

State Transportation Funding Proposal Tracker

June 15-28, 2019

- Connecticut's governor and lawmakers are [meeting](#) to discuss a potential statewide tolling system.
- Wisconsin's governor and lawmakers are also [working](#) towards a transportation funding package.

| State | Year | Bill Number | Revenue Type(s) | Status | Description |
|---|------|------------------------|----------------------------|----------|--|
| Alabama <div>Click the name of a state to see more detail for each bill, and on the bill to access bill text online.</div> | 2019 | HB2 | Gas Tax | Passed | Raises the gas tax by 10-cents over 3 years, indexed to the highway construction index afterwards. |
| | 2017 | SB386 | Local Gas Tax | Rejected | Enables county commissioners to charge a local gas tax for specific projects. |
| | 2017 | HB487 | Gas Tax | Rejected | Raises the gas tax by 4-cents in 2017, 2-cents by 2019, and 3-cents by 2024 (totaling 9-cents). These funds would support a \$2.45 Billion bond issue. |
| | 2016 | HB394 | Gas Tax | Rejected | Additional gas & diesel excise tax based on average of existing gas taxes in border states, roughly 6-cents/gallon increase in 2016. |
| Alaska | 2017 | HB60 | Gas Tax | Rejected | Triplies the state gas-tax (from 8 to 24-cents per gallon), phased in by July 1, 2018. This would raise \$80 Million per year. |
| Arizona | 2019 | HB2320 | Gas Tax; | Pending | Raises the gas tax from 19-cents to 43-cents over three years. |
| | 2018 | SB1147 | Local Sales Tax | Rejected | Allows rural counties to impose a one-cent sales tax for transportation revenue. |
| | 2018 | HB2166 | Registration Fees | Passed | Increases registration fees by \$17-\$19, and is designed to raise at least \$114 Million. |
| | 2017 | SB1146 | Registration Fees; EV Fees | Rejected | Increases vehicle registration fees by 0.5% and introduces a \$12 electric vehicle fee. |
| | 2013 | SB1327 | Mileage Based User Fee | Rejected | Study for potential VMT fees to replace the state gas tax. |

Arkansas

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|------|-------------------------|-----------------------|--------|---|
| 2019 | SB336 | Gas Tax | Passed | Raises the gas tax 3-cents (from 21.5-cents) and the diesel tax 6-cents (from 22.5-cents), indexed annually. Also increases EV fees by \$200 and registration fees on hybrids by \$100. Total generation is \$95 Million. |
| 2016 | HB1009 | General Fund Transfer | Passed | Transfers \$50 Million annually for roads and bridges from the state's general revenue, surplus, and rainy day funds. |
| 2013 | Issue 1 | Sales Tax | Passed | A temporary half-cent sales tax increase (from 6.0% to 6.5%). The sales tax increase will be rescinded after ten years when the bonds used from the proceeds have been repaid. This was introduced in 2011, but because it is a constitutional amendment, it had to be put to voters. Dedicated to \$1.8 Billion in highway improvements over 10 years. |

California

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|------|--------------------------------|-------------------------------------|----------|--|
| 2018 | Proposition 69 | Lockbox | Passed | Prohibits transportation funds from being diverted to other uses. |
| 2017 | SB1 | Gas Tax; Registration Fees; EV Fees | Passed | Increases the gas tax by 12-cents and diesel by 20-cents, creates a new annual vehicle fee ranging from \$25-\$175, a \$100 annual fee for EV, and a 4-cent diesel sales tax, totaling \$52.4 Billion over 10 years. *In 2018, a repeal of this act was rejected by voters in a statewide vote (Proposition 6). |
| 2015 | SB16 | Gas Tax; Registration Fees; EV Fees | Rejected | Increases the gas tax by 10-cents, increase in registration fees by \$35, an additional \$100 fee for zero-emission vehicles, & 35% increase in vehicle license fees over 5 years. Would raise \$3.5 Billion annually. |
| 2014 | SB1077 | Mileage Based User Fee | Passed | Establishes a mileage based user fee pilot. |

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| Colorado | 2018 | SB1 Proposition 109 Proposition 110 | Bonds | Passed by Legislature, Rejected by Voters | Asks voters to approve a \$2.34 Billion bond package, backed by general fund transfers. |
| | 2017 | HB1242 | Bonds; Sales Tax | Rejected | This, and another similar measure, were voted down by voters. |
| | 2016 | SB210 | Bonds | Rejected | Increases sales tax by \$0.62 to support \$3.5 Billion in bonds. |
| | | | | | Asks voters to approve \$3.5 Billion in bonds. |
| Connecticut | 2019 | PB102 | Tolls | Pending | Enables the state DOT to enact tolls on certain roads. |
| | 2018 | HB5391 | Tolls | Rejected | Enables several highways to be fitted with electronic tolls. |
| | 2017 | HJR100 | Lockbox | Approved | A constitutional amendment to put transportation funds in a lockbox, approved by voters in 2018. |
| | 2015 | SB397 | Lockbox | Rejected | Governor's initiative to place all transportation money in a lockbox. |
| DC | 2013 | DCB199 | Gas Tax | Passed | Replaces 23.5-cent gas tax with a 8.3% tax on wholesale gas and diesel purchases (this did not change the price of gas to the consumer when it was passed) |
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| Delaware | 2017 | SB20 | Lockbox | Passed | Constitutional amendment to preserve transportation funds for transportation projects |
| | 2016 | HB10 | Gas Tax | Never Introduced | Temporary gas tax increase of 10-cents, expiring after one year. |
| | 2015 | HB140 | DMV Fees | Passed | 0.50% increase in vehicle document fee, along with other fees, generating \$25 Million annually. |

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| <u>Georgia</u> | | | | | |
| | 2015 | HB170 | Gas Tax; Truck Impact Fee; Hotel Fee; Electric Vehicle Fee | Passed | Converts state sales tax on motor fuel to a per-gallon tax of 26-cents for gas and 29-cents for diesel, semis will pay an impact fee of \$50-\$100 depending on weight, hotels will charge a \$5/night fee for transportation, and a \$200 fee for noncommercial EV (\$300 for commercial). Will raise \$945 Million per year. |
| <u>Hawaii</u> | | | | | |
| | 2019 | HB1054 & SB1280 | Gas Tax; Registration Fee | Pending | Increases the gas tax 5-cents (to 21-cents |
| | 2017 | SB1012 | Gas Tax | Rejected | Increases the gas tax by 10-cents |
| | 2016 | SB2938 | Gas Tax; Registration Fees | Rejected | Increase the gas tax by 3-cents and raise registration fees from \$45 to \$76.50 |
| <u>Idaho</u> | | | | | |
| | 2019 | HB88 | Transfer | Failed | Shifts fuel tax revenue directed to the Idaho State Police to the Highway Distribution Account, up to \$18 Million. |
| | 2017 | SB1206 | Bonds; Sales Tax; General Fund | Passed | Authorizes Idaho to issue \$300 Million in bonds, as well as taking 1% of the state sales tax and some general fund surplus for transportation projects. |
| | 2015 | HB312 | Gas Tax; Registration Fees | Passed | Raises the gas tax by 7-cents and registration fees by \$21, eventually netting \$126.6 Million per year. |
| | 2014 | HB547 | Cigarette Tax | Passed | Redirects cigarette tax receipts to road projects from bond payments |
| <u>Illinois</u> | | | | | |
| | 2019 | HB3233 | Gas Tax; Registration Fees | Passed | Raises the gas tax to 38-cents (from 19-cents) and the annual registration fee to \$148 (from \$98). |
| | 2016 | SCA25 | Lockbox | Passed | Prevents transportation revenue from being used for non-transportation purposes. |

