

Major Revenue Enhancement Strategies Enacted by Other States (2008 to 2015)

MODE	STRATEGY	ACTION	ENACTED LEGISLATION (2008 to 2015)
HIGHWAYS	State Motor Fuel Tax	Increase state gas tax	Connecticut , District of Columbia , Georgia , Idaho , Iowa , Massachusetts , Minnesota , Nebraska , New Jersey , Oregon , Rhode Island , South Dakota , Vermont , Washington , Wyoming
		Index tax	Maryland , Massachusetts , New Hampshire , Rhode Island , Utah , Vermont
		Reform motor fuel tax collection process	Alabama , Virginia
		Local option motor fuel tax	Nevada ,
		Freeze tax (prevent from falling)	Kentucky , North Carolina
		Retain Sales and Use Tax on Fuel	Indiana
	Taxes and Fees on Motor Vehicles	Increase motor vehicle registration fee	Colorado , Georgia , Hawaii , Idaho , Iowa , Kansas , Nevada , New York , North Dakota , Pennsylvania , South Dakota , Oregon , Utah , Vermont
		Increase other vehicle-related taxes and fees	Arizona , Connecticut , Delaware , Idaho , Illinois , Iowa , Kentucky , Minnesota , Nebraska , New York , Oklahoma , Oregon , Rhode Island , South Dakota , Vermont , Washington
		Local option registration fee	Pennsylvania , Washington
	Diversion Recapture	More funds from transportation sources to transportation purposes	Colorado , Idaho , Louisiana , Maryland , Massachusetts , Minnesota , Nebraska , North Carolina , South Carolina , Texas , Utah
	Sales and Use Tax/ Income Tax	Statewide sales tax	Arkansas , California , Indiana , Virginia
		Local governments to levy sales or income tax for transportation	California , Connecticut , Georgia , Minnesota , Utah
	Corporate Franchise Tax	Impose/increase corporate franchise tax on oil companies	Pennsylvania
	Tolling	Index tolls to CPI	Florida
		Impose on trucks only	Connecticut
		Authorize tolling on some facilities only	Georgia , Ohio , Texas , Washington
		Create, authorize, and/or designate authority to a state or local agency to collect tolls	Georgia , New Mexico , Ohio , Texas , Washington
	Infrastructure Bank/ Transportation Fund	Create or broaden authority	Connecticut , Alabama , Louisiana , New Hampshire , Vermont , Virginia
	Alternative Fuel Tax Options	Impose or change fee on electric or natural gas vehicles and/or fuel	Florida , Georgia , Idaho , Indiana , Kansas , North Carolina , Oregon , Virginia
	Vehicle Miles (VMT) Fee	Commission VMT fee study	Indiana , New Hampshire , Oregon
Payroll Tax	Increase tax	New York	
Public-Private Partnerships (P3)	Broaden state or local agency authority to enter into PPPs	Alabama , Arizona , California , Connecticut , Delaware , Florida , Georgia , Idaho , Illinois , Indiana , Maryland , Massachusetts , Michigan , Missouri , Nevada , North Carolina , Ohio , Texas , West Virginia	
	PPP agreements for certain projects only	New Mexico , Texas	

TRANSIT	Transit Funding	Various strategies to increase funding for transit options	Colorado, Illinois
		Authorize local authority to increase sales tax	North Carolina
AVIATION	Airport Funding	Increase state airline fuel tax	Iowa, Michigan
PORT/ WATERWAY	Port and Waterway Funding	Local port authority financing	Missouri
		Local port authority limited PPP agreements	Connecticut, Texas

Listed on the next several pages are *enacted* statewide initiatives pursued within the past five years to increase investment for transportation:¹

- **Alabama:** In 2015, Alabama passed several transportation funding bills. The first one established the Alabama Transportation Infrastructure Bank and authorized a redistribution of gasoline tax revenue to help fund the bank.² In 2011, legislation was enacted to revise the motor fuel tax collection system. This move will help decrease motor fuel tax evasions and increase revenue.³ That same year, legislation was also approved that established new license fees for gasoline and motor fuel businesses. In 2009, legislation authorized the Alabama Toll Road Authority to enter into agreements for design-build contracts, leases, licenses, franchises, concessions, or other agreements.⁴
- **Arizona:** Legislation was enacted during the 2010 Special Session that increases abandoned vehicle fees by \$50 to \$200, depending on the location of the vehicle. This will generate an estimated \$12.1 million in additional revenue for FY 2011.⁵ In 2009, legislation was approved that would allow the DOT to enter into various types of agreements for a private partner to design, build, operate, maintain or manage a transportation facility.⁶
- **Arkansas:** In 2012, legislators proposed a constitutional amendment to raise the state sales tax by one-half cent for ten years to fund a bond program to finance the construction of elements of a statewide four-lane highway system and other key widening projects.⁷ This act went before the voters in November 2012 for final approval where it passed by a margin of 58% to 42%.⁸ In 2011, lawmakers authorized regional mobility authorities to enter into public-private partnerships for rail, waterway, and trail projects.⁹

¹ Chart from previous page adapted from "Findings and Analysis" Texas Transportation Funding Challenge, Dye Management Group, Inc., 2009 and "Paying Our Way" A New Framework for Transportation Finance, National Surface Transportation Infrastructure Financing Commission, 2009; "A Guide to Transportation Funding Options", University Transportation Center for Mobility, TTI, 2009.

² Alabama SB 111 (2015)

³ Alabama H. 319 (2011)

⁴ Alabama H. 217 (2009)

⁵ Arizona State General Fund Revenue Summary, FY 2010. <<http://www.azleg.gov/jlbc/11app/384.pdf>>

⁶ Arizona H. 2396 (2009)

⁷ Lyon, John. "House Speaker's Highway Bill Advances." Arkansas News Bureau, Mar. 10, 2011.

