



Faced with insufficient revenues and increased transportation infrastructure needs, states throughout the country are exploring new ways to fund highway and bridge improvements.

### DELAWARE

- Delaware Governor Jack Markell (D) introduced a plan in January to increase the gasoline tax by 10-cents-per-gallon. Markell's infrastructure plan proposes borrowing an additional \$50 million per year in order to pay for \$500 million in road and bridge improvement projects over a five-year period. If the state legislature passes this transportation funding proposal, the tax increase and new debt could generate \$100 million annually to pay for new infrastructure improvement projects. The proposed gasoline tax increase would likely bring in \$50 million per year.

The Republican leadership has expressed opposition to Markell's plan, and so far, four House Democrats have said that they will reject the gas tax increase. The gas tax increase needs to receive approval from at least three-fifths of the General Assembly. Delaware's motor fuels tax has not been raised since 1995, and the gasoline tax currently stands at 23-cents-per-gallon.

### GEORGIA

- **House Bill 195** was introduced by Ed Setzler (R-Acworth), which is the second attempt to pass a regional transportation sales tax—the first time it failed in 2012 as a referendum. The 2012 referendum divided the state up into 12 regions, and the transportation sales tax referendum failed in nine of the twelve regions. Setzler's bill would "provide for the method for creation of special districts for the purpose of a special district transportation sales and use tax."

**Bill Status:** On January 16, 2014, the bill was withdrawn from the House Ways and Means Committee and was recommitted to the House Transportation Committee.

### IDAHO

- **House Bill 481** was sponsored by the Transportation and Defense Committee and would amend the Idaho state law to change the motor fuel tax rate over two years.

**Bill Status:** HB 481 was introduced in the House on February 7. As of February 10, HB 481 is currently under consideration in the Transportation and Defense Committee.

### INDIANA

- **Indiana House Bill 1002** was authored by Representative Timothy Brown (R-District 41). This bill would release \$200 million from Indiana's trust fund—which was created in 2013—to permit new transportation funding.

**Bill Status:** **PASSED**. On February 3, HB 1002 passed 92 to 2 in the House. In the Senate, the bill passed 49 to 0 on February 27. On March 13, the House voted 95 to 4 in favor of the bill, and the same day, the Senate voted again 43 to 5. On March 13, the House Speaker signed the bill and now awaits action by the Governor.

- **Indiana House Bill 1104** was sponsored by Representative Edmond Soliday (R-District 4), who is also the chair of the House Roads and Transportation Committee. House Bill 1104 would provide funding for a transportation infrastructure study of alternative funding mechanisms. A third party would conduct the study, which would be required to last for at least two years.

**Bill Status: PASSED —SIGNED INTO LAW.** On January 23, the bill passed in the House with a vote of 93 to 1. On March 4, the Senate voted unanimously to pass HB 1104. The following day, the House unanimously passed a motion to concur with the Senate amendments made to the legislation. On March 13, the Speaker signed the legislation, and the bill was signed into law by the Governor on March 27.

## IOWA

- **House Study Bill 661** is a proposal that would decrease the gasoline tax from 21-cents-per-gallon to 16-cents-per-gallon and would also create a new 5 percent wholesale tax on motor fuels. The bill was proposed by the Committee on Transportation Chairman Josh Byrnes (R-Osage). If implemented, this plan could raise an extra \$230 million each year.

Proponents of the bill include the Iowa Good Roads Association, the Associated General Contractors, and the Iowa Corn Growers Association. Opponents of the bill include tea party advocates, Iowans for Tax Relief, Truckstops of Iowa, and the Petroleum Marketers and Convenience Stores of Iowa.

Representative Osage said, “I would say if anything passes, it is going to be the hybrid tax plan...it is not going to be the long-term flat tax. This is more of a long-term fix.”

- **Iowa House Study Bill 514** was introduced in an Iowa House Committee in January, and the bill proposes a 10-cents-per-gallon fuel tax increase over the next three years. House Study Bill 514 would allow for a 3-cents-per-gallon gasoline tax increase on July 1, 2014, another increase of 3-cents-per-gallon the following year, and a final 4-cents-per-gallon increase on July 1, 2016.

Representative Josh Byrnes (R-Osage)—the House Transportation Chairman—says that he believes that there will be sufficient votes to pass the bill. A coalition of businesses, local governments, and farmers has formed in support of the ten-cent-per-gallon increase proposal. Iowa Governor Terry Branstad (R) said that if the bill passed in the legislature, he would not veto it. However, Branstad has not publicly endorsed raising the gasoline tax either.

