STATE TRANSPORTATION FUNDING PROPOSALS SINCE THE START OF 2013

As of November 10, 2014

Dates listed below are roughly approximate periods of reported discussions.

ARIZONA (2/15/13; 1/9/14)

Needs

- $63 billion gap over 25 years, which, if averaged, equals $2.52 billion annually.

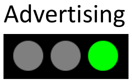
Proposed Revenue Tools and Yield Potential

- Framework for a study committee to look at a vehicle miles traveled (VMT) fee.
- Advertising for food, hotel and gas service to be installed at 300 exits in Phoenix, Tucson, Yuma and Flagstaff. Will raise up to $10 million.

Status

- VMT fee under preliminary discussion.

- Advertising already underway.



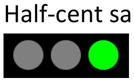
ARKANSAS (3/7/13)

Proposed Revenue Tools and Yield Potential

- Half-cent sales tax increase (from 6 to 6.5%), with the increase dedicated to fund $1.8 billion in highway improvements over the next ten years. The sales tax increase will be rescinded after ten years when the bonds used from the proceeds have been repaid.
- Increase the truck registration fee by 15% to raise $6 million.

Status

- Half-cent sales tax increase: Passed statewide ballot in November 2012, collection started July 1, 2013.



CALIFORNIA (2/26/13; 3/5/13; 11/19/13)

Proposed Revenue Tools

- Raise the state gas tax by 3.5 cents.

Proposed Revenue Tools – Coalition of Transportation Leaders

- Implement a 1% surcharge on the vehicle license fee, currently 0.65% of a vehicle's market value.

Status

- Raising state gas tax: Passed by California Board of Equalization, will take effect July 1, 2013.

- Surcharge on vehicle license fee: In general discussion.

DELAWARE (1/29/14; 2/12/14)

Proposed Revenue Tools

- Governor seeking a 10 cpg increase in the state gas tax that would also index the tax to inflation, as well as $50 million per year in additional debt to pay for a five year, $500 million transportation bill.

Status

- In general discussion.

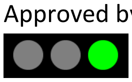
DISTRICT OF COLUMBIA (5/22/13)

Proposed Revenue Tools

- 23.5 cpg gas tax replaced with an 8.3% tax on wholesale gas and diesel purchases. This should not change what consumers pay, at least in the near term. It changes the implementation, from consumers paying the fuel tax to businesses paying (who would then presumably pass those costs onto consumers).

Status

- Approved by DC Council May 22.



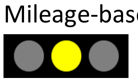
FLORIDA (3/30/13; 4/24/14)

Proposed Revenue Tools

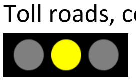
- Beginning exploration of possibly moving to a mileage-based user fee.
- Implementation of additional tolls roads, encouraging more cellphone towers on state property to raise transportation funds, and allow businesses to put up signs on state nature and recreational trails to help pay for their maintenance (a spending area gas tax funds currently go toward).

Status

- Mileage-based user fee under preliminary discussion.



- Toll roads, cellphone towers and trail signs legislation passed by House, now in discussion in Senate.



IDAHO (3/27/13, 3/19/14)

Proposed Revenue Tools

- Increasing the sales tax to 7%.
- Registration fee increase.
- Increasing taxes on rental cars.
- Increasing Idaho's existing 25-cpg gasoline tax.
- Cigarette tax receipts currently going to pay off bonds on the state Capitol renovation will instead go to road work and water projects in 2015, once the bonds are paid off.

Status

- Any significant funding proposal in serious discussion likely not to come until at least 2015, but there could be limited revenue proposals.

- Cigarette tax receipts bill signed by Governor March 18, 2014.

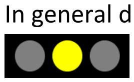
ILLINOIS (4/2/14)

Proposed Revenue Tools – Transportation for Illinois Coalition Proposal

- Raise the state gas tax and vehicle registration fees, as well as adding a sales tax on oil changes and auto repairs.

Status

- In general discussion.



INDIANA (1/30/13; 5/9/13; 7/9/14)

Needs

- Indiana DOT says it needs $200 million more per year.

