

State Transportation Ballot Issues: 2010 - 2008

State	2010			2009			2008		
	Y%	N%	Summary	Y%	N%	Summary	Y%	N%	Summary
Alabama		X 43- 57	<p>Legislative Referendum (Amendment 3) – 10 year road & bridge and other transportation program</p> <p>The proposed state constitutional amendment would have allowed a 10-year \$100M-a-year transfer of funds from the Alabama Trust Fund (funded by oil and gas royalties) to a road and bridge construction program. The constitutional amendment also would have allowed for a transfer of funds to the County and Municipal Government Capital Improvement Fund.</p>						
California		X 42.7- 57.3	<p>Initiative (Proposition 21) - \$18 annual vehicle license surcharge for parks and wildlife</p> <p>An annual \$18 vehicle license surcharge to help fund State Parks and Wildlife programs would have been assessed and free admission to all state parks granted to those vehicles for which the surcharge was paid. Proceeds from surcharge would have been distributed in this way: administrative costs (1%); operations, maintenance and development of state parks (85%); and management and operation of wildlife refuges, ecological reserves and other lands operated by the Department of Fish and Game (7%). Remaining 7% unspecified.</p>						
California	X 64-35		<p>Initiative (Proposition 22) – Prohibits state from taking funds for transportation or local government projects or services</p> <p>This constitutional amendment reduces or eliminates the state’s authority to use state fuel tax revenues to pay debt service on state transportation bonds (including those that have already been issued) and to use vehicle license fee revenues to reimburse local governments for state mandated costs, among other measures.</p> <p>California now has to pay about \$1B of annual bond costs from the General Fund rather than from transportation accounts, thereby reducing the amount</p>						

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			of General Fund resources the state has available for non-transportation purposes due to passage of the proposition.						
Colorado		X 32.3- 77.7	<p>Initiative (Proposition 101) – Income, motor vehicle and telecommunications taxes and fees</p> <p>State statutes would have been amended to reduce the state income tax; reduce or eliminate taxes and fees on vehicle purchases, registrations, leases, and rentals over the next four years; eliminated all state and local taxes and fees on telecommunications services, except 911 fees; and required voter approval to create or increase vehicle and telecommunication service fees.</p> <p>The state transportation budget would have been reduced an estimated 28 percent through reductions in vehicle-related fees.</p>					X 35.7- 64.3	<p>Initiative (Amendment 52) – Use of severance tax revenue for highways</p> <p>The proposed state constitutional amendment would have, if passed, required the state legislature to spend a portion of state severance tax collections on highway projects; limited the amount the state legislature could spend of the severance tax revenues to the prior year’s amount plus inflation (with an adjustment if severance tax collections decreased); and shifted annual state program funding from the severance tax from \$181M to \$91M, with the remaining \$89M for highways, primarily for relieving congestion on I-70. It would have continued the requirement in existing state law that half the severance tax revenues should go to local governments impacted by the mineral extraction industry – either directly based on mining activity in the area or through competitive loans or grants.</p>
Colorado								X 42.1- 57.9	<p>Initiative (Amendment 58) – Severance taxes on oil and natural gas industry</p> <p>The initiative would have increased state severance taxes that oil and natural gas companies pay to the state, primarily by eliminating an existing state tax credit. Other changes would have increased the number of smaller oil and gas wells subject to the tax and changed the tax rate on oil and gas companies from 2-5 percent, depending on income, to a flat 5 percent rate for companies earning \$300,000 annually or more. The changes could have resulted in \$321M more from the severance tax in 2010. The increased severance tax revenue would have been allocated to college</p>

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									scholarships for state residents (60 percent), wildlife habitat (15 percent), renewable energy projects (10 percent), transportation projects in energy-impacted areas (10 percent), and water treatment grants (5 percent).
Georgia		X 47.4- 52.6	Legislative referendum (Amendment 2) –\$10 trauma charge to annual motor vehicle fees This referred proposed state constitutional amendment would have imposed a \$10 “trauma charge” on each motor vehicle designed to carry 10 or fewer persons, including pickups, motorcycles, sport utility vehicles, and passenger vans. The trauma charge would have been collected at the same time as license tags and registration fees. Proceeds of the trauma charge would have been placed in a trauma trust fund and used for trauma care purposes. Leftover funds at the end of the fiscal year would have remained in the trust fund.						
Maine					X 25.9- 74.1	Initiative (Question 2) – Decrease automobile excise tax and promote energy efficiency The ballot initiative would have decreased the excise tax imposed on motor vehicles over time and exempted from the excise tax the first three model years of a hybrid gasoline-electric vehicle, a fuel-cell –fueled vehicle, a hydrogen-fueled vehicle, or a highly efficient vehicle with a highway fuel economy estimate of 40 miles per gallon. After the first three years, the excise tax would be the same as other vehicles of the same age. The bill also would have exempted from the sales tax 100% of the sale or lease price of the same type of vehicles listed above. Estimated impact of the initiative was a total tax revenue reduction of 40-50 percent.			