**Bill Status:** On January 29, House Study Bill 514 passed in the House Transportation sub-committee and advanced to the House Transportation Committee.

- **Iowa Senate File 2042** was introduced by Senator Amy Sinclair (R-Allerton), and this legislation would “take 2 percent of the adjusted gross general fund revenues off the top for transportation infrastructure.”<sup>1</sup> In 2014, this proposal would generate an additional \$130 million for the Iowa Department of Transportation.

**Bill Status:** Introduced on January 23 and referred to the Ways & Means Committee on February 27.

## KENTUCKY

- **House Bill 445** is a revenue bill that would raise Kentucky’s gasoline tax by 1.5-cents-per-gallon in order to fund additional transportation projects throughout the state. This bill was introduced by Representative Rick Rand (D) in the House on February 24, and the bill would “amend the effective date of the provisions relating to the gas tax to provide that the amendment applies beginning June 1, 2014.” If approved, this plan would generate an additional \$107 million to fund transportation. Kentucky’s gasoline tax is currently tied to the average price of wholesale motor fuels, and as a result, the state gasoline tax fluctuates frequently. HB 445 would raise the minimum wholesale price in order to generate additional revenue to fund transportation projects statewide.

**Bill Status: On March 25, the Senate rejected HB 445.** Previously, on March 12, the Kentucky House had passed HB 445 with a vote of 53 to 44.

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<sup>1</sup> Lynch, James. *WCF Courier*. 28 January 2014.

## MASSACHUSETTS

- **House Bill 3882** was amended from a previous bill—House Bill 3860—and was introduced on January 29, 2014. This bill makes financial improvements to Massachusetts’ transportation system, in part, by issuing a \$13 billion transportation bond bill to fund transportation projects over the next five years.

**Bill Status:** The Senate passed this bill with a vote of 38 to 0 on March 6, 2014.

## MICHIGAN

- In January 2014, the Michigan legislature announced \$115 million in new funding for transportation projects. The funds will support over 100 state and local projects, and the funds became available from the legislature’s Road and Risks Reserve (RRR) Fund.
- **Senate Bill 608:** In February 2014, the Michigan Senate began considering legislation to provide \$100 million in funding to fix damaged roads from the harsh impact of this winter’s snow and ice storms. The road funding would be used from a \$115 million reserve fund. SB 608 is part of the state’s 2014 supplemental appropriations legislation. In February 2014, Governor Rick Snyder (R) introduced a \$254 million one-time spending proposal to fund transportation next year. Snyder’s fiscal year 2015 executive budget proposal will include \$139.1 million in general fund expenditures in order to ensure the state receives matching federal funds. Additionally, his budget calls for \$115 million for road and bridge projects throughout Michigan as well as an increase of \$40 million for highway maintenance projects.

**Bill Status:** **PASSED —SIGNED INTO LAW.** On February 20, the Republican-led state Senate voted 32 to 6 in favor of approving this road maintenance funding legislation. On March 13, the Michigan state legislature approved a \$215 million package to pay for road maintenance projects through the state. The bill was signed into law by Governor Rick Snyder on March 14.

## MINNESOTA

- As a result of unsuccessful transportation funding legislation in 2013, a new transportation advocacy group—“Move MN”—has formed. “Move MN” has brought together a unified group of 180 diverse stakeholders to help advance the transportation funding initiative for the 2014 session.

## MISSOURI

- **House Joint Resolution 68:** HJR 68 is a constitutional amendment proposal to temporarily raise the state sales and use tax by 1% —a penny sales tax increase—to fund transportation projects throughout the state of Missouri. The constitutional amendment is sponsored by Representative Dave Hinson (R-St. Clair), and in the Senate, the bill is sponsored by Senator Mike Kehoe (R-Jefferson City). If the Missouri legislature passes HJR 68, then the measure would be placed on the ballot for voters to approve in November. Representative predicts that the House will vote on this measure in April 2014.

During a House Transportation Committee public hearing in February, business group and association lobbyists argued in support of the proposed legislation and said that it would help with jobs and infrastructure. Opponents of the legislation argued that the proposal would unreasonably hurt low-income residents.