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| Indiana | | | | | |
| 2017 | HB1002 | Gas Tax; Registration Fees; EV Fees; Tolling | Passed | Increases the gas tax by 10-cents, along with an additional \$15 annual fee on all vehicles, a \$150 EV fee, and a \$50 fee on hybrids. This also allows for the future implementation of toll roads in the state, generating \$1.2 Billion in additional revenue by 2024. | |
| 2016 | HB1001 | General Fund Transfer; Motor Fuel Tax | Passed | Transfers \$430 Million from local option income taxes to transportation, \$228 Million from other reserves, increasing motor fuel tax to 1.5-cents/gallon | |
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| Iowa | | | | | |
| 2015 | SB257 | Gas Tax | Passed | Raises gas tax by 10-cents, generating \$200 Million annually. | |
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| Kansas | | | | | |
| 2017 | SB224 ; HB2382 | Gas Tax | Rejected | Raises the gas tax by 5-cents, while the house bill would raise the gas tax by 11-cents and raise \$190 Million. | |
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| Kentucky | | | | | |
| 2019 | HB517 | Gas Tax; EV Fees | Failed | Increase the gas tax by 10-cents and add an EV fee of \$175. | |
| 2018 | HB609 | Gas Tax; EV Fees | Rejected | Increases the gas tax by 10-cents and increase fees on electric and hybrid vehicles. This would raise \$391 Million per year. | |
| 2015 | BR61 | EV Fee | Rejected | Charges electric vehicles \$100 annually. | |

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| Louisiana | 2019 | HB542 | Gas Tax | Rejected | Increases gas tax by 6-cents and diesel tax 4-cents in 2019, each increasing by 2-cents biannually through 2031. |
| | 2018 | HB178 | Local Fuel Tax | Rejected | Allows local entities to exact a gas tax to fund specific projects. |
| | 2017 | Amendment 3 | Lockbox | Passed | Prevents transportation funds from being used for other purposes. Will need voter approval. |
| | 2017 | HB632 | Gas Tax | Rejected | Raises the gas tax by 17-cents, which is less than the governor's recommended 23-cents. This would raise \$500 Million annually. |
| | 2015 | Ballot | Rainy Day Fund; State Infrastructure Bank | One Passed; One Rejected | Voters did not approve an amendment to cap the state's rainy day fund and transfer the current surplus to transportation projects. They did approve an amendment that allows the state to invest in its state infrastructure bank |
| | 2015 | HB615 | Sales Tax | Rejected | Increases the state's sales tax by 1.0%, with all additional revenue going to transportation |
| Maine | 2018 | LD1806 | EV Fee | Rejected | Imposes a \$150 annual fee for hybrids and a \$250 annual fee for electric vehicles. This would generate \$2.9 Million. |
| | 2017 | HB812 | Gas Tax; EV Fees | Rejected | Raises the gas tax by 7-cents, and place a \$200 annual surcharge on hybrid, electric, and hydrogen fuel cell vehicles. This would raise \$75 Million annually. |
| | 2016 | Ballot | Bonds | Passed | Voters approved \$100 Million in bonds for transportation projects, used to match \$137 Million in federal funding |
| Maryland | 2014 | Ballot | Lockbox | Passed | Voters approved a lockbox for state transportation funds |
| | 2013 | HB1515 | Gas Tax | Passed | Indexes the gas tax (was 23.5-cents) to the CPI, with increases capped at 8% annually. Applies 1% of the state sales tax on gasoline to transportation, increasing to 3% by July 2015. Also added 3% sales tax on wholesale gasoline. |

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| Massachusetts | 2017 | HB1603 | Local Gas Tax | Pending | Allows local entities to exact a gas tax to fund specific projects |
| | 2013 | HB3535 | Gas Tax; Sales Tax; Sin Taxes | Passed (Partially Repealed) | Increases the gas tax by 3-cents, indexed to inflation beginning in 2015 (this indexing was repealed by the voters). Dedicates all sales tax revenue from motor vehicle sales to transportation, and increases taxes on cigarettes for transportation. Raises \$1.1 Billion annually |
| Michigan | 2015 | HB4738 | Gas Tax; General Fund Transfer; Registration Fees | Passed | A 7.3-cent increase in the gas tax, tying the diesel tax to the gas tax, and indexing both to the lesser of 5% or the rate of inflation. \$600 Million was transferred out of the general fund. Registration fees were increased by \$20 |
| | 2015 | Proposition 1 | Sales Tax; Gas Tax | Rejected | Increases the state sales tax by 1.0% and index the gas and diesel taxes to inflation, along with other non-transportation matters |
| | 2014 | | General Fund Transfer | Passed | One-time transfer of \$139.1 Million from the general fund to maximize federal match dollars |
| Minnesota | 2018 | SB1060 | Car Part Sales Tax | Rejected | Dedicates sales taxes from auto-parts to transportation purposes. |
| | 2015 | Multiple | Gas Tax; General Fund Transfer; Registration Fees | Rejected | Competing house and senate bills. The senate wants to raise gas taxes by 16-cents, with an increase in registration fees as well. The house wants to dedicate some of the state surplus and other taxes to transportation. |

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| Mississippi | | | | | |
| 2018 | HB344 | Gas Tax; EV Fees | Pending | Increases the gas tax by 12-cents, the diesel tax by 15-cents, and places annual fees on electric (\$300) and hybrid (\$150) vehicles. This would generate \$325 Million. | |
| 2018 | HB354 | Bonds; General Fund | Passed | Enacts \$50 Million in bonds dedicated to bridge repair. It also dedicates 50% of general fund growth above 2% to transportation, up to \$100 Million annually. | |
| Missouri | | | | | |
| 2019 | HB822 | Gas Tax | Pending | Increases the gas tax by 10-cents, and introduces an additional registration fee for vehicles over 29 MPG. | |
| 2018 | HCR47 Proposition D | Gas Tax | Rejected by voters | Increases the gas tax by 10-cents (up to 27-cents) and the diesel tax by 12-cents (up to 29-cents), over 5 years. This would generate \$430 Million per year. | |
| | | | | This was put before voters and was defeated. | |
| 2017 | SJR3 | Gas Tax | Rejected | Increases the gas tax by 6-cents, pending voter approval. | |
| 2016 | SB623 | Gas Tax | Rejected | Raises the gas tax by 6-cents, along with an increase in the cigarette tax by 6-cents with receipts dedicated to transportation, together raising \$260 Million per year. | |
| Montana | | | | | |
| 2017 | HB473 | Gas Tax | Passed | Raises the gas tax by 6-cents and the diesel tax by 6-cents, each in three installments through 2023. | |
| 2013 | HB316 | Gas Tax | Rejected | Gas tax would be raised by 2-cents. Would create a fund to address issues created by oil and gas boom. | |
| Nebraska | | | | | |
| 2015 | LB610 | Gas Tax | Passed (Veto Overridden) | Raises the gas tax by 6-cents over 4 years, raising \$75 Million per year. | |