Proposed Revenue Tools and Yield Potential

- Setting aside half of the revenue collected by sales tax on gasoline purchase for transportation would raise $286 million.
- Pulling the Indiana State Police, the Bureau of Motor Vehicles and the Department of Revenue out of the list of recipients of shares of Indiana's 18 cpg gas tax and devoting that money entirely to roads would raise up to $144 million a year.
- The extra cash would be split between Indiana DOT and counties, cities and towns.

Proposed Revenue Tools – HB 1011

- Would establish a metropolitan transit district in Indianapolis and nine surrounding counties, with the adoption by the participating counties of a local income tax of 0.3% dedicated to funding the new regional transit system.

Proposed Revenue Tools – HB 1292

- Increases the gas tax by 2 cpg for gasoline with an octane number greater than 87, with the revenue going to bridge repair.

Proposed Revenue Tools – Governor-Appointed Blue Ribbon Panel

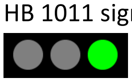
- Index the gas to increase with inflation.
- Consider user fees to supplement highway funding.

Status

- First three bulleted tools in general discussion.

- HB 1011 signed into law May 9, 2013.

- HB 1292 in general discussion.

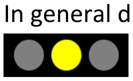
IOWA (11/25/13; 1/29/14)

Proposed Revenue Tools

- Governor open to using state sales tax money to pay for road repairs. Would take 10 percent of the first 2 cents from the state's 6-cent sales tax and apply that to roads.
- House Study Bill calls for a 3 cpg gas tax increase on July 1, 2014, another 3-cent bump on July 1, 2015 and a 4-cent boost on July 1, 2016.
- Governor will press for action on raising the state gas tax in 2015.

Status

- In general discussion.

LOUISIANA (1/23/14)

Needs

- Backlog of $12 billion in projects.

Proposed Revenue Tools

- Department of Transportation and Development seeking pitches from consultants who would oversee a campaign to open sponsorships to ferries, ferry terminals, toll plazas, rest areas, highway signs, traffic camera feeds, unique roads and bridges, and scenic areas, etc. The proceeds from this would be used to defray agency operating expenses.

Status

- In general discussion.

MARYLAND (3/29/13; 11/4/14)

Needs

- $700-800 million per year is needed to address congestion problems in the state.
- Maryland DOT's capital fund will bring in about $2 billion less than forecast over the next six years.

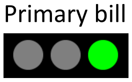
Proposed Revenue Tools and Yield Potential

- Index the current 23.5-cent-per-gallon state gasoline tax to the Consumer Price Index (CPI) to adjust for inflation, but also limit the index increase to the gas tax rate so that it cannot exceed 8% a year.
- Apply 1% of the state sales tax on the price of gasoline (before federal and state taxes) to transportation, with that increasing to 2% on January 1, 2015 and to 3% on July 1, 2015.
- In 2014, State Treasury to issue General Obligation Bonds for federally required environmental improvements undertaken by the State Highway Administration.
- In 2014, index transit fares charged by the Maryland Transit Administration to the CPI.
- Effective January 1, 2016, state transportation to receive revenue generated by implementation of the federal *Marketplace Fairness Act* (requires passage by Congress – enables states to require Internet sellers to collect sales taxes). As a safeguard, and only if the *Marketplace Fairness Act* does not pass, the 3% state sales tax on gasoline increases to 4% on January 1, 2016 and 5% on July 1, 2016.
- 3% sales tax on gasoline at the wholesale level to help fund state transportation projects.
- Will generate an average of $800 million annually at full implementation.

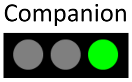
- Companion bill with a constitutional amendment that would put a "lockbox" on the state's Transportation Trust Fund that would protect it from diversions of money to other purposes.

Status

- Primary bill including first seven bullets above passed by Legislature. Signed by Governor May 16, 2013.



- Companion bill for lockbox passed House and Senate, and passed by voters on November 2014 ballot.