⁸ Arkansas Secretary of State, General Election Results for Issue 1.

<<http://results.enr.clarityelections.com/AR/42843/113233/en/md.html?cid=3675>>

⁹ Arkansas H. 1842 (2011)

- **California:** In 2014, certain departments and local agencies were granted the authority to use design-build agreements through SB 785.¹⁰ California also passed legislation that set in motion a plan for the establishment of a road usage charge pilot program.¹¹ There was also an extension of a HOT lanes program in Los Angeles County passed that year.¹² In 2013, legislation was passed that gave the California Department of Transportation and regional transportation agencies the authority to enter into design-build agreements for projects on its state highway system.¹³ In 2011, the Assembly allowed certain state and local transportation entities, if authorized by the California Transportation Commission to use a design-build process for contracting on transportation projects.¹⁴ In 2009, the Assembly approved a temporary increase in the rate of the General Fund portion of the state Sales and Use Tax by 1% (from the current rate of 5% to a rate of 6%). This increased, temporarily, the rate of the vehicle license fee from the current rate of 0.65% to a rate of 1.15%, except for commercial vehicles with a gross weight of 10,000 pounds or more. Both measures expired on June 30, 2012.¹⁵
- **Colorado:** In 2013, Colorado passed a law that gave local governments the power to spend their portion of the state's highway user's tax fund on an assortment of transit projects.¹⁶ In 2010, state lawmakers scaled back a tax credit for alternative fuel vehicles in an attempt to ensure that all vehicles, even alternative fuel vehicles, pay their fair share for using the roadways.¹⁷ In 2009, state lawmakers passed a comprehensive transportation funding bill which raised vehicle registration fees for most cars by \$31 in 2010 and by \$41 in 2011.¹⁸
- **Connecticut:** In 2015, legislation was passed that authorized \$2.8 billion in bonds that would be paid for by re-allocating a half cent of the state's general sales tax.¹⁹ In 2013, lawmakers passed legislation that required the state's Special Transportation Fund to be utilized to fund transportation projects only as of July 1, 2015.²⁰ In 2011, lawmakers approved a 3-cent gas tax increase.²¹ In 2011, the legislature also authorized PPPs for the design, development, operation or maintenance of transportation systems including ports, transit-oriented development and related infrastructure.²² Also in 2011, lawmakers approved requiring the installation of E-Z Pass toll stations on interstate highways to collect toll charges exclusively from large cargo trucks passing through the state.²³ In 2010, legislators approved an increase in motor vehicle fines from \$35 to \$50 and established a new \$100 fee for people with a suspended license who apply

¹⁰ California SB 785 (2014)

¹¹ California SB 1077 (2014)

¹² California SB 1298 (2014)

¹³ California AB 401 (2013)

¹⁴ California S. 4b (2009)

¹⁵ California AB 3c (Extraordinary Session) (2009)

¹⁶ Colorado S 48 (2013)

¹⁷ Colorado H. 1196 (2010)

¹⁸ Colorado S. 108 (2009)

¹⁹ Connecticut SB 1501 (2015)

²⁰ Connecticut S 975 (2013)

²¹ Connecticut S. 1007

²² Connecticut H. 6801B (2011)

²³ Connecticut h. 5949 (2011)

for a special work or education driving permit.²⁴ In 2008, lawmakers approved allowing gasoline retailers the ability to offer discounts on fuel based on the method of payment. This move increased total fuel sales and revenue.²⁵

- **Delaware:** In 2015, legislation was passed that increased transportation funding in a number of ways. Among the fees and taxes that were increased were the vehicle sales tax (from 3.75% to 4.25%), late fees for driver's license renewals and vehicle registration renewals, and fees for duplicate titles, validation stickers, registration cards, and driver's licenses.²⁶ In addition, Delaware DOT was given permission to begin using design-build contracts.²⁷
- **District of Columbia:** In 2013, the District enacted a law that replaced its motor fuels tax with one that is 8.3 percent of the average wholesale price of gasoline.²⁸ In 2009, district leaders approved an increase in the gasoline tax from \$0.20 per gallon to \$0.235 per gallon.²⁹
- **Florida:** In 2013, legislation was enacted that set up a system for the purpose of taxing natural gas used as motor fuel. This system is set to begin in 2019.³⁰ In 2009, legislation allowed toll rates to be indexed to the Consumer Price Index. That same year, lawmakers also set a goal of procuring up to 25 percent of construction projects through design-build contracts.³¹
- **Georgia:** In 2015, the state's gas and diesel taxes were raised from 7.5 cents to 26 cents and 29 cents, respectively. This legislation also included new fees for alternative-fuel vehicles used for personal and commercial purposes (\$200 and \$300) and heavy trucks (\$50 or \$100), as well as eliminated a tax credit for electric vehicles.³² Legislation was also passed that approved the introduction of tolled managed lanes in the state.³³ In 2013, Georgia lawmakers passed legislation that defined natural gas for the purposes of taxing it.³⁴ In July 2012, three of the twelve districts passed the referendum (the Central Savannah River Area, the River Valley, and the Heart of Georgia Altamaha).³⁵ In 2009, lawmakers abolished the State Road and Tollway Authority and created the State Transportation Agency and the State Transportation Authority. This legislation allows the authority to collect and enforce tolls. Legislation also proposed the construction of a public-private streetcar project initiative.³⁶ That same year, lawmakers authorized transportation districts to impose a one-cent sales tax to fund transportation projects. The sales-tax increase must be approved by voters in the district. The districts then created a list of road and transportation projects that need improvement.³⁷

²⁴ Connecticut H. 5545 (2010)

²⁵ Connecticut S. 1000 (2008)

²⁶ Delaware HB 140 (2015)

²⁷ Delaware HB 169 (2015)

²⁸ District of Columbia B 199 (2013)

²⁹ District of Columbia B 443 (2009)

³⁰ Florida H 579 (2013)

³¹ Florida H. 1021 (2009)

³² Georgia HB 170 (2015)

³³ Georgia SB 125 (2015)

³⁴ Georgia HB 371 (2013)

³⁵ *State of Georgia Election Results*. July 31, 2012.

