



GEORGIA HOUSE BILL 170 (2015)

Title of Bill: HB 170, the Transportation Funding Act of 2015

Purpose: Remove the variable-rate motor fuel tax and institute a flat cents-per-gallon increase, which will be indexed, as well as raise various transportation-related fees.

Status of Amendment: Signed into law May 4, 2015.

House Bill 170 (2015) Signed into law: May 4, 2015		
	House	Senate
FOR	129	42
AGAINST	41	12

History

State Gas Tax

Prior to the passage of House Bill (HB) 170, Georgia's state motor fuel tax had consisted of a flat excise tax of 7.5 cents-per-gallon (instituted in 1971), plus an additional four percent state sales tax on the average wholesale price of motor fuel. The four percent variable-rate portion was calculated every six months. Three percent of that amount was dedicated to the state's highway trust fund, while the remaining one percent was deposited into the state's general fund.

In previous years, Georgia governors had the power to suspend automatic increases in the state motor fuel tax that would take place if the average wholesale price of motor fuel increased. Governor Nathan Deal (R) had suspended three automatic state motor fuel tax increases during his tenure as Governor, most recently on July 1, 2014ⁱ. Former Governor Sonny Perdue (R) ordered similar suspensions two times.

At the time of the bill's passage, the gasoline tax was being calculated as 19.3 cents-per-gallon and the diesel tax was 21.3 cents-per-gallon.

Need

Loss of purchasing power due to inflation, the necessity to alleviate congestion, and a sizable backlog of maintenance projectsⁱⁱ were all listed as reasons contributing to the need for additional transportation funding.

A Georgia legislative report distributed December 30, 2014 found a several billion dollar funding gap for the state's transportation infrastructure needs.ⁱⁱⁱ

According to the report released by the Joint Study Committee on Critical Transportation Infrastructure Funding (appointed during the 2014 legislation session), the state needed between \$1 and \$1.5 billion per year just to maintain current road conditions.

Increasing regional mobility, including interstate highway capacity and transit, as well as providing new interchanges and intermodal options, would require an additional investment of between \$2.1 and \$2.9 billion annually. If further transportation modes were addressed, such as the establishment of passenger rails, Georgia would need to increase funding by an additional \$3.9 billion to \$5.4 billion per year.

The study also looked at the economic benefit of transportation investment, estimating that for every dollar spent, the economic benefit could be between \$4 and \$7. The Committee determined that improving roads and bridges would provide value to the entire state by decreasing delays in the shipment of goods shipments and reducing commutes, making Georgian businesses more desirable to workers.

Additionally, The Georgia Transportation Alliance determined that major urban centers within the state would see a 25 percent increase in congestion by 2020, and by 2040 Georgia's population would increase by four million people. According to the state's strategic plan, increased transportation investment could produce 425,000 new jobs and over \$480 billion in economic investment.^{iv}

Finally, Georgia has been a state disproportionately dependent on federal funds (50% +), creating a significant disadvantage for creating long term plans that are competitive with other states that are less dependent on federal funding streams.

Summary of Legislation

HB 170 was introduced by House Republican leaders Jan. 29, 2015. The original proposal involved converting the state's existing four percent sales tax on motor fuel into a 21.7 cents-per-gallon increase in the flat excise tax, with indexing to both the Corporate Average Fuel Economy and the Consumer Price Index. The plan did not permit new (or renewal) special purpose local option sales taxes (SPLOST) on motor fuel sales, though it permitted current SPLOSTs to be collected on motor fuel until their expiration date. Instead of using SPLOST dollars from motor fuel sales, local governments would be permitted to approve additional excise taxes up to six cents-per-gallon for transportation projects by county commission or city council approval, with additional excise taxes on motor fuel permitted with voter approval.^v

Several points of contention were raised with the first iteration of the bill. Many county and local representatives strongly objected to the elimination of SPLOST, expressing concern that additional excise taxes would be too difficult to sell to voters.^{vi} Additional pushback came over the elimination of the one percent of the variable-rate motor fuel tax—generating approximately \$175 million per year—which was deposited into the state’s General Fund.^{vii}

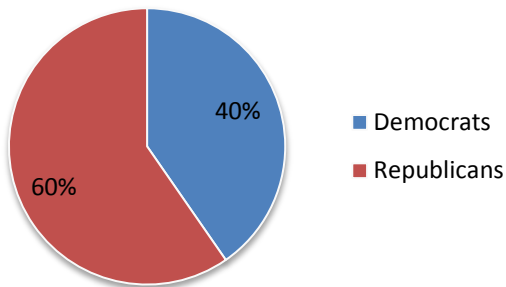
With modifications to preserve local funding, HB 170 received approval from the House on March 5, 123-46. An amended version of the bill was approved by the Senate March 20 and returned to the House. A conference committee convened to discuss a compromise, and the report was adopted by both the House (129 to 41) and Senate (42 to 12) on March 31. Governor Deal approved the bill May 4.