Sources: National Conference of State Legislatures, <http://ecom.ncsl.org/ncslldb/>; Pew Center on the States, <http://www.cfte.org/success/>; <http://archive.stateline.org/flash-data/2008ElectionsGuide/ElexGuide08.swf>; <http://archive.stateline.org/flash-data/2009ElectionsGuide/ElexGuide09.swf>; <http://archive.stateline.org/flash-data/2010ElectionsGuide/ElexGuide10.swf>; and Center for Transportation Excellence, <http://www.cfte.org/success/2008BallotMeasures.asp>; <http://www.cfte.org/success/2009BallotMeasures.asp>; <http://www.cfte.org/success/2010BallotMeasures.asp>

Enacted State Transportation Bills: 2010 - 2008

<i>State</i>	<i>2010</i>	<i>2009</i>	<i>2008</i>
	<i>Bill Name and Summary</i>	<i>Bill and Summary</i>	<i>Bill Name and Summary</i>
Alabama	<p><i>SB 121 – Transportation Appropriations</i> Bill amends the state constitution to transfer \$100M a year for a 10-year period for a road and bridge construction program funded with appropriations from the Alabama Trust Fund. (Oil and gas royalties are funneled into the Alabama Trust Fund; the state invests the proceeds.) The constitutional amendment also allows for a transfer of funds to the County and Municipal Government Capital Improvement Fund. (In 2010, voters defeated the constitutional amendment.)</p>		
Arizona			<p><i>SB 1466 – Other Funding Mechanisms</i> The bill allows Arizona DOT to privatize all rest areas in the state.</p>
Arkansas		<p><i>HB 1551 – Other Funding Mechanisms</i> The Blue Ribbon Committee on Highway Finance is created under this bill to explore possible revenue and financing options for Arkansas. Legislators asked the committee to recommend plans to secure \$300M per year in new transportation funding.</p>	
California		<p><i>AB 3c – Other Funding Mechanisms, registration fees</i> The bill temporarily increases the rate of the General Fund portion of the state sales and use tax by 1 percent, from the then-current rate of 5 percent to a rate of 6 percent, and temporarily increases the rate of the vehicle license fee from the current rate of 0.65 percent of the value of a vehicle to a rate of 1.15 percent, except for commercial vehicles with a gross weight of 10,000 pounds or more. Both measures expire June 30, 2012.</p>	<p><i>AB 2321 - Bonding and debt instruments, sales tax</i> This bill changes the law concerning the Los Angeles County Metropolitan Transportation Authority. The Authority can now impose a transactions and use tax at the rate of 0.5 percent for 30 years, rather than just 6.5 years, and to issue bonds for funding, something that it had been prohibited from doing previously.</p>

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Colorado		<p><i>SB 108 (FASTER) - Bonding and debt instruments, other transportation fees, public private partnerships, registration fees</i></p> <p>The bill increases registration fees by \$31, which would be increased to \$41 in the next year. It increases the registration fees and fees on overweight and oversize vehicles and imposes a \$2 a day fee on rental cars. The bill provides \$10M annually to public-transportation projects. It creates a Statewide Bridge Enterprise that can enter into agreements to repair or replace bridges; enter into public-private partnerships to repair bridges; impose a bridge safety surcharge paid when vehicles are registered; issue revenue bonds; and receive loans to fix bridges. It creates the High-Performance Transportation Enterprise (HPTE) within Colorado DOT to seek private public partnerships and other innovative means for funding highway projects. The HPTE has the authority under the bill to evaluate whether a lease or sale of a transportation asset is in the best interest of the state.</p>	
Florida		<p><i>HB 1021 - Design-build, tolling</i></p> <p>The bill addresses many areas of the Florida Department of Transportation. Among other objectives, the bill sets a goal of procuring up to 25 percent of construction projects through design-build contracts, allows toll rates to be indexed to the Consumer Price Index, and removes some cost increase limits on Department of Transportation projects when funded by another government entity.</p>	
Georgia	<p><i>HB 277 - Sales tax, transit funding</i></p> <p>If approved by voters in a referendum, the measure would impose a 1 percent regional transportation sales and use tax for 10 years in 12 newly created special districts, with 25 percent of the proceeds going to the local governments within the special districts. Also, the bill creates a Transit Governance Study Commission that is required to prepare a preliminary report by Dec. 31, 2010, on the feasibility of</p>		