**Bill Status:** On February 11, the House Transportation Committee passed HJR 68. On February 20, the House Rules Committee also passed the bill.

## NEW HAMPSHIRE

- **Senate Bill 367** was introduced by Senator Jim Rausch (R-Derry), who is the Senate Transportation Committee Chairman. Senate Bill 367 would increase the gasoline tax by 4.2-cents-per-gallon in 2014, which would raise \$32 million for the New Hampshire Department of Transportation. Beginning in 2018, Senate Bill 367 would start adjusting the future rates every four years. State Department of Transportation Commissioner Chris Clement has endorsed this bill to raise the gasoline tax. The bill has also received bi-partisan support and includes many Republican and Democratic co-sponsors from both chambers of the legislature. The bill initially included a new CPI adjustment, but this was removed from the current bill. In February 2014, Governor Maggie Hassan said she would sign this legislation into law.

**Bill Status:** On March 4, the Senate Ways and Means Committee passed the bill with a vote of 4 to 1. On March 13, the New Hampshire Senate passed Senate Bill 367 with a vote of 14 to 9. The Chairman of the Finance Committee and Senate President Morse—who opposes the bill—referred SB 367 to the Finance committee, where it would be heard on Thursday, March 20.

On March 19, the Senate Finance Committee endorsed SB 367 after making a big change to the bill—now the 4-cents-per-gallon tax increase would be repealed after a bond is paid back for the completion of Interstate 93.

On March 27, the Senate voted 15 to 9 in favor of the legislation. The House will now consider the bill.

## NEW JERSEY

- **Senate Bill 1896** —introduced by New Jersey State Senator Nicholas Scutari (D-Union)—would 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.

- **Senate Bill 1865** was 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 five-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 \$250 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:** SB 1865 was referred to the Senate Transportation Committee on March 17.

## NEW MEXICO

- **House Bill 74** was introduced by Representative Roberto “Bobby” Gonzales (D-Taos), and this bill would raise the gasoline and diesel fuel tax by 5-cents-per-gallon for the next 10 years in order to pay for specific highway construction projects in New Mexico. The bill would increase the gasoline tax to 22-cents-per-gallon until 2024, and then the tax would resume back to 17-cents-per-gallon. With this new revenue, New Mexico would then be able to issue \$100 million in new bonds to fund 10 highway improvement plans. The 5-cents-per-gallon gasoline tax increase would bring in approximately \$70 million per year.

**Bill Status: Bill Died — Action Postponed Indefinitely.** On February 13, HB 74 passed in the Transportation & Public Works Committee. HB 74 would have been under consideration in the House Taxation & Revenue Committee.

- **Senate Bill 228** is sponsored by John Arthur Smith (D), and the bill proposes raising the gasoline and diesel tax rates by 13-cents-per-gallon over a 5-year period. In 2024, the motor fuel tax rates would begin to be indexed for inflation.

**Bill Status: Bill Died — Action Postponed Indefinitely.** SB 228 was previously under consideration in the Senate Corporations & Transportation Committee.

## SOUTH CAROLINA

- **Senate Bill 891** was introduced by Senator Raymond Cleary (R-District 34). SB 891 would increase the gasoline and diesel fuel tax by 2-cents-per-gallon each year until the user fee reached 36-cents-per-gallon.

**Bill Status:** On January 14, the bill was introduced in the Senate and was then referred to the Senate Committee on Finance.

- **House Bill 4563** was introduced by Representative B.R. Skelton (R-Pickens), and this bill would raise the state motor fuel tax rate by 10-cents-per-gallon all at once. The South Carolina residents would receive a state income tax break during the first two years of implementation, and after this time period, then they would pay the new tax rate. This bill would ultimately generate \$335 million annually for South Carolina's roads; however, the tax rebate would return \$211 million during the first two years, which would then result in \$124 million per year to benefit roads. After the two year tax rebate period is over, South Carolina would generate \$335 million per year. Governor Nikki Haley has threatened to veto any legislation that includes raising fuel tax rates.

**Bill Status:** On January 23, HB 4563 was referred to the Committee on Ways and Means.

## TEXAS

- In 2013, the Texas legislature approved a measure to redirect \$1.2 billion annually in oil and gas revenue from the state's general Rainy Day Fund to support transportation improvements. This constitutional amendment must still be approved by Texas voters in 2014.