Makeup of Legislature

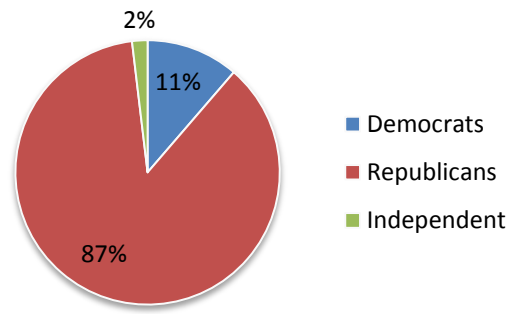
Georgia Governor Nathan Deal is Republican, with both the House and the Senate consisting of majority Republican. The legislature consists of:

- 78 Democrats, 69 of which voted for the bill and 6 voted against.
 - Of the Democrats in the Senate, 17 voted in favor of the bill and only one opposed.
 - Of Democrats in the House, 52 voted in favor of HB 170 and five opposed.
 - Three Democrats in the House did not vote.
- 157 Republicans, 102 of which voted for the bill and 46 voted against.
 - Of the Republicans in the Senate, 25 voted in favor of HB 170 and 11 opposed.
 - In the House, 77 voted in favor and 35 opposed.
 - Two Republicans in the Senate and seven in the House did not vote.
- 1 Independent legislator, Representative E. Culver "Rusty" Kidd (District 145), who voted against the bill.

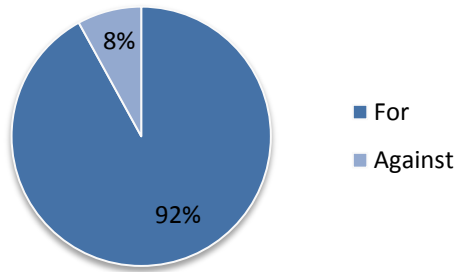
Legislators Voting For HB 170



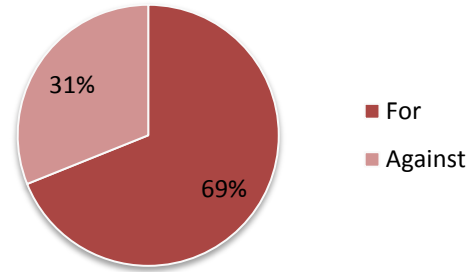
Legislators Voting Against HB 170



Democrats



Republicans



Legislation

As passed, HB 170 included:

- 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 sunset after July 1, 2018);
- Removing the 4 percent sales tax on all motor fuel;
- Instituting an annual \$200 fee for non-commercial electric vehicles (\$300 for commercial electric vehicles);
- Eliminating a \$5,000 tax credit for new purchases or leases of electric cars;
- Creating a new annual highway impact fee for heavy trucks—\$50 for vehicles 15,500- 26,000 lbs, and \$100 for greater weights;
- 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 are also permitted to approve a sales tax up to 1 percent for transportation projects;
- Restructuring the Georgia Transportation Infrastructure Bank to provide loans and grants to local governments for the purpose of transportation construction projects; and
- Instituting a \$5 per night hotel fee.