MASSACHUSETTS (1/16/13; 4/2/13; 4/14/13; 4/29/13; 7/19/13; 11/5/14)

Needs

- The state transportation system needs $1 billion-plus in new annual revenue.

Proposed Revenue Tools and Yield Potential – Governor's Proposal

- Raise the income tax rate to 6.25% from 5.25%, while lowering the sales tax rate to 4.5% from 6.25%, including closing some business tax loopholes, resulting in a net revenue increase to fund transportation as well as education.
- Raises $1.1 billion in additional transportation funding annually.

Proposed Revenue Tools and Yield Potential – Joint House/Senate Proposal

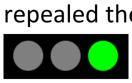
- State gasoline tax would be raised 3 cents per gallon, and then would be indexed to inflation beginning in 2015. This would generate $110 million in the next fiscal year.
- $165 million total increase in tobacco taxes on cigarettes, cigars, and smokeless tobacco, with the money going to transportation.
- Change the state's tax code to apply the sales tax to computers system design services and modification of prewritten software, along with another business tax change regarding utility classification, would generate about $248 million, with the money going toward transportation.
- Raises $500 million total.

Proposed Revenue Tools and Yield Potential – Senate Proposal

- Raise the gas tax 3 cpg and index to inflation.
- Raise cigarette taxes by $1 per pack.
- Increase the excise tax on cigars and smokeless tobacco.
- Raise roughly $250 million in new taxes on businesses.
- Goal would be to raise $500 million in new revenue while spreading the burden.

Status

- Final version raises the state gas tax 3 cents per gallon and indexes to inflation for the future, raises the cigarette tax $1 per pack and imposes the state sales tax on computer software and services. These measures provide $500 million in new taxes for transportation. Enough votes in legislature to override Governor's veto. Taxes took effect at beginning of August 2013. (Citizen ballot in November 2014 repealed the automatic indexing of the gas tax portion of the bill)



MICHIGAN (2/7/13; 9/12/13; 2/5/14; 3/14/14)

Needs

- $1.2 billion annual shortage in road funding.

Proposed Revenue Tools and Yield Potential – Governor's Proposal

- Raise the state's gasoline and diesel tax to 33 cpg (from 19 cpg and 15 cpg, respectively).
- Increase registration fees by 60% for passenger vehicles and light trucks and 25% for large trucks.
- Devote a portion of sales tax revenue to transportation.
- Allow counties to raise additional money for local roads and public transportation via a tax on the price of vehicles.
- Raises $1.2 billion additional per year.

Status

- Governor is no longer pushing for the $1.2 billion proposal after encountering resistance.

  
- Governor keeping open the possibility of replacing the state's flat per-gallon fuel tax with a percentage levy based on the wholesale price of fuel to remain revenue-neutral.

  
- Governor's budget proposal calling for $139.1 million in one-time general fund spending to maximize federal match dollars, along with an extra $115 million for state road and bridge projects. Passed by legislature and signed by Governor in March 2014.

MINNESOTA (2/5/13; 5/8/13; 11/5/13; 2/18/14; GOVERNOR – 10/8/14)

Proposed Revenue Tools and Yield Potential

- In the seven-county Twin Cities metro area, increase the sales tax 0.5% in five counties and 0.25% in two counties to provide a permanent stream of money to expand LRT construction, add bus rapid transit lines and make up transit operating deficits, which would raise $250 million per year.

Proposed Revenue Tools – Metropolitan Council

- Increase the sales tax by half a cent in the seven-county metro area.

Proposed Revenue Tools and Yield Potential – Move MN (Coalition of transportation, business and labor interests)

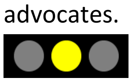
- Implement a 5% sales tax on wholesale fuel to raise $360 million/year, and increase the sales tax by three quarters of a cent in the Twin Cities metro area to pay for $335 million of transit projects annually.

Proposed Revenue Tools and Yield Potential – Governor

- The Governor stated if re-elected in November 2014, he would propose a sales tax on gas.
- The measure would raise the nearly $6.5 billion over 10 years the state needs to cover a projected shortfall in transportation funding.

