within MnDOT;
- \$145 million transferred from the General Fund; and
- A half-cent Metro Area Sales Tax (\$2.875 billion).

Bill Status

Pending

Introduced and referred to the Transportation, Policy and Finance Committee Jan. 20, 2015.

Republican Proposal

Proposal from House and Senate Republicans to utilize a budget surplus, various bonds, and an existing sales tax on auto parts, car rentals, and leases in order to generate \$7 billion over a 10 year period for transportation funding.

Bill Status

Pending

Introduced by Rep. Tim Kelly (R- District 21A) and referred to the Transportation, Policy and Finance Committee March 23, 2015.

House File 4

Proposal from House Republicans to require MnDOT to implement efficiencies, and would allocate 90 percent of unreserved Trunk Highway Funds as well as a state budget surplus for construction and maintenance of roads and bridges 2016-2019— estimated \$750 million total, with \$200 million provided FY 2016 from the budget surplus.

Bill Status

Pending

Introduced by Rep. Tim Kelly (R- District 21A) and referred to the Transportation, Policy and Finance Committee Jan. 8, 2015.

Senate File 84/House File 83

Authorizes the sale of bonds for \$520,000 in order to fund construction of a Grey Cloud Slough bridge in Washington County.

STATE INITIATIVE DETAILS

MINNESOTA

Bill Status

Pending

Introduced by Sen. Katie Sieben (DFL-District 54) and referred to the Senate Capital Investment Committee Jan. 12, 2015; and companion bill introduced in the House by Rep. Dan Schoen (DFL- District 54A) and referred to the House Environment and Natural Resources Policy and Finance Committee the same day.

Senate File 80/House File 101

Grants counties the ability to consent on certain trunk highway projects (currently limited to municipalities).

Bill Status

Pending

Introduced by Sen. Charles W. Wiger (DFL- District 43) and referred to the Senate Finance Committee Jan. 12, 2015; House companion bill introduced the same day by Rep. Tim Mahoney (DFL- District 67A) and assigned to the House Transportation Policy and Finance Committee.

Senate File 64/House File 78

Authorizes the state to sell and issue up to \$11,850,000 of state bonds, the proceeds of which will be deposited into the state's Trunk Highway Fund for the purpose of construction on portions of Route No. 163, south of Cromwell city.

Bill Status

Pending

Introduced by Sen. Tony Lourey (DFL- District 11) and referred to the Senate Capital Investment Committee Jan. 12, 2015; House companion bill introduced the same day by Rep. Mike Sundin (DFL- District 11A), assigned to the House Transportation Policy and Finance Committee.

Senate File 44

Authorizes the state to sell and issue up to \$30,000,000 of state bonds, the proceeds of which will be deposited into the state's Trunk Highway

Fund for the purpose of adding a third travel lane in each direction on U.S. Highway 10, between Hanson Boulevard and Round Lake Boulevard in Coon Rapids city.

Bill Status

Pending

Introduced by Sen. John A. Hoffman (DFL-District 36) and referred to the Capital Investment Committee Jan. 8, 2015.

Senate File 14

An act authorizing the sale of bonds and appropriating 50 percent of bond proceeds for the repair of public roads and bridges.

Bill Status

Pending

Introduced by Sen. David M. Brown (R- District 15) and referred to Capital Investment Committee Jan. 8, 2015.

Senate File 11

Requires 40 percent of sales tax revenue per year to be awarded as grants for projects in Dakota, Ramsey or Washington County.

Bill Status

Pending

Introduced by Sen. Bev Scalze (DFL- District 42) and referred to the Capital Investment Committee Jan. 8, 2015.

Senate File 01

Disaster relief for areas in southern Minnesota damaged by the June 2014 floods. \$3 million (of the proposed \$11.48 million) will be spend on road repairs.

Bill Status

Approved

Introduced by Sen. Vicki Jensen (DFL- District 24) Jan. 12, 2015. Passed the Senate 65-0 Jan. 22, and by the House Jan. 26 132-0. Approved by Governor Mark Dayton (D) Jan. 27.

STATE INITIATIVE DETAILS

MINNESOTA

House File 80

\$28 million appropriated from the trunk highway fund for acquisition of right-of-way and construction on Highway 212.

Bill Status

Pending.

Introduced by Rep. Glenn Gruenhagen (R- District 18B) and referred to the Transportation, Policy and Finance Committee Jan. 12, 2015.

House File 7

Appropriate funds from current budget surplus as well as state reserve funds for southern Minnesota roads and bridges affected by June 2014 flooding.

Bill Status

Pending.

Introduced by Rep Jim Knoblach (R- District 14B) and referred to Ways and Means Committee Jan. 8, 2015.

House File 760/Senate File 371

\$1 million bond proposal to fund environmental analysis and design for capital improvements and grade separation of Union Pacific and BNSF track located between Westminister Junction and Division Street/Hoffman Interlocking.

Bill Status

Pending.

Introduced Feb. 12, 2015 and referred to the Transportation Policy and Finance Committee.

House File 1924/Senate File 1648

Establishment of a public-private partnership pilot program.

Bill Status

Pending.

Introduced March 16, 2015.

MISSOURI

House Bill 738

Proposal to convert the state's 17 cents-per-gallon flat excise tax on motor fuel to 10.5946 percent of the state-wide average wholesale price of fuel starting Jan. 2016, with a floor in place to prevent the tax from collecting less than 17 cents-per-gallon (the tax as of Jan. 1, 2015).