<<http://results.enr.clarityelections.com/GA/40378/95366/en/summary.html#>>

³⁶ Georgia S. 200 (2009)

³⁷ Georgia S. 39 (2009)

- **Hawaii:** In 2011, Lawmakers approved raising vehicle registration fees from \$25 to \$45. Lawmakers chose to deposit \$40 from each annual motor vehicle registration fee into the state highway fund and \$5 into the emergency medical services special fund.³⁸
- **Idaho:** In 2015, a major transportation funding bill was enacted that increased vehicle registration fees on both personal and commercial vehicles by \$21, and raised the gasoline tax by 7 cents (from \$0.25 to \$0.32).³⁹ The measures are projected to bring in around \$95 million annually in additional revenues.⁴⁰ In 2014, a bill was passed that increased the revenues to be used to service debts on GARVEE bonds as well as fund the state's highway account by allocating part of cigarette tax revenues to do so.⁴¹ In 2010, Idaho amended and added to existing law to provide for design-build and construction manager and general contractor contracts on state highway projects including items related to bids and advertising for sealed bids, preferred contracting methods, construction budget limits, contract awarding criteria, procedures for evaluating proposals, the creation of an evaluation committee, and the conflicts of interest involving a contract.⁴² In 2009, state lawmakers raised fees on Division of Motor Vehicles services, removed the 2.5 cents per gallon tax exemption on ethanol, and granted more funding authority to highways by removing spending on the Idaho State Police and redirecting gas tax revenue away from the Department of Parks and Recreation.⁴³ In 2009, lawmakers approved raising fees for Division of Motor Vehicles (DMV) services including, but not limited to, issuing driver licenses; title transfers; furnishing copies of driver's license records, title or registration records; replacing registration stickers; and issuance of assigned or replacement vehicle identification numbers.⁴⁴
- **Illinois:** In 2010, lawmakers approved permitting the DOT, pursuant to a competitive request for qualifications, to enter into public-private agreements to develop, construct, manage, or operate the Illiana Expressway.⁴⁵ In 2009, lawmakers were successful at raising vehicle title fees from \$65 to \$105 and increasing vehicle transfer fees from \$15 to \$30.⁴⁶ In 2008, lawmakers approved a long-term mass transit funding bill that provides free transportation to Illinois seniors. This legislation provides \$494 million in new and recurring funding to Chicago Metro Area transit agencies, and another \$50 million to transit agencies outside of the Chicago area. The funding is provided through a 0.25% increase in the sales tax in the Chicago Metro Area.⁴⁷
- **Indiana:** In 2014, multiple bills were passed that pertained to transportation funding. First, local governments in Indiana were empowered with the ability to impose local option income taxes

³⁸ Hawaii S. 1328 (2011)

³⁹ Idaho H. 312 (2015)

⁴⁰ Palmer, Joe. Idaho HB 312 Fiscal Note. <<http://www.legislature.idaho.gov/legislation/2015/H0312SOP.pdf>>

⁴¹ Idaho H. 547 (2014)

⁴² Idaho H. 600 (2010)

⁴³ *Tax Measures Help Balance State Budgets: A Common and Reasonable Response to Shortfalls*, Center for Budget and Policy Priorities, July 9, 2009. <<http://www.cbpp.org/cms/index.cfm?fa=view&id=2815>>

⁴⁴ Idaho H. 334 (2009)

⁴⁵ Illinois S. 3659 (2010)

⁴⁶ *Actions & Proposals to Balance the FY 2010 Budget: Motor Fuel and Vehicle Taxes/Fees*, National Conference on State Legislators, 2009. <<http://www.ncsl.org/?tabid=17250>>

⁴⁷ Illinois H. 656 (2008)

to fund public transportation projects with the approval of voters in a given county.⁴⁸ Legislation was also passed in 2014 that expands the types of parties allowed to participate in public-private partnerships. Permission was given to transfer money from the state's General Fund to its Major Moves 2020 Trust Fund, and to transfer money from the Major Moves fund to the Major Moves Construction Fund.⁴⁹ Finally, that year the legislature passed a law that commissioned a study of various potential alternative methods to fund transportation projects, including fees based on vehicle weight and miles traveled, a flat per vehicle fee, changes to motor fuels taxes, and a fee based on the amount of damage that a vehicle causes.⁵⁰ In 2013, Indiana lawmakers passed legislation that enacted an 11-cent per gallon surcharge tax and a 16-cent excise tax on natural gas when it is used as a motor fuel.⁵¹ In 2011, Indiana approved legislation that removed certain provisions requiring legislative approval or review by the budget committee for public-private agreements, toll roads, and tollways. This legislation also removes the July 1, 2015 expiration date regarding the removal of the requirement recognizing the location of certain tollways, converting part of I-69 to a tollway, issuing requests for proposals and entering into PPP agreements for certain highway projects.⁵² In 2008, the retail sales and use tax on gasoline was raised one percent.⁵³