Status

- Sales tax increase taken out of bill by Senate Tax Committee in 2013. Transportation officials and Met Council leaders hope it will pass in the 2014 legislative session. Mayors of St. Paul and Minneapolis are advocates.

MISSOURI (5/14/14; 5/27/14; 8/6/14)

Needs

- $600 million to $1 billion annually.

Proposed Revenue Tools and Yield Potential

- Increase the state sales tax by ¾ cent, with all revenue going to transportation (10% to cities and counties for local transportation needs).
- During the ten years after an enaction date, the gas tax rate would be frozen and existing roads could not be turned into toll roads. After the ten years, voters could decide whether to extend the tax.
- Would raise a projected $534 million annually.

Status

- Senate and House approved the measure. Rejected by citizen ballot.

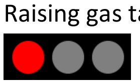
MONTANA (1/30/13; 5/9/13)

Proposed Revenue Tools

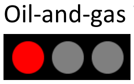
- Raising the state gas tax 2 cents per gallon: one cent for road maintenance and one cent for transit funding.
- Creating a new oil-and-gas impact fund that would make available at least $85 million over the next seven years to fund projects that are needed “as a direct consequence of an increase in oil-and-gas development activity,” with the preference given to infrastructure projects. The funds would come from a portion of federal mineral lease payments that go into the state treasury.

Status

- Raising gas tax rejected.



- Oil-and-gas impact fund passed Senate and House but vetoed by Governor.



NEVADA (4/4/13)

Needs

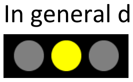
- $4 billion over next decade.

Proposed Revenue Tools and Yield Potential

- State lawmakers discussing a bill that would raise the gas tax 2 cents per year for the next decade.
- Would raise $300 million in the first year and roughly $3 billion over the course of the next decade.

Status

- In general discussion.



NEW HAMPSHIRE (3/28/14; 4/24/14; 5/20/14)

Proposed Revenue Tools and Yield Potential

- Increase gas tax 4.2 cents per gallon starting July 1, which would bring in approximately $33 million per year.

Status

- Approved by Senate and House, and signed by Governor. Rate will increase July 1, 2014

NEW JERSEY (3/4/13)

Proposed Revenue Tools

- Proposed bill to allow private companies to sponsor highway rest stops.
- Marketing the New Jersey Turnpike logos.

Status

- Both tools in general discussion.

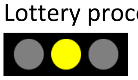
OREGON (12/27/12; 2/21/13; 10/27/14)

Proposed Revenue Tools

- 9% of Oregon Lottery proceeds towards the construction and operation of mass transit, passenger rail, bicycle and pedestrian projects, with another 9% toward air, marine and some rail projects. This 18% combined would equal roughly $100 million every two years.
- Oregon DOT launching a public trial of the vehicle miles traveled program with 5,000 volunteers, who can begin to sign up July 1, 2015.

Status

- Lottery proceeds In general discussion.



- Vehicle miles traveled pilot program to begin next year.

PENNSYLVANIA (11/20/13; 11/25/13)

Needs

- $2.5 billion needed to fix aging roads and bridges, as well as supporting mass transit.

Proposed Revenue Tools and Yield Potential – Main Bill

- Increase wholesale gas taxes, which could amount to up to a 28.5 cent per gallon increase at the pump over the next five years.
- Raise fees on drivers licenses, vehicle registration, vehicle inspection stickers, emission inspection stickers, and traffic tickets.
- Will raise approximately $2.4 billion to fund mass transit systems and improve roadways.

Proposed Revenue Tools and Yield Potential – Natural Gas Impact Fees

- Nearly $18 million being distributed to counties for bridge repair from natural gas impact fees.

Status

- Main bill passed House and Senate. Signed by Governor November 25, 2013.

- Natural gas impact fee money earmarked.

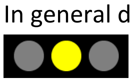
PUERTO RICO (10/30/14)

Proposed Revenue Tools and Yield Potential

- Increase the excise tax charged on crude oil to $15.50 per barrel. Expected to generate an additional $178 million/year.