Bill Status

Pending.

Introduced by Rep. Dave Hinson (R- District 119) Jan. 28, 2015.

House Bill 995

Legislation to increase the state motor fuel tax by 2 cents-per-gallon (from 17 cents-per-gallon to 19 cents-per-gallon).

Bill Status

Pending.

Introduced Feb. 19, 2015 by Rep. Keith English (I- District 68).

Senate Bill 540: 2+2+2 Plan

Bill to gradually increase the motor fuel tax by 6 cents-per-gallon and link it to inflation.

Bill Status

Pending.

Introduced Feb. 25, 2015 by Sen. Doug Libla (R-Poplar Bluff) and referred to the Senate Transportation, Infrastructure and Public Safety Committee.

STATE INITIATIVE DETAILS

MONTANA

House Bill 275

Proposal to increase the state gas tax by 5 cents-per-gallon. 60 percent of the proceeds would be allocated for repair and maintenance of county roads and streets, with 40 percent going towards public transportation.

Bill Status

Pending

Introduced Jan. 21, 2015 by Rep. Nancy Wilson (D-Missoula) and referred to the House Transportation Committee, where it was tabled Feb. 2.

NEBRASKA

Legislative Bill 610

Legislation to gradually increase the state gas tax by 1.5 cents-per-gallon annually for four years, resulting in a final state gas tax price of 16.3 cents-per-gallon by January 2019. The Nebraska Department of Roads' portion of the fixed rate gas tax would increase 1/2 cent every year, resulting in an increase from 7.5 cents-per-gallon to 9.5 cents-per-gallon. The portion designated for cities and counties would increase 1 cent annually, resulting in an increase from 2.8 cents-per-gallon to 9.5 cents-per-gallon. A Fiscal Note prepared Feb. 27 found the bill would generate \$2.1 million in FY 2015-2016, and \$8.5 million FY 2016-2017.

Bill Status

Pending

Introduced Jan. 21, 2015 by Sen. Jim Smith (NP- District 14) and passed by the Revenue Committee 5-2 on March 11.

STATE INITIATIVE DETAILS

NEW JERSEY

Assembly Bill 3886

Introduced by Assemblyman John Wisniewski (D-Middlesex) in order to raise the state's 2.75 percent (4 cents-per-gallon) petroleum products gross-receipts tax collected from refiners and distributors, who build the cost of the tax into the price of gasoline at the pump. If approved, AB 3886 would increase the tax to 9 percent of the wholesale price of gasoline, raising the state gas tax by approximately 25 cents-per-gallon and generating an estimated \$1.25 billion annually for state highways.

Bill Status

Pending

Introduced in the Assembly Nov. 13, 2014, and referred to the Assembly Transportation and Independent Authorities Committee.

Assembly Concurrent Resolution 205

A companion bill to AB 3886, introduced by Assemblyman John Wisniewski (D-Middlesex) for the purpose of amending the state constitution in order to dedicate all revenues from New Jersey's petroleum products gross-receipts tax to the state's Transportation Trust Fund. Currently, the petroleum products gross-receipts tax is deposited in the General Revenue Fund.

Bill Status

Pending

Introduced in the Assembly Nov. 13, 2014, and referred to the Assembly Transportation and Independent Authorities Committee.

Senate Bill 1865

Introduced on March 17 by State Senator Raymond Lesniak (D-Union) to increase the motor fuels tax in order to fund road and bridge improvement projects throughout the state. SB 1865 would raise the motor fuels tax by 5 cents-per-gallon each year for three years. The bill would ensure that the new revenue collected would exclusively be used for transportation improvement programs. Senator Lesniak says that SB 1865 would generate \$750 million annually for transportation infrastructure projects.

Lesniak said, "The state's transportation infrastructure is collapsing...the roads have been neglected for years

and the harsh winter left a landscape of potholes that are damaging and dangerous. This has a severe impact on our quality of life and the state's economy. This plan will provide the resources needed to repair, rebuild, and maintain the highways, bridges, and roadways that are so important in New Jersey."

Bill Status

Pending

SB 1865 was referred to the Senate Transportation Committee on March 17, 2014.

Assembly Bill 3816

Introduced by Assemblyman Tim Eustace (D-Bergen) for the purpose of dedicating sales tax revenues from the sale of electricity, natural gas, and hydrogen-powered vehicles to the state Transportation Trust Fund.

In a news release, Eustace states: "Seeking alternative funding sources for the Transportation Trust Fund is necessary to maintain the state's roadways and railways in the manner it needs to be – now and in the future... This additional financing capacity will be beneficial to put in place now, especially as more residents are choosing to purchase green or environmentally friendly vehicles."

Bill Status

Pending

Introduced Oct. 16, 2014 and referred to the Assembly Transportation and Independent Authorities Committee.

Senate Bill 2051

Introduced by State Senator Ronald L. Rice (D) on April 28, 2014. The bill revises the motor fuel tax rate based on 7 percent of retail price of unleaded regular gasoline and provides gross income tax deduction for certain taxes paid on motor fuel.

Bill Status

Pending

Referred to Senate Transportation Committee on May 5, 2014.