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	combining all the regional public transportation entities into an integrated regional transit body. The bill terminates the Metropolitan Atlanta Rapid Transit Authority board and institutes a new board.		
Idaho		<p><i>HB 334 - Other transportation fees, registration fees</i> The bill raises fees for Division of Motor Vehicle services. The fee increases include, but aren't limited to, issuing driver licenses; title transfers; furnishing copies of driver license records, title or registration records; replacing registration stickers; and issuance of assigned or replacement vehicle identification numbers. Funds from these fees will be deposited into the State Highway Account.</p>	
Idaho		<p><i>HB 338 - Motor fuel tax</i> The legislation eliminates the current 10 percent (2.5 cents/gallon) tax exemption for biodiesel and gasohol.</p>	
Idaho		<p><i>HB 376 - Other funding mechanisms</i> The bill changes the distribution percentages in the Highway Distribution Account from 57 percent to 62 percent for the State Highway Distribution Account. It also removes the 5 percent distribution to the Idaho State Police and the 3 percent distribution from the gas tax to the Idaho Department of Parks and Recreation.</p>	
Illinois			<p><i>HB 656 - Transit funding</i> This long-term mass transit funding bill provides free transportation to Illinois seniors and provides \$494M in new and recurring funding to Chicago Metro Area transit agencies operating out of the Chicago area through a 0.25 percent sales tax increase in the Chicago metro area.</p>

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Indiana			<p><i>HB 1001 - Motor fuel tax</i> The bill raises the retail sales and use tax on gas from 6 percent to 7 percent.</p>
Iowa			<p><i>SF 2420 - Other transportation fees, registration fees</i> This bill increases the motor vehicle and trailer registration fees and title fees. Title fees are based on the value of the vehicle. If the vehicle is more than 12 years old, then the registration fee is \$75. Title fees increase from \$10 to \$20 on all motor vehicles, and other trailer registration and motorcycle operators' license fees also go up. The use tax on leased vehicles is repealed. A 5 percent registration fee penalty for failing to register a motor vehicle after two months is imposed, with the penalty increasing by 5 percent each month.</p>
Kansas	<p><i>HB 2650 - Aviation development, bonding and debt instruments, design-build, registration fees, sales tax, transit funding</i> Establishes the Transportation Works for Kansas (T-Works) Program, which provides funds for preservation projects; expansion and economic opportunity projects; highway modernization; assistance to cities and counties; railroad, aviation, and public transit programs; and a multimodal economic development program to assist with transportation-sensitive economic opportunities. The bill increases revenues from hikes in vehicle registration fees of \$20-\$135 per vehicle, depending on vehicle weight. It provides for transfers from the State Highway Fund for transit, rail, and aviation beginning in 2013, as well as authorizes the transportation secretary to transfer funds from the State Highway Fund to the Rail Service Improvement Fund and vice versa. The bill requires the expenditure of \$8M in each county on transportation projects between July 1, 2010, and June 30, 2020. If a feasibility study indicates it</p>		<p><i>HB 2542 - Registration fees</i> The bill increases motor vehicle registration by \$4 in order to finance the integration and modernization of the Vehicle Information Processing System, the Kansas Drivers' License System, and the Kansas Vehicle Inventory System of the Division of Vehicles in the Department of Revenue.</p>

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	would be successful, the transportation secretary may recommend construction of a new toll or turnpike road.		
Kentucky		<i>HB 374 - Motor fuel tax</i> The bill freezes the state gasoline tax at 22.5 cents per gallon. The tax was set to fall by 4 cents on April 1, 2009.	
Louisiana			<i>SB 11 - Sales tax</i> Over the next five years, more vehicle sales tax and lease tax revenues will go toward transportation funding. In 2009 the dedication goes from 10 percent to 20 percent; in 2010, to 30 percent; in 2011, 50 percent; in 2012, 75 percent; in 2013, 85 percent; and in 2014, 100 percent of the vehicle sales and lease tax revenue will be dedicated to transportation.
Michigan			<i>HB 5582 - Aviation development, motor fuel tax</i> This bill raise the motor fuel tax 3 cents per gallon on all airline fuel for, among other things, acquiring, developing and operating airports in the state.
Minnesota			<i>HF 2800 - Motor fuel tax, transportation appropriations</i> The state transportation authorization bill includes a 5-cent per gallon gas tax increase and tax increases for other fuels while creating a motor fuel tax credit for lower-income people. The bill allows the seven-county Minneapolis/St. Paul metro area to raise the sales tax in order to pay for transportation needs. In addition, fees on leases and rental of vehicles increase from 3 percent to 5 percent of the sales price of the vehicle.
Nebraska		<i>LB 110 - Registration fees</i> The bill alters several components of the state's license plate laws. One provision raises the fees for personalized message	<i>LB 846 - Motor fuel tax</i> While this bill lowers the motor fuel tax on producers, suppliers, distributors, wholesalers, or importers from 10

