



State Funding Initiatives Report

SEPTEMBER 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

Activity Status Year-to-Date

Recurring Revenue Legislation

- Washington state leg. voted July 1 to increase the state gas tax by 11.9 cents-per-gallon, as well as raise related transportation DMV fees, estimated to generate \$16.1 billion over 16 years.
- Nebraska lawmakers voted 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.
- Georgia changed the state gas tax formula to a flat tax of 26 cents-per-gallon, indexed to both the Corporate Average Fuel Economy and the Consumer Price Index (the latter of which will sunset after July 1, 2018). Along with several other increased fees, HB 170 is estimated to generate \$900 million per year.
- Idaho leg. approved on April 21 two bills: HB 312– a 7 cents-per-gallon state gas tax increase, higher vehicle registration fees, and a new fee on electric and hybrid cars in order to generate almost \$95 million in transportation funding; and HB 132, higher fees on gaseous special fuels for \$375,000 annually.
- Utah approved on March 27 a bill 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.
- 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 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.
- Delaware passed a bill on June 30 to increase DMV fees, which will be matched in borrowing. Oversized vehicle permit fees will also increase (no legislative action required). Will raise an estimated \$55 million per year in total.
- North Carolina Sept. 18 passed a state budget that provides an increase of \$440 million in transportation funding by eliminating Highway Fund transfers to the General Fund, raising Division of Motor Vehicle fees (with quadrennial adjustments for inflation on certain fees), increasing the state Highway Use Tax on out-of-state motor vehicle purchases, eradicating the 'noncommercial leaking petroleum- UST cleanup fund', and permitting municipalities to increase their vehicle sales tax.
- Variable-rate legislation: Kentucky, North Carolina and Vermont all passed legislation to stabilize their variable-rate gas taxes in order to prevent loss of revenue.

One-Time Funding Legislation

- 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.
- Georgia lawmakers included a \$75 million bond for state transit funding in the annual budget request.
- Massachusetts Gov. Charlie Baker (R) signed a \$200 million road bond bill into law April 9, 2015.
- 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.
- Mississippi approved \$200 million in bond financing for the state's transportation infrastructure on April 22.
- New Mexico Gov. Martinez approved an infrastructure construction bill which included \$70 million for highways.

EXECUTIVE SUMMARY

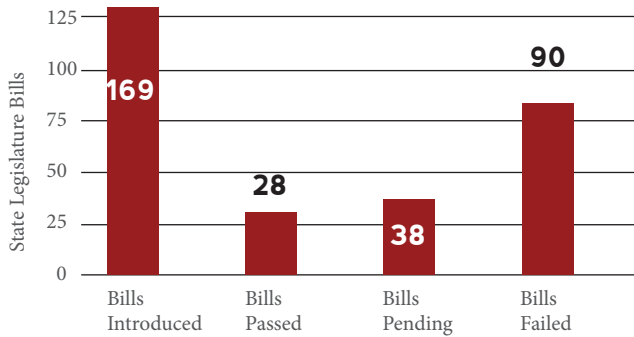
Ballot Initiatives

- Nov. 3: Maine voters will consider a measure to approve an \$85 million bond for transportation improvements.
- Nov. 3: The Texas Legislature voted to put transportation funding on the ballot with the intent that voters will approve almost \$3 billion to fix the state's roads and bridges by diverting state general and motor vehicle sales taxes.
- Oct. 24: Louisiana residents will decide if they want to approve an Infrastructure Bank Amendment in order to invest public funds into state infrastructure bank, to be solely used for transportation projects.
- May 5: Michigan voters defeated the Sales Tax Increase for Transportation Amendment, with 20 percent in favor and 80 percent against.

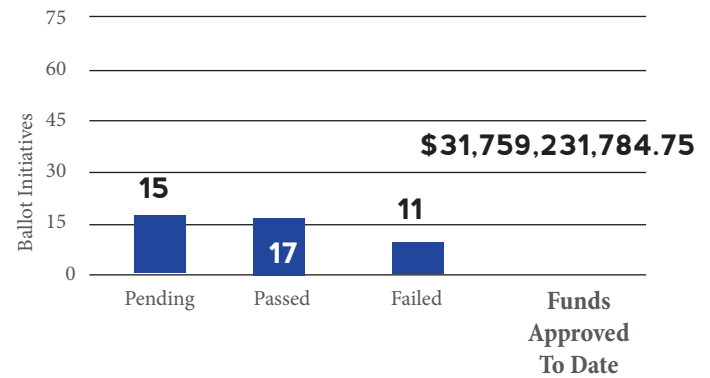
Anticipated Total Statewide Funding Approved Year-to-Date: \$7,098,200,500