Georgia Representative Jay Roberts (R-Ocilla): “We now have a sustainable and reliable revenue source that will allow our state to prioritize the necessary maintenance, improvements and growth of our transportation infrastructure.”^{viii}

Upon signing the bill into law, Governor Nathan Deal (R) stated, “Each day, Georgians set out in the pursuit of a brighter future, and it is our roads and bridges that bear the weight of our success. We’ve reached the point where we can no longer keep up with the growing infrastructure demand that encourages job creation, maintains our businesses’ bottom lines and takes us home to our families. This investment reflects our modern-day population and current infrastructure usage. Today, we are

ensuring that Georgia’s economic engine will remain running for generations to come. I commend the courage of the General Assembly for tackling this issue head-on and prioritizing public safety and future growth over politics.”^{ix}

Supporters

Arguments:

- State is in dire need of additional transportation funds, with increasing complications due to congestion, a large backlog of maintenance projects, and anticipated population growth and use.
- Increasing transportation funding would boost the economy, attract business, and provide jobs.
- Due to inflation, the state gas tax was collected approximately 17 percent less than a quarter of a century ago, when it was last raised.^x
- Due to federal instability, the state desperately needed to create additional sources of funding to stabilize the transportation marketplace.

Key Players:

Georgia Transportation Alliance

- Executive Director, Seth Millican
- Mission: To build upon Georgia’s strong history of transportation excellence by supporting efforts to improve transportation funding and improve our state’s transportation infrastructure.^{xi}



The Georgia Transportation Alliance played an active role in winning support for HB 170 in the legislature as well as with the public. GTA began working in 2013 on a comprehensive two-year policy development and advocacy process that culminated in the passage of HB 170, and played the leading private sector role in the passage of the legislation. Their priority was to to secure funding that is **supplemental, multi – year, immediately available, accountability measures, dedicated, multi – modal, stabilizes the Georgia marketplace, and creates more federal independence.**

- Marketing Materials:

- Video, [“Georgia’s Future Depends on New Transportation Funding”](#)
- Report: [Georgia Transportation Alliance Guidebook](#)

- Polling:

A poll, conducted by Wilson Perkins Allen Opinion Research on behalf of the Georgia Transportation Alliance, found a majority of Georgia voters support increasing the state gas tax in order to fund transportation projects.^{xii}

603 likely voters were surveyed by phone using Registration Based Sampling to stratify the sample based on geography, age, gender and ethnicity. The margin of error for the three-day survey was ± 4.0 percent in 95 out of 100 cases. The poll found:

- 98 percent of voters believe roads and bridges are important for Georgia’s economic and job growth;
- 51 percent believe Georgia is allocating too little revenue for transportation infrastructure;
- 61 percent think the state should fund transit systems— including 56 percent of Republican respondents, 56 percent of Independent respondents, and 75 percent of Democrat respondents;
- 53 percent support investing an additional \$1.5 billion in Georgia’s transportation infrastructure—including 43 percent of Republican respondents, 52 percent of Independent respondents, and 67 percent of Democrat respondents;
- 53 percent would reelect a legislator who voted to increase the state gas tax— including 54 percent of Republican respondents, 48 percent of Independent respondents, and 59 percent of Democrat respondents; and
57 percent would be willing to pay more in gas tax if the generated revenue would be used for transportation infrastructure— including 57 percent of Republican respondents, 56 percent of Independent respondents, and 60 percent of Democrat respondents.

Communications

GTA was responsible for a communications and grassroots campaign including multiple calls to action, op-eds, statewide press conferences, 7 editorial boards, radio interviews, local Chamber letter, whiteboard video, business leader letters to the editor, 600+ earned media hits.

Coalitions

GTA’s leadership consists of over 20 leading transportation companies, and this coalition was the face of the advocacy effort, backed closely by the leadership of both the Georgia Chamber of Commerce and the Metro Atlanta Chamber. It was very clear from the beginning that transportation funding was the most important issue to the business community as a whole.

Georgia Chamber of Commerce

“Yesterday, HB 170, sponsored by Representative Jay Roberts (Ocilla), passed the House by a vote of 123-46. The Georgia Chamber commends Chairman Jay Roberts, Speaker David Ralston and members of the House of Representatives from both parties for their steadfast commitment to delivering legislation that creates a dedicated, predictable and sustained

funding stream for transportation maintenance and modernization. We remain vigilant in our commitment to the \$1 to \$1.5 billion solution that is the minimum we need to ensure safety, transparency, and economic growth well in to the future. Safe, efficient, multi-modal transportation is critical to the success of our economy and our communities.”^{xiii}

Bill Sponsors

- Jay Roberts (Republican-District 155)
- Sam Watson (Republican-District 172)
- Mark Hamilton (Republican-District 24)
- Matt Hatchett (Republican-District 150) (House Republican Caucus Chairman)
- Jon G. Burns (Republican-District 159) (Subsequently elected House Majority Leader)
- Terry England (Republican-District 116)

Governor Nathan Deal

Governor Deal remained a vocal proponent of a transportation funding solution throughout the 2015 legislative session, starting with his State of the State Address.