- **Iowa:** In 2015, Iowa lawmakers approved legislation that raised the state's motor fuels tax by 10 cents, raised the tax on aircraft fuel from 3 cents to 5 cents per gallon, and raised several permit fees for oversize and overweight vehicles.⁵⁴ These changes are projected to bring in around \$200 million in additional revenues annually starting in FY 2016.⁵⁵ In 2008, lawmakers approved a bill that increased the motor vehicle and trailer registration fees and title fees based on the value of the vehicle. The bill imposes a 5 percent registration fee penalty for failing to register a vehicle after two months. Finally, this bill imposes a 5% registration fee penalty for failing to register a motor vehicle after two months, which also increases by 5% each month.⁵⁶
- **Kansas:** In 2014, a bill was enacted that changed the vehicle registration fee for electric vehicles from \$14 in all instances to one based on its weight.⁵⁷ In 2008, legislation was passed that increased motor vehicle registration fees by \$4.⁵⁸ In 2010, lawmakers approved legislation that established the Transportation Works for Kansas Program (TWORKS). This bill called for increasing registration fees for smaller vehicles (generally, less than 12,000 lbs.), trailers, and buses by \$20; increased registration fees for trucks 54,000 lbs. and smaller by \$100; and, increased registration fees for trucks larger than 54,000 lbs. by \$135.⁵⁹ (See the Case Studies for Building Public Support for Transportation section).

⁴⁸ Indiana S. 176 (2014)

⁴⁹ Indiana H. 1002 (2014)

⁵⁰ Indiana H. 1104 (2014)

⁵¹ Indiana H. 1324 (2013)

⁵² Indiana S. 473 (2011)

⁵³ Indiana H. 1008 (2008)

⁵⁴ Iowa SF 257 (2015)

⁵⁵ Iowa SF 257 Fiscal Note. <<https://www.legis.iowa.gov/docs/publications/FN/643778.pdf>>

⁵⁶ Iowa SF 2420 (2008).

⁵⁷ Kansas H. 2451 (2014)

⁵⁸ Kansas H. 2542 (2008)

⁵⁹ Kansas H. 2650 (2010)

- **Kentucky:** In 2015, a move was made to keep Kentucky’s gasoline tax from falling below 26 cents per gallon due to a provision in a past law that tied the tax to wholesale fuel prices.⁶⁰ This ensured that a major funding cut did not transpire.⁶¹ In 2014, a large revenue and taxation bill was passed that included a measure to extend the state’s \$1 tire fee.⁶² In 2009, state lawmakers approved freezing the state gasoline tax by 22.5 cents per gallon; it was set to fall by four cents on April 1, 2009.⁶³
- **Louisiana:** In 2014, lawmakers enacted legislation that established the Transportation Infrastructure Bank for the purpose of funding various public transportation projects.⁶⁴ In 2012, legislators passed a bill that requested the Louisiana Department of Transportation and Development to study the feasibility of authorizing the collection of tolls to complete I-49.⁶⁵ Lawmakers in 2008 enacted legislation to dedicate more transportation-related vehicle sales and tax revenue toward transportation. SB 11 required that by 2013, 100 percent of vehicle sales and lease tax revenue should be dedicated toward transportation.⁶⁶
- **Maine:** In 2013, legislators passed a bill that, with voter approval, authorized the issuance of \$100 million in bonds to fund the construction, repair and rehabilitation of state roads, bridges, and a number of port, aviation, and railroad projects.⁶⁷ This bond was approved by voters.⁶⁸
- **Maryland:** In 2013, legislation was enacted that established policy regarding public-private partnerships for the state and allows a number of state agencies, including Maryland DOT and the Maryland Transportation Authority, to enter into PPPs.⁶⁹ That same year, a constitutional amendment was proposed that would end diversions from the state’s Transportation Trust Fund to its General Fund starting in FY 2015 if approved by the voters.⁷⁰ 2013 also saw the passage of the Transportation Infrastructure Investment Act, a comprehensive transportation funding bill that aimed to increase funding by over \$600 million per year by 2018. It sought to do this in part by indexing the motor fuels tax to the Consumer Price Index and enacting a sales and use tax on motor fuels.⁷¹ The following year, Maryland’s DOT was given permission to borrow money to fund transportation projects through the sale of bonds.⁷²
- **Massachusetts:** In 2013, Massachusetts authorized the issuance of \$300 million on bonds for the purpose of funding improvements to roadways.⁷³ That same year, legislation was passed that increased the state’s gasoline tax by 3 cents (up to \$0.24 per gallon) and indexed it to inflation beginning in 2015, and dedicates sales tax revenue from vehicle sales to transportation

⁶⁰ Kentucky HB 299 (2015)

⁶¹ *A Look at Transportation Funding Measures Passed by States*. Associated Press, Aug. 17, 2015.

<<http://abcnews.go.com/Politics/wireStory/transportation-funding-measures-passed-states-33134929>>

⁶² Kentucky H. 445 (2014)

⁶³ Kentucky H. 371 (2008).

⁶⁴ Louisiana H. 979 (2014)

⁶⁵ Louisiana S. 38 (2012)

⁶⁶ Louisiana S. 11 (2008).

⁶⁷ Maine SP 377 (2013)

⁶⁸ WMTW Portland, ME. *Bond Questions and Election Results*. <<http://www.wmtw.com/politics/22589586>>

⁶⁹ Maryland HB 560 (2013)

⁷⁰ Maryland SB 829 (2013). <http://mgaleg.maryland.gov/2013RS/fnotes/bil_0009/sb0829.pdf>

⁷¹ Maryland HB 1515 (2013). <http://mgaleg.maryland.gov/2013RS/fnotes/bil_0005/hb1515.pdf>

⁷² Maryland SB 88 (2014)

⁷³ Massachusetts H. 3379 (2013)

projects.⁷⁴ In 2009, lawmakers authorized the Board of Directors of the DOT to solicit proposals and enter into contracts for design-build-finance-operate-maintain or design-build-operate-maintain services with a responsible and responsive offer or submitting the proposal that is most advantageous to the department through the sale, lease, operation and maintenance of a transportation facility within the Commonwealth.⁷⁵

