STATE TRANSPORTATION FUNDING PROPOSALS
SINCE 2013
As of May 25, 2015
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 The sales tax increase will be rescinded after ten years when the bonds used from the proceeds have been repaid.

Status
### CALIFORNIA (2/26/13; 3/5/13; 11/19/13; 4/16/15)

**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.

**Proposed Revenue Tools – Governor**
- Beginning to study a vehicle miles traveled fee to replace the per-gallon gas tax.

**Proposed Revenue Tools – 2015 Legislature**
- Raise state gas tax 10 cents per gallon.
- Increase vehicle registration fees $35, with a $100 surcharge for zero-emission vehicles.
- 35% vehicle license fee increase, phased in over five years.
- Would raise at least $3.5 billion/year.

**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.
- 2015 Legislature gas tax increase in general discussion.

### COLORADO (4/24/15)

**Proposed Revenue Tools**
- Governor requesting that General Assembly change state law he says is preventing what would otherwise be annual infusions of hundreds of millions of dollars from the state’s General fund into the transportation system.

**Status**
- In general discussion.

### CONNECTICUT (1/7/15; 5/10/15)

**Proposed Revenue Tools - Governor**
- Governor interested in instituting a lockbox on transportation funds to ensure they are used for that purpose.
- State DOT interested in sponsorship of highway rest stops and emergency service trucks.

**Status**
- In general discussion.
**DELAWARE (1/29/14; 2/12/14; 5/15/15)**

**Proposed Revenue Tools - Governor**
- 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.

**Proposed Revenue Tools and Yield Potential – 2015 Legislature**
- Increase Department of Motor Vehicles (DMV) fees to put into the transportation fund. Would raise $500,000.

**Status**
- Gas tax increase in general discussion.
- DMV fees increase passed House. In discussion in Senate.

**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.
**Needs**
- An additional $1-$1.5 billion/year is needed to maintain existing roadways.

**Proposed Revenue Tools – Joint Study Committee on Critical Transportation Infrastructure Funding**
- Devote the full state sales tax on motor fuel to transportation (1% of the 4% goes to the general fund), an additional $180-$185 million annually, unless the sales tax is switched to an excise only tax on fuel.
- Convert the 4% sales tax on motor fuel to an excise tax, with Georgia DOT receiving the full amount.
- Index the excise tax to inflation, construction costs or the price of gas.
- Implement a one-cent statewide sales tax, which would generate approximately $1.4 billion/year.
- Increase the state motor fuel tax.
- Establish an annual road usage charge/fee for alternative fuel vehicles to be paid in conjunction with existing annual registration fees.

**Proposed Revenue Tools – House**
- Institute a new 6-cent-per-gallon excise tax on gasoline, subject to a simple vote of the county commission, which would replace the Special Purpose Local Options Sales Tax, once those taxes expire. The general fund would no longer receive the fourth penny it currently does from the state sales tax on gas, along with the sales tax, as that money would go to transportation.
- Institute an annual fee on electric, propane and natural gas vehicles of $300 for commercial vehicles and $200 for non-commercial vehicles.
- Eliminate a $5,000 tax break for electric cars.
- Money collected by local governments from sales tax on motor fuel would have to be used for transportation purposes.

**Proposed Revenue Tools – Senate**
- Lowers the state gas tax to 24 cents, but adds a $25 annual impact fee for all cars and a $5 user fee to rental cars.
- Would allow local governments to receive taxes on fuel up to $3.39 per gallon with no requirements the money be used for transportation.
- Institute an annual $200 fee on alternative-fuel vehicles and eliminate tax breaks for electric cars and jet fuel.

**Status**
- Final version raises state gas tax for the average driver by roughly 6 cents per gallon starting July 1, 2016. Semis would be required to pay an impact fee of $50 to $100 based on weight. It institutes a $5-per-night fee on hotel stays to be used for transportation and a $200 annual fee on noncommercial electric vehicles ($300 for commercial), and eliminates tax breaks for Delta Air Lines and electric vehicle owners. Will raise about $945 million/year. The bill also allows counties-either alone or in groups-to ask voters to approve up to a 1% sales tax to fund local transportation projects.

**Needs**
- An additional $260 million/year is needed to maintain the state’s infrastructure.

**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.

**Proposed Revenue Tools – 2015 Legislature Proposals**
- Raise $84 million additional each year for transportation by increasing the state gas tax by 5 cents beginning in FY 2016, and require higher registration fees for vehicles, farm equipment and commercial trucks.
- Remove $120 million from the general fund and designate it as dedicated transportation funding.
- Use a combination of new tax revenue and a temporary fuel tax increase for roughly $70 million in revenue.
- Raise the state gas tax by 7 cents per gallon combined with offsetting sales and income tax cuts.
- Move $16 million in fuel tax revenue currently given to the Idaho State Police to transportation expenditures.
- Increase vehicle registration fees by $15.