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| Nevada | 2013 | SB377 | Gas Tax | Rejected | Raises the gas tax 2-cents per year over the next 10 years, netting \$300 Million annually. |
| New Hampshire | 2018 | HB1541 | EV Fee | Pending | Imposes a \$100 annual fee for hybrids, and a \$200 annual fee on electric vehicles. |
| | 2018 | HB1763 | Registration Fees | Pending | Adds an annual fee for vehicles with higher than 20 mpg, with the rate set on a sliding scale. |
| | 2017 | HB621 | EV Fee | Pending | Imposes a \$77 annual fee on vehicles getting more than 50 mpg, and a \$123 fee on electric vehicles. |
| | 2014 | SB367 | Gas Tax | Passed | Raises the gas tax by 4.2-cents, for \$33 Million in additional revenue. |
| New Jersey | 2016 | AB12 | Gas Tax | Passed | Raises the gas tax by 23-cents, offset by tax cuts. |
| New Mexico | 2019 | HB321 | Registration Fees | Pending | Raises registration fees \$27 for vehicles under 2,700 pounds and \$15 on vehicles between 2,000 and 3,000 pounds. |
| | 2017 | SB131 | Gas Tax | Rejected | Increase of 5-cents on both gasoline and diesel taxes, and a \$55 registration fee on interstate freight trucks. |
| | 2017 | HB63 | Local Gas Tax | Vetoed | Local governments would be able to contribute money to a statewide fund and would be able to withdraw from that fund. |
| North Carolina | 2019 | SB446 | EV Fee | Passed | Raises the EV registration fee to \$230, and introduces a registration fee for plug-in hybrids of \$115. |
| | 2018 | SB758 / HB1010 | Debt | Passed | Authorizes the state to issue up to \$300 Million in bonds per year for transportation, assuming certain cash requirements are met. |
| | 2015 | SB20 | Gas Tax | Passed | Lowers the gas tax by 2.5-cents in the next year, but it will then rise annually with the CCI and state population changes. |
| | 2015 | HB97 | Lockbox; DMV Fees | Passed | The general fund will be barred from taking transportation funds. DMV fees will no longer increase every 4 years. |

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| North Dakota | 2019 | SB2061 | EV Fees | Passed | Creates a \$120 annual fee for EV, a \$50 fee for plug-in hybrids, and a \$20 fee for electric motorcycles. |
| | 2019 | SB2288 | Gas Tax | Rejected | Raises the gas tax by 7-cents (from 23-cents), generating \$103.6 Million every two years. |
| Ohio | 2019 | HB62 | Gas Tax | Passed | Raises the gas tax 10.5-cents and the diesel tax by 19-cents. |
| | 2017 | HB26 | Registration Fees | Passed | Increases registration fees by \$5 in lieu of a gas tax increase. |
| Oklahoma | 2017 | HB1426 | Gas Tax; Diesel Tax | Passed | Raises the gas and diesel taxes by 6-cents each. This is revenue neutral, replacing current income tax receipts. |
| Oregon | 2017 | HB2017 | Gas Tax; Registration Fees; Bike Fees; Payroll Tax | Passed | Raises \$5.3 Billion over 10 years via a 10-cent increase in the gas tax, increase in vehicle registration fees, a 0.10% payroll tax, and a \$15 tax on bicycles. Tolls may be considered in the future. |
| | 2013 | SB810 | VMT Fee | Passed | Allows volunteer drivers to pay 1.5-cents per mile in lieu of the gas tax. |
| Pennsylvania | 2013 | HB1598 | Gas Tax; Registration Fees | Passed | Converts the gas tax to a wholesale tax on gasoline, netting an increase of 9.5-cents in 2014. The registration fee will now be tied to the CCI. |
| Puerto Rico | 2015 | HB1277 | Crude Oil Tariff | Passed | Raises crude oil import tariff to \$15.50/barrel from \$9.25, raising \$178 Million per year |
| Rhode Island | 2014 | HB7133 | Gas Tax; Fees | Passed | Gas tax indexed to inflation biannually. Vehicle inspection fee increased from \$39 to \$55, and the good-driving fee increased from \$25 to \$50 |
| South Carolina | 2017 | HB3516 | Gas Tax | Passed | Raises the gas tax by 12-cents, offset by tax cuts elsewhere in the budget. This had enough legislative support to override the governor's veto. |
| | 2016 | SB1258 | Debt | Passed | Allows for \$2.2 Billion to be borrowed over 10 years, paid for by existing fees and vehicles sales taxes |

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| South Dakota | 2015 | SB1 | Gas Tax; Excise Tax; Registration Fees | Passed | Raises the gas tax by 6-cents. Motor vehicle excise tax increased by 1% and license plate fees by 20%. |
| Tennessee | 2017 | HB534 | Gas Tax; Diesel Tax | Passed | Raises the gas tax by 6-cents over 3 years (4-cents in 2017, 1 each in 2018 and 2019). Diesel tax will be raised by 10-cents over the same timeframe. |
| Texas | 2015 | Proposition 7 | Sales Tax | Passed | If annual sales taxes exceed \$28 Billion, \$2.5 Billion of that will be diverted to transportation. After 2020, 35% of motor vehicle sales taxes will go to transportation. |
| | 2014 | Proposition 1 | Rainy Day Fund; Oil and Gas Revenues | Passed | Voters approved diverting revenue from oil and gas extraction from the rainy day fund to transportation |
| Utah | 2018 | HJR20 Question 1 | Gas Tax | Rejected | A ballot initiative to raise the gas tax by 10-cents, partially to fund education |
| | 2018 | SB136 | EV Fee | Passed | Establishes a registration fee on electric vehicles of \$120, as well as various fees for hybrid vehicles. |
| | 2018 | SB71 | Toll Roads | Passed | Would make it easier for the state to create tolls. |
| | 2015 | HB362 | Gas Tax | Passed | Gas tax converted to a 12% sales tax, which results in a 5-cent/gallon increase in the price at the pump, within a range of 29-40 cents. |
| Vermont | 2013 | HB510 | Gas Tax | Passed | Gasoline will be charged a 2% assessment, which along with a 0.8-cent decrease in the flat gas tax results in a 5.9-cent increase in 2013. The tax on diesel will be raised 3-cents over two years. |
| Virginia | 2014 | HB2313 | Gas Tax | Passed (Partially Repealed) | The current 17.5-cent gas tax is replaced by a 3.5% wholesale tax. Vehicle title tax raised to 4.15% from 3%. \$64 annual registration fee for alternative fuel vehicles (later repealed). Transportation funds put in a lockbox. |

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| Washington | 2019 | SB5971 | EV Fee; Gas Tax | Pending | Gas tax increased by 6-cents (from 49.4-cents), and EV fees by \$200 (to \$350). |
| | 2015 | SB5987 | Gas Tax | Passed | Gas tax raised 7-cents in 2015, and another 4.9-cents in 2016. |

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| West Virginia | 2017 | SB1006 | Gas Tax; Sales Tax; Other Fees | Passed | The variable minimum gas tax increases by 3.5-cents, raise the sales tax for selling a car from 5% to 6% amongst other fees, raising \$140 Million annually. |
| | 2016 | SB555 | Gas Tax; Registration Fees; Sales Tax | Rejected | Raises the gas tax by 3-cents when gas goes below \$2/gallon. Would also increase the state sales tax by 1%, with the increase going to transportation. |
| Wisconsin | 2017 | Act 59 | EV Fee | Passed | Electric vehicles will pay an additional \$100/year, and hybrids \$75/year. |
| | 2014 | Question 1 | Lockbox | Passed | Requires that all gas tax and registration fee revenues in the transportation fund. |
| Wyoming | 2013 | HB69 | Gas Tax | Passed | Raises the gas tax by 10-cents, generating \$475 Million annually |

Alabama

Close to \$10 Billion in capacity needs that are beyond current revenue ([10/25/2018](#))

2019

[House Bill 2](#): This would raise the state gas tax by 10-cents over 3 years, for both gas and diesel, indexed to highway construction costs. This will generate \$32 Million per year by 2022.