- **Michigan:** In 2015, a bill was passed that authorized the establishment of regional airport authorities and created a tax for those wishing to use aeronautics facilities in the state.⁷⁶ In 2012, voters rejected a measure that would have required voters to approve any new bridge or tunnel from Michigan to Canada. As a result, this move paves the way for construction to begin on a new bridge called the New International Trade Crossing (NITC) that would link Michigan with Canada. This project will be funded through financing provided by both the United States and Canada. Revenue will be collected through tolls.⁷⁷ Michigan leaders are pursuing the construction of the New International Trade Crossing Bridge. U.S. Federal officials have agreed to provide an additional \$1.6 billion for the project.⁷⁸ In 2010, lawmakers enacted new rules authorizing certain public and private entity partnerships for transportation.⁷⁹ In 2008, lawmakers raised the state aviation motor fuels tax 3 cents per gallon on all airline fuel for, among other things, acquiring, developing, and operating airports in the state.⁸⁰
- **Minnesota:** In 2013, a transportation bill was passed that called for the creation of an office to handle public-private partnerships.⁸¹ Another bill was passed that year that, among other things, created a grant program to fund a variety of transportation projects and increased Minnesota's vehicle sales tax.⁸² In 2008, state lawmakers approved a five-cent per gallon tax increase; the funds were dedicated to bridge maintenance. This legislation also granted the seven-county Minneapolis/St. Paul metro area authority to raise the sales tax in order to pay for transportation needs. Finally, this legislation increased fees on the lease and rental of vehicles from 3 percent to 5 percent of the sales price of the vehicle.⁸³ That same year, lawmakers also repealed the state low-income motor fuels tax. Removing this tax credit was expected to bring in an additional \$30.1 million annually for transportation.⁸⁴
- **Mississippi:** In 2010, lawmakers authorized more than \$300 million in bonds to finance highways, bridges, and other transportation projects. This bill also created a commission of the

⁷⁴ Massachusetts H. 3535 (2013)

⁷⁵ Massachusetts S. 2087 (2009)

⁷⁶ Michigan H. 4468 (2015)

⁷⁷ The Economist: *They Aren't Building That*, Sept. 29, 2012. <<http://www.economist.com/node/21563756>>

⁷⁸Baruah, Sandy. Michigan can build on a new bridge deal, Crain's Detroit Business, Apr. 24, 2011.

<http://www.crainsdetroit.com/article/20110424/FREE/304249983/michigan-can-build-on-new-bridge-deal>

⁷⁹ Michigan H. 5461 (2010)

⁸⁰Michigan H. 5582 (2008)

⁸¹ Minnesota S 1270 (2013)

⁸² Minnesota H 1444 (2013)

⁸³ Minnesota S.F. 2521

⁸⁴ *FY 2010 Actions & Proposals to Balance the FY 2010 Budget: Motor Fuel and Vehicle Taxes/Fees*, National Conference on State Legislators, 2009. <http://www.ncsl.org/?tabid=17250>

governor, treasurer, and attorney general charged with approving transportation bonds that are issued.⁸⁵

- **Missouri:** In 2010, state lawmakers enacted legislation that allowed port authority boards to establish port improvement districts to fund projects with voter-approved sales or property taxes.⁸⁶ In 2009, state lawmakers expanded public-private partnerships by allowing any pipeline, ferry, river boat, airport, railroad, or mass transit facility to be financed, developed, and operated between the state highway transportation commission and a private partner.⁸⁷
- **Nebraska:** In 2015, the Nebraska Legislature passed a bill (overriding the Governor's veto) that will increase the state's gas tax a total of 6 cents over a four year period.⁸⁸ The tax increase is projected to bring in around \$215 million over that period, and roughly \$76 million annually starting in FY 2019-2020.⁸⁹ In 2011, legislators approved a half-cent earmark of existing sales tax revenue for road funding in 2013. This legislation also authorized bonding for priority road projects.⁹⁰ In 2009, lawmakers raised fees on personalized license plates by \$10 and directed the proceeds to the highway trust fund.⁹¹ In 2008, lawmakers approved a 5% tax (up from 2.5%) on the average wholesale price of gasoline.⁹²
- **Nevada:** In 2013, legislators gave approval to a number of counties to enact additional taxes on motor fuels with voter approval.⁹³ In 2015, legislation was passed by Nevada lawmakers that would change the way that local governments are able to impose fuel taxes as well as tie the tax rates to inflation, assuming that voters approve a ballot initiative in 2016.⁹⁴ An additional bill was passed giving more funding to local governments by allowing them to use revenues from their allotment of fuel taxes to pay for projects within their jurisdiction.⁹⁵ In 2011, lawmakers authorized the Transportation Commission to enter into one or more public-private partnerships (PPPs) to design, construct, develop, finance, operate or maintain the demonstration project.⁹⁶ Legislation was approved in 2008 that changed the vehicle depreciation schedule, resulting in \$42.8 million in additional revenue. In 2008, the minimum vehicle registration tax was increased from \$6 to \$16, increasing revenues by about \$94 million for FY 2010.⁹⁷ In 2009, legislation was enacted that allows the Washoe County Board of Commissioners to enact a gasoline tax increase of 2.05 cents per gallon.⁹⁸

⁸⁵ Mississippi S. 3181 (2010)

⁸⁶ Missouri S. 578 (2010)

⁸⁷ Missouri H. 683 (2009)

⁸⁸ Nebraska LB 610

⁸⁹ Lovelace, Michael. *LB 610 Fiscal Note*.