**Status**
- 2015 passed bill increases the state gas tax 7 cents per gallon and increases vehicle registration fees (including motorcycles, hybrid and electric vehicles). Also allocates future budget surplus to road maintenance. Signed by Governor April 21, 2015.
- 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.

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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; 11/6/14; 2/25/15)

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.
- Governor raising idea of a 1% local option sales tax on gas and diesel. Voters in each county where a tax increase is proposed would participate in a referendum to decide whether to authorize it. The revenue raised would be spent within the county’s boundaries.

Status
- Bill raises state gas and diesel fuel taxes by 10 cents per gallon, as well as raising additional fees. Will raise an additional $215 million annually. Passed by state House and Senate, and signed by Governor February 25, 2015. Will take effect March 1, 2015.
LOUISIANA (1/23/14; 4/30/15; 5/5/15)

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.

Proposed Revenue Tools – 2015 House
- Cut current annual transfer of $65-70 million from Transportation Trust Fund going to State Police to $40 million on July 1, $25 million in 2016 and $10 million per year after that.
- Increase the state gas tax 10 cents.
- Increase the state sales tax one cent with the money going to transportation.

Status
- Sponsorships in general discussion. House has passed the transfer proposal, in discussion in Senate. Gas tax and sales tax increases 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 O’Malley May 16, 2013.
- Companion bill for lockbox passed House and Senate, and passed by voters on November 2014 ballot.
### 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, while the Legislature repealed the tax on software companies)
**Needs**

- $1.2 billion annual shortage in road funding.

**Proposed Revenue Tools and Yield Potential – Michigan Senate**

- Replace 19 cent-per-gallon gas tax with a wholesale tax, starting at 9.5% April 15 and increasing over four years to 15.5% by Jan. 1, 2018. Expected to generate $1.2 billion annually.

**Proposed Revenue Tools and Yield Potential – Michigan House**

- Eliminate the 6% sales tax on fuel within six years, increase per-gallon and diesel taxes by the same amount, and move money for schools and local governments to road and bridge construction.

**Proposed Revenue Tools and Yield Potential – Governor’s Proposal**

- Restructure and ultimately raise per-gallon fuel taxes while exempting fuel from the state sales tax.
- Make gas and diesel taxes the same.
- No longer let vehicle registration fees drop in the three years after the purchase of a new car.
- Assess extra fees on electric and hybrid vehicles.
- Restore a tax credit for low-wage earners.
- All of the above contingent upon Michigan voters increasing the state sales tax to 7% (from 6%) in May.
- Would result in $1.3 billion/year more in transportation spending.

**Status**

- 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.
- Governor/legislative leaders’ proposal defeated by citizen ballot.

Needs

- $6.5 billion in the next 10 years to maintain state roadways.

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

- Implement a 6.5% wholesale surtax on gasoline – in addition to the existing cents-per-gallon tax.
- The measure would raise the nearly $6.5 billion over 10 years the state needs to cover a projected shortfall in transportation funding.
- To support Twin Cities-area public transit, increase the sales tax in the metro area 0.5%.
- Expand the taxable property of railroads to include train cars, locomotives, bridges and other structures. Would generate more than $20 million/year for the state and $45 million for local governments.

Proposed Revenue Tools – 2015 House

- Use $250 million of projected surplus in one-time spending for transportation.
- Take $300 million each year in existing sales tax revenue (estimated amount of the sales taxes on auto parts, car rentals and automotive leases now going to the General Fund), money currently spent on general spending, and permanently dedicate it do roads.

Proposed Revenue Tools and Yield Potential – 2015 Senate

- Institute a gross receipts tax on gas of 16 cents per gallon until pump prices hit $2.50, in addition to the existing fuel tax of 28.5 cents per gallon. Should gas rise above $2.5, the receipts tax would become 6.5% of the overall pump price. The percentage would be set yearly.
- Vehicle registration tax would increase from 1.25% to 1.5%, and add a $25 late fee per month for vehicle registration, capped at $100.
- Increase the current quarter of a penny Twin Cities metro sales tax for transit to one cent in Hennepin, Ramsey, Anoka, Dakota and Washington counties.