EXECUTIVE SUMMARY

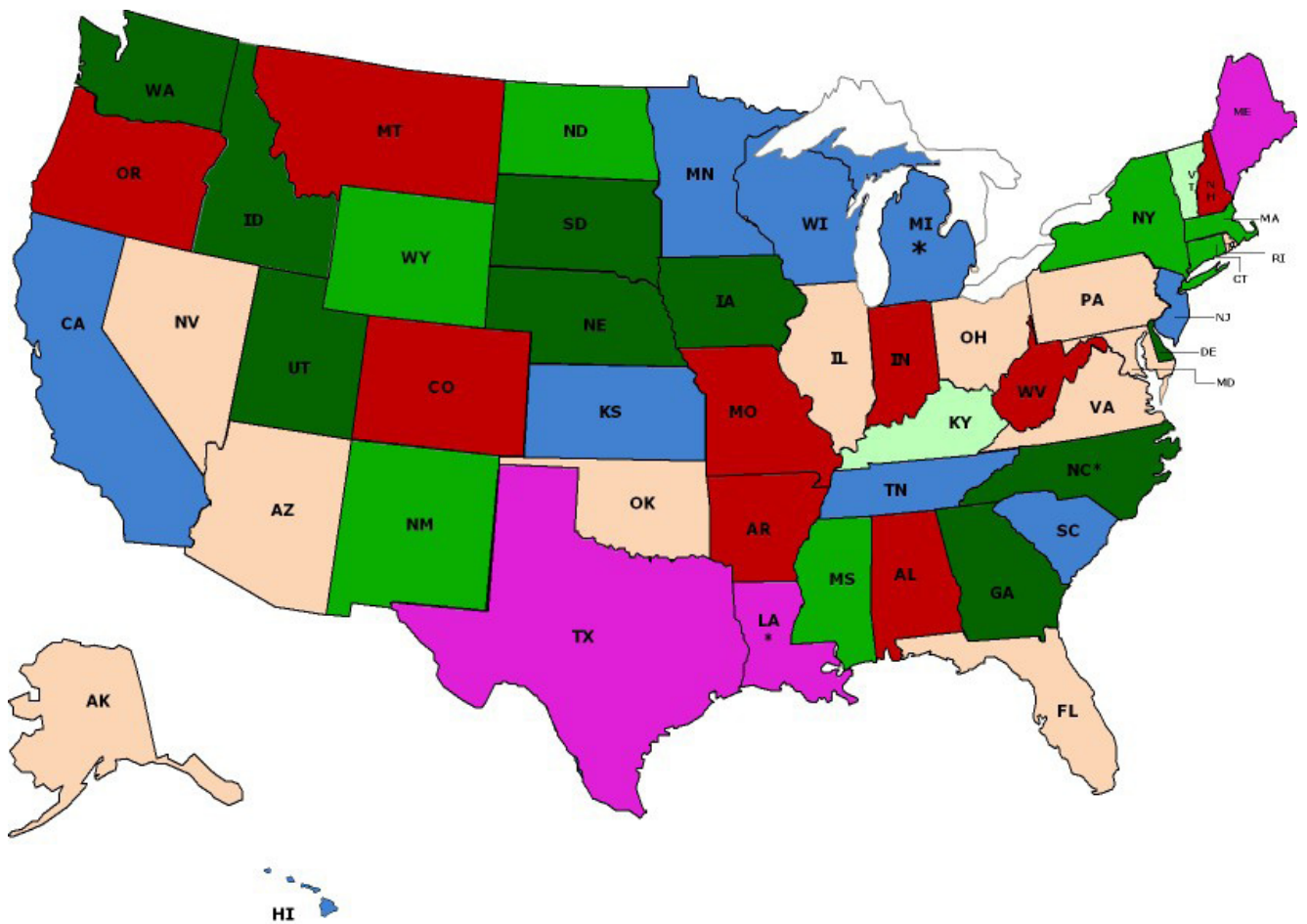
STATE FUNDING LEGISLATION



BALLOT MEASURES 2015



2015 STATE TRANSPORTATION FUNDING INITIATIVES



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

STATE INITIATIVE DETAILS

ALABAMA

House Bill 28

An immediate 5 cents-per-gallon motor fuel increase. HB 28 would also raise state gasoline and diesel taxes by 2 cents-per-gallon if the base price of fuel exceeds the current year average price by 2 cents-per-gallon, as measured by the Consumer Price Index. The bill could generate an estimated \$66 million for the Alabama Department of Transportation (ALDOT) and \$36 million for local governments in 2016, increasing the following year to \$100 million for ALDOT and \$54 million for local governments.

Bill Status

Failed

Introduced Sept. 8, 2015 by Rep. McCutcheon (R) and passed by the House Transportation, Utilities and Infrastructure Committee on September 14. HB 28 was never read on the House floor.

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- *Withdrawn by Author*

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

Failed- *Adjourned Sine Die*

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

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will be generated for transportation funding.

Bill Status

Never introduction in Legislature.

Senate Bill 1 (Special Session)

Plan to increase the state gas tax by 12 cents-per-gallon and increase vehicle registration fees by up to \$100, in order to generate approximate \$4 billion per year.

Bill Status

Pending

Introduced by Sen. Jim Beall (D-San Jose) during the first Special Session. Passed by the Senate Com. on Transportation & Infrastructure Development 9-2 Aug. 19, and sent to the Appropriations Com.

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 Assembly Transportation Committee, which voted 'Do Pass' 16-0 on April 13. On April 16, the Assembly re-referred AB 227 to the Com. on 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 passed by the Senate 40-0 on June 1. The Assembly Com. on Revenue & Taxation amended the bill and recommended "Do Pass", and sent SB 321 to the Com. on Appropriations.

Senate Bill 16

Legislation to:

- Redirect the truck weight fee (approximately \$1 billion per year) to the transportation fund;
- Increase the state motor fuel tax by 10 cents-per-gallon;
- Increase the vehicle license fee by 0.07 percent per year for five years;
- Increase the vehicle registration fee by \$35; and
- Charge zero-emission vehicles a \$100 annual fee.

Bill Status

Pending

Introduced December 1, 2014 by Sen. Jim Beall. An updated version was presented April 15 and passed by the Senate Governance and Finance Committee May 6 5-1. The Senate APPR Committee passed the bill 5-2 May 28. SB 16 was up for a third reading on June 1, but never advanced.

Senate Constitutional Amendment 7

Proposal to redirect \$5 billion in revenue generated by transportation-related fees and taxes (currently going to General Fund) to the state's road fund.

Bill Status

Pending

Introduced April 9, 2015 and amended by the committee on May 28.

Senate Bill 705

Permits San Mateo and Monterey counties to exceed the 2% cap on combined tax rate cap for countywide transportation programs.

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Bill Status

Pending Governor Approval

Introduced Feb. 27, 2015. Passed the Assembly Sept. 10 and the Senate Sept. 11.

COLORADO

Senate Bill 15-272

Proposal to renew the state's TRANS (Transportation Revenue Anticipation Notes) bonds to generate \$3.5 billion over 20 years for expanding the state highway system. If approved by the legislature and governor, the bill would be put on the November ballot for voter approval.

Bill Status

Failed

Introduced April 21, 2015 and passed the Senate on April 30. The House Committee on State, Veterans & Military Affairs voted to postpone the bill indefinitely on May 4.

Senate Bill 15-001

Legislation to ensure that the \$1 billion transferred from the general fund to the state's Highway Users Trust Fund is fully paid, and not reduced if a proposed bill (Taxpayer's Bill of Rights) is passed. SB 1 would issue TABOR refunds at an earlier time, based off of the previous year's revenue.

Bill Status

Failed

Introduced January 7, 2015 and passed by the Senate May 5. The House Committee on Finance voted to postpone the bill indefinitely on May 5.

House Bill 15-1389

Legislation to ensure that the \$1 billion transferred from the general fund to the state's Highway Users Trust Fund is fully paid, and not reduced if a proposed bill (Taxpayer's Bill of Rights) is passed. HB 1389

would remove the hospital provider fee from the TABOR revenue cap, converting the fee to an enterprise fund and freeing up \$700 million. \$200 million of that would have been used for transportation purposes.

Bill Status

Failed

Introduced April 29, 2015 and passed by the House May 4. The Senate Committee on State, Veterans & Military affairs voted to postpone the bill indefinitely on May 5.

CONNECTICUT

Senate Bill 1501

Proposal to authorize \$2.8 billion in bonds in order fund the first five years of Governor Dannel Malloy's (D) "Let's Go CT" program, a 30-year plan to upgrade the state's highways and bridges, expand the rail system and bus service, and improve airports, ports, bike and pedestrian paths, and freight systems. The first \$275 million in bonds will be made available in fiscal year 2016.