<http://nebraskalegislature.gov/FloorDocs/Current/PDF/FN/LB610_20150305-104502.pdf>

⁹⁰ Nebraska LB 84 (2011)

⁹¹ Nebraska LB 110 (2009)

⁹² Nebraska LB 846 (2009)

⁹³ Nevada AB 413 (2013)

⁹⁴ Nevada AB 191 (2015)

⁹⁵ Nevada AB 366 (2015)

⁹⁶ Nevada S. 506 (2011)

⁹⁷ *Tax Measures Help Balance State Budgets: A Common and Reasonable Response to Shortfalls*, Center for Budget and Policy Priorities, July 9, 2009. <<http://www.cbpp.org/cms/index.cfm?fa=view&id=2815>>

⁹⁸ Nevada S. 201 (2009)

- **New Hampshire:** In 2015, lawmakers commissioned a study to determine potential funding mechanisms to replace the road toll for alternative fuel vehicles.⁹⁹ In 2014, legislation was passed that included a provision requiring that the road toll that is imposed on motor fuel sales is adjusted according to the CPI.¹⁰⁰ Legislation was also passed that created a state infrastructure bank in order to finance various transportation projects along with establishing a fund for the bank and entering into a contract with an entity to administer the bank.¹⁰¹ In addition, two bills were passed that pertained to the sale of naming rights for various structures.^{102, 103} Finally, a road toll was imposed on alternative fuels, notably natural gas.¹⁰⁴ In 2012, legislators approved the establishment of a commission to study the taxation of alternative fuel and electric-powered motor vehicles for the purpose of funding improvements to the state's highways and bridges.¹⁰⁵
- **New Jersey:** In 2010, legislators approved a bill to increase the motor fuels tax. This move was expected to generate an additional \$18 million.¹⁰⁶
- **New Mexico:** In 2009, New Mexico legislators passed the Infrastructure Development Act. This legislation authorized the creation of local infrastructure development zones. These zonal boards work to implement an approved service plan and can issue bonds, levy property taxes, charge tolls, and enter into debt obligations.¹⁰⁷ The state also enacted legislation that allows the use of design-build project delivery for transportation projects funded in part by the American Recovery and Reinvestment Act.^{108,109}
- **New York:** In 2009, lawmakers imposed an additional fee of \$1 for every six months a person holds a license or learner's permit, a supplemental \$25 fee annually on vehicles registered in a metropolitan commuter district. In addition, lawmakers raised a 0.34 percent additional payroll mobility tax in some districts. Legislation also imposed a 50-cent surcharge on taxi trips in the metro commuter districts and created an additional 5 percent sales tax on auto rentals in the metro commuter districts. In 2009, legislators increased the auto rental tax from 5 to 6 percent.
- **North Carolina:** In 2015, a bill was passed that prevented a large decrease in revenue due to a drop in the fuel tax rate.¹¹⁰ In 2013, North Carolina lawmakers passed several bills related to transportation funding. The first was a bill that prohibited diversions of fuel tax revenues to non-transportation projects.¹¹¹ The second was an appropriations bill that also included provisions

⁹⁹ New Hampshire H. 460 (2015)

¹⁰⁰ New Hampshire S. 367 (2014)

¹⁰¹ New Hampshire S. 372 (2014)

¹⁰² New Hampshire H. 534 (2014)

¹⁰³ New Hampshire H. 635 (2014)

¹⁰⁴ New Hampshire H. 1142 (2014)

¹⁰⁵ New Hampshire H. 1144

¹⁰⁶ *Actions & Proposals to Balance the FY 2011 Budget: Motor Fuel and Vehicle Taxes/Fees*, National Conference on State Legislators, 2009. <

<http://www.ncsl.org/IssuesResearch/BudgetTax/FY2011ActionsandProposalsstoBalancetheBudge/tabid/19653/Default.aspx>>

¹⁰⁷ New Mexico H. 552 (2009)

¹⁰⁸ New Mexico H. 345

¹⁰⁹ *Transportation Funding Legislation Search Database*, National Conference on State Legislators, 2009.

<<http://www.ncsl.org/?tabid=13597>>

¹¹⁰ North Carolina SB 20 (2015)

¹¹¹ North Carolina H. 157 (2013)

that enacted a \$100 fee for plug-in electric vehicles and a \$50 fee for certain hybrid cars at the time of registration.¹¹² Finally, the Tax Reduction Act capped the motor fuels excise tax from October of 2013 to June 30, 2015.¹¹³ In 2009, legislation was approved that allows the Department of Transportation to enter into a contract with a private developer to accomplish the engineering, design, or construction of improvements to the State highway system.¹¹⁴ That same year, lawmakers approved allowing the Triangle counties (Raleigh, Durham, and Chapel Hill) to pay for transit improvements with a half-cent sales tax increase. Durham County voters approved this sales tax increase in 2011¹¹⁵, followed by Orange County in 2012.^{116,117}

- **North Dakota:** In 2009, lawmakers raised vehicle registration fees by \$3.¹¹⁸
- **Ohio:** In 2011, lawmakers authorized the state department of transportation to enter into public-private partnerships (PPPs) based on solicited and unsolicited proposals from private entities relating to transportation facilities.¹¹⁹ In 2009, lawmakers authorized legislation that allows the Department of Transportation to construct and operate toll projects at locations first approved by the Director of Transportation and subsequently approved by the Ohio Transportation Finance Commission, which the act creates.¹²⁰
- **Oklahoma:** In 2012, lawmakers approved legislation that increased in three increments the percentage of those fees collected under the Oklahoma Vehicle License and Registration Act that is allocated to the County Improvements for Roads and Bridges Fund, reaching 20 percent for the year beginning July 1, 2014 and all subsequent years.¹²¹
- **Oregon:** In 2014, lawmakers passed legislation that gave drivers the option of paying an annual fee instead of a per-gallon tax if they drive a vehicle powered by natural gas or propane.¹²² In 2013, Oregon lawmakers established a voluntary pilot program in which participants were charged a VMT fee of 1.5 cents per mile.¹²³ In 2011, lawmakers approved legislation requiring persons operating electric motor vehicles and plug-in hybrid electric motor vehicles to pay vehicle road usage charge.¹²⁴ In 2009, state lawmakers approved a six-cent motor fuels tax increase to fund a \$1 billion transportation spending package.^{125, 126} In 2009 the Oregon legislature approved several vehicle ownership fee increases to fund transportation. For