## UTAH

- **House Bill 388**—"Amendments to Transportation Funding" legislation—would permit local government elections to increase the sales tax to support mass transit funding. HB 388 was sponsored by Representative Johnny Anderson (R-District 34).

**Bill Status: Bill died on March 13, 2014.** The House had previously passed the bill with a vote of 58 to 10.

- **House Bill 240** was recently proposed by Representative Jim Nielson (R-Bountiful), and this bill would raise the gasoline tax by a total of 7.5-cents-per-gallon in order to increase funding for state highways. Over a five year period, this bill would annually increase the gasoline tax by 1.5 cents-per-gallon. This plan would generate approximately \$22 million during the first year of implementation.

**Bill Status: Bill died on March 13, 2014.** The bill had been previously under consideration in the House Rules Committee.

- **House Bill 266** was introduced by Representative Jim Nielson (R-Bountiful), and this bill is an alternative proposal to Nielson's other bill—House Bill 240. This bill would tie the gasoline tax rate to inflation, which would raise additional tax revenues.

**Bill Status:** **Bill died on March 13, 2014.** HB 266 had been previously under consideration in the House Rules Committee, as of January 27.

- **House Bill 74** is legislation regarding energy efficient vehicle tax credits and has been introduced by Representative Lowry Snow (R-St. George). HB 74 would increase the one-time tax credit for buying or leasing an electric or hybrid vehicle from \$605 to \$2,500.

**Bill Status:** **PASSED —SIGNED INTO LAW.** HB 74 received a favorable recommendation from the House Revenue and Taxation Committee on February 12. On February 25, the bill passed in the House with a vote of 59 to 13—with 3 members not voting. On March 4, HB 74 was given a favorable recommendation by the Senate Revenue and Taxation Committee. On March 12, the Senate passed the newest versions of the bill, and the following day, the House voted 56 to 11—with 8 abstentions—to pass HB 74. The Speaker of the House signed the bill and the bill was signed into law by the Governor on March 29.

- **Senate Bill 139**, introduced by Senator Wayne Harper (R-Taylorsville), would implement additional payment laws when drivers register or renew, and this would be dependent on the power source of the vehicle. During registration, drivers with gasoline or diesel vehicles would be charged \$43, natural gas drivers would pay \$133, electric owners would pay \$138, and hybrid vehicle drivers would pay \$163. Harper says his bill should be passed along with House Bill 74 so that the hybrid and electric vehicles can receive the one-time tax credit.

**Bill Status:** **The bill died in the Senate on March 13, 2014.** On February 12, the Senate Transportation and Public Utilities and Technology Committee passed Senate Bill 139. On February 27, the Senate voted 19 to 5—with 5 senators absent or not voting—during the third reading of the bill, and the bill passed again during a third reading the following day with a vote of 22 to 4—3 abstained.

- **Senate Bill 60**—a bill sponsored by Senator John Valentine (R-Orem)—would modify the calculation of the state gasoline tax. Therefore, Valentine’s bill would allow the gasoline tax to increase if gasoline prices were also raised. SB 60 establishes a base of 14-cents-per-gallon and then the remaining part of the tax would be calculated by multiplying 3.69 percent by the average pre-taxation gasoline price-per-gallon from the previous year.

**Bill Status:** **Bill died on March 13, 2014.** Previously, the Senate Revenue and Taxation Committee passed SB 60 on February 12. The bill then passed in the Senate on February 25 with a vote of 26 to 1—with two abstentions. On March 4, SB 60 was unanimously passed by the House Transportation Committee. However, Utah House Speaker Becky Lockhart (R-Provo) did not permit lawmakers to discuss SB 60, and as a direct result, the bill died when the Utah Legislature adjourned on March 13 for the rest of the year.

## WASHINGTON

- In February, Senate Transportation Committee co-chairman Senator Curtis King (R-Yakima) introduced a new \$12.3 billion transportation revenue proposal that calls for an 11.5-cents-per-gallon gasoline tax increase. The bill would allocate \$6.5 million for road projects, \$365 million for transit, and \$302 million for bike and pedestrian projects.

**Bill Status:** **The revised \$8 billion proposed transportation package died in the Washington state legislature in March.** In 2013, the Democrat-controlled house passed a transportation bill. In February 2014, the Senate Republicans drafted another transportation funding proposal, but with insufficient support a formal vote was never taken.