Senate Concurrent Resolution 126

STATE INITIATIVE DETAILS

NEW JERSEY

Introduced by Senators Thomas H Kean, Jr. (R-21) and Joseph Pennacchio (R-26) July 31, 2014 to redirect \$400 million per year of motor vehicle fees from the state's General Fund to New Jersey's Transportation Trust Fund.

Bill Status

Pending

Referred to Senate Transportation Committee July 31 2014.

Assembly Bill 801

A proposal for the Turnpike Authority and the South Jersey Transportation Authority to study and report on potential new revenue-generating services in rest areas and service plazas, as well as analyze potential to maximize revenues from billboards and cellphone towers. If passed, the two authorities would have 12 months to complete the study.

Bill Status

Pending

Introduced in the Assembly on Jan. 16, 2014 and passed with a vote of 75-1 on March 20, 2014. A801 was reported from the Senate Transportation Committee Dec. 8, 2014.

Senate Bill 1896

Introduced by New Jersey State Senator Nicholas Scutari (D-Union) to legalize marijuana in order to raise revenue for transportation. Senate Bill 1896 would "legalize the possession and personal use of small amounts of marijuana for persons age 21 and over," and this new tax revenue would be used to fund road and bridge improvement projects throughout the state of New Jersey. SB 1896 would impose a new 7 percent sales tax on marijuana, which Scutari estimates could generate \$100 million per year for the state. 70 percent of the sales tax revenue would be dedicated to New Jersey's Transportation Trust Fund. 20 percent of the tax revenue would be used for drug enforcement and demand reduction, and the remaining 10 percent would be allocated for women's health programs.

Bill Status

Pending

Introduced March 27, 2014. No further progress has been made.

NEW HAMPSHIRE

House Constitutional Amendment Concurrent Resolution 2

Proposal to ensure that funds dedicated to a specific account only be used for the purpose of that fund.

Bill Status

Failed

Introduced Jan. 8, 2015 and referred to the House Ways and Means Committee. On Feb. 12 the bill was marked Senate; Inexpedient to Legislate, Motion Adopted, Voice Vote.

House Republican Proposal

Legislation to increase the state gas tax by 8 cents-per-gallon in order to generate approximately \$55-60 million per year for transportation funding.

Bill Status

Pending

Will be introduced March 25, 2015.

STATE INITIATIVE DETAILS

NEW MEXICO

Senate Joint Resolution 3

Legislation to limit the use of revenue generated from motor vehicle taxes and fees, as well as motor vehicle fuels, for transportation.

Bill Status

Pending

Introduced by Sen. Lee Cotter (R-District 36) Jan. 26 2015.

House Joint Resolution 5

Proposal to dedicate revenue generated from motor vehicle and motor vehicle fees solely for transportation project planning, construction and maintenance, as well as payments of transportation bond debt.

Bill Status

Pending

Introduced by Rep. Roberto Gonzales (D-District 36) Jan. 14 2015. Referred to the Ways and Means Committee.

House Bill 58

Proposal to increase motor fuel taxes by 1 cent per year for five years to fund transportation projects.

Bill Status

Failed

Pre-filed by Rep. Roberto “Bobby” Gonzales (D-Taos) Dec. 19, 2014, and tabled in the House Transportation and Public Works Committee Feb. 5 with a vote of 6-5.

Executive Budget Recommendation: Fiscal Year 2016/ House Bill 92

The Executive Budget Recommendations by Governor Susana Martinez (R) included dedicating \$60 million annually from severance tax bonds for a total of three years, to be used to leverage federal funds in order to complete highway construction projects. Rep. Larry A. Larrañaga (R-Albuquerque) increased the proposed severance tax bonds to \$300 million over four years, to be deposited in a new Economic Growth and Energy Development Transportation Fund. The Fund would be used to finance projects deemed critical to regional economic develop-

ment or the development of energy mineral resources.

Bill Status

Pending

The Executive Budget Recommendation was proposed by Governor Martinez Jan. 12, 2015. HB 92 was introduced Jan. 8, 2015 and referred to the House Transportation and Public Works Committee on Feb. 12., where it was passed and referred to the House Ways and Means Committee.

Senate Bill 394

Legislation to increase the state gas tax by ten cents-per-gallon and index it to the “chained price index”.

Bill Status

Pending

Pre-filed by Sen. Mary Kay Papen (D-Las Cruces) Dec. 16, 2014 and sent to the Senate Finance Committee.

STATE INITIATIVE DETAILS

NEW YORK

Assembly Bill 4411: Transportation Infrastructure Bond Act of 2015

Legislation to authorize a \$4.5 billion general obligation (GO) bond for the purpose of improving the state's transportation infrastructure.

Bill Status

Pending

Introduced Jan. 30, 2015 and referred to the Ways and Means Committee.

NORTH CAROLINA

Senate Bill 20

Legislation to alter an upcoming state gas tax reduction, scheduled due to the terms of the state's variable-rate gas tax component which ties the tax to the price of whole-sale gasoline, which would drop the amount collected by the tax to below 30 cents-per-gallon. Senate Bill 20 as passed by the House would decrease the tax by only 1.5 cents-per-gallon and remain at 36 cents-per-gallon amount for the remainder of the year.