This bill passed.

Last updated 3/12/2019. More information [here](#).

2017

[Senate Bill 386](#): County commissioners would be able to charge a local gas tax, up to 5-cents for a maximum of 5 years, for specific projects. Voters would have to approve these taxes by voting on a list of projects presented by the commissioners.

This bill was rejected.

Last updated 4/26/2017. More information [here](#).

[House Bill 487](#): An increase in the gas tax by 6-cents (4-cents in 2017 and 2-cents in 2019, from 16-cents currently), with potentially an additional 3-cents in 2024. These additional funds would support a \$2.45 Billion bond issue, split evenly between state and local projects.

This bill was rejected.

Last updated 4/13/2017. More information [here](#).

2016

[House Bill 394](#): This would increase the gas tax by 6-cents (from 16-cents), and would be adjusted in 2019, 2023, and 2027 to the average of the gas tax in neighboring states (Florida, Georgia, Mississippi, and Tennessee). The 6-cent increase in 2016 would bring Alabama in line with its neighbor-states. This revenue would be earmarked exclusively for roads and bridges.

This bill was rejected.

Last updated 3/18/2016. More information [here](#).

Alaska

2017

[House Bill 60](#): This bill would increase the gas tax from 8-cents to 16-cents on July 1, 2017 and to 24-cents on July 1, 2018. Taxes on marine fuel, aviation gasoline, and jet fuel would also be doubled in 2017 and tripled in 2018. These measures would raise \$40 Million in Fiscal Year 2018, and \$80 Million in Fiscal Year 2019, with all new revenue dedicated to transportation.

The bill was rejected.

Last updated 2/1/2017. More information [here](#).

Arizona

\$63 Billion funding gap over 25 years, \$2.52 Billion annually (as of [2/15/2013](#))

2019

[House Bill 2320](#): This bill would raise the gas tax by 26-cents, up to 43-cents. This bill replaced [House Bill 2536](#), which would have also implement an annual fee of \$86 on hybrid vehicles and \$198 on electric vehicles.

This bill is pending.

Last updated 3/12/2019. More information [here](#).

2018

[Senate Bill 1147](#): This bill would allow rural counties to ask voters to impose a one-cent sales tax for road construction and repair, which would last up to 20 years.

This bill was rejected.

Last updated 2/20/2018. More information [here](#).

[House Bill 2166](#): This would introduce an annual fee ranging from \$17-\$19, and would raise \$120 Million for road construction and repair.

This bill passed.

Last updated 4/24/2018. More information [here](#).

2017

[Senate Bill 1146](#) & [Senate Bill 1147](#): SB1146 proposes to increase the annual registration rate by 0.5% (for a total rate of \$150 for a \$30,000 vehicle), and impose a fee for all-electric vehicles (\$12 for a \$30,000 EV). These measures would raise \$120 Million annually. SB1147 would allow counties to ask voters to impose a county-specific 10-cent fuel tax for local roads, for up to 20 years.

These measures were rejected.

Last updated 2/14/2017. More information [here](#).

2013

[Senate Bill 1327](#): This bill proposes that the state conduct a study for VMT fees as a replacement for the gas tax.

This bill was rejected.

Last updated 2/15/2013. More information [here](#).

Arkansas

2019

[Senate Bill 336](#): This would raise the gas tax by 3-cents (from 21.5-cents), the diesel tax by 6-cents (from 22.5-cents), and increase registration fees for electric and hybrid vehicles (\$200 and \$100 respectively). The motor fuel taxes would be indexed annually, with increases capped at 0.1-cents per year. The DOT would also receive \$35 Million each year from casino tax revenue. Altogether, this would generate \$95 Million per year.

This bill passed.

Last updated 3/5/2019. More information [here](#).

2016

[House Bill 1009](#): This is a one-time transfer of \$40 Million from the general fund to the DOT, as well as a \$10 Million transfer from the state surplus, totaling \$50 Million. Going forward, 25% of future general fund budget surpluses will be used for transportation.

This bill passed.

Last updated 5/27/2016. More information [here](#).

2012

[Issue 1](#): A temporary 0.5% sales tax, raising the state sales tax from 6.0% to 6.5%. The sales tax increase will be rescinded after 10 years when the bonds created from the proceeds have been repaid. This was introduced in 2011, and it passed as a constitutional amendment in 2013. This will create \$1.8 Billion for highway improvements over 10 years.

This measure passed.

Last updated 11/6/2012. More information [here](#).

California

\$130 Billion backlog of road and bridge repairs (as of [4/28/2017](#))

2018

[Proposition 69](#): This would prevent the state from diverting transportation funds for other purposes.

This measure passed.

Last updated 6/5/2018. More information [here](#).

2017

[Senate Bill 1](#): An increase in the gas tax by 12-cents (up to 30-cents) and an increase in the diesel tax by 20-cents (to 36-cents), along with a new annual registration fee ranging from \$25-\$175 depending on the value of the car. In addition to the hike in the diesel excise tax, the diesel sales tax will rise from 5.75% to 9.75%. The bill also included a \$100 annual fee for electric vehicles (starting in 2020). This package will raise \$5.2 Billion annually. The new revenue will mostly be used for repairing roads, bridges, highways, and culverts, split evenly between state and local projects. \$7 Billion will be spent on mass transit, and the remainder will be spend on active transportation, trade corridor improvements, and congestion.

A repeal effort was balloted in November 2018, and defeated with 55.62% voting no ([Proposition 6](#)).

This bill was signed into law on April 28, 2017.

Last Updated 11/7/2018. More information [here](#).

2015

[Senate Bill 16](#): An increase in the gas tax by 10-cents (up to 28-cents), an increase in registration fees by \$35, and a 35% increase in vehicle license fees phased in over 5 years. This would have raised \$3.5 Billion annually.

This measure was rejected.

Last updated 8/17/2015. More information [here](#).

2014

[Senate Bill 1077](#): This bill requires the state to establish a mileage-based user fee pilot. The DOT must design and implement a statewide pilot program by January 1, 2017.

This bill was signed into law on September 29, 2014.

Last updated 12/6/2014. More information [here](#).

Colorado

Revenue shortfall of \$1 Billion each year (as of [5/10/2016](#))

2018

[Senate Bill 1](#): This would allow voters to authorize \$3.5 Billion in bonds backed by a general fund transfer of \$350 Million annually.

This bill passed.

Last updated 5/8/2018. More information [here](#).

[Proposition 109](#): Enabled by Senate Bill 1, this would authorize the state to authorize \$3.5 Billion in bonds backed by the general fund rather than tax increases.

[Proposition 110](#): This measure competed with Proposition 109, and would authorize the state to sell up to \$6 Billion in bonds backed by a sales tax increase of 0.62 percentage points from 2.9%.

Both of these measures were rejected.