Bill Status

Approved

Senate Bill 1501 passed the Senate 24-12, with lawmakers voting largely along party lines. The bill was overwhelmingly approved 138-9 with bipartisan support by the House the same day and signed into law by Gov. Malloy (D) on June 30.

HB 7061: FY 2016 BUDGET BILL

A state budget agreement to provide \$10 billion over the next five years for transportation infrastructure, a \$2.8 billion increase that will be partially funded by redirecting half of 1 cent from the state's sales tax. The budget compromise also includes an increase in corporate taxes, a 0.29 percent increase in the top-income tax rate, and a 0.5 percent redirection of the sales tax to be dedicated to cities and towns. The transportation plan will allocate \$613 million for highways, \$281 million for bridge work, \$101 million

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for bicycle and pedestrian infrastructure, and \$43 million for bus service (a 25 percent expansion on current funding).

Bill Status

Approved

Passed by the House June 2 73-70 and the Senate on June 3 19-17. Signed into law by Gov. Malloy June 30.

“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

Never introduced 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

Failed- Adjourned Sine Die

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

Failed- Adjourned Sine Die

Introduced Feb. 19, 2015 and referred to the Joint Committee on Transportation, which reported the bill favorable on March 18.

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

Failed- Adjourned Sine Die

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

Failed- Adjourned Sine Die

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

Failed- Adjourned Sine Die

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

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state's motor vehicle fuels tax and the gross earning tax be spent solely on transportation purposes.

Bill Status

Failed- *Adjourned Sine Die*

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

House Bill 6351

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

Bill Status

Failed- *Adjourned Sine Die*

Introduced by Rep. Ben McGorty (R- District 122) Jan. 22, 2015 and referred to the Joint Committee on Transportation.

Senate Bill 479

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

Bill Status

Failed- *Adjourned Sine Die*

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

Failed- *Adjourned Sine Die*

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

Failed- *Adjourned Sine Die*

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

House Bill 6818

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

Failed- *Adjourned Sine Die*

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

House Bill 5384

Legislation to permanently 'lock' the Special Transportation Fund in order to ensure those funds are used solely for transportation purposes.

Bill Status

Failed- *Adjourned Sine Die*

Introduced by Rep. J.P. Sredzinski (R- 112th District) on January 14, 2015 and referred to the Joint Committee on Transportation.

Governor's House Joint Resolution 63

Proposal to maintain the state's Special Transportation Fund (STF) as a perpetual fund; ensure all related transportation revenue sources be deposited into the STF; dedicate all revenue in the STF solely for transportation purposes; and prohibit future legislatures from attempting to pass legislation using the STF for non-transportation purposes.

Bill Status

Failed- *Adjourned Sine Die*

Introduced February 19, 2015. Reported favorable by the Joint Committee on Transportation and Joint Government Administration and Elections Committee, and is pending consideration by the House floor. If approved by the legislature (by either super majority, or simple majority approved two years in a row) and governor, HJR 63 would go before voters.

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DELAWARE

House Bill 140

Proposal to increase several Department of Motor Vehicle fees— including late fees, the motor vehicle document fee, license reinstatement fees, temporary tags, etc— in order to generate an additional \$23.9 million per year for transportation funding. New revenue will be matched by borrowing. Additionally, oversized vehicle permits will be increased from \$10 to \$30, supersize permits from \$30 to \$60, and an ‘over-the-legal-limit’ weight fee will increase from \$5 to \$10 per 8,000 pounds. All together, the Delaware Department of Transportation estimates an annual increase of \$55 million per year.

Bill Status

Approved

Introduced by Democratic lawmakers May 8, 2015 and passed by the House May 14 25-16. HB was then passed by the Senate 15-6 a month and a half later, on June 30, and signed into law on July 1.

GEORGIA

House Bill 170

The proposal involves:

- Removing the current 4 percent sales tax on motor fuel;
- Increasing the state gas tax to 26 cents-per-gallon, and diesel to 29 cents-per-gallon;
- Indexing the new state gas tax rate to both the Corporate Average Fuel Economy and the Consumer Price Index (the latter of which will no longer be used after July 1, 2018);
- Recapitalizing the Georgia Transportation Infrastructure Bank to provide loans and grants to local governments for the purpose of transportation construction projects;
- Instituting a \$200 fee for non-commercial alternative fuel vehicles which do not use any motor fuel (\$300 for commercial alternative fuel

- vehicles);
- Elimination of the current \$5,000 tax credit for new purchases/leases of electric cars;
- Continuing Special Purpose Local Option Sales Tax (SPLOST) on motor fuel (capped at \$3 per gallon), as long as the generated revenue is dedicated to transportation. Local governments would also be permitted to approve a 1 percent sales tax for transportation projects by county commission or city council approval;
- Creating a new highway impact fee for heavy trucks: \$50 for vehicles 15,500 lbs to 26,000 lbs, and \$100 for anything greater; and
- Instituting a \$5 per night hotel fee.

Lawmakers estimate HB 170 will generate \$900 million in transportation funding.

Bill Status

Approved

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. A conference committee convened to discuss a compromise, and the report was adopted by both the House (129 to 41) and Senate (42 to 12) on March 31. Gov. Deal (R) approved the bill May 4.

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

Merged with HB 170

Introduced Jan. 27, 2015.

House Bill 76: FY 2016 Budget Appropriations

Proposed FY 2016 budget includes \$75 million in bonds for state transit systems.

Bill Status

Approved

Introduced Jan. 27, 2015. The House passed a modi-

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fied budget Feb. 26 and sent to the Senate, which sent further changes back to the House. A committee was appointed March 23, and the report was adopted by both the House (173-0) and Senate (55-1) on March 31. Gov. Deal (R) signed HB 76 into law May 11.

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

Failed

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

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 was sent to the Senate Ways and Means Committee. The 28th Legislature adjourned May 7 for the first half of the session, to return January 2016 for the second half.

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. The 28th Legislature adjourned May 7 for the first half of the session, to return January 2016 for the second half.

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 SF 257 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

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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).

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

Failed- Adjourned Sine Die

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 with amendments April 8 25-9. The House failed to pass the Senate's amendments before adjournment.

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

Failed- Adjourned Sine Die

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

Failed- Adjourned Sine Die

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

IDAHO

House Bill 312a

Legislation to increase vehicle registration fees and impose new registration fees on hybrid and electric cars, as well as increase the state gas tax by 7 cents-per-gallon.

Bill Status

Approved

Approved by the Senate 26-9 and by the House 51-19 on April 10. Signed into law by Governor Butch Otter April 21, 2015.

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

Approved

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. On March 26, the bill became law without signature.

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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

Failed- *Adjourned Sine Die*

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

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

Failed- *Adjourned Sine Die*

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 held it on calendar until adjournment.