“We are currently operating at a rate that requires over 50 years to resurface every state road in Georgia. If your road is paved when you graduate high school, by the time it is paved again you will be eligible for Social Security. We must increase the percentage of roads being resurfaced annually. With only current funding levels, new capital projects will have to wait as we tend to our existing transportation network. If we do nothing, we would continue to have to depend on the federal government, whose transportation funds are also dwindling. If we should choose not to maintain and improve our infrastructure, economic development would stall, companies would be unable to conduct their business efficiently, commuters would waste more time and gas sitting in traffic, and no one would be satisfied.

...We must maintain and improve our roads and bridges; we must provide congestion relief; and we must prepare for more freight and more businesses. We can debate how much it will cost to do something; but let us not forget how much it will cost to do nothing.

I do not believe that we Georgians will choose to do nothing. We know the problems; let’s now resolve to agree on the solutions.”^x

Lt. Governor Casey Cagle (R)

Lt. Governor Cagle gave several speeches prior to the legislative session in which he called for “big, bold leadership” on transportation funding and committed that the Senate would make sure funding legislation passed.

Speaker David Ralston (R)

Georgia House Speaker David Ralston committed early in the process that the legislature needed to muster the “perseverance to see this [transportation funding] through, and played an active role through the process to make sure the House passed out the best bill possible, at times fighting members of his own caucus to achieve that result.

Opponents

Arguments:

- Non-motor fuel taxes may be vulnerable to diversions.^{xiv}
- HB 170 does not address multimodal transit options and eliminates incentives for electric vehicles.
- Limiting SPLOST to \$3 per gallon will reduce revenue schools need.
- Increased motor fuel taxes may place the state at a competitive disadvantage with it’s neighbors
- General anti-tax sentiment

Key Players:

Americans for Tax Reform

“Americans for Tax Reform opposes H.B. 170. Not only does the bill result in an immediate gas tax hike, it gives local governments free rein to raise local gas taxes in the future. The total tax on gasoline in Georgia could range as high as 53.6 cents per gallon, well above the U.S. average of 48.29 cents per gallon. If implemented, H.B. 170 could make gasoline sold in Georgia, the 9th highest taxed gasoline in the nation. Indexing the gas tax to inflation would make it worse.

ATR urges the legislature to revisit its transportation spending priorities and reject all gas tax hikes on consumers.”^{xv}

Georgia Conservancy

“The bill also eliminates the \$5,000 tax credit on the purchase of electric vehicles. The credit has be[en] instrumental in encouraging thousands of Georgians to adopt a more environmentally-friendly mode of transportation.

Though the bill forwards the conversation on transportation in Georgia and begins to addresses the funding of much needed transportation projects, it does not adequately provide for the funding of multimodal transit. Going forward, the Georgia Conservancy will work with our lawmakers, members and partners to ensure that multimodal transportation infrastructure remains a key element of any future funding of transportation in Georgia.”^{xvi}

Tourism Leadership Council

Michael T. Owens, President and CEO, stated his organization's belief that the bill's new five dollar per night hotel tax would negatively affect the tourism industry and convention business.^{xvii}

Georgia Taxpayers United

Georgia Taxpayers United conducted a largely astro-turfed email campaign throughout the session. Debbie Dooley, a controversial local Tea Party "leader" vocally opposed the measure but didn't actively work to defeat it.

Why did it succeed?

National Momentum

By approving HB 170, Georgia became the fifth state—joining Idaho, Iowa, South Dakota, and Utah—in 2015 to increase taxes on motor fuel in order to support needed transportation investments. Nebraska and Washington state followed by approving their own legislation shortly after.

In 2013, six states had approved modifications to their motor fuel taxes to raise revenue for transportation funding, followed by two additional states in 2014.

Effective Grassroots Messaging Emphasizing Jobs Creation and Economic Benefits

Reports and ads emphasized the long-term benefits that a transportation funding increase would produce for Georgia, including the increased jobs, decreased congestion, incentive for business, and improvement of vital freight networks. The poll produced by the Georgia Transportation Alliance showed that these items convinced residents that increased transportation funding would improve, rather than detract from, their day-to-day lives.