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		plates by \$10 and directs the proceeds to the highway trust fund. The law also redirects some other revenues from specialty plates to the highway trust fund.	cents per gallon to 2.5 cents per gallon, it also imposes a 5 percent tax rate on the average price of wholesale gasoline. The excise tax for wholesale gasoline is set at 2.5 cents per gallon.
Nevada		<i>SB 201 - Motor fuel tax</i> The bill allows the Washoe County Board of County Commissioners to enact a gas tax increase of 2.0538 cents per gallon. It was passed by overriding the governor's veto. (Washoe County is where Reno is located.)	
North Carolina		<i>HB 148 - Transit funding</i> The bill lets three counties (Raleigh, Durham, and Chapel Hill) pay for transit improvements with a half-cent sales tax increase if the voters approve. It authorizes a sales tax for transit in every county except one, which already has a half-cent transit tax. Five urban counties could enact a half-cent sales tax, and 94 counties would have a quarter-cent sales tax option, but only for public transportation. The bill increases vehicle registration from \$5 to \$7, then up to \$8 by 2010. The bill also permits a property tax on Research Triangle residents of 10 cents per \$100 property valuation, if they approve.	
North Dakota		<i>SB 2012 - Other transportation fees, registration fees, transportation appropriations</i> The bill appropriates \$138M in state General Fund dollars on top of \$176M in one-time federal stimulus funding for a total of nearly \$315M. The legislation funds maintenance and enhancements of the state's infrastructure, as well as grants for immediate assistance to cities, counties, and townships working to address weather- and floor-related damage to their roads. The bill raises vehicle registration fees.	

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Oregon		<p><i>HB 2001 - Aviation development, bonding and debt instruments, congestion pricing, motor fuel tax, other transportation fees, registration fees, transit funding</i></p> <p>The bill starts a congestion pricing pilot project in the Portland area; requires the Oregon DOT to use a “least-cost planning model” for planning and developing transportation projects; and allows lottery bonds to be issued for transportation projects. The Oregon Transportation Commission must dedicate 5 percent of the lottery bond proceeds to develop rural airports and work with stakeholders to review and update the Statewide Transportation Improvement Program. The Oregon DOT must start a pilot project to contract for the maintenance of a segment of the state highway that is 10-30 miles long for at least six years. Registration and titling fees are raised effect Jan. 1, 2010. Fees on identification cards also are increased, and the gas tax is increased from 0.24 cents/gallon to 0.30 cents/gallon if economic conditions improve. Other transportation fees are increased. The bill also allows for the issuance of Highway User Tax Bonds to produce a net income of \$840M. Money is allocated to certain projects.</p>	
Pennsylvania			<p><i>HB 2522 - Transportation appropriations</i></p> <p>The bill authorizes the state to spend an additional \$350M in order to expedite the repair of 411 structurally deficient bridges and to spend \$15M on airport and rail projects.</p>
Rhode Island		<p><i>HB 5983 - Motor fuel tax</i></p> <p>The gasoline tax in the budget bill is raised by \$0.02 from \$0.30/gallon to \$0.32/gallon.</p>	

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Vermont		<p><i>HB 438 - Bonding and debt instruments, design-build, motor fuel tax, other transportation fees, transit funding, and transportation appropriations</i></p> <p>The bill makes certain transportation related appropriations for bridges, railroad infrastructure, public transit, and roadways. Beginning July 1, 2012, it ties the rate of inflation to the gas tax, with the gas tax rate adjusted every April. The transportation infrastructure bond fund is created, which is to consist of funds raised from the motor fuels distributor infrastructure assessments. Money from the fund can be used to pay off principal and interest related costs on construction projects and reconstruction of state bridges, culverts, roads, railroads, airports, and necessary buildings. The gas tax is raised \$0.05, which is credited to the transportation infrastructure bond fund. The state treasurer has the authority to issue bonds for transportation infrastructure purposes. For the FY 2010 fiscal year, the bill appropriates \$30M in transportation infrastructure bonds. The fee for special request license plates is increased to \$2,000 from \$1,000. The Vermont DOT also is allowed to use design build contracts to deliver projects.</p>	

Source: National Conference of State Legislatures Transportation Funding Database, <http://ecom.ncsl.org/programs/transportation/fundingdb.cfm?action=allresults>