SB 20 passed the Senate on Feb. 12 with a vote of 35-15. The version passed by the Senate included a 2.5 cents-per-gallon decrease, and a new permanent floor to prevent the tax from ever collecting less than 35 cents-per-gallon or 9.9 percent of the average price of fuel, whichever is greater.

Bill Status

Pending

Filed by Senate Republicans Feb. 3, 2015 and was passed by the Senate Feb. 11 35-15. The House modified the bill and approved it March 5 72-42 and returned back to the Senate, where the changes were rejected 39-4. A conference committee has convened to reach a compromise.

House Bill 203

Legislation to repeal the state gas tax for two years and replace with an annual car fee of \$201. \$50.25 of each fee would be dedicated to the N.C. Highway Trust Fund.

Bill Status

Pending

Introduced March 10, 2015 and referred to the Committee on Transportation.

STATE INITIATIVE DETAILS

NORTH DAKOTA

Senate Bill 2126

A transportation funding “jump-start” bill that would provide \$873 million, with \$300 million from the Strategic Investment and Improvements Fund and the remainder from the state’s General Fund. \$450 million would be dedicated to road expansions and bypass projects. \$300 million would be divided between four hub cities.

Bill Status

Failed

Introduced Jan. 6, 2015. Senate vote on Jan. 29 failed to pass this measure, 14-32.

Senate Bill 2103: “Surge” Funding

Proposes \$1.1 billion from the Strategic Investment and Improvements Fund to be divided between counties, cities and school districts. \$450 million would be allocated for ND DOT state highway funding, with an additional \$352 million to be distributed to counties for road and bridge projects.

Bill Status

Approved

Introduced Jan. 6, 2015 and passed the Senate with a vote of 44-2 on Jan. 29. Sent to the House on Feb. 2 and approved by the Appropriations Committee Feb. 19. The House approved 90-2 on Feb. 20 and returned to the Senate, where the bill was unanimously approved. The bill was approved by Gov. Jack Dalrymple (R) Feb. 24.

OHIO

House Bill 53: State Transportation Budget

A bill to invest more than \$7 billion into the state’s transportation infrastructure. The two-year budget would also extend the Ohio Bridge Partnership Program, established in 2012 to coordinate efforts between ODOT and local governments to repair or replace deficient bridges.

Bill Status

Pending

Introduced Feb. 10 and passed by the House March 19 78-13. The Senate unanimously passed the bill March 25. HB 53 is currently awaiting approval from Gov. John Kasich.

STATE INITIATIVE DETAILS

SOUTH CAROLINA

House 3579

Proposal to halt new road construction until 2020; grant SC DOT the ability to transfer certain state roads to interested counties, which would then receive \$1 million for the project; lower both the road tax and user fee on gasoline by 10 cents-per-gallon; increase the motor vehicle sales tax by \$200; and impose a tax on the price of wholesale gasoline (not to exceed 16 cents-per-gallon).

Bill Status

Pending

Introduced by Rep. Gary Simrill (R- York) Feb. 11, 2015 and referred to the Committee on Ways and Means..

House 3580

Proposal to increase both the gas user fee and road tax on gasoline by 10 cents-per-gallon for the duration of three years, while cutting taxes on individuals, estates and trusts by two-tenths of 1 percent for nine years.

Bill Status

Pending

Introduced Feb. 11, 2015 by Rep. Tommy Stringer (R-Greenville) and referred to the Committee on Ways and Means.

Senate 0002: Interstate Lane Expansion Fund

Bill proposes the establishment of a fund within the State Infrastructure Bank solely for the purpose of existing interstate lane expansion, which will require the General Assembly to annually appropriate an amount equal to the general fund portion of the sales tax on cars.

Bill Status

Pending

Prefiled on Dec. 3, 2014 and referred to the Committee on Finance.

House 3262

A bill to increase the state's 16 cents-per-gallon flat excise tax on gasoline by 5 cents, which would be used to form a County Road Transfer Fund. The fee increase would cease after the completed transfer of certain roads from the state to local governments.

Bill Status

Pending

Prefiled by Rep. Tommy Stringer (R-Greenville) on Dec. 11, 2014 and referred to the Committee on Ways and Means.

House 3263

Introduced by Rep. Tommy Stringer (R-Greenville) to dedicate the 5 cents-per-gallon proposed in House 3262 (above) for the creation of a County Road Transfer Fund, which would transfer 21,000 miles of roads from the state to local governments.

Bill Status

Pending

Prefiled on Dec. 11, 2014 and referred to the Committee on Ways and Means.

House 4563

Proposal to increase the state's 16 cents-per-gallon flat excise tax on motor fuel by 10 cents, with an income tax break for the first two years to offset the cost to residents. Estimated to raise \$335 million per year.

Bill Status

Pending

Introduced Jan. 23, 2015 by Rep. B.R. Skelton (R) and referred to the Committee on Finance.

Senate 27

A bill to increase the state's motor fuel tax by 2 cents per year for the next ten years, in order to generate \$600 million annually for transportation construction. S27 would also decrease the state's income tax by 0.2 percent per year for ten years, reducing the General Fund by \$1 billion.

Bill Status

Pending

Introduced Jan. 13, 2015 by Senators Larry Grooms (R) and George Campsen (R), and referred to the Committee on Finance.

STATE INITIATIVE DETAILS

SOUTH CAROLINA

Senate 244

Proposed ballot measure to increase the motor fuel tax by 5 cents-per-gallon to fund local road work. If approved by the legislature it would be put before voters.