Clearly Defined Need

A long-term campaign among state businesses and the legislature produced detailed studies that clearly laid out the need for additional transportation funding within Georgia. Having that information to convince both lawmakers and the public that increased revenue to maintain and modernize the state's transportation infrastructure was important in order to pass this legislation.

This is a critical point, as one of the most valuable parts of the effort was the message discipline exercised by the business community and advocacy coalition, as the group had committed early in the

process to a few simple principles (for example, \$1 billion plus in annual funding and lack of prescriptivity in funding method) and remained on message for two years.

Governor as a Champion

Governor Deal's support for passage of a transportation funding bill provided a strong incentive for legislators to work on a deal to increase revenue.

Bipartisan Compromise

The ability to transcend party lines in order to successfully pass a transportation funding bill proved vital in Georgia, where the governor and majority of the legislature is Republican. All sponsors of HB 170 were Republican, and 92 percent of Democrats and 69 percent of Republicans voted to approve the bill.

Powerful, Manageable Coalition

Unlike previous efforts on transportation funding that had seen coalitions burgeon to unmanageable size, the business community, through the Georgia Transportation Alliance, Georgia Chamber, and Metro Atlanta Chamber, built a small but powerful and nimble coalition of associations to serve as the day-to-day apparatus of the advocacy effort.

Planning, Speed, Simplicity

A great deal of the discussion about transportation funding took place quietly, and behind the scenes, until the Joint Legislative Study Committee Report was released December 31, 2015. By design, no active public discussions took place until immediately prior to the legislative session, when public discussion and media coverage fairly exploded with positive coverage. Both business and legislative leadership exercised excellent discipline in keeping the message simple and moving extremely quickly through the legislative process.

General Specificity

During the planning process, business, legislative, and study committee leaders committed to a set of non-negotiable principles that would govern the policy development. However, those leaders were far from prescriptive about actual funding scenarios, allowing Georgia's legislative leaders and Governor to exercise maximum flexibility during the legislative process while seeking the right set of policy solutions for Georgia's funding challenges.

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Seth Millican

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About the Transportation Investment Advocacy Center

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 any reports or case studies published through the TIAC.

Appendix

I. Breakdown of votes

SENATE

Senators who voted in favor of HB 170:

Michael Williams (Republican-District 27)
Tommie Williams (Republican-District 19)
John Wilkison (Republican-District 50)
Ben Watson (Republican-District 1)
Renee S Unterman (Republican-District 45)
Ross Tolleson (Republican-District 20)
Lindsey Tippins (Republican-District 37)
Curt Thompson (Democrat-District 5)
Horacena Tate (Democrat-District 38)
Freddie Powell Sims (Democrat-District 12)
David Shafer (Republican-District 48)
Valencia Seay (Democrat-District 34)
Michael 'Doc' Rhett (Democrat-District 33)
Ronald B. Ramsey, Sr. (Democrat-District 43)
Elana Parent (Democrat-District 42)
Nan Orrock (Democrat-District 36)
Jeff Mullis (Republican-District 53)
Butch Miller (Republican-District 49)
Fran Millar (Republican-District 40)
P. K. Martin, IV (Republican-District 9)
David Lucas (Democrat-District 26)

Senators who voted against HB 170:

Bruce Thompson (Republican-District 14)
Jesse Stone (Republican-District 23)
Joshua McKoon (Republican-District 29)
William T. Ligon, Jr. (Republican-District 3)
Greg Kirk (Republican-District 13)
Burt Jones (Republican-District 25)

Other Senators:

Bill Jackson (Republican-District 24)

John F. Kennedy (Republican-District 18)
Emanuel Jones (Democrat-District 10)
Rick Jeffares (Republican-District 17)
Donzella James (Democrat-District 35)
Lester G. Jackson (Democrat-District 2)
Jack Hill (Republican-District 4)
Judson Hill (Republican-District 32)
Steve Henson (Democrat-District 41)
Tyler Harper (Republican-District 7)
Ed Harbison (Democrat-District 15)
Steve Gooch (Republican-District 51)
Frank Ginn (Republican-District 47)
Vincent Fort (Democrat-District 39)
Mike Dugan (Republican-District 30)
Gail Davenport (Democrat-District 44)
Bill Cowsert (Republican-District 46)
Gloria Butler (Democrat-District 55)
Dean Burke (Republican-District 11)
Ellis Black (Republican-District 8)
Charlie Bethel (Republican-District 54)
Brandon Beach (Republican-District 21)