House Bill 261

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

Bill Status

Failed- *Adjourned Sine Die*

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.

House Bill 311

A proposal to increase the motor fuel tax by 7 cents-per-gallon, exempt groceries from the state sales tax, and change income tax calculations.

Bill Status

Failed- *Adjourned Sine Die*

Introduced in the House on March 25 and approved 53-17 March 30. The Senate failed to pass and sent back to the Transportation Committee.

House Bill 310

A proposal to utilize a budget stabilization mechanism for the Highway Distribution Account and remove the Idaho State Police from eligibility to receive funding from the account. Estimated to generate approximately \$26 million per year.

Bill Status

Failed- *Adjourned Sine Die*

Introduced in the House on March 25 and approved 39-31 March 30. The Senate sent the bill back to the Transportation Committee after committee members passed the bill.

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

STATE INITIATIVE DETAILS

Failed- *Adjourned Sine Die*

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

Failed- *Adjourned Sine Die*

Introduced Jan. 14, 2015 and passed the Senate on Feb. 10 45-5. The House adjourned without further advancement of SB 478.

KANSAS

House Bill 2427

A 5 cents-per-gallon state motor fuels increase for a period of three years, with allocations of the revenue generated by motor fuel taxes and fees to increase highway funding until July 2018.

The proposed state gas tax increase would be used solely to offset the statewide budget deficit. If passed, the state would cease appropriations from the General Fund to the state's transportation fund, resulting in no net gain for transportation revenue.

Bill Status

Pending

Introduced May 4, 2015 by the Committee on Taxation.

Legislative session has adjourned until Monday, January 11, 2016.

KENTUCKY

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.

Bill Status

Approved

Introduced Feb. 4 2015 and 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).

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- *Adjourned Sine Die*

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- *Adjourned Sine Die*

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-

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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- *Adjourned Sine Die*

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- *Adjourned Sine Die*

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- *Adjourned Sine Die*

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- *Adjourned Sine Die*

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.

LOUISIANA

House Bill 618

Proposed constitutional amendment to permit the state treasurer to invest public finds in a state Transportation Infrastructure Bank (created in 2015 HB 767), to be used solely for transportation projects.

Bill Status

Pending Voter Approval

Introduced April 3, 2015 by Rep. Karen St. Germain [D], approved unanimously by the Senate on June 5 and by the House on June 9. It will appear on the Oct. 24, 2015 ballot.

Senate Bill 202

Proposal to rename the Budget Stabilization Fund the 'Budget and Transportation Stabilization Fund' (enabled by [SB 259](#), passed July 1 2015) to permit the use of these funds for transportation projects. Mineral revenues from taxes and royalties exceeding \$750 million would be deposited in the fund, with the first \$500 million dedicated to the 'Budget Stabilization Subfund', the next \$500 million to the Transportation Stabilization Subfund, and additional revenue returned to the General Fund.

Bill Status

Pending Voter Approval

Introduced April 3, 2015 by Sen. Robert Adley (R-36) on April 2, 2015. Approved by the Senate May 25 37-0 and by the House on June 8 96-0. Will appear on the Oct. 24, 2015 ballot.

House Bill 767

Proposal to create a State Infrastructure Bank, in order to provide loans to local governments for the purpose of financing road, bridge, port, and other transportation infrastructure finances.

Bill Status

Approved

Introduced April 3, 2015 by Rep. Karen St. Germain [D], received final approval by the Senate 37-0 on June 5, and by the House 95-0 on June 9. Gov. Jindal (R) signed into law on July 1.

House Bill 208

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Legislation to limit the annual diversion of funds in the state Transportation Trust Fund to cover State Police expenses. If approved, the \$65 million per year transfer would decrease to \$45 million in the 2016 fiscal year; to \$20 million the following year; and to \$10 million for every year going forward.

Bill Status

Approved

Introduced March 30, 2015 and passed by the House on April 27. The Senate passed the bill with amendments on June 8 36-0 and returned to the House, where the amendments were approved 90-0. The Governor signed the bill into law on July 1.

Senate Bill 122 & 221

SB 122 increases the amount of mineral revenues that may be used to support the state operating budget from \$850 million to \$950 million before allocation to the General Fund, freeing up additional monies for transportation projects to address the \$12B backlog of transportation projects in an expedited manner provided by SB 221. More specifically, SB 221 exchanges a scheduled \$400M infusion of motor vehicle sales tax revenues (expected to occur when the trigger kicks in in 2020) in exchange for a \$100M infusion of mineral revenues in 2017-18. The first \$70M would be earmarked for maintenance to immediately benefit the public. The remaining funds would be utilized for ports, capacity projects, and by the Louisiana Transportation Infrastructure.”

Bill Status

Approved

Introduced by Sen. Robert Adley (R-36) on April 13. Both bills approved by the House June 8 100-0, and by the Senate June 9 39-0 (SB 122) and 35-1 (SB 221). Signed by Gov. Jindal June 29.

Senate Bill 271

Legislation to replace the annual special fuels decal with a cents-per-MFGE (motor fuel gallon equivalent) tax.

Bill Status

Approved

Introduced April 13, 2015. Passed by the House 92-5 on June 8 and by the Senate 36-1 on June 9. Signed by Gov. Jindal June 19.

House Bill 712

Proposal for a state gas tax increase of 4 cents-per-gallon, to be credited to the Parish Transportation Fund.

Bill Status

Failed- Adjourned Sine Die

Introduced April 3, 2015 by Rep. Karen St. Germain [D] Sen. Robert Adley [R] and referred to the Ways and Means Committee.

House Bill 778

1 cent increase in the state sales tax, in order to generate \$675 million for transportation funding. All proceeds would be deposited into the Major Economic Development Corridors Fund.

Bill Status

Failed- Adjourned Sine Die

Introduced by Rep. Karen St. Germain [D] April 13, 2015 and approved by the Committee on Ways and Means 15-0 on May 5, then by the House Appropriations Committee May 19. A House vote of 52-42 was far short of the 70 votes required to pass HB 778.

House Bill 777

Impose an additional tax on motor fuel that is linked to the statewide average price of gasoline from the previous year, to sunset after 10 years.

Bill Status

Failed- Adjourned Sine Die

Introduced by Rep. Karen St. Germain [D] April 13, 2015 and passed by the Committee on Ways and Means May 5. A House floor debate has been scheduled for HB 777 on May 20.

Senate Bill 123

Proposal to eliminate the transfer of state transportation funds to pay for the State Police.

Bill Status

Failed- Adjourned Sine Die

Introduced April 13, 2015.

House Bill 157

Legislation to require a minimum of 15 percent of nonre-

STATE INITIATIVE DETAILS

curring funds be used for new highway construction.