Bill Status

Pending

Introduced Jan. 13, 2015 by Senators Chauncey Gregory (R) and Greg Hembree (R), and referred to the Committee on Finance.

Senate 142

S 142 would require all General Fund revenues left over after general and supplemental appropriations be credited to the state's highway fund for improvements to existing interstates and state and local roads.

Bill Status

Pending

Prefiled Dec. 3, 2014 and introduced Jan. 13, 2015 by Senator Creighton B. Coleman (D- District 17), and referred to the Committee on Finance.

Senate 523: The South Carolina Collective Road Act

Legislation to increase the state gas tax by 20 cents-per-gallon over 5 years and index it to the Consumer Price Index, with a ceiling limiting the increase to no more than 2 cents per year, or exceeding the fees in Georgia and North Carolina. Also increases license fees.

Bill Status

Pending

Introduced March 5, 2015 and referred to the Committee on Finance.

SOUTH DAKOTA

Senate Bill 1

Following a study commissioned by the Legislature in 2014, SB 1 was filed at the request of the Interim Committee on Highway Needs and Financing to address the identified funding needs. The modified bill would increase the state gas tax by 6 cents-per-gallon, add an additional 1 percent to the motor vehicle excise tax, increase license plate fees by 20 percent, raise interstate speed limits to 80 miles-per-hour, and permit counties to increase property taxes for local transportation funding.

Bill Status

Approved

Introduced Jan. 5, 2015 and passed by the Senate Feb. 11 with a vote of 26-8. A modified version of the bill passed the House State Affairs Committee on March 9 and passed the House March 10 51-14. The Senate voted 25-9 to approve the modified bill, and the House of Representatives subsequently passed the bill with a vote of 55-11. Gov. Dennis Daugaard (R) signed into law March 17, 2015.

House Bill 1131

Governor's proposal to raise the state's vehicle excise tax from 3 percent to 4 percent; increase the motor fuel tax by 2 cents-per-gallon a year; increase vehicle registration by 10 percent— to generate an estimated \$50.5 million per year for state and local highway and bridge revenue. \$40 million would be dedicated to state transportation needs, while almost \$11 million would be allocated to cities and counties.

Bill Status

Failed

Introduced Jan. 27, 2015 by the Committee on Transportation, at the request of Governor Dennis Daugaard. Referred to House State Affairs on Feb. 3. On Feb. 24 the Committee voted 13-0 to table the bill in order to focus on the Senate proposal.

STATE INITIATIVE DETAILS

TEXAS

House Joint Resolution 27

HJR 27 is a constitutional amendment filed Nov. 10, 2014 to ensure that revenues generated from motor vehicle registration fees and taxes on motor fuels and lubricants is spent solely on road and transportation issues.

Bill Status

Pending

Filed Nov. 10, 2014 and referred to Transportation.

House Bill 373

A proposal to increase and redirect taxes on motor vehicle sales, rental and use to the State Highway Fund. Currently, these taxes are deposited into the state's General Revenue Fund, with portions of the funds dedicated to the Property Tax Relief Fund (PTRF) and Texas Emissions Reduction Plan (TERP). If approved, the funds cannot be used for tolls roads, rail transportation or trolleys.

Bill Status

Pending

Filed in the House by Rep. Ron Simmons (R-District 65) Nov. 24, 2014 and referred to Transportation.

House Joint Resolution 53

HJR 53 proposes a constitutional amendment to dedicate the net revenue from the state's vehicle sales tax to the State Highway Fund. Currently, the revenue generated is deposited into the General Revenue Fund. HJR would be implemented gradually, with a 10 percent increase in funds deposited into the State Highway Fund every year until 100 percent is reached.

If approved by the Legislature, HJR 53 would be put before voters as a constitutional amendment ballot measure.

Bill Status

Pending

Filed in the House by Rep. Will Metcalf (R-Conroe) Dec. 8, 2014 and referred to Transportation.

House Bill 469

Legislation to enable HJR 53, detailing the gradual process of shifting vehicle sales tax revenue from the General

Revenue Fund to the State Highway Fund. Beginning Sept. 1, 2017, 10 percent of the tax would be deposited into State Highway Fund, increasing every year for ten years until 100 percent is being deposited into the State Highway Fund by September 2026.

Bill Status

Pending

Filed in the House by Rep. Will Metcalf (R-Conroe) Dec. 8, 2014 and referred to Transportation.

House Bill 395

To increase the state gas tax by 10 cents-per-gallon, one quarter of which would fund education, and the remaining three-quarters would be allocated to the Texas Department of Transportation.

Bill Status

Pending

Filed in the House by Rep. Ruth Jones McClendon (D-San Antonio) Nov. 26, 2014.

House Joint Resolution 28/ Senate Joint Resolution 12

A bill to put a ballot measure before voters which, if approved, would institute a constitutional amendment prohibiting the Texas legislature from appropriating from the 3/4 of funds allocated for transportation, generated from motor vehicle registration fees, motor fuel taxes, and funds received from the federal government intended for public highways (1/4 of the net revenue would continue to be reserved for the state's school fund).

Bill Status

Pending

Prefiled in the House Nov. 10, 2014 by Rep. Joe Pickett (D-District 79), along with a duplicate bill (HJR 29). Companion bill SJR 12 was introduced by Sen. Charles Perry (R-District 28) in the Senate.