Last updated 11/7/2018. More information [here](#).

2017

[House Bill 1242](#): This would introduce a \$0.62 sales tax beginning in 2018 and lasting 20 years, raising the statewide sales tax from 2.9% to 3.52%. This would generate \$677 Million annually. Of this, 44% annually would go into statewide transportation projects, and 39% would go to cities and counties, and the remaining 17% would go to a newly created multi-modal transportation options fund.

This bill was rejected.

Last updated 3/9/2017. More information [here](#).

2016

[Senate Bill 210](#): This would allow the state to issue \$3.5 Billion in bonds to finance new transportation infrastructure.

This bill was rejected.

Last updated 5/10/2016. More information [here](#).

Connecticut

2019

[Proposed Bill 102](#): This bill would enable the state DOT to install gantries and collect tolls on major state roads. If the tolling system is implemented fully, it could generate nearly \$1 Billion.

This bill is pending.

Last updated 1/18/2019. More information [here](#).

2018

[House Bill 5391](#): This bill would allow the state to implement statewide tolling. While it is unclear which roads would be tolled, this plan is estimated to raise \$800 Million annually for road and bridge maintenance, as well as congestion mitigation.

This bill was rejected.

Last updated 5/2/2018. More information [here](#).

2017

[House Joint Resolution 100](#): Lawmakers approved a lockbox for transportation funds. This was put before voters in November 2018, and approved.

This bill passed, awaiting voter approval in 2018.

Last updated 11/6/2018. More information [here](#).

2015

[Senate Bill 397](#): An initiative pushed by Governor Malloy, this would place all transportation funds in a lockbox. This bill would approve a referendum that would be placed on the ballot in November 2016.

This bill was rejected.

Last updated 12/8/2015. More information [here](#).

Delaware

2017

[Senate Bill 20](#): The General Assembly approved a constitutional amendment that puts all transportation income in a lockbox that can only be used for transportation projects.

This bill was approved.

Last updated 6/21/2017. More information [here](#).

2015

[House Bill 10](#): A slew of DMV fee increases, totaling \$25 Million annually in additional revenue. Half of this revenue comes from a 0.50% increase (from 3.75% to 4.25%) in the vehicle document fee.

This bill was approved.

Last updated 7/5/2015. More information [here](#).

District of Columbia

2013

[DC Bill 199](#): The District's 23.5-cent gas tax would be replaced by an 8.3% tax on wholesale gas and diesel purchases. When this measure was passed, this had no effect on the gas tax amount.

This bill was approved.

Last updated 5/22/2013. More information [here](#).

Georgia

2015

[House Bill 170](#): The state sales tax on motor fuel would transition to a per-gallon tax of 26-cents for gasoline and 29-cents for diesel. Beginning in 2019, the motor fuel taxes will be indexed to the fuel efficiency of all cars registered in Georgia. In addition to this change in motor fuel taxes, semis will pay an impact fee of \$50-\$100 based on weight, a hotel room fee of \$5/night that goes towards transportation, and a \$200 fee for noncommercial electric vehicles (\$300 for commercial). Together, these will generate \$945 Million per year.

This bill was approved.

Last updated 9/9/2015. More information [here](#).

Hawaii

Need \$100 Million in additional annual funding for its state highway program (as of [3/24/2017](#))

2019

House Bill 1054 & Senate Bill 1280: This would raise the gas tax by 5-cents, from 16-cents to 21-cents on all islands except Oahu which would raise the gas tax to 22-cents. The annual vehicle registration fee would also increase by \$5 (from \$45 to \$50), along with a 1-cent increase on diesel and fuel used by airplanes. This would generate \$27.2 Million.

These bills are pending.

Last updated 1/25/2019. More information [here](#).

2017

[Senate Bill 1012](#): This bill would increase the gas tax from 16-cents to 26-cents, increase the annual vehicle registration fee by \$5 (from \$45 to \$50), and increase the per-pound vehicle weight tax by 25-cents/pound for vehicles up to 10,000 pounds.

This bill was rejected.

Last updated 3/24/2017. More information [here](#).

2016

[Senate Bill 2938](#): This would raise the liquid fuel tax from 16-cents to 19-cents. This package would also raise the registration fee to \$76.40 from \$45, and raise the annual weight tax an extra cent per pound for vehicles up to 10,000 pounds (any vehicles over 10,000 pounds would pay a flat fee of \$400, increased from \$300). Together, this would generate \$70 Million annually.

This bill was rejected.

Last updated 3/23/2016. More information [here](#).

Idaho

\$262 Million annual shortfall (as of [4/21/2015](#))

2019

[House Bill 88](#): This bill shifts the current share of state fuel tax money that goes to the Idaho State Police to the Highway Distribution Account, beginning in the 2020-2021 Fiscal Year. ISP currently receives \$18 Million per year.

This bill was rejected.

Last updated 3/12/2019. More information [here](#).

2017

[Senate Bill 1206](#): This would authorize the state to issue \$300 Million in bonds, repaid using federal transportation funding. Additionally, the bill extends a provision that dedicates a portion of the general fund surplus to transportation projects, and dedicates 1% of the state sales tax (roughly \$15 Million) to transportation as well.

This bill was approved.

Last updated 4/11/2017. More information [here](#).

2015

[House Bill 312](#): This plan raises the fuel tax by 7-cents and registration fees by \$21. This will eventually raise \$126.6 Million annually.

This bill was approved.

Last updated 4/21/2015. More information [here](#).

2014

[House Bill 547](#): This redirects receipts from the cigarette tax to road projects, along with water infrastructure.

This bill was approved.

Last updated 3/19/2014. More information [here](#).

Illinois

2019

[House Bill 3233](#): This bill would increase the gas tax to 38-cents from 19-cents (originally proposed as a 44-cent gas tax) and raise the registration fee to \$148 (from \$98). It also would increase the electric vehicle fee from \$17.50 to \$248 (originally a \$1,000 fee was proposed) per year. This would yield \$2.4 Billion per year in additional revenue.

This measure passed.

Last updated 6/1/2019. More information [here](#).

2016

[Senate Joint Resolution Constitutional Amendment 25](#): This initiative would put the state's transportation funding in a lockbox.

This measure was approved.

Last updated 11/8/2016. More information [here](#).

Indiana

2017

[House Bill 1002](#): This bill would increase the gas tax by 10-cents, index special fuel and motor carrier surcharge taxes each year for the next seven years (capped at 1% per year), and shift the 4.5-cent gas sales tax to the state highway fund over 5 years, starting in 2020. This would also implement a new \$15 annual fee on all vehicles, a \$150 fee on EV, and a \$50 for hybrids. Altogether, this package will generate \$1.2 Billion in additional revenue annually. The bill also includes a provision for the DOT to study tolling potential in the state.

This bill was approved.

Last updated 4/27/2017. More information [here](#).

2016

[House Bill 1001](#): This bill redirects approximately \$800 Million from the state's budget reserve to state highways (\$242 Million) and local governments (\$585 Million). This bill originally contained an immediate 4-cent gas tax increase and a \$1 increase on the cigarette tax for transportation.

This bill was approved.

Last updated 3/11/2016. More information [here](#).

Iowa

2015

[Senate Bill 257](#): This raises the gas and diesel taxes by 10-cents, generating \$200 Million annually.

This bill was approved.

Last updated 2/25/2015. More information [here](#).