Harold V. Jones II (Democrat-District 22)
Hunter Hill (Republican-District 6)
Bill Heath (Republican-District 31)
Marty Harbin (Republican-District 16)
Mike Crane (Republican-District 28)
John Albers (Republican-District 56)

Chuck Hufstetler (Republican-District 52)

House

Representatives who voted in favor of HB 170:

Bruce Williamson (Republican-District 115)
"Coach" Williams (Democrat-District 87)

Al Williams (Democrat-District 168)
Chuck Williams (Republican-District 119)

Wendy Willard (Republican-District 51)
Joe Wilkinson (Republican-District 52)
David Wilkerson (Democrat-District 38)
Bill Werkheiser (Republican-District 157)
Tom Weldon (Republican-District 3)
Andrew J. Welch (Republican-District 110)
Sam Watson** (Republican-District 172)
Keisha Waites (Democrat-District 60)
Robert Trammell (Democrat-District 132)
Erica Thomas (Democrat-District 39)
Tom Taylor (Republican-District 79)
Darlene K. Taylor (Republican-District 173)
Kevin Tanner (Republican-District 9)
Jan Tankersley (Republican-District 160)
Brian Strickland (Republican-District 111)
Valencia Stovall (Democrat-District 74)
Pam Stephenson (Democrat-District 90)
Mickey Stephens (Democrat-District 165)
Ron Stephens (Republican-District 164)
Calvin Smyre (Democrat-District 135)
Lynn Smith (Republican-District 70)
Michael Smith (Democrat-District 41)
Richard H. Smith (Republican-District 134)
Earnest Smith (Democrat-District 125)
Barbara Sims (Republican-District 123)
Jason Shaw (Republican-District 176)
Dexter Sharper (Democrat-District 177)
Sandra Scott (Democrat-District 76)
Ed Rynders (Republican-District 152)
Carl Rogers (Republican-District 29)
Terry Rogers (Republican-District 10)
Jay Roberts** (Republican-District 155)
Tom Rice (Republican-District 95)
Trey Rhodes (Republican-District 120)
Paulette Rakestraw (Republican-District 19)
Jimmy Pruett (Republican-District 149)
Brian Prince (Democrat-District 127)
Jay Powell (Republican-District 171)
Jesse Petrea (Republican-District 166)
Allen Peake (Republican-District 141)
Don Parsons (Republican-District 44)
Butch Parrish (Republican-District 158)
B.J. Park (Republican-District 108)
Mary Margaret Oliver (Democrat-District 82)
Larry O'Neal (Republican-District 146)
Randy Nix (Republican-District 69)
Chad Nimmer (Republican-District 178)
Howard Mosby (Democrat-District 83)

Billy Mitchell (Democrat-District 88)
John Meadows (Republican-District 5)
Dewey McClain (Democrat-District 100)
Tom McCall (Republican-District 33)
Rahn Mayo (Democrat-District 84)
Howard Maxwell (Republican-District 17)
Pedro "Pete" Marin (Democrat-District 96)
Robbie Mabra (Democrat-District 63)
Eddie Lumsden (Republican-District 12)
Dominic LaRiccia (Republican-District 169)
David Knight (Republican-District 130)
Tom Kirby (Republican-District 114)
Dar'shun Kendrick (Democrat-District 93)
Margaret D. Kaiser (Democrat-District 59)
Darryl Jordan (Democrat-District 77)
Sheila Jones (Democrat-District 53)
Jan Jones (Republican-District 47)
Rick Jasperse (Republican-District 11)
Mike Jacobs (Republican-District 80)
Mack Jackson (Democrat-District 128)
Carolyn Hugley (Democrat-District 136)
Henry "Wayne" Howard (Democrat-District 124)
Penny Houston (Republican-District 170)
Bill Hitchens (Republican-District 161)
Dustin Hightower (Republican-District 68)
Lee Hawkins (Republican-District 27)
Matt Hatchett** (Republican-District 150)
Brett Harrell (Republican-District 106)
Buddy Harden (Republican-District 148)
Mark Hamilton** (Republican-District 24)
Gerald E. Greene (Republican-District 151)
J. Craig Gordon (Democrat-District 163)
Mike Glanton (Democrat-District 75)
Dan Gasaway (Republican-District 28)
Pat Gardner (Democrat-District 57)
Gloria Frazier (Democrat-District 126)
Virgil Fludd (Democrat-District 64)
Hugh Floyd (Democrat-District 99)
Stacey Evans (Democrat-District 42)
Bubber Epps (Republican-District 144)
Terry England** (Republican-District 116)
Earl Ehrhart (Republican-District 36)
Darrel Bush Ealum (Democrat-District 153)
Winfred J Dukes (Democrat-District 154)
Karla Drenner (Democrat-District 85)
Demetrius Douglas (Democrat-District 78)
Tom Dickson (Republican-District 6)
Robert Dickey (Republican-District 140)