¹¹² North Carolina SB 402 (2013)

¹¹³ North Carolina HB 998 (2013)

¹¹⁴ North Carolina S. 648 (2009)

¹¹⁵ Triangle Business News, *Triangle Counties Approve Transit Sales Tax*,

<<http://www.bizjournals.com/triangle/news/2012/12/14/triangle-transit-approves-sales-tax.html>>

¹¹⁶ Childress, Greg. Times-News, Orange County Approves Transit Sales Tax, Nov. 7, 2012.

<http://www.thetimesnews.com/news/region-state/orange-county-approves-transit-sales-tax-1.45102>

¹¹⁷ North Carolina H. 148 (2009)

¹¹⁸ North Dakota S. 2012 (2009)

¹¹⁹ Ohio H. 114 (2011)

¹²⁰ Ohio H. 2 (2009)

¹²¹ Oklahoma H. 2249 (2012)

¹²² Oregon HB 4131 (2014)

¹²³ Oregon SB 810 (2013)

¹²⁴ Oregon H. 2001 (2011)

¹²⁵ *Jobs and Transportation Act 2009*, Oregon Office of the Governor, State of Oregon, 2009.

<http://governor.oregon.gov/Gov/docs/Jobs_Transp_Act_2009.pdf?ga=t>

¹²⁶ *Tax Measures Help Balance State Budgets: A Common and Reasonable Response to Shortfalls*, Center for Budget and Policy Priorities, July 9, 2009. <<http://www.cbpp.org/cms/index.cfm?fa=view&id=2815>>

example, vehicle title fees were increased from \$55 to \$77. Vehicle registration fees were increased \$32 over two years.¹²⁷

- **Pennsylvania:** In 2013, a major transportation funding bill was passed that included a number of funding mechanisms. It increased the rate of the oil company franchise tax and repealed the cents-per-gallon tax. It called for several fees, including vehicle registration and driver's license fees, to be indexed to the Consumer Price Index.¹²⁸ Counties were also given the ability to enact a \$5 vehicle registration fee.¹²⁹ The bill is projected to bring in over \$1.2 billion in funding per year in FY 2014-2015 and over \$2 billion per year beginning in FY 2017-2018.¹³⁰
- **Rhode Island:** In 2014, state lawmakers included a provision that year's appropriations bill that mandated that the gas tax is to be indexed to the Consumer Price Index for all Urban Consumers. In addition, the bill raised various other fees and surcharges.¹³¹ In 2011, state lawmakers imposed additional vehicle registration surcharges and driver's license fees to support a new fund established to pay for transportation infrastructure.¹³² In 2009, the state budget raised the state gasoline tax from \$0.30 to \$0.32 per gallon.¹³³
- **South Carolina:** In 2013, state lawmakers enacted legislation that requires an annual transfer to the state's Transportation Infrastructure Bank from other revenue sources. It also allows county and municipal roads to be added into the state highway system if both parties agree.¹³⁴
- **South Dakota:** In 2015, the gas tax was increased by 6 cents (from \$0.22 to \$0.28) and vehicle sales taxes and license fees were also increased through new legislation.¹³⁵ In 2012, lawmakers approved raising vehicle registration fees in two stages. Registration fees would rise from \$42 to \$51 per year in 2011 then to \$60 in 2013. The bill also raised registration fees for motor homes, travel trailers and motorcycles.¹³⁶
- **Texas:** In 2015, there was a measure passed that, pending voter approval, would transfer revenues from general sales taxes to transportation as well as transfer a portion of the vehicle sales tax. In 2014, Texas voters approved a ballot measure that amends the state constitution to allow for a portion of oil and gas revenues that typically goes into the state's Economic Stabilization Fund to instead be directed to the State Highway Fund. The Texas Comptroller of Public Accounts certified that \$1.74 billion would be available for transfer to the State Highway Fund for FY 2015.¹³⁷ In 2011, lawmakers approved legislation known as the Texas DOT Sunset bill, which (among other things) limits TxDOT's Public-Private Partnership authority to certain

¹²⁷ Pinomesa, Jose, "Cost of Owning a Vehicle in Oregon to Soar", Oregon Business Report, Sept. 17, 2009.

<<http://oregonbusinessreport.com/2009/09/cost-of-owning-a-vehicle-in-oregon-to-soar/>>

¹²⁸ Pennsylvania Department of Transportation, *Comprehensive Transportation Funding Plan (Act 89)*.

<http://www.dot.state.pa.us/public/pdf/TRANSPLAN/FINAL_Trans_Funding_Plan_Summary.pdf>

¹²⁹ Pennsylvania HB 1060 (2013)

¹³⁰ Keller, M. K. *Pennsylvania HB 1060 Fiscal Note*.

<<http://www.legis.state.pa.us/WU01/LI/BI/SFN/2013/0/HB1060P2697.pdf>>

¹³¹ Rhode Island H. 7133 (2014)

¹³² Rhode Island H. 5894 (2011)

¹³³ Rhode Island H. 5983 (2009)

¹³⁴ South Carolina HB 3360 (2013)

¹³⁵ South Dakota SB 1 (2015)

¹³⁶ South Dakota H. 1192 (2011)

¹³⁷ Texas Department of Transportation, *Proposition 1 Funding*.