## WEST VIRGINIA

- In January, Delegate Margaret Staggers (D-Fayette)—the chairwoman of the House of Delegates’ Roads and Transportation Committee— says that she will introduce a constitutional amendment on the November 2014 ballot for a \$1.2 transportation bond.

## WISCONSIN

- **Assembly Bill 704**, a road funding bill that was requested by Governor Scott Walker (R) and introduced by in the state Assembly, would designate \$43 million from expected surplus revenue to pay for eleven statewide transportation maintenance and rehabilitation projects.
- **Bill Status: PASSED —SIGNED INTO LAW.** The House voted 99 to 0 on February 11 to pass AB 704. On March 11, the Senate voted 33 to 0. The bill was signed into law by Governor Walker on March 19.

## SUMMARY OF 2014 TRANSPORTATION FUNDING MEASURES

STATE	MEASURE	DESCRIPTION	BILL STATUS
Delaware	Governor Proposal	A proposal to increase the gasoline tax by 10-cents-per-gallon. This infrastructure plan proposes borrowing an additional \$50 million per year in order to pay for \$500 million in road and bridge improvement projects over a five-year period. If the state legislature passes this transportation funding proposal, the tax increase and new debt could generate \$100 million annually to pay for new infrastructure improvement projects. The 10-cents-per-gallon gasoline tax increase would likely bring in \$50 million/year.	The Republican leadership has expressed opposition to the Governor's plan, and so far, four House Democrats have said that they will reject the gas tax increase.
Georgia	House Bill 195	This is the second attempt to pass a regional transportation sales tax—the first time it failed in 2012 as a referendum.	In January, the bill was re-assigned to the Transportation Committee after being withdrawn from the Ways and Means Committee.
Idaho	House Bill 481	This bill was sponsored by the Transportation and Defense Committee and would amend the Idaho state law to change the motor fuel tax rate over two years.	HB 481 was introduced in the House on February 7. As of February 10, HB 481 is currently under consideration in the Transportation and Defense Committee.
Indiana	House Bill 1002	This bill would release \$200 million from Indiana's trust fund—which was created in 2013—to permit new transportation funding.	<b>PASSED.</b> On February 3, HB 1002 passed 92 to 2 in the House. In the Senate, the bill passed 49 to 0 on February 27. On March 13, the House voted 95 to 4 in favor of the bill, and the same day, the Senate voted again 43 to 5. On March 13, the House Speaker signed the bill and now awaits action from Governor.
Indiana	House Bill 1104	House Bill 1104 was sponsored by Representative Edmond Soliday (R-District 4), who is also the chair of the House Roads and Transportation Committee. House Bill 1104 would provide funding for a transportation infrastructure study of alternative funding mechanisms. A third party would conduct the study, which would be required to last for at least two years.	<b>PASSED.</b> On January 23, the bill passed in the House with a vote of 93 to 1. On March 4, the Senate voted unanimously to pass HB 1104. The following day, the House unanimously passed a motion to concur with the Senate amendments made to the legislation. On March 13, the Speaker signed the legislation and now awaits action by the Governor.
Iowa	House Study Bill 514	Proposes a 10-cents-per-gallon fuel tax increase over the next three years. It would allow for a 3-cents-per-gallon gasoline tax increase on July 1, 2014, another increase of 3-cents-per-gallon the following year, and a final 4-cents-per-gallon increase on July 1, 2016.	On January 29, House Study Bill 514 passed in the House Transportation subcommittee and will advance to the House Transportation Committee.
Iowa	House Study Bill 661	Decrease the gasoline tax from 21-cents-per-gallon to 16-cents-per-gallon and would also create a new 5 percent wholesale tax on motor fuels. The bill was proposed by the Committee on Transportation and Chairman Josh Byrnes (R-Osage). If implemented, this plan could raise an extra \$230 million each year.	
Iowa	Senate File 2042	SF 2042 would "take 2 percent of the adjusted gross general fund revenues off the top for transportation infrastructure." In 2014, this proposal would generate an additional \$130 million for the Iowa Department of Transportation.	The bill was introduced on January 23, 2014 and was referred to the Ways & Means Committee.
Iowa	Senate File 068	Proposes tying the fuel tax rate to the inflation rate in Iowa.	
Kentucky	House Bill 445	To raise Kentucky's gasoline tax by 1.5-cents-per-gallon in order to fund additional transportation projects throughout the state	<b>Failed.</b> On March 25, the Senate rejected HB 445. Previously, on March 12, the Kentucky House had passed HB 445 with a vote of 53 to 44.