Status

- In general discussion.



SOUTH CAROLINA (2/16/13; 2/19/13; 10/23/13)

Needs

- 1,000 structurally deficient bridges, along with needed spending on roads. A task force created by the state Department of Transportation Board estimated last year the state needs to spend $29 billion over 20 years to bring the condition of roads and bridges to an adequate level.

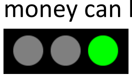
Proposed Revenue Tools

- Governor would like to spend $137 million of $163 million that was added to state's budget on bridges.
- South Carolina House of Representatives wants 80% of vehicle sales taxes to be set aside for road repair. Governor would like this money to be in addition to $137 million.
- House/Senate Joint Panel approved a plan which provides up to $141 million in state taxes toward infrastructure, puts $50 million from the current year's surplus toward bridge repair and transfers $41 million from the state sales tax on vehicles to the state DOT for repairing secondary roads. These proposals along with borrowing and federal highway matches could push the total to more than $798 million.
- Set aside revenue from the state general fund.

Status

- A Transportation Funding Special Subcommittee has been formed to consider all proposed plans and concerns from the public.

- $50 million from the state general fund was given to the state Transportation Infrastructure Bank. That money can be used to borrow up to $600 million.



TEXAS (JANUARY 2013; 3/20/13; 4/10/13; 7/18/13; 8/5/13; 5/14/14; 8/29/14; 11/5/14)

Needs

- $1 billion/year for maintenance, additional $3 billion/year to expand.

Proposed Revenue Tools – Funding Package

- Consideration of rededicating all motor vehicle taxes for transportation.
- Leaders including Gov. Rick Perry have advocated taking some money from the state's Rainy Day Fund to set up a revolving loan fund for transportation and water.
- Texas Senate Finance Committee Chairman has discussed increasing the motor vehicle registration fee, an idea also under discussion in the Texas House.
- Coalition of business groups including the Texas Association of Business, the Texas Oil and Gas Association, the Texas Motor Transportation Association and the Texas Association of Realtors endorsed a multi-pronged plan that would raise $3.6 billion. The plan includes using money from the Rainy Day Fund, ending some diversions from the gas tax, raising vehicle registration fees statewide by $50 and dedicating a portion of sales tax revenue already collected from vehicle sales to highway projects.
- House bill would ask voters to approve amending the constitution in order to raise about $800 million for the state's highway fund through a complicated shifting of different revenue streams including oil and gas production taxes and the gas tax.

Proposed Revenue Tools – Highway Fund Diversions

- Speaker stated that the next Texas budget proposed by the House will dedicate all the money from the State Highway Fund to transportation. Approximately $1.3 billion currently goes to other purposes such as law enforcement.

Proposed Revenue Tools – Complete Designation of Vehicle Sales Tax

- Designate 100% of the vehicle sales tax to highways.

Status

- Funding package - Final version approved a constitutional amendment that would boost transportation spending by about $1.2 billion per year by diverting oil and gas revenues from the state's Rainy Day Fund. Passed by citizen ballot in November 2014. Will require the Legislature to set a minimum balance for the Rainy Day Fund every two years.
- Highway Fund diversions and designation of vehicle sales tax – Under consideration.

UTAH (3/19/13; 2/12/14; 5/21/14)

Needs

- $11 billion over current revenue levels through 2040.

Proposed Revenue Tools and Yield Potential – Utah Foundation Proposal

- Utah Foundation has proposed the following:
    - Imposing a standard sales tax on gasoline.
    - Raising the gas tax.
    - Increasing fees for public transportation users.
    - Some combination of these measures.
- Applying the standard state sales tax to gasoline purchases would raise the most out of the above options, raising an estimated $10-20 billion through 2040.
- Periodically raising the gas tax would contribute $3-7 billion between 2013 and 2040.

Proposed Revenue Tools – State Senate

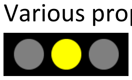
- If gas prices rise in future, gas taxes would increase automatically annually with them. The overall tax could not fall below the current 24.5 cents per gallon. Would change the calculation annually: would keep 14 cents per gallon as a base and multiply 3.69% times the previous year's average price per gallon before state and federal state taxes are added.