<<http://www.txdot.gov/government/legislative/state-affairs/ballot-proposition.html>>

projects.¹³⁸ In 2011, lawmakers also approved legislation that would allow toll projects to be owned by a local toll project entity in perpetuity.¹³⁹ In 2011, lawmakers approved legislation that would allow public-private partnerships for a ferry, mass transit, vehicle parking or port facility. This excludes financing, design, construction, maintenance or operation of a highway on the state highway system.¹⁴⁰ In 2011, lawmakers enacted legislation that authorized the DOT to enter into design-build contracts with a construction cost estimate of \$50 million or more. In 2010, Texas State House Speaker Joe Straus appointed a committee to (among other things) consider the “air, ground, and rail transportation needs of rural Texas and analyze the effect on economic development.”¹⁴¹ Recommendations from this committee can be found here: <http://texas2030committee.tamu.edu/>

- **Utah:** In 2015, the Utah legislature passed a bill that gives counties the ability to propose a quarter-cent sales tax for consideration by their voters, as well as changes the way the state’s gas tax is calculated (from cents per gallon to a percentage tax per gallon based on its price).¹⁴² In 2011, lawmakers approved shifting 30% of the growth in sales-tax revenue (based on Fiscal Year 2011) from the General Fund to the Centennial Highway Fund or the Transportation Investment Fund of 2005. The shift is about \$60 million per year beginning in FY 2013.¹⁴³ In 2009, legislators increased the motor vehicle registration fee by \$20, which is projected to generate about \$53 million per year.¹⁴⁴
- **Vermont:** In 2013, lawmakers approved legislation that enacted a 4 percent tax on the average price of gasoline to be phased in over a two year period, decreased the state’s diesel tax by 3 cents per gallon over two years, and decreased the state’s excise tax on gasoline by 6.9 cents.¹⁴⁵ In 2009, lawmakers approved comprehensive legislation that did the following: tied the gasoline tax to the rate of inflation starting in 2012; created a transportation infrastructure bond fund; raised the gasoline tax by 5 cents; gave the treasurer the authority to issue bonds for transportation infrastructure purposes.¹⁴⁶ In 2009, vehicle registration fees were increased from \$60 to \$65, generating an estimated \$1.7 million.¹⁴⁷
- **Virginia:** In 2013, lawmakers passed a bill that enacted a \$64 registration fee on alternative fuel, electric, and hybrid vehicles, replaced the 17.5 cents per gallon gasoline tax with one based on a percentage of the wholesale price of gasoline and diesel, and raised the state’s sales and use tax to 4.3% (from 4.0%) with the revenues going to transportation projects.¹⁴⁸ In 2011, lawmakers created the Virginia Transportation Infrastructure Bank to fund transportation projects.

¹³⁸ Texas S. 1420 (2011)

¹³⁹ Texas S. 19 (2011)

¹⁴⁰ Texas S. 1048 (2011)

¹⁴¹ Texas Legislature, Interim Committee Charges (2010)

¹⁴² Utah HB 362 (2015)

¹⁴³ Utah S. 229 (2011)

¹⁴⁴ *Tax Measures Help Balance State Budgets: A Common and Reasonable Response to Shortfalls*, Center for Budget and Policy Priorities, July 9, 2009. <<http://www.cbpp.org/cms/index.cfm?fa=view&id=2815>>

¹⁴⁵ Vermont H. 510 (2013)

¹⁴⁶ Vermont H. 438 (2009)

¹⁴⁷ News Releases, Change to one vehicle registration sticker and DMV fee increases go into effect July 1st, July 19, 2009. <http://www.vermont.gov/portal/government/article.php?news=1132>

¹⁴⁸ Virginia HB 2313 (2013)

Legislation required that up to 20 percent of funds in this newly created infrastructure bank was to be used to make grants or interest rate subsidies to localities for transportation projects, and the remainder was to be used to make loans to private or public entities for transportation projects.¹⁴⁹

- **Washington:** In 2015, legislation was passed that raised the state's fuel tax by 7 cents per gallon, and will increase it again next year by 4.9 cents per gallon.¹⁵⁰ In 2011, lawmakers passed a bill that allowed the King County Council to implement a \$20 per vehicle local option fee levied only in King County. The King County Council was responsible for deciding how the fee would be imposed.¹⁵¹ In 2009, lawmakers enacted a law that increases the \$50 document fee charged with new vehicle purchases to \$150 starting July 1, 2009 (expires in five years).¹⁵² In 2009, lawmakers approved legislation that would impose tolls on the existing State Route (SR) 520. The tolling authority is allowed to increase the toll rates as necessary to reflect inflation and meet the payments on the bonds.¹⁵³
- **West Virginia:** In 2010, lawmakers approved legislation that grants counties the authority to impose, administer, collect and enforce payment of voter-approved user fees to pay for or finance the cost of transportation projects within their counties.¹⁵⁴ In 2009, legislation was enacted that expanded design-build construction and financing options and authorized the continuance of three pilot projects, and further authorizes up to ten design-build projects. Over three years, \$150 million was authorized to fund these projects.¹⁵⁵
- **Wyoming:** In 2013, Wyoming lawmakers passed legislation that raised the state's gasoline and diesel taxes from \$0.14 per gallon to \$0.24 per gallon.¹⁵⁶

¹⁴⁹ Virginia S. 1446 (2011)

¹⁵⁰ Washington SB 5987 (2015)

¹⁵¹ Washington S. 5251 (2011)

¹⁵² *FY 2010 Actions & Proposals to Balance the FY 2010 Budget: Motor Fuel and Vehicle Taxes/Fees*, National Conference on State Legislators, 2009. <http://www.ncsl.org/?tabid=17250>

¹⁵³ Washington H. 2211 (2009)

¹⁵⁴ West Virginia S. 352 (2010)

¹⁵⁵ West Virginia S. 352 (2010)

¹⁵⁶ Wyoming HB 69 (2013)