Pam Dickerson (Democrat-District 113)
Katie M. Dempsey (Republican-District 13)
John Corbett (Republican-District 174)
Sharon Cooper (Republican-District 43)
Christian Coomer (Republican-District 14)
Brooks Coleman (Republican-District 97)
David Clark (Republican-District 98)
Valerie Clark (Republican-District 101)
Mike Cheokas (Republican-District 138)
Joyce Chandler (Republican-District 105)
Amy Carter (Republican-District 175)
John Carson (Republican-District 46)
Johnnie Caldwell, Jr. (Republican-District 131)
Jon G. Burns (Republican-District 159)
Debbie Buckner (Democrat-District 137)

Representatives who voted against HB 170:

Scot Turner (Republican-District 21)
"Able" Mable Thomas (Democrat-District 56)
Sam Teasley (Republican-District 37)
Steve Tarvin (Republican-District 2)
David Stover (Republican-District 71)
Jason Spencer (Republican-District 180)
Ed Setzler (Republican-District 35)
Dale Rutledge (Republican-District 109)
Bert Reeves (Republican-District 34)
Matt Ramsey (Republican-District 72)
Brad Raffensperger (Republican-District 50)
Regina Quick (Republican-District 117)
Alan Powell (Republican-District 32)
John Pezold (Republican-District 133)
Greg Morris (Republican-District 156)
Chuck Martin (Republican-District 49)
E. Culver "Rusty" Kidd (Independent-District 145)
Trey Kelley (Republican-District 16)
LaDawn Jones (Democrat-District 62)
Jeff Jones (Republican-District 167)

Other Representatives:

Nikki T. Randall (Democrat-District 142)
Susan Holmes (Republican-District 129)
Harry Geisinger (Republican-District 48)
Chuck Efstoration (Republican-District 104)
Emory Dunahoo (Republican-District 30)

Bob Bryant (Democrat-District 162)
Roger Bruce (Democrat-District 61)
Tyrone Brooks (Democrat-District 55)
Bruce Broadrick (Republican-District 4)
James Beverly (Democrat-District 143)
Beth Beskin (Republican-District 54)
Patty Bentley (Democrat-District 139)
Karen Bennett (Democrat-District 94)
Simone Bell (Democrat-District 58)
Paul Battles (Republican-District 15)
Mandi L. Ballinger (Republican-District 23)
Tonya Anderson (Democrat-District 92)
Kimberly Alexander (Democrat-District 66)
Stacey Abrams (Democrat-District 89)

Scott Holcomb (Democrat-District 81)
Michele Henson (Democrat-District 86)
Ben Harbin (Republican-District 122)
Micah Gravley (Republican-District 67)
Rich Golick (Republican-District 40)
Spencer Frye (Democrat-District 118)
Barry Fleming (Republican-District 121)
Geoff Duncan (Republican-District 26)
Mike Dudgeon (Republican-District 25)
Matt Dollar (Republican-District 45)
John Deffenbaugh (Republican-District 1)
Kevin Cooke (Republican-District 18)
Heath Clark (Republican-District 147)
David Casas (Republican-District 107)
Wes Cantrell (Republican-District 22)
Michael Caldwell (Republican-District 20)
Buzz Brockway (Republican-District 102)
Tommy Benton (Republican-District 31)
Timothy Barr (Republican-District 103)
Alex Atwood (Republican-District 179)
Stephen Allison (Republican-District 8)

Dee Dawkins-Haigler (Democrat-District 91)
John P. Yates (Republican-District 73)
David Ralston (Republican-District 7)
Dave Belton (Republican-District 112)
Sharon Beasley-Teague (Democrat-District 65)

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