Status

- 2015 Legislature passed a bill that keeps funding level. Increased funding will be discussed in the next legislative session.
<table>
<thead>
<tr>
<th>MISSOURI (5/4/15)</th>
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<tbody>
<tr>
<td><strong>Needs</strong></td>
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<tr>
<td>• $600 million to $1 billion annually.</td>
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<tr>
<td><strong>Proposed Revenue Tools</strong></td>
</tr>
<tr>
<td>• Raise state gas tax 1.5 cents per gallon and state diesel tax 3.5 cents per gallon.</td>
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<tr>
<td><strong>Status</strong></td>
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<tr>
<td>• In general discussion. Has support of Governor.</td>
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<tr>
<th>MONTANA (1/30/13; 5/9/13)</th>
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<tbody>
<tr>
<td><strong>Needs</strong></td>
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<tr>
<td>• $14 billion to improve roads and bridges.</td>
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<tr>
<td><strong>Proposed Revenue Tools</strong></td>
</tr>
<tr>
<td>• Raising the state gas tax 2 cents per gallon: 1 cent for road maintenance and 1 cent for transit funding.</td>
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<tr>
<td>• 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.</td>
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<tr>
<td><strong>Status</strong></td>
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<tr>
<td>• Raising gas tax rejected.</td>
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<tr>
<td>• Oil-and-gas impact fund passed Senate and House but vetoed by Governor.</td>
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<th>NEBRASKA (3/31/15; 5/14/15)</th>
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<tbody>
<tr>
<td><strong>Proposed Revenue Tools and Yield Potential</strong></td>
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<tr>
<td>• Raise the state gas tax by 6 cents per gallon over four years, providing an additional $75 million/year once fully implemented.</td>
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<tr>
<td><strong>Status</strong></td>
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<tr>
<td>• Enacted (Enough votes in Legislature to override Governor’s veto).</td>
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**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.

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**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

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**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.
**NORTH CAROLINA (4/16/15; 5/17/15)**

**Proposed Revenue Tools - House**

- Cut gas tax from 36 cents per gallon to 30 cents per gallon starting July 1 until January 2017. Starting in 2017, the tax would be expected to rise slowly according to a new formula tracking state population growth and national energy inflation rates.
- Increase state’s highway use tax on car sales from 3% to 4% in January 2016.
- Increase the tax on car rentals 1%.
- Phase out over four years the transfer of $255 million in gas tax collections and other Highway Fund money to the General Fund.
- Increase fees for a number of licenses, permits, titles and registrations. The annual vehicle registration would rise from $28 to $42.
- Increase fees for trucks and fees charged by weight for property-hauling vehicles.
- Institute a 6.5% tax collected on auto insurance premiums.
- Make additional increases in gas and highway use taxes that would be triggered if federal transportation funds to the state are sharply reduced.
- Increase dozens of Department of Motor Vehicles fees, including fees for vehicle registration and driver’s licenses.

**Status**

- In general discussion.

**OREGON (12/27/12; 2/21/13; 10/27/14; 4/13/15)**

**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.
- Governor Kate Brown mentioning raising the gas tax as a possible tool.

**Status**

- Lottery proceeds in general discussion.
- Vehicle miles traveled pilot program to begin July 1, 2015.
- Governor proposal in general discussion.
Pennsylvania (11/20/13; 11/25/13; 11/30/14)

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.

Proposed Revenue Tools – Permanent Residency Visas
- Chinese investors paying $500,000 each to help pay for a connection between the Pennsylvania Turnpike and I-95 in return for permanent residency for themselves and their families.

Status
- Main bill passed House and Senate. Signed by Governor November 25, 2013.
- Natural gas impact fee money earmarked.
- Investment in exchange for permanent residency visas on track to go through.

Puerto Rico (10/30/14; 3/17/15)

Proposed Revenue Tools and Yield Potential
- Increase the import tariff charged on crude oil from $9.25 to $15.50 per barrel. Expected to generate an additional $178 million/year.

Status
- Import tariff increase to $15.50 per barrel passed.

Rhode Island (6/7/14)

Proposed Revenue Tools
- Index the state gas tax to inflation starting July 1, 2015, and adjust every two years.
- Increase the vehicle inspection fee from $39 to $55 and the good-driving fee from $25 to $50

Status
- Passed by Legislature.
SOUTH CAROLINA (2/16/13; 2/19/13; 10/23/13; 1/21/15; 1/27/15; 3/27/15; 4/15/15; 5/7/15)

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.

Proposed Revenue Tools – Governor’s 2015 Proposal
- Raise the state gas tax by 10 cents per gallon over three years, provided the current highway commission is scrapped and the state income tax is reduced from 7% to 5% over 10 years.

Proposed Revenue Tools – Senate 2015 Proposal
- Raise gas tax 12 cents per gallon phased in over three years, followed by annual increases to account for inflation (limited to no more than a 2-cent increase in the tax per year). The inflation increase would not be imposed if it would create a South Carolina gas tax higher than the highest gas tax (combining state and local taxes) in either North Carolina or Georgia.
- Doubling driver’s license issuance fees
- $16 increase in all biennial vehicle registration fees.
- $60 biennial road use fee on hybrid vehicles, and $120 for electric vehicles.
- Increase of the cap on motor vehicle sales tax from $300 to $600

Proposed Revenue Tools – House 2015 Proposal
- Reduce the state gas tax 6 cents per gallon, while taxing gas 6% at the wholesale level, which would raise approximately $370 million more at current gas prices. A ceiling at a $3.00 per gallon gas price would be instituted. Would correspondingly decrease the income tax by $48 (the amount the average driver would pay additional under the new plan).