House Joint Resolution 36/ Senate Joint Resolution 15

A bill to put a ballot measure before voters which, if approved, would institute a constitutional amendment prohibiting the Texas legislature from appropriating from

STATE INITIATIVE DETAILS

TEXAS

the 3/4 of funds allocated for transportation, generated from motor vehicle registration fees, motor fuel taxes, and funds received from the federal government intended for public highways (1/4 of the net revenue would continue to be reserved for the state's school fund) starting Sept. 1, 2017.

Bill Status

Pending

Prefiled by Rep. Lyle Larson (R-District 122) Nov. 10, 2014. Companion bill introduced in the Senate by Sen. Charles Schwertner (R-District 5) Nov. 17, 2014.

House Bill 129

Proposal to allocate all motor vehicle sales tax proceeds to the state highway fund.

Bill Status

Pending

Prefiled by Rep Craig Goldman (R) Nov. 10, 2014.

House Bill 202

A measure to require 50 percent of revenue remaining from the motor vehicle sales tax after allocations by the comptroller be deposited in the state highway fund every year. These funds would be prohibited from use on toll roads.

Bill Status

Pending

Prefiled by Rep Jeff Leach (R) Nov. 10, 2014.

Senate Bill 61

A bill to require all revenue generated from state motor fuel taxes be deposited in the state highway fund— including the current 25 percent allocated for school funding— for the purpose of acquiring rights-of-way and constructing public roads.

Bill Status

Pending

Prefiled by Sen. Donald Huffines (R) Nov. 10, 2014.

Senate Bill 139

Proposal tie-barred to legislative and voter approval of SJR 12, to remove the Department of Public Safety's eligibility for state highway funds.

Bill Status

Pending

Prefiled by Sen. Charles Perry (R) Nov. 10, 2014.

Senate Bill 5/ Senate Joint Resolution 5

A proposal to constitutionally dedicate revenue from the vehicle sales tax exceeding \$2.5 billion to the State Highway Fund, estimated to generate between \$1.5 to \$2 billion per year for transportation. If the amount collected by the tax surpasses \$5 billion, any revenue exceeding that will be split evenly between the two funds.

Bill Status

Pending

Introduced by Senator Robert Nichols (R-Jacksonville) Feb. 4, 2015. Approved by the Senate Transportation Committee Feb. 25 8-1.

Senate Bill 579/ House Bill 1432

Bill to grant certain counties' authorities the ability to institute an additional \$10 annual vehicle registration fee, and to put forward a ballot measure asking voters to approve a \$20 fee increase. If approves, the bills would generate an estimated \$10-\$20 million per year.

Bill Status

Pending

Introduced by Sen. Kirk Watson (D-Austin) and Rep. Donna Howard (D-Austin) Feb. 16, 2015.

STATE INITIATIVE DETAILS

UTAH

Senate Bill 160

Proposal to increase the state gas tax by 6 cents-per-gallon by July 2015, with an additional 3 cents-per-gallon phased in gradually over the next four years. A Fiscal Note issued March 9 estimated Senate Bill 160 would increase the Transportation Fund by \$54.218 million in FY 2016 and \$77.954 million in FY 2017. Additionally, funding to local governments for 'Class B' and 'Class C' roads was estimated at \$16.265 million in FY 2016 and \$23.386 million in FY 2017.

Bill Status

Merged with HB 362

Introduced Feb. 5, 2015 by Sen. Kevin T. Van Tassel, (R-District 26) and approved by the Senate March 8 20-5. Merged with HB 362 and passed by the Legislature March 12, 2015.

Failed

Introduced Feb. 19, 2015 and approved by Senate 19-6 on March 6. House failed to pass March 11 11-51.

House Bill 362

A bill to increase the state gas tax by 5 cents-per-gallon and add a 12 percent tax on the average price of wholesale fuel. Limits on the variable-rate tax would be put in place to prevent the tax from kicking in until the wholesale price reaches \$2.45 per gallon, or increasing more than 40 cents-per-gallon. HB 362 would also authorize a quarter-cent local option sales and use tax for counties to fund highways and public transit. A fiscal note estimates the bill could generate over \$75 million for transportation in 2017 alone.

Bill Status

Pending Governor Approval

Introduced Feb. 19, 2015 by Rep. Johnny Anderson (R-Taylorsville). After reaching a compromise between HB 362 and SB 160, the Senate voted 20-8 to approve the legislation on March 12 and the House passed the bill 44-29 the same day. The bill now awaits the Gov. Herbert's signature

Senate Bill 231

Legislation to increase annual registration taxes on diesel and gasoline cars to \$53 (a \$10 increase), to \$103 for vehicles powered by natural gas, to \$103 for hybrid vehicles, and to \$113 for electric vehicles. 60 percent of the newly generated revenue would be allocated to the state and 40 percent to local.

Bill Status

STATE INITIATIVE DETAILS

WASHINGTON

House Bill 1180

A bill to permit certain counties to institute a motor vehicle excise tax of up to 0.8 percent of the value of the vehicle in order to fund high capacity transportation services. Additionally, the bill proposes increasing the maximum sales and use tax rate permitted for transit in certain counties to 1.4 percent, and allowing transit agencies to impose property tax levies of up to 25 cents per \$1000 of the assessed property value.