Bill Status

Failed- *Adjourned Sine Die*

Introduced March 25, 2015 and referred to the Committee on Appropriations.

Senate Bill 160

Proposal to require at least 15 percent of nonrecurring federal that is eligible for federal matching funds be used for new highway construction.

Bill Status

Failed- *Adjourned Sine Die*

Introduced April 2, 2015 and referred to the Committee on Finance.

MAINE

Legislative Document 1415

Proposal to authorize \$85 million in bonds, which will be used to match \$121.5 million in federal funds.

Bill Status

Pending Voter Approval

Introduced May 14, 2015. Passed by the House 134-13 and the Senate on June 30. Will appear before voters on the November 3 ballot.

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. The proposed change could not exceed the Chained Consumer Price Index.

Bill Status

Failed

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

Failed- *Adjourned Sine Die*

Introduced March 5, 2015 and passed by the House June 17. Failed to meet carry-over requirements and died July 16 on adjournment.

Legislative Document 247/ House Proposal 179

Proposal to create 'multi municipal, multi jurisdictional 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 entering a transit partnership.

Bill Status

Vetoed

Introduced Feb. 3, 2015, passed by the House on June 8 and the Senate June 9. Vetoed by the Governor on June 22. The veto was sustained by the House.

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."

STATE INITIATIVE DETAILS

House Bill 3187

\$200 million bond for local road repair.

Bill Status

Approved

Introduced March 16, 2015 at the request of Governor Charlie Baker (R). Approved by the House 157-0 on April 8, and subsequently approved the same day by the Senate 38-0. Signed into law by Governor Baker April 9, 2015.

MICHIGAN

House Bill 4611

Create transportation fund in the state treasury, funded by special vehicle and fuel taxes.

Bill Status

Pending

Introduced by Rep. Edward Canfield (R- 84th District) May 14, 2015. Passed by the House June 10 with a vote of 65-44. Passed by the Senate with amendments July 1 27-11, and returned to the House for consideration of those change.

House 4612/ 4615/ 4616

Tie-barred bills to increase taxes on alternative fuel, increase the state diesel tax by 4 cents-per-gallon, and link fuel to the Detroit Consumer Price Index (or by 5 percent, whichever is less, with a floor in place to prevent the tax from collecting less than the October 2015 rate).

A July plan from House Republicans modified these bills to increase the state gas tax by 15 cents-per-gallon—implemented gradually over three years—and redirect revenue from the general fund to generate \$1.5 billion per year in transportation funding.

The proposal also includes a personal income tax reduction if general fund revenue growth exceeds inflation, increases in the diesel tax, provides a new surcharge for hybrid and electric vehicles, and indexes

the motor fuel tax rate annually to inflation. If signed into law, a transportation fund ‘lockbox’ would be formed in order to protect the new increase from being diverted to other purposes.

Bill Status

Pending

Introduced on May 14, 2015. Originally passed by the House on June 10 58-51. Passed with amendments in the Senate 20-19 on July 1. 4612/4615- The House did not concur in the Senate substitution, and referred the bills to the Conference Committee on August 18 prior to breaking for the summer. 4616- House laid over on July 14.

House Bill 4601

Proposal to increase the state gasoline tax by 15 cents-per-gallon and the diesel tax by 19 cents-per-gallon.

Bill Status

Pending

Introduced on May 14, 2015 by Rep. David Rutledge (D-Superior Township) and referred to the Committee on Tax Policy.

House Bill 4566/4606

Legislation to dedicate the remaining balance of the 4 percent general sales tax imposed on gasoline (after allocations and distributions are made) to the state’s transportation fund.

Bill Status

Pending

Introduced May 7, 2015 by Rep. Phil Potvin (R-District 102). HB 4606 passed by the House 64-45 on June 10 and referred to the Senate Com. on Government Operations.

House Bill 4440

Proposal to redirect \$2 million from the state’s Transportation Economic Development Fund to the State Trunk Line Fund, in order to receive up to \$8 million in matching Federal-aid highway funds; and redirect an additional \$2 million to the State Aeronautics Fund.

Bill Status

Pending

Introduced April 14, 2015 by Rep. Ed Canfield (R- District

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84). Passed the House on April 29 with a vote of 107-3 and referred to the Senate, which passed the bill with amendments 35-3 and was returned to the House. On May 26, the House laid over.

House Bill 0341

Increase fees and taxes on alternative fuels.

Bill Status

Pending

Introduced May 19, 2015 by Sen. Mike Shirkey (R-District 16).

House Bill 4607

Proposal to allocate \$75 million per year from tobacco settlement revenue to the state's transportation fund, beginning FY 2016.

Bill Status

Pending

Introduced on May 14, 2015, passed the House 60-49 on June 10 and is currently in the Senate Comm. on Government Operations.

House Bill 4608

Proposal to allocate \$60 million per year from Indian Gaming Compact Receipts to the state transportation fund, beginning FY 2015-2016.

Bill Status

Pending

Introduced on May 14, 2015 and passed by the House 59-50 June 10. Currently in the Senate Comm. on Government Operations.

House 4612

Increase in registration fees for electric vehicles.

Bill Status

Pending

Introduced by Rep. Eric Leutheuser (R-District 58) on May 14. Passed the House 59-50 June 10, and the Senate with amendments 21-17 on July 1. The House did not concur in the Senate's amendments and sent H 4612 to Conference Committee on August 18.

Michigan Sales Tax Increase for Transportation Amendment (May 2015)

The statewide May 5 2015 ballot measure proposed eliminating the current sales tax on motor fuels, which provides revenue for the School Aid Fund and local governments, and supplemented those programs by increasing the general state sales/use tax from six to seven percent.

If the measure had been approved, several "tie-barred" bills— approved by the state legislature in a compromise deal on December 19, 2014 and endorsed by Governor Rick Snyder (R)— would have passed, which would have resulted in an annual increase of \$1.2 billion for highway and bridge investment and \$130 million for transit and rail improvements.

Voters defeated the transportation funding initiative in the May 5, 2015 Michigan Special Election with 20 percent in favor and 80 percent opposed. Many voters — as well as several legislators— blamed the bill's convoluted nature as a reason for its failure.

See below for a list of measures that were defeated with the failure of the Michigan 2015 Proposal 1 ballot measure.

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.

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 gener-

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ate 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.

House Bill 4630

HB 4630 was originally introduced in April 2013 by Rep. Michael McCreedy (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.

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.

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.

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.

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.

Senate File 01

Disaster relief for areas in southern Minnesota damaged by the June 2014 floods. \$3 million (of the proposed \$11.48 million appropriations) 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.