<b>Massachusetts</b>	House Bill 3882	Transportation bond bill to finance transportation system improvement projects.	The Senate passed this bill in March 2014.
<b>Michigan</b>	Senate Bill 608	Legislation to provide \$100 million in funding to fix damaged roads from the harsh impact of this winter's snow and ice storms. The road funding would be used from a \$115 million reserve fund.	<b>PASSED.</b> On February 20, the Republican-led state Senate voted 32 to 6 in favor of approving this road maintenance funding legislation. On March 13, the Michigan state legislature approved a \$215 million package to pay for road maintenance projects through the state. The bill now awaits Governor Rick Snyder's signature.
<b>Missouri</b>	House Joint Resolution 68	A constitutional amendment proposal to temporarily raise the state sales and use tax by 1 percent to fund transportation projects throughout the state of Missouri. If the bill passes, then the measure will be placed on the ballot for voter approval.	On February 11, the House Transportation passed HJR 68. On February 20, the House Rules Committee also passed the bill.
<b>New Hampshire</b>	Senate Bill 367	Legislation to tie the state gasoline tax to the Consumer Price Index (CPI). Senate Bill 367 would increase the gasoline tax by 4-cents-per-gallon in 2014, which would raise \$28 million for the New Hampshire Department of Transportation. Beginning in 2018, Senate Bill 367 would start adjusting the future rates every four years.	On March 27, the Senate voted 15 to 9 in favor of the legislation. The House will now consider the bill, where it is expected to pass.
<b>New Jersey</b>	Senate Bill 1896	SB 1896 would 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.	
<b>New Jersey</b>	Senate Bill 1865	Senate Bill 1865 was 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 five-cents-per-gallon each year for three years.	SB 1865 was referred to the Senate Transportation Committee on March 17.
<b>New Mexico</b>	House Bill 74	HB 74 would raise the gasoline and diesel fuel tax by 5-cents-per-gallon for the next 10 years in order to pay for specific highway construction projects in New Mexico. The bill would increase the gasoline tax to 22-cents-per-gallon until 2024, and then the tax would resume back to 17-cents-per-gallon. With this new revenue, New Mexico would then be able to issue \$100 million in new bonds to fund 10 highway improvement plans. The 5-cents-per-gallon gasoline tax increase would bring in approximately \$70 million per year.	<b>Bill Died</b> — Action Postponed Indefinitely.
<b>New Mexico</b>	Senate Bill 228	A bill to raise the gasoline and diesel tax rates by 13-cents-per-gallon over a 5-year period. In 2024, the motor fuel tax rates would begin to be indexed for inflation.	<b>Bill Died</b> — Action Postponed Indefinitely.
<b>South Carolina</b>	House Bill 4563	A bill to raise the state motor fuel tax rate by 10-cents-per-gallon. The South Carolina residents would receive a state income tax break during the first two years of implementation, and after this time period, then they would pay the new tax rate. This bill would ultimately generate \$335 million annually for South Carolina's roads; however, the tax rebate would return \$211 million during the first two years, which would then result in \$124 million per year to benefit roads. After the two year tax rebate period's termination, South Carolina would generate \$335 million per year.	On January 23, HB 4563 was referred to the Committee on Ways and Means.