Bill Status

Pending

Introduced Jan. 15, 2015 and referred to the House Committee on Transportation.

SENATE BIPARTISAN PROPOSAL

A proposal announced Feb. 12, 2015 by a bipartisan group of Senators to increase the state gas tax by 11.7 cents-per-gallon over the next three years, as well as redirect sales tax paid on transportation projects (currently being deposited into the General Fund) back into transportation funding. Additionally, the Senators have included several administrative and technical reforms. The proposed packaged of 11 bills— 8 reform bills, one bond bill, one revenue bill, and one spending bill— would raise an estimated \$15.1 billion over 16 years.

Senate Bill 5987

Legislation to increase the state gas tax by 11.7 cents-per-gallon, to be implemented gradually over three years with a 5 cents increase in the summer of 2015, a 4.2 cents increase in 2016, and a 2.5 cents increase in 2017.

Bill Status

Pending

Introduced Feb. 16, 2015 as part of the bipartisan Senate proposal, passed the Senate March 2 27-22. Scheduled for a hearing in the House March 26.

Senate Bill 5988

Appropriations for transportation funding.

Bill Status

Pending

Introduced Feb. 16, 2015 as part of the bipartisan Senate proposal, and passed the Senate March 2 41-8.. Scheduled for a hearing in the House March 26.

Senate Bill 5989

Request for a \$4.285 billion general obligation bond for state transportation projects.

Bill Status

Pending

Introduced Feb. 16, 2015 as part of the bipartisan Senate proposal, passed the Senate Transportation Committee Feb. 23, and passed the Rules Committee Feb. 26.

Senate Bill 5990

Transfer of sales taxes paid on transportation projects back to the transportation fund.

Bill Status

Pending

Introduced Feb. 16, 2015 as part of the bipartisan Senate proposal, and passed the Senate Feb. 27 26-23.

Senate Bill 5991

Allocates 20 percent of funds in the environmental legacy stewardship account to the state DOT for the purpose of storm water permit compliance activities and fish passage barrier removal activities.

Bill Status

Pending

Introduced Feb. 16, 2015 as part of the bipartisan Senate proposal, and passed the Senate Feb. 27 27-22.

Senate Bill 5992

Modifies requirements for the construction of ferry boats.

Bill Status

Pending

Introduced Feb. 16, 2015 as part of the bipartisan Senate proposal, and passed the Senate Feb. 27 48-1.

STATE INITIATIVE DETAILS

WASHINGTON

Senate Bill 5993

Modifies requirements for public works contracts and projects.

Bill Status

Pending

Introduced Feb. 16, 2015 as part of the bipartisan Senate proposal, and passed the Senate Feb. 27 48-1.

Senate Bill 5994

Modifies requirements for permits for state transportation corridor projects.

Bill Status

Pending

Introduced Feb. 16, 2015 as part of the bipartisan Senate proposal, and passed the Senate Feb. 27 39-19.

Senate Bill 5995

Changes the state's transportation policy goal of mobility to add the goal of improving the movement of goods throughout the state, "including congestion relief and improved freight mobility".

Bill Status

Pending

Introduced Feb. 16, 2015 as part of the bipartisan Senate proposal, and passed the Senate Feb. 27 49-0..

Senate Bill 5996

Legislation to require WDOT to streamline the permitting process and environmental decision making; improve training and compliance; develop positive relationships with agencies and tribal governments; and submit regular performance reports.

Bill Status

Pending

Introduced Feb. 16, 2015 as part of the bipartisan Senate proposal, and passed the Senate Feb. 27 47-2.

Senate Bill 5997

Proposal to encourage WDOT to use design-build con-

struction on five pilot projects, and create a design-build contracting review panel to evaluate WDOT's implementation of the procedures.

Bill Status

Pending

Introduced Feb. 16, 2015 as part of the bipartisan Senate proposal, and passed the Senate Feb. 27 49-0.

Senate Bill 5283/ House Bill 1314: Carbon Pollution Accountability Act

Proposal by Governor Jay Inslee (D) to create a market-based program to tax carbon emissions. The program would gradually lower the limit to allow emitters time to make the transition to cleaner energy. The program would generate an estimated \$1 billion annually, of which \$400 million per year would go towards transportation projects.

Bill Status

Pending

Both bills were introduced Jan. 19, 2015. HB 1314 was referred to Appropriations Feb. 12.

STATE INITIATIVE DETAILS

WISCONSIN

Assembly Bill 21 /Senate Bill 21

Governor Scott Walker's (R) 2015-2017 budget proposal includes a \$1.3 billion bond for transportation.

Bill Status

Pending

Introduced Feb. 3, 2015 and referred to the Joint Committee on Finance. A public hearing was held by the Joint Committee on Finance March 18.

WYOMING

House Bill 9

Proposal to set a "gasoline gallon equivalent" tax on alternative fuels, including pure methanol, pure biodiesel, ethanol and other alcohols, liquefied petroleum, propane, coal-derived liquid fuels, and hydrogen. Electric cars would be required to pay \$50 annually for a decal. A fiscal note issued regarding the bill stated WY DOT anticipated "minimal" revenue from the tax in the short term.