Proposed Revenue Tools – Transportation Interim Committee

- Raise the state gas tax 1.5 cents per gallon every year over five years, with planned action in January 2015.

Status

- Various proposals in general discussion.



VERMONT (4/29/13)

Needs

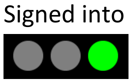
- $35 million annually.

Proposed Revenue Tools and Yield Potential

- Net increase of gas tax by 5.9 cpg (2% assessment on the price of gas while the cpg price drops 0.8), with a 3 cents per gallon increase in the diesel tax over two years.
- Would raise $36.5 million the first year, with a greater amount in following years.

Status

- Signed into law by Governor April 29, 2013. Tax took effect on May 1.



VIRGINIA (2/20/13; 2/26/14)

Needs

- Virginia's current transportation maintenance funding shortfall means that in FY 2013, $364 million must be transferred from the state's construction account to pay for road maintenance. That transfer amount is anticipated to grow to $500 million by FY 2019 unless new funding is provided.

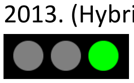
Proposed Revenue Tools

- Replace the current 17.5 cents per gallon gas tax with a new 3.5% wholesale gas tax (proceeds reduced by 35%, but will keep pace with inflation into future). Tax on diesel would remain about the same, but would be converted from a flat per-gallon tax to a 6% wholesale tax.
- Raising the state sales tax 0.3% and gradually increasing the dedication toward roads from 0.5% to 0.675% by 2018.
- Having 57% of Internet sales tax revenue go to transportation. As a safeguard, and only if the *Marketplace Fairness Act* (enables states to require Internet sellers to collect sales taxes) does not pass, the wholesale tax on gas would rise from 3.5% to 5.1%.
- Increasing the vehicle title tax to 4.15% from 3% over four years.
- Imposing a $64 annual Alternative Fuel Vehicle Fee (later repealed).
- For the Northern Virginia and Hampton Roads areas, increasing the sales tax an additional 0.7% on top of the 0.3% statewide increase.
- For the Northern Virginia area, increasing the hotel tax 2%.
- For the Northern Virginia area, instituting a regional congestion relief fee of $0.15/$100 for real estate transactions.
- For the Hampton Roads area, increasing the wholesale tax on motor fuels an additional 2.1% over the statewide level.
- Put a lockbox on transportation funds so they cannot be used for other purposes.

- Expected to generate $1.4 billion a year.

Status

- Bill with bulleted tools above ratified by General Assembly April 3, 2013. Signed by Governor May 13, 2013. (Hybrid car fee repealed February 26, 2014.)



WASHINGTON (2/18/13; 3/19/13; 4/19/13; 6/30/13; 2/13/14; 3/13/14)

Needs

- More than $3 billion over the next 10 years.

Proposed Revenue Tools

- $100 annual fee on drivers of electric cars.
- Advancing progress on the study of instituting a VMT fee.

Proposed Revenue Tools - HB 1954

- Increase motor fuels taxes by 10 cents over five years, by means of yearly 2-cent increments and increases certain refunds in corresponding amounts.
- Create a freight project fee equal to 15% of the current gross weight fee to be used for freight projects.
- Create a bike fee of $25 for Complete Streets projects.
- Implement a motor vehicle excise tax of 0.7% of the value of motor vehicles weighing less than 10,000 pounds.
- Impose a service fee of $5 for every vehicle registration renewal and $12 for every certificate of title transaction conducted by a county auditor or other agent and the Department of Licensing.
- Provide a variety of local revenue options.

Proposed Revenue Tools and Yield Potential – Senate

- Increase the gas tax 11 ½ cents for a $12.3 billion package.

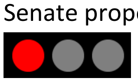
Status

- Electric car fee: Collection started February 2013.

- VMT fee study: Included as part of state transportation budget, expected to pass.

- HB 1954: Senate declined to vote, and a new plan will be formed.

- Senate proposal: Did not pass the Legislature.