<b>South Carolina</b>	Senate Bill 891	This bill was introduced by Senator Raymond Cleary (R-District 34). SB 891 would increase the gasoline and diesel fuel tax by 2-cents-per-gallon each year until the user fee reached 36-cents-per-gallon.	On January 14, the bill was introduced in the Senate and was then referred to the Senate Committee on Finance.
<b>Texas</b>	Constitutional Amendment	In 2013, the Texas legislature approved a measure to redirect \$1.2 billion annually in oil and gas revenue from the state's general Rainy Day Fund to support transportation improvements.	This constitutional amendment must still be approved by Texas voters in 2014.
<b>Utah</b>	House Bill 366	Would permit local government elections to increase the sales tax to support mass transit funding. HB 388 was sponsored by Representative Johnny Anderson (R-District 34).	<b>Bill died</b> on March 13, 2014. The House had previously passed the bill with a vote of 58 to 10.
<b>Utah</b>	House Bill 240	A bill to raise the gasoline tax by a total of 7.5-cents-per-gallon in order to increase funding for state highways. Over a five year period, this bill would annually increase the gasoline tax by 1.5 cents-per-gallon. This plan would generate approximately \$22 million during the first year of implementation.	<b>Bill died</b> on March 13, 2014.
<b>Utah</b>	House Bill 266	This is an alternative proposal to House Bill 240. HB 266 would tie the gasoline tax rate to inflation, which would raise additional tax revenues.	<b>Bill died</b> on March 13, 2014.
<b>Utah</b>	House Bill 74	Legislation regarding energy efficient vehicle tax credits. HB 74 would increase the one-time tax credit for buying and leasing an electric or hybrid vehicle from \$605 to \$2,500.	<b>PASSED.</b> On February 25, the bill passed in the House with a vote of 59 to 13—with 3 members not voting. On March 4, HB 74 was given a favorable recommendation by the Senate Revenue and Taxation Committee. On March 12, the Senate passed the newest versions of the bill, and the following day, the House voted 56 to 11—with 8 abstentions—to pass HB 74. The Speaker of the House signed the bill and now the bill awaits action by the Governor.
<b>Utah</b>	Senate Bill 139	A bill to implement additional payment laws when drivers register or renew, and this would be dependent on the power source of the vehicle. During registration, drivers with gasoline or diesel vehicles would be charged \$43, natural gas drivers would pay \$133, electric owners would pay \$138, and hybrid vehicle drivers would pay \$163.	<b>Bill died</b> on March 13, 2014.
<b>Utah</b>	Senate Bill 60	This bill would modify the calculation of the state gasoline tax.	<b>Bill died</b> on March 13, 2014.
<b>Washington</b>	Transportation Budget	This transportation revenue proposal calls for an 11-cents-per-gallon gasoline tax increase. The bill would allocate \$6.5 million for road projects, \$365 million for transit, and \$302 million for bike and pedestrian projects.	<b>Package died in legislature.</b>
<b>Wisconsin</b>	Assembly Bill 704	AB 704 would designate \$43 million from expected surplus revenue to pay for eleven statewide transportation maintenance and rehabilitation projects.	<b>Passed &amp; Signed Into Law.</b> The House voted 99 to 0 on February 11 to pass AB 704. On March 11, the Senate voted 33 to 0.

## Passed State Highway Funding Initiatives - Timeline

Date	State	Measure
November 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.
November 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.
November 6, 2012	Maine	Voters approved Question 4, which provides about \$41 million for highway and bridge repairs throughout the state.
February 15, 2013	Wyoming	Governor Mead signed a bill into law that raises the state's gas tax by 10 cents a gallon beginning July 1.
February 26, 2013	California	The state Board of Equalization voted to increase the excise tax 10 percent, from 36 cents per gallon to 39.5 cents per gallon. It will take effect July 1.
March 25, 2013	Virginia	Governor McDonnell signed into law an overhaul of the transportation funding system which scraps the gas tax, raises the sales tax, creates a tax on wholesale gas and diesel and charges registration fee for hybrid, electric and alternative-fuel vehicles.
April 1, 2013	Ohio	Gov. John Kasich signed on April 1 a two-year, \$7.6 billion transportation and public safety budget bill that also allows the state to use toll revenue from the Ohio Turnpike for projects beyond the 241-mile toll road's borders.
May 16, 2013	Maryland	Gov. Martin O'Malley signed legislation to increase the state's gas tax. The bill raises taxes on gasoline in stages over four years — with a roughly 4-cent increase on July 1.
July 24, 2013	Massachusetts	On July 24, the state legislature voted to override Governor Deval Patrick's veto of an \$800 million transportation finance bill. As a result, on July 31 the gas tax increased by three cents, from 21 to 24 cents per gallon.
August 5, 2013	Texas	The Texas legislature approved a measure to redirect \$1.2 billion annually in oil and gas revenue from the state's general Rainy Day Fund to support transportation improvements. This constitutional amendment must still be approved by Texas voters in 2014.
November 25, 2013	Pennsylvania	The comprehensive transportation package approved in November 2013 will provide an additional \$2.3 to \$2.4 billion for Pennsylvania highways, bridges, rail, airports, transit, and bike/pedestrian facilities. The legislation eliminates the state retail gas tax paid at the pump and removes the cap on the Oil Company Franchise Tax that is charged at the wholesale level.
November 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.