Bill Status

Approved

Introduced Jan. 13, 2015 by the Joint Revenue Committee and was approved by the Senate 29-0 Feb. 17, passed the House 56-3 on Feb. 18, and was signed into law by Gov. Matt Mead (R) on Feb. 25.

PASSED STATE HIGHWAY FUNDING INITIATIVES—TIMELINE

DATE	STATE	MEASURE
Nov 6, 2012	Alaska	Voters approved Proposition 2 at the polls in November 2012. The measure allows for a general obligation bond to be issued for the purpose of transportation projects in the state, not to exceed \$453,499,200.
Nov. 6, 2012	Arkansas	Voters approved Issue 1, a half-cent sales tax increase to cover a \$1.3 billion bond issue for roads and bridges.
Nov. 6, 2012	Maine	Voters approved Question 4, which provides about \$41 million for highway and bridge repairs throughout the state.
Feb. 15, 2013	Wyoming	Governor Mead signed a bill into law that raises the state's gas tax by 10 cents-per-gallon beginning July 1.
Feb. 26, 2013	California	The state Board of Equalization voted to increase the excise tax 10 percent, from 36 cents per gallon to 39.5 cents per gallon. It will take effect July 1.
March 25, 2013	Virginia	Governor McDonnell signed into law an overhaul of the transportation funding system which scraps the gas tax, raises the sales tax, creates a tax on wholesale gas and diesel and charges registration fee for hybrid, electric and alternative-fuel vehicles.
April 1, 2013	Ohio	Gov. John Kasich signed on April 1 a two-year, \$7.6 billion transportation and public safety budget bill that also allows the state to use toll revenue from the Ohio Turnpike for projects beyond the 241-mile toll road's borders.
May 16, 2013	Maryland	Gov. Martin O'Malley signed legislation to increase the state's gas tax. The bill raises taxes on gasoline in stages over four years—with a roughly 4-cent increase on July 1.
July 24, 2013	Massachusetts	On July 24, the state legislature voted to override Governor Deval Patrick's veto of an \$800 million transportation finance bill. As a result, on July 31 the gas tax increased by 3 cents, from 21 to 24 cents per gallon.
Aug. 5, 2013	Texas	The Texas legislature approved a measure to redirect \$1.2 billion annually in oil and gas revenue from the state's general Rainy Day Fund to support transportation improvements. This constitutional amendment must still be approved by Texas voters in 2014.
Nov. 25, 2013	Pennsylvania	The comprehensive transportation package approved in November 2013 will provide an additional \$2.3 to \$2.4 billion for Pennsylvania highways, bridges, rail, airports, transit, and bike/pedestrian facilities. The legislation eliminates the state retail gas tax paid at the pump and removes the cap on the Oil Company Franchise Tax that is charged at the wholesale level.

PASSED STATE HIGHWAY FUNDING INITIATIVES—TIMELINE

DATE	STATE	MEASURE
Nov. 5, 2013	Maine	Maine had the only statewide initiative on the ballot in November 2013, and with 72 percent approval, voters overwhelmingly passed a \$100 million transportation bond that will fund infrastructure projects for state highways, ports, and bridges. These highway improvement projects will receive \$76 million, \$27 million for bridges, \$24 million for ports and rail, and \$5 million for local governments. This bond will also leverage an additional \$154 million from federal and state funds.
April 29, 2013	Vermont	State gas tax increased 5.9 cents-per-gallon. The hike includes a new 2 percent assessment on the price of gasoline while slightly decreasing the per-gallon tax by 0.8 cents. It is estimated that by FY 2016 the tax could amount to a net hike of 6.5 cents. Diesel tax was also increased by 3 cents-per-gallon over two years. In addition to the approved \$11 million bonds, it is anticipated that \$32 million will be generated in FY 2016 for transportation infrastructure funding.
May 22, 2014	New Hampshire	Gov. Maggie Hassan signed legislation to raise the New Hampshire gasoline and diesel fuel taxes by 4 cents-per-gallon. The tax will go into effect July 1 and had bipartisan political and business community support. The new gas tax will be 22 cents-per-gallon and the new diesel tax will be 23.6 cents-per-gallon. The tax will fund highway improvements for the next two years, and then half the tax will be earmarked to pay off \$200 million in debt for Interstate 93 expansions. The tax will expire in 20 years after the debt is paid off.
June 19, 2014	Rhode Island	Starting July 2015, the state gas tax will increase by 1-cent, a move that House Finance Committee Chairman Raymond Gallison says will produce an estimated \$4.8 million a year. Subsequently the gas tax will be revisited every two years to reflect increases based on the rate of inflation.
Nov. 4, 2014	Texas	In 2013, the Texas legislature approved a measure to redirect half of the revenue generated from oil and gas taxes away from the state's general Rainy Day Fund, to be deposited into the State Highway Fund. Once in the Fund, the approximately \$1.2 to \$1.7 billion per year would be used to fund construction and maintenance on public roads. Voters approved this measure November 2014.
Feb. 24, 2015	Iowa	Legislation to increase the state gas tax by 10 cents-per-gallon and increase oversized/overweight vehicle permit fees. The companion bills are estimated to generate an estimated \$200 million per year for transportation infrastructure funding.
March 17, 2015	South Dakota	South Dakota approved March 17 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

PASSED STATE HIGHWAY FUNDING INITIATIVES—TIMELINE

DATE

STATE

MEASURE

million for state and county highway and bridge investment.