Kansas

2017

[Senate Bill 224](#) & [House Bill 2382](#): The senate bill would raise the gas tax by 5-cents (from 24-cents), and the house bill would raise it by 11-cents. The larger house figure would increase revenues by \$190 Million.

These bills were rejected.

Last updated 3/23/2017. More information [here](#).

Kentucky

Project backlog of over \$1 Billion (as of [2/27/2018](#))

2019

[House Bill 517](#): This would raise the gas tax by 10-cents, and introduce a \$175 electric vehicle fee. Annual registration fees on other vehicles would be increased as well.

This bill was rejected.

Last updated 2/21/2019. More information [here](#).

2018

[House Bill 609](#): This would raise the gas tax by 10-cents and impose new fees on hybrid and electric vehicles, raising an extra \$391 Million annually.

This bill was rejected.

Last updated 2/27/2018. More information [here](#).

2015

[Senate Bill 27](#): This bill would have introduced a \$100 annual for electric vehicles, helping to offset decreasing motor fuel tax receipts (down \$100.4 Million (11.8%) from fiscal year 2015 to fiscal year 2016).

This bill was rejected.

Last updated 12/2/2015. More information [here](#).

Louisiana

2019

[House Bill 542](#): This bill would increase the gas tax by 6-cents in 2019, along with a 4-cent diesel tax increase. Then, both would increase by 2-cents every other year through 2031. The bill also established a \$300 electric vehicle fee and a \$200 hybrid vehicle fee.

This bill was rejected.

Last updated 5/14/2019. More information [here](#).

2017

[Amendment 3](#): This constitutional amendment mandates that all new transportation revenue be used for transportation projects.

This amendment was approved by voters.

Last updated 10/23/2017. More information [here](#).

[House Bill 632](#): This bill would raise the gas tax by 17-cents and link it to the CPI. This would raise at least \$510 Million annually. The original proposal from the governor called for a 23-cent increase.

This bill was rejected.

Last updated 5/15/2017. More information [here](#).

2015

[Amendment 1](#) & [Amendment 2](#): Amendment 1 would have taken a portion of the state's revenue from mineral extraction and direct it into a new, protected transportation fund. Amendment 2 allows the state treasurer to invest public dollars in a state transportation infrastructure bank.

Amendment 1 was rejected, while Amendment 2 passed.

Last updated 10/25/2015. More information [here](#).

[House Bill 615](#): This would increase the state sale's tax by 1.0%, with all additional revenue going to transportation.

This bill was rejected.

Last updated 5/28/2015. More information [here](#).

Maine

Annual shortfall of \$159 Million (as of [4/12/2017](#))

2018

[Legislative Document 1806](#): This bill would impose a \$150 annual fee on hybrid vehicles and a \$250 annual fee on electric vehicles, generating \$2.9 Million per year.

This bill was rejected.

Last updated 2/22/2018. More information [here](#).

2017

[House Bill 812](#): This bill would raise the gas tax by 7-cents (from 30-cents) and create a \$200 annual fee for hybrid, electric, and alternative fuel vehicles. It would also raise DMV fees and allocate 10% of the sales tax paid on motor vehicles and transportation related items to the highway fund.

This bill was rejected.

Last updated 4/12/2017. More information [here](#).

2016

[Question 6](#): Voters were asked to approve issuing \$100 Million in bonds for transportation projects.

This measure passed.

Last updated 11/9/2016. More information [here](#).

Maryland

2014

[Question 1](#): This amendment would require the governor to declare a fiscal emergency before diverting funds from the transportation trust fund.

This was approved by voters.

Last updated 11/4/2014. More information [here](#).

2013

[House Bill 1515](#): The gas tax will be indexed to the CPI (it's currently 23.5-cents), with increases capped at 8% annually. The flat rate will be increase to 27.3-cents in July 2013. The bill also applies 1% of the state sales tax on gasoline to transportation, increasing to 3% by 2015. This legislation would yield \$4.4 Billion over 6 years.

This was approved.

Last updated 3/29/2013. More information [here](#).

Massachusetts

2017

[House Bill 1603](#): This bill would allow cities and town to establish payroll, sales, property, or vehicle taxes to fund transportation projects. Affected voters would need to vote on each tax.

This bill is pending.

Last updated 6/18/2018. More information [here](#).

2013

[House Bill 3535](#): This bill raised the gas tax by 3-cents (from 21-cents). The bill planned to index the gas tax for inflation beginning in 2015, however this was repealed by voters in 2014. This increase will generate \$110 Million annually.

This bill was passed and partially repealed.

Last updated 11/5/2014. More information [here](#).

Michigan

2015

[House Bill 4738](#): This bill raises the gas tax by 7.5-cents from 19-cents, and applies a 6% sales tax on top of it. The diesel tax is now tied to the gas tax. These will be indexed with the rate of inflation, with a maximum of 5% per year. Vehicle registration fees also will increase, from \$100 to \$120 per year. By 2021, this will generate \$1.2 Billion per year for transportation.

This bill was approved.

Last updated 11/10/2015. More information [here](#).

[Proposal 1](#): Amongst other items, this would have increased the state sales tax from 6% to 7%, with the new revenue going to roads, and replaced the sales tax on gasoline with a higher gas tax. This would generate \$1.3 Billion per year.

This measure was rejected.

Last updated 5/6/2015. More information [here](#).

Minnesota

2018

[Senate Bill 1060](#): This would dedicate all sales tax proceeds from car parts and repairs to transportation purposes, including highways, bridges, and transit.

This bill was rejected.

Last updated 5/15/2018. More information [here](#).

2015

[Senate Bill 87](#): This would raise the gas tax by 16-cents or 6.5% of the overall price at the pump if gas eclipses \$2.50 per gallon, up from 28.5-cents, and increase vehicle registration fees from 1.25% of a vehicle's value to 1.5%. This would raise \$11 Billion over the next 10 years. A competing House bill wanted to dedicate some of the state surplus to transportation, raising \$7 Billion over 10 years.

This bill was rejected.

Last updated 5/19/2015. More information [here](#).

Mississippi

2018

[House Bill 344](#): This would increase the gas tax by 12-cents (over 4 years), as well as the diesel tax by 15-cents (over 5 years) and then both will be indexed to inflation. Fees would be imposed on electric vehicles and hybrid vehicles, for \$300 and \$150 respectively. This would generate \$325 annually.

This bill is pending.

Last updated 2/7/2018. More information [here](#).

[House Bill 354](#): This would dedicate growth in the general fund beyond 2% of that year's estimate total, up to \$100 Million, to transportation. This would be split between the road and bridge repair, including county and municipal roads and bridges.

This bill was approved.

Last updated 3/26/2018. More information [here](#).

Missouri

2019

[House Bill 822](#): This would increase the gas tax by 2-cents, generating \$60 Million per year. It also includes a provision to charge \$24 for a vehicle under 29 MPG to get tags, increase by \$6 for each additional MPG.

This bill is pending.

Last updated 2/7/2019. More information [here](#).

2018

[House Concurrent Resolution 47](#): This would increase the gas tax by 10-cents (from 17-cents to 27-cents), and the diesel tax by 12-cents (from 17-cents to 29-cents), generating \$430 Million per year. These increases are spread over 5 years. This was paired with other tax cuts, netting a loss of tax revenue for the state as a whole.

This resolution was put before the voters as required by law, and defeated ([Proposition D](#)).