Proposed Revenue Tools – Senate 2015 Proposal
- Increase the state gas tax by 4 cents per gallon every year for three years. Increases after that would be tied to inflation, with a cap so that South Carolina did not have a higher gas tax than neighboring states Georgia and North Carolina.

Status
- Above proposals in general discussion. House has passed their 2015 proposal.
- $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.
SOUTH DAKOTA (12/3/14; 3/17/15)

Needs
- State, counties and townships $254 million to keep up on roadways (not including bridges)

Proposed Revenue Tools – Transportation Interim Committee
- Tax hikes to raise $100 million for transportation.

Proposed Revenue Tools – Governor
- Increase the state gas tax two cents in 2015, and two cents each year after that.

Status
- House and Senate compromise raises the state gas tax by 6 cents per gallon, increases the state motor vehicle excise tax 1% and license plate fees 20%, among other provisions. Signed by Governor March 17, 2015.
TEXAS (JANUARY 2013; 3/20/13; 4/10/13; 7/18/13; 8/5/13; 5/14/14; 8/29/14; 11/5/14; 11/6/14; 3/8/15; 5/1/15)

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 – Ceasing of 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 – Governor

- Direct more money toward transportation, including rerouting more money from the state’s sales tax on motor vehicles.

Proposed Revenue Tools – House

- Give TxDOT at least $3 billion per year from the overall pot of state sales tax collections. After that set aside, TxDOT would get 2% of the remaining pool of state sales tax money, except in years when sales tax collections were flat or declined.

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.
- Ceasing of Highway Fund diversions – Under consideration.
- Designation of portion of vehicle sales tax proceeds – Passed Senate.
- Designation of portion of general sales tax proceeds – Passed House.
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.

Proposed Revenue Tools – Salt Lake Chamber’s Utah Transportation Coalition

- Increasing the state gas tax, or converting it to a percentage sales tax/
- Allowing cities or counties to add sales tax on gas in their areas to generate money for local roads.

Proposed Revenue Tools – 2015 Legislature

- Open to raising revenue, either by making the per-gallon charge a sales tax that adjusts annually or raising the existing gas tax 5 or 10 cents per gallon.
- Senate bill would increase the state gas tax by 5 cents per gallon starting this year, and, after that, increase 1 cent per gallon for the next four years.

Status

- Final version passed creates a 12 percent sales tax on gas starting July 1, 2015 that would increase the current 24.5 cents-per-gallon tax by 5 cents. The tax is capped at 40 cents per gallon and creates a floor at 29 cents per gallon. The bill also allows local governments the opportunity to put a 0.25-cent sales tax increase for transportation up for a vote to the public.
VERMONT (4/29/13)

Needs
- $240 million annually over current revenue levels.

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). A floor was built in, which is the gas price on Feb. 20, 2013 ($3.19), that the percentage is applied to. 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; 12/16/14; 2/12/15; 2/19/15; 4/13/15)

Needs

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

Proposed Revenue Tools

• $100 annual fee on drivers of electric cars.

Proposed Revenue Tools – Vehicle Miles Traveled Fee Pilot Program

• Washington State Transportation Commission expected to approve a pilot project to charge drivers for each mile they drive, in place of the fuel tax.

Proposed Revenue Tools – Governor

• $12 billion plan to fix bridges and roads and boost the ferry system while cleaning the air and water, funded by a carbon pollution charge (which would raise $7 billion over 12 years), bonds and fees.

Proposed Revenue Tools and Yield Potential – Senate

• Increase the gas tax 11.7 cents per gallon. A 5-cent increase would take effect this summer, followed by 4.2 cents per gallon increase in 2016 and a final 2.5 cent increase in 2017.
• Redirect sales-tax money from transportation projects to a transportation fund instead of the state’s general fund.
• Shift much of the package’s transit, pedestrian and bike-path money to work on roads if Gov. Inslee installs low-carbon fuel standards.

Proposed Revenue Tools – House

• Increase the gas tax 11.7 cents per gallon, phased-in. Increase fees on truck weights and license plates. Differences from Senate version on amount for rail-extension ballot measure, construction project sales-tax money use and no shift of money if Gov. Inslee installs low-carbon fuel standards.

Status

• Electric car fee: Collection started February 2013.

• VMT pilot program: State legislature will be asked in January to give final approval. Pilot testing would begin in 2016.

• Governor’s proposal: In general discussion.

• House and Senate in negotiations.
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.

**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.