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 (In Recess)

Introduced by Sen. Scott Dibble (DFL- District 61)

MINNESOTA

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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

Failed

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

House File 4: The Road and Bridge Act of 2015

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) Jan. 8, 2015. Passed by the House April 21 73-59 and sent to the Senate, where it was passed with amendments on May 1. The House refused to concur the changes, and a conference committee was created to discuss a compromise.

On May 18 the 2015 regular session adjourned, with the agreement to keep the conference committee on HF 4 open in order to reconsider when the 2016 session begins.

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.

Bill Status

Failed

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

Failed

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

Failed

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

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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

Failed

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

Failed

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

Failed

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

House File 80

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

Bill Status

Failed

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

Failed

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

Failed

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

Failed

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 statewide 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

Failed

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

House Bill 995

Legislation to increase the state motor fuel tax by 2

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cents-per-gallon (from 17 cents-per-gallon to 19 cents-per-gallon).

Bill Status

Failed

Introduced Feb. 19, 2015 by Rep. Keith English (I- District 68). Killed by the House Transportation Committee on April 21.

Senate Bill 540

Bill to gradually increase the motor fuel tax by 2 cents-per-gallon.

Bill Status

Failed- *Adjourned Sine Die*

Introduced Feb. 25, 2015 by Sen. Doug Libla (R-Poplar Bluff) and passed by the Senate Transportation, Infrastructure and Public Safety Committee April 1. On April 20 the bill was placed on the Informal Calendar.

MISSISSIPPI

House Bill 1630

\$200 million bond for road and bridge repairs. \$20 million would be dedicated to the State Aid Road Fund, \$18 million to the Mississippi Department of Transportation for a Vicksburg roadway bridge, and the remaining would be allocated as needed.

Bill Status

Approved

Introduced Feb. 24, 2015. After the Senate and House passed competing versions, a conference committee convened and reached a compromise. The House approved HB 1630 March 12 118-3, and the Senate subsequently approved the deal on March 19 52-0. Governor Phil Bryant (R) signed the bill into law April 22.

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

Failed

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

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

Approved

Introduced Jan. 21, 2015 by Sen. Jim Smith (NP- District 14) and passed by the Unicameral Legislature on May 7. Gov. Pete Ricketts (R) vetoed LB 610 the same day, triggering a veto override vote on May 14. The Legislature voted to approve the bill against the Governor's recommendations, 30-16 (minimum vote needed to override the veto was 30).

Legislative Research 318

Bill to authorize a study of the state and local roads

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systems, including the needs, current funding, potential funding sources, and restrictions on funding.

Bill Status

Pending

Introduced May 14, 2015 and referred to the Transportation and Telecommunications Committee for review in the 2016 legislative session. On August 10, Notices of hearing were scheduled for the fall and winter of 2015.

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

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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

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 substituted for S861 and passed by the Senate 35-0 on May 18.

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 (CACR) 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, meaning the legislature declined to carry-over the bill into the second year of the legislative session.

NEW MEXICO

Senate Bill 1

An emergency clause passed during Special Session for \$294 million in infrastructure spending, which includes \$70 million for highway and road projects.

Bill Status

STATE INITIATIVE DETAILS

Approved

Introduced June 8, 2015 and passed by the Senate on June 9 42-0, and by the House on June 10 62-0. Signed by Gov. Martinez June 10.

Senate Bill 114

Proposal to authorize counties and municipalities the ability to administer a local tax on special fuels of up to 2 cents-per-gallon. A Fiscal Impact Report updated on Feb. 25 estimated the bill would generate \$10 million in 2016, assuming all counties and municipalities receive voter approval to impose the full tax.

Bill Status

Vetoed

Introduced Jan. 6, 2015. Passed by the Senate 25-16 on Feb. 27 and by the House 59-2 on March 20. Gov. Susana Martinez (R) vetoed SB 114 on April 10.

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

Failed- Action Postponed Indefinitely

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

Failed- Action Postponed Indefinitely

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- Action Postponed Indefinitely

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 development or the development of energy mineral resources.

Bill Status

Failed- Action Postponed Indefinitely

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

Failed- Action Postponed Indefinitely

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

NEW YORK

Assembly Bill 3008B/ Senate Bill 2008B (2015): Budget Bill

The 2015-2016 Fiscal Year Budget bill, with a one-time transportation funding total increase of \$3.49 billion,

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including \$1.3 billion from the state's recent lawsuit settlement fund to offset the costs of Tappan Zee Bridge construction.

Bill Status

Approved

Approved by the Assembly and the Senate on March 30, 2015. Signed by Governor Andrew Cuomo (D) on April 13.

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/ House Bill 40

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 wholesale gasoline, which would drop the amount collected by the tax to below 30 cents-per-gallon.

A compromise was reached between the conflicting legislative houses March 26 to decrease the state gas tax by 1.5 cents-per-gallon April 1, another cent January 2016, and an additional cent July 2016. This is anticipated to save the NCDOT \$400 million in funding and hundreds of jobs that would have been lost with the scheduled decrease.

Starting in January 2017, the state gas tax would be calculated based on changes in both the national Consumer Price Index (making up 25 percent of the new tax) and in the state population (making up 75 percent of the tax). This new formula would replace the state's current

variable-rate tax.

Bill Status

Approved

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 convened to discuss a compromise, and the subsequent deal was approved by the Senate 40-9 and by the House on March 30. Signed by Gov. McCrory April 1.

House Bill 97: 2015 Appropriations Act

Appropriations legislation for 2015 includes 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.

Bill Status

Approved

Introduced February 23, 2015. The bill passed after months of dispute between both parties of the General Assembly, with three continuing resolutions issued as the debate extended beyond the beginning of the fiscal year on June 30. After a compromise plan was reached, House Bill 97 was passed by the Senate Sept. 17, with a vote of 37-13. The House passed the bill the next day with a vote of 81-33. Of the voting legislators, all Republicans—104 in total—supported the budget bill, while 14 voting Democratic legislators approved the bill and 46 opposed it.

House Bill 943

The proposal would eliminate transfers from the state's Highway Fund to programs not directly tied to construction costs—including the Highway Patrol and driver's education—for an additional \$1.296 billion over the next six years (\$216 million per year). Additionally, the plan includes a request for voter approval of a \$2.85 billion bond for infrastructure projects, with \$400 million of that amount allocated to 'shovel ready' road and bridge projects.

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Bill Status

Pending

Introduced August 3, 2015 and passed by the House 76-29 on August 6. Referred to the Senate Ways & Means Comm.

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.

House Bill 927

Proposal to decrease the state gas tax by 6 cents-per-gallon, to 30 cents-per-gallon (increasing according to the formula set by SB 20 starting January 2017); Increase the state highway use tax on car sales by 1 percent (to 4 percent); Phase out the \$255 million per year gas tax revenue being diverted to the General Fund; Increase motor vehicle fees for licenses, permits, titles and registrations; Increase truck weight fees; Create a 6.5 percent automobile insurance tax; and Create a fail-safe should federal transportation funds currently being received by North Carolina be reduced in the future.