This bill passed the legislature, but was rejected by voters.

Last updated 11/6/2018. More information [here](#).

2017

[Senate Joint Resolution 3](#): This would increase the gas tax by 6-cents (from 17-cents to 22.9-cents), pending voter approval in 2018.

This bill was rejected.

Last updated 4/12/2017. More information [here](#).

2016

[Senate Bill 623](#): This bill would have raised the gas tax by nearly 6-cents. Another effort outside of the legislature would raise the cigarette tax by 6-cents (from 17-cents), generating \$95 Million annually for transportation.

This bill was rejected.

Last updated 5/24/2016. More information [here](#).

Montana

2017

[House Bill 473](#): This will raise the gas by 4.5-cents and the diesel tax by 1.5-cents, beginning on July 1, 2017. The original bill would have increased them by 8-cents and 7-cents, respectively. The bill also includes a 3% fee increase on vehicle registrations a new tax on cars and recreational vehicles worth more than \$150,000. This would raise \$37 Million in the first year and \$49 Million in 2023.

This bill was approved.

Last updated 4/23/2017. More information [here](#).

2013

[House Bill 316](#): This would raise the gas tax 2-cents (from 27-cents), generating \$9.8 Million in revenue.

This bill was rejected.

Last updated 4/25/2013. More information [here](#).

Nebraska

2015

[Legislative Bill 610](#): This would increase the gas tax by 1.5-cents for 4 years, beginning in 2016 through 2019, for a net 6-cent increase (from 25.6-cents per gallon). This will generate \$75 Million per year once fully phased in.

This bill became law, overriding the governor's veto.

Last updated 5/15/2015. More information [here](#).

Nevada

2013

[Senate Bill 377](#): This would raise the gas tax 2-cents per year over 10 years, for a net 20-cent increase (from 17.5-cents). This would generate \$3 Billion over ten years.

This bill was rejected.

Last updated 4/4/2013. More information [here](#)

New Hampshire

2018

House Bill 1541: This would impose a \$100 annual fee for hybrids and a \$200 fee for electric vehicles.

This bill is pending.

Last updated 2/13/2018. More information [here](#).

House Bill 1763: This would force fuel efficient vehicles to pay an additional fee, ranging from \$0 for vehicles with 20 mpg and up to \$111 for electric vehicles.

This bill is pending.

Last updated 2/13/2018. More information [here](#).

2017

[House Bill 621](#): This would impose a \$77 annual fee on vehicles with greater than 50 mpg and a \$123 fee on electric vehicles.

This bill was rejected.

Last updated 2/14/2017. More information [here](#).

2014

[Senate Bill 367](#): This would raise the gas tax 4-cents (from 18-cents). This would raise \$30 Million annually.

This bill passed.

Last updated 5/20/2014. More information [here](#).

New Jersey

2016

[Assembly Bill 12](#): This would raise the gas tax by 23-cents, generating \$1.23 Billion annually. The gas tax will be adjusted annually based on receipts (i.e. if the gas tax generates less revenue than anticipated, it will rise, and vice versa). The revenue gained by this program will be cancelled out by other, non-transportation based tax cuts.

This bill passed.

Last updated 10/14/2016. More information [here](#).

New Mexico

2019

[House Bill 321](#): This would raise annual registration fees by \$27 for vehicles weighing under 2,000 pounds, and \$15 for vehicles between 2,000 and 3,000. This would generate between \$102.7-\$118.5 Million by 20202, with 90% doing to the state highway fund and 10% going to the DOT's transit fund.

This bill is pending.

Last updated 2/14/2019. More information [here](#).

2017

[Senate Bill 131](#): This bill would increase the gas tax by 10-cents (from 17-cents to 27-cents). The diesel tax would increase by 5-cents, and vehicle sales taxes would rise from 3% to 4%. Together, these would generate \$183 Million annually.

This bill was rejected.

Last updated 3/2/2017. More information [here](#).

[House Bill 63](#): This would allow cities and counties to ask voters to approve local-option gas taxes up to 5-cents.

This bill was approved, however it was vetoed by the governor.

Last updated 2/3/2017. More information [here](#).

North Carolina

2019

[Senate Bill 446](#): This bill increases the registration fee for electric vehicles from \$130 to \$230 and introduces a \$115 annual fee for plug-in hybrid vehicles.

This bill was approved.

Last updated 3/31/2019. More information [here](#).

2018

[Senate Bill 758](#)/[House Bill 1010](#): Known as “BUILD NC”, this allows the DOT to request that \$300 Million in bonds be sold to enable additional highway projects. The DOT must meet certain cash requirements before accessing this tool.

This bill was approved.

Last updated 6/12/2018. More information [here](#).

2015

[Senate Bill 20](#): This would actually lower the gas tax from 37.5-cents to 34-cents by July 2016. However, since the gas tax was tied to the price of gasoline before this bill, \$400 Million will be saved. Beginning in 2017, the gas tax will be adjusted according to population change and the CPI for energy costs.

This bill was approved.

Last updated 3/28/2015. More information [here](#).

North Dakota

2019

[Senate Bill 2061](#): This bill would introduce fees for electric and plug-in hybrid vehicles (\$120 and \$50 respectively), along with a \$20 fee for electric motorcycles. The bill originally legislated a \$248 fee for electric vehicles.

This bill passed.

Last updated 3/14/2019. More information [here](#).

[Senate Bill 2288](#): This bill would increase the motor fuel tax from 23-cents to 30-cents, generating \$103.6 Million per biennium.

This bill was rejected.

Last updated 2/4/2019. More information [here](#).

Ohio

\$1 Billion shortfall in transportation funding (as of [2/9/2019](#))

2019

[House Bill 62](#): This bill would increase the gas tax by 10.5-cents, to 38.5-cents, and the diesel tax by 19-cents, to 47-cents. This is less than the original 18-cent gas tax increase originally proposed by the Governor. The compromise will bring in \$865 Million per year. This also adds a \$100 fee for hybrid vehicles and a \$200 fee for electric vehicles and plug-in hybrids.

This bill was approved.

Last updated 4/2/2019. More information [here](#).

2017

[House Bill 26](#): This would increase registration fees by \$5, in lieu of a gas tax increase.

This bill was approved.

Last updated 3/22/2017. More information [here](#).

Oklahoma

2017

[House Bill 1426](#): This would increase the gas tax from 7-cents (from 17-cents) and the diesel tax by 10-cents (from 14-cents). It also includes a \$100 annual fee for electric vehicles and a \$50 fee for hybrids. This is revenue neutral for the DOT, replacing funds currently taken from income tax receipts.

This bill Passed.

Last updated 2017. More information [here](#).

Oregon

2017

[House Bill 2017](#): This would raise the gas tax by 10-cents over 8 years, introduce a tiered system for vehicle registration fees where fuel-efficient vehicles will pay more, and introduce a 0.1% payroll tax and a 0.5% tax on new vehicles. This also includes a \$15 tax on new bicycles. This will raise \$5.3 Billion over 10 years.

This bill was approved.

Last updated 7/7/2017. More information [here](#).

2013

[Senate Bill 810](#): This allows up to 5,000 motorists to pay 1.5-cents per mile in lieu of the gas tax. This is designed to be revenue neutral for the average driver.

This bill was passed.

Last updated 7/10/2013. More information [here](#).