WEST VIRGINIA (5/22/13; 9/4/13)

Needs

- An additional $1.3 billion per year.

Proposed Revenue Tools and Yield Potential – Blue Ribbon Commission on Highways Discussion – May 2013

- Increase the sales tax from 6% to 7%, with the increase dedicated to the Road Fund, providing an estimated $200 million in annual revenue.
- Increase Division of Motor Vehicle fees. Proposed increases include raising vehicle registrations from $28.50 to $49, and increasing $5 to $40, for total additional annual revenue of $64.2 million.
- Increase the automobile privilege tax from 5% to 6%, which would raise $37.2 million.
- Increase the cigarette tax by 50 cents a pack, with the increase dedicated to the Road Fund, raising $37 million.
- Increasing the excise tax on diesel fuel, which would raise $14.5 million.
- Setting a special registration fee for alternative-fuel vehicles at $200 a year, which would raise $1.1 million.
- If all proposals were adopted, Road Fund revenues would increase by $419.8 million per year, less than half of what is needed.

Proposed Revenue Tools and Yield Potential – Blue Ribbon Commission on Highways Discussion – September 2013

- Continue and increase tolls on the West Virginia Turnpike to finance $1 billion in bond issues for road construction.
- Increase vehicle registration fees by $20 (to raise $26 million), increase vehicle titles by $35 (to raise $21 million), and increase driver's license fees by $5/year (to raise $6.5 million).
- Dedicate a portion of a proposed Marcellus Shale natural gas Future Fund to state roads.
- Study of a vehicle miles traveled fee.

Status

- In general discussion. Commission rejected some of the earlier proposals including increasing the sales tax and increasing the automobile privilege tax.

WISCONSIN (COMMISSION – JAN. 2013) (GOVERNOR – FEB. 15, 2013) (AMENDMENT – SEPT. 2014) (GOVERNOR – OCTOBER 14, 2014)

Needs

- For preservation of the system, there is a $580 million annual funding gap over the next 10 years. For capacity management and multimodal enhancements, the funding gap rises to $1.71 billion annually over the next 10 years.

Proposed Revenue Tools and Yield Potential - Governor's 2013 Proposal

- Two year, $6.4 billion plan.
- Sell hundreds of millions of dollars in power plants or other state assets and use the proceeds to pay off an undisclosed amount of highway bonds.
- Use money from the state account used to pay for schools, health care for the poor and other programs for transportation.
- $662 million in bonding.

Proposed Revenue Tools and Yield Potential - Wisconsin Transportation Finance & Policy Commission Proposal

- Increase the state excise tax on motor fuel by $0.05 per gallon to generate $159 million annually over the next 10 years.
- Adopt a new low-tech, mileage-based registration fee for passenger vehicles and light trucks using a constant rate of 1.02 cents per mile, which would generate $228 million annually over the next 10 years.
- Increase registration fees for heavy trucks and for international registration program vehicles to raise an additional $145 million annually over the next 10 years.
- Repeal the exemption for a vehicle trade-in allowance in calculating state sales tax on vehicle purchase transactions and increase driver license fees to raise $108 million annually over the next 10 years.

Proposed Tools – Constitutional Amendment

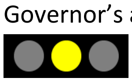
- Constitutional amendment to require that gas tax and vehicle registration fee dollars remain in the transportation fund to be used to pay for transportation.

Proposed Revenue Tools – Governor's 2014 Proposal

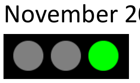
- Consideration of replacing the state's gas tax with a sales tax on gas and alternative vehicle fuel sources.

Status

- Governor's and Commission's proposals in general discussion.



- Constitutional amendment passed by resolution in state legislature and passed by citizen ballot in November 2014.



WYOMING (2/15/13)

Needs

- $134 million per year to maintain highways.

Proposed Revenue Tools and Yield Potential

- Raise the state gas tax by 10 cpg, effective July 1, 2013.
- Will raise an additional $47.5 million per year.

Status

- Signed into law by Governor on February 15, 2013.