Bill Status

Pending

Introduced April 16, 2015.

House Bill 940: 2015 Governor's Budget

Proposal from Governor Pat McCrory (R) to borrow \$1.5 billion in bonds for highway projects. If approved by the General Assembly, the proposal would go on the November 2015 ballot for approval by voters.

Bill Status

Pending

Introduced April 16, 2015 and referred to the House Committee on Appropriations.

NORTH DAKOTA

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.

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.

OHIO

House Bill 53: State Transportation Bud-

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get

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

Approved

Introduced Feb. 10 and passed by the Senate unanimously on March 25. The House overwhelmingly approved the bill the next day, and HB 53 is currently awaiting approval from Gov. John Kasich. Gov. Kasich approved HB 53 on April 1.

OREGON

House Bill 2550

Proposal to increase the state gas tax by 5 cents-per-gallon beginning January 2016, and an additional 5 cents-per-gallon every five years beginning January 2021.

Bill Status

Failed

Introduced January 12, 2015 and referred to the Revenue Committee.

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., where it was passed April 16 87-20. The senate approved H.3579 for Special Order on May 12, but a three week long filibuster by Sen. Tom David (R-Beaufort) prevented further action. The House voted on June 17 84-9 to revive the sine die resolution to permit a special session, but the Senate refused to consider the bill until a budget has been approved. Gov. Haley has vowed to veto this plan without an attached income tax decrease.

Senate 523: The South Carolina Collective Road Act

Legislation to increase the state gas tax by 12 cents-per-gallon over 4 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 passed by the Senate March 26 with a vote of 23-22. Gov. Haley has vowed to veto this plan without an attached income tax decrease.

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

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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.

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.

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

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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.

TENNESSEE

House Bill 422/ Senate Bill 354

Legislation to create a "highway maintenance fee" of 2.85 cents-per-mile, imposed on commercial motor vehicles weighing over 59,999 pounds. In addition, a surcharge of 13 cents-per-gallon would be imposed upon diesel fuel used by freight motor vehicles.

Bill Status

Pending

Introduced February 9, 2015 in both the House and the Senate. The Senate Revenue Subcommittee referred it to the Ways and Means Committee with a negative recommendation on April 1. The House Transportation Committee deferred action to January 1, 2016.

Senate Bill 1435

Legislation appropriates \$261 million from excess state tax revenues over collected in fiscal year 2014–2015 to the department of transportation to be used for backlog transportation road projects.

Bill Status

Pending

Introduced by Rep. Eddie Smith (R-Knoxville) and Sen. Jim Tracy (R-Shelbyville) Sept. 15, 2015.

TEXAS

Senate Joint Resolution 5/ House Joint Resolution 13

The two-pronged proposal includes:

- Dedicating \$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
- Committing 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.

Bill Status

Pending Voter Approval

Introduced by Senator Robert Nichols (R-Jacksonville) Feb. 4, 2015. Approved by the Senate on March 4 with a vote of 28-2. The House accepted companion bill SJR 5 in place of HJR 13, and voted 138-3 to approve SJR 5 with amendments. A conference committee was appointed May 5 to find a compromise between the two options, and on May 29 the plan was approved unanimously by the Senate, and 142-1 by the House. It has been placed on the November 3 ballot for voter approval.

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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

Failed- Adjourned Sine Die

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. While no further action was taken by the House, the Senate passed SJR 12 with a vote of 30-1 on April 28, and sent to the House.

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

Failed- Adjourned Sine Die

Prefiled by Sen. Charles Perry (R) Nov. 10, 2014 and approved by the Senate 29-2 on April 28.

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

Failed- Adjourned Sine Die

Filed Nov. 10, 2014 and referred to Transportation. No further action has been taken.

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 Emis-

sions Reduction Plan (TERP). If approved, the funds cannot be used for tolls roads, rail transportation or trolleys.

Bill Status

Failed- Adjourned Sine Die

Filed in the House by Rep. Ron Simmons (R-District 65) Nov. 24, 2014 and referred to Transportation, where it was marked 'Left Pending in Committee' April 9.

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

Failed- Adjourned Sine Die

Filed in the House by Rep. Will Metcalf (R-Conroe) Dec. 8, 2014 and referred to Transportation. No further action has been taken.

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

Failed- Adjourned Sine Die

Filed in the House by Rep. Will Metcalf (R-Conroe) Dec. 8, 2014 and referred to Transportation. No further action has been taken.

House Bill 395

To increase the state gas tax by 10 cents-per-gallon ,

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one quarter of which would fund education, and the remaining three-quarters would be allocated to the Texas Department of Transportation.

Bill Status

Failed- *Adjourned Sine Die*

Filed in the House by Rep. Ruth Jones McClendon (D-San Antonio) Nov. 26, 2014. No further action has been taken.

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 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

Failed- *Adjourned Sine Die*

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. No further action has been taken.

House Bill 129

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

Bill Status

Failed- *Adjourned Sine Die*

Prefiled by Rep. Craig Goldman (R) Nov. 10, 2014 and referred to the Transportation Committee. No further action has been taken.

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

Failed- *Adjourned Sine Die*

Prefiled by Rep. Jeff Leach (R) Nov. 10, 2014 and referred to the Transportation Committee. No further action has been taken.

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

Failed- *Adjourned Sine Die*

Prefiled by Sen. Donald Huffines (R) Nov. 10, 2014 and referred to the Finance Committee. No further action has been taken.

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 approved, the bills would generate an estimated \$10-\$20 million per year.

Bill Status

Failed- *Adjourned Sine Die*

Introduced by Sen. Kirk Watson (D-Austin) and Rep. Donna Howard (D-Austin) Feb. 16, 2015. No further action has been taken in the Senate. The House left the bill pending in committee on April 9.

UTAH

House Bill 362

A bill to increase the state gas tax by 5 cents-per-gallon and create a 12 percent tax on the average price of wholesale fuel, to replace the state's flat gas tax once the price of fuel reaches \$2.45 per gallon. Limitations were put in place to prevent the tax from collecting less than 29 cents-per-gallon or increasing more than 40 cents-per-gallon. HB 362 also authorizes a quarter-cent local option sales and use tax for counties to fund highways and public transit. A fiscal note estimates the bill could

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generate \$17,753,500 for the Transportation Fund in 2016 and \$53,866,000 in 2017 after expenditures.

Bill Status

Approved

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 was signed into law by Gov. Herbert (R) March 27.

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 Tassell, (R-District 26) and approved by the Senate March 8 20-5. Merged with HB 362 and passed by the Legislature March 12, 2015.