Pennsylvania

2013

[House Bill 1598](#): This would increase the gas tax by 28-cents over 5 years. It would also increase vehicle registration fees from \$36 to \$38 by 2017, and index the fee beginning in 2018. All other fees, including specialty registration fees, driver license fees, and emission inspection fees will be indexed to inflation beginning in 2018 as well. Once fully phased in this would generate \$2.3 Billion per year.

This bill was approved.

Last updated 11/25/2013. More information [here](#).

Puerto Rico

2014

House Bill 1277 (text unavailable): This would raise the crude oil tariff from \$9.25 to \$15.50, generating \$178 Million per year.

This bill was passed.

Last updated 1/19/2015. More information [here](#).

Rhode Island

2014

[House Bill 7133](#): This bill would remove tolls from the Sakonnet River Bridge, and replace the lost revenue with increased funds statewide. This includes an increase in the vehicle registration fee from \$39 to \$55 and the good-driving fee from \$25 to \$50. The gas tax will go up by 1-cent in 2015, and will be indexed to inflation beginning in 2015 and updated biennially.

This bill was approved.

Last updated 6/5/2014. More information [here](#).

South Carolina

2017

[House Bill 3516](#): This would raise the gas tax 2-cents per year for 6 years, netting a 12-cent increase by 2022. Other fee increase include a new \$250 fee to register vehicles in South Carolina that were bought in another state, a \$16 increase in annual vehicle registration fees, a \$60 biennial fee for hybrids, and a \$120 biennial fee for electric vehicles. Once fully implemented, this will raise over \$600 Million annually.

This bill was approved despite a veto from the governor.

Last updated 6/30/2017. More information [here](#).

2016

[Senate Bill 1258](#): This would allow for \$2.2 Billion worth of bonds to be issued. This would be funded by dedicating DMV fees and fines to the State Highway Fund, which will generate an additional \$200 Million per year.

This bill was approved.

Last updated 6/8/2016. More information [here](#).

South Dakota

2015

[Senate Bill 1](#): This would raise the gas tax by 6-cents, increase the motor vehicle excise tax by 1%, and increase license plate fees by 20%. This will raise \$85 Million per year.

This bill was approved.

Last updated 3/17/2015. More information [here](#).

Tennessee

Project backlog of \$10.5 Billion (as of [4/26/2017](#))

2017

[House Bill 534](#): This would increase the gas tax by 6-cents (from 21.4-cents) and the diesel tax by 10-cents (from 18.4-cents) over a 3-year span. It also includes a \$5 increase on annual vehicle registration fees. This will generate \$350 annually, offset by tax cuts in other areas including a reduction in the state grocery tax.

This bill was approved.

Last updated 4/26/2017. More information [here](#).

Texas

2015

[Proposition 7](#): This would dedicate portions of the state's general sales and use tax, as well as from the motor vehicle sales and rental tax to the State Highway Fund. For fiscal years 2018 and 2019, the first \$2.5 Billion of sales tax revenue beyond \$28 Billion will go to the State Highway Fund. Beyond 2020, 35% of state motor vehicle sales and rental tax revenue over \$5 Billion will go to the State Highway Fund.

This was approved by voters.

Last updated 11/4/2015. More information [here](#).

2014

[Proposition 1](#): This would dedicate tax revenue from oil and gas extraction from the state's rainy day fund into the State Highway Fund.

This was approved by voters.

Last updated 11/6/2014. More information [here](#).

Utah

2018

[House Joint Resolution 20](#): This would raise the gas tax by 10-cents, however the funds generated would go to education, not transportation. This would generate \$715 Million. This was rejected by voters ([Nonbinding Opinion Question 1](#)).

This measure was rejected.

Last updated 11/6/2018. More information [here](#).

[Senate Bill 136](#): This bill adds a \$120 registration charge for electric vehicles, a \$50 fee for plug-in hybrids, and a \$20 fee for other hybrids, all phased in over 3 years.

This bill was approved.

Last updated 3/21/2018. More information [here](#).

[Senate Bill 71](#): This bill would authorize the transportation commission to establish tolling on all roads without having to add capacity.

This bill is pending.

Last updated 3/6/2018. More information [here](#).

2015

[House Bill 362](#): The flat rate gas tax would be changed from 24.5-cents to 12% of the statewide average wholesale price gasoline. When drafted, this would raise the gas tax by 5.9-cents. Once in place, the gas tax will have a floor of 29-cents and a ceiling of 40-cents. The special fuels tax would track with the gasoline tax.

This bill was approved.

Last updated 7/28/2015. More information [here](#).

Vermont

2013

[House Bill 510](#): This would raise the gas tax by 5.9-cents (from 19-cents) by lowering the flat rate tax to 18.2-cents and adding a 2% assessment on the price of gas. The diesel tax will also increase by 3-cents. This will generate \$32 Million in additional revenue.

This bill was approved.

Last updated 5/17/2013. More information [here](#).

Virginia

2013

[House Bill 2313](#): This would replace the 17.5-cent flat tax on gasoline to a 3.5% wholesale tax on motor fuels that will be indexed to inflation. The state sales tax would rise from 5% to 5.3%, with additional funds going to transportation. Sales taxes on cars will rise from 3% to 4.3% by 2016, and the license fee for electric vehicles will rise from \$50 to \$100. A \$64 tax on hybrid vehicles was included in the passed bill, however it was repealed a year later.

This bill was approved.

Last updated 1/23/2014. More information [here](#).

Washington

2019

[Senate Bill 5971](#): This bill would increase the gas tax by 6-cents (from 49.4-cents) and increase registration fees on electric vehicles by \$200 (from \$150) annually.

This bill is pending.

Last updated 2/26/2019. More information [here](#).

2015

[Senate Bill 5987](#): This would increase the gas and diesel taxes by 11.9-cents over two years (from 33.5-cents). The electric vehicle fee would also increase, from \$50 to \$150. Vehicle registration fees will increase from \$30 by \$15-\$35, depending on vehicle weight.

This bill was approved.

Last updated 6/20/2016. More information [here](#).

West Virginia

2017

[Senate Bill 1006](#): This would raise the floor on the wholesale gasoline tax to \$3.04, effectively raising the gas tax by 3.5-cents. Other fees would also rise, including a sales tax on vehicle sales from 5% to 6%. This would raise \$140 Million.

This bill was approved.

Last updated 6/30/2017. More information [here](#).

2016

[Senate Bill 555](#): This would impose a 3-cent gas tax if gas prices fall below \$2.00. The state sales tax would rise from 6% to 7%, with the new revenue going to transportation. This would raise \$315 Million per year.

This bill was rejected.

Last updated 3/9/2016. More information [here](#).

Wisconsin

2017

[Act 59](#): This would impose a \$100 annual fee on electric vehicles, and a \$75 annual fee on hybrids. This would generate \$8 Million per year, and be used to secure \$100 Million in borrowing.

This bill was passed.

Last updated 9/13/2017. More information [here](#).

2014

[Question 1](#): This would require that all transportation funds be put in a lockbox and only used for transportation projects.

This measure was approved by voters.

Last updated 11/4/2014. More information [here](#).

Wyoming

The agency is faced with more than \$135 Million in unfunded operating expenses ([10/23/2018](#))

2013

[House Bill 69](#): This would raise the fuel tax by 10-cents, from 14- to 24-cents. This would generate \$71 Million, of which \$47 Million would go to state highways.

This bill was approved.

Last updated 2/14/2013. More information [here](#).