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

Failed

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

VERMONT

House File 488

Proposal to put a floor in place on the Motor Fuel Transportation Infrastructure Assessment (a 2 percent tax on the state average retail price of motor fuel, dedicated to the Transportation Infrastructure Bond Fund— one of two variable-rate taxes collected on the state’s motor fuel, in addition to a flat-rate excise tax on gasoline and diesel), so that the minimum the tax can collect on is \$3.96 per gallon— meaning if the average wholesale price of gasoline falls below that amount, that is the lowest the MFTIA tax can be charged at.

Bill Status

Approved

Introduced March 19, 2015. Passed the House March 26 137-3, and was sent to the Senate, where it was amended and passed on April 24 30-0. The House concurred the Senate’s changes and added its own, which the Senate concurred in on May 8. Both the House and the Senate passed HF 488 on May 11, and Governor Shumlin (D) signed the bill on May 28.

WEST VIRGINIA

Senate Bill 478

Proposal to increase the flat tax on diesel fuel by 2 cents-per-gallon each year for three years and eliminates the 10 percent limit on the variable-rate tax based off of the average wholesale price of gasoline. Additionally, SB 478 would increase the state sales tax by 1 cent, and dedicate proceeds from that increase to the State Road Fund. Transportation-related fees would also be increased.

Bill Status

Failed

Introduced February 12, 2015 and referred to the Transportation and Infrastructure Committee. The 82nd Legislature adjourned March 14 for the first half of the legislative term. SB 478 did not meet qualifications for carryover.

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WASHINGTON

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 package 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.

The package that was signed into law on July 15 increased the state gas tax by 11.9 cents-per-gallon, to be fully implemented by July 2016, and increased several transportation-related fees (as well as fees for overweight trucks). The package also boosted transportation appropriations and granted the state DOT the authority to sell \$5.3 billion in general obligation bonds. It also permits Sound Transit to vote upon a regional transit plan.

Senate Bill 5987

Legislation to increase the state gas tax by 11.9 cents-per-gallon, to be implemented gradually until fully applied on July 1, 2016.

Bill Status

Approved

Introduced Feb. 16, 2015 as part of the bipartisan Senate proposal, passed the Senate March 2 27-22. The House Transportation Committee recommended passage with amendments. SB 5987 was reintroduced in special session, passed by the House on June 30 54-44, and the Senate 37-7 July 1. Signed into law by Gov. Jay Inslee (D) on July 15.

Senate Bill 5988

Appropriations for transportation funding.

Bill Status

Approved

Introduced Feb. 16, 2015 as part of the bipartisan Senate proposal, and passed the Senate March 2 41-8. The House Transportation Committee recommended passage with amendments. SB 5988 was reintroduced in special session, passed the Senate 38-6 June 30 and the House 61-30 on July 10. Signed into law by Gov. Jay Inslee (D) on July 15.

Senate Bill 5989

Request for a \$5.3 billion general obligation bond for state transportation projects.

Bill Status

Approved

Introduced Feb. 16, 2015 as part of the bipartisan Senate proposal, passed the Senate Transportation Committee Feb. 23. SB 5989 was reintroduced in special session, passed the Senate June 29 40-7 and the House 63-29 on July 10. Signed into law by Gov. Jay Inslee (D) on July 15.

House Bill 1180/ Senate Bill 5128

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, where it was recommended to pass. Reintroduced April 29 in the 1st Special Session. Washington state legislation carries over from odd- to even-numbered years.

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. SB 5990

STATE INITIATIVE DETAILS

was reintroduced in special session, and sent back to the Senate by the House. Washington state legislation carries over from odd- to even-numbered years.

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. SB 5991 was reintroduced in special session, and sent back to the Senate by the House. Washington state legislation carries over from odd- to even-numbered years.

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. SB 5993 was reintroduced in special session. Washington state legislation carries over from odd- to even-numbered years.

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. The House Transportation Committee recommended passage with amendments on April 7. SB 5994 was reintroduced in special session. Washington state legislation carries over from odd- to even-numbered years.

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. The House Transportation Committee recommended passage with amendments on April 7. SB 5995 was reintroduced in special session. Washington state legislation carries over from odd- to even-numbered years.

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. The House Transportation Committee recommended passage with amendments on April 7. SB 5996 was in reintroduced special session. Washington state legislation carries over from odd- to even-numbered years.

Senate Bill 5997

Proposal to encourage WDOT to use design-build construction 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. The House Transportation Committee recommended passage with amendments on April 7. SB 5997 was reintroduced in special session. Washington state legislation carries over from odd- to even-numbered years.

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

STATE INITIATIVE DETAILS

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. Both bills were reintroduced in special session. Washington state legislation carries over from odd- to even-numbered years.

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.

WISCONSIN

Assembly Bill 21 /Senate Bill 21

Gov. Scott Walker’s (R) 2015-2017 budget proposal included a \$1.3 billion bond for transportation. Passed by the legislature, that amount was lowered to \$500 million with an additional \$350 million in bonding contingent on future approval by the Joint Finance Committee. If the contingency bonding is approved, total appropriations will be \$5.67 billion, down from \$6.03 billion in the previous budget cycle.

Bill Status

Approved

Introduced Feb. 3, 2015 and signed by Gov. Walker on July 13.

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

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.
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.
Nov. 25, 2013	Pennsylvania	The comprehensive transportation package approved in November 2013 will

PASSED STATE HIGHWAY FUNDING INITIATIVES—TIMELINE

DATE	STATE	MEASURE
		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.
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 ap-

PASSED STATE HIGHWAY FUNDING INITIATIVES—TIMELINE

DATE	STATE	MEASURE
		proximately \$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	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.
March 27, 2015	Utah	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.
April 21, 2015	Idaho	A bill to increase the state gas tax by 7 cents-per-gallon, raise vehicle registration fees, and institute a fee on electric and hybrid cars in order to generate new funding for the state's roads and bridges. Additionally, a 'surplus eliminator' included in House Bill 312a would apportion half of any General Fund surplus for transportation in the next two fiscal years.
May 4, 2015	Georgia	Legislation to eliminate a 4 percent sales tax on motor fuel (half of which was not used for transportation), increase the flat excise tax on gasoline to 26 cents-per-gallon (from 7.5 cents-per-gallon, excluding the 4 percent sales tax), index the new state gas tax to the Consumer Price Index (ending July 2018) and the Corporate Average Fuel Economy, and increase several transportation-related taxes and fees.
May 14, 2015	Nebraska	Nebraska legislators voted on May 14 to override the Governor's veto and approve a 6 cents-per-gallon state gas tax increase, for \$76.2 million annually once fully implemented.

PASSED STATE HIGHWAY FUNDING INITIATIVES—TIMELINE

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