



Preliminary Nov. 3 election results show voters in eight states approved 26 of 37 (70 percent) state or local referendums to increase transportation funding, according to an analysis by the American Road & Transportation Builders Association's "Transportation Investment Advocacy Center™" (ARTBA-TIAC).

The measures will generate nearly \$4 billion in estimated revenue for transportation projects over the coming years.

Texas voters made the biggest commitment. Proposition 7 directs \$2.5 billion into the state's transportation fund once Texas's general sales tax revenue exceeds \$28 billion in the fiscal year. And beginning in September 2019, 35 percent of motor vehicle sales tax revenue over the \$5 billion threshold will be used for transportation projects.

Preliminary results show Proposition 7 passed with the support of 83 percent of Texas voters. In a similar referendum last November, 80 percent of Texas voters agreed to redirect \$1.2 billion in oil and gas tax revenues from a rainy day fund to the state highway system.

Voters in Maine this week approved an \$85 million bond for transportation projects with over 70 percent support.

In Utah, preliminary results show 10 of 17 counties approved a ballot measure to increase the local-option sales and use tax by 0.25 percent in order to fund transportation infrastructure maintenance and improvements, including roads, bridges, pedestrian walkways, and transit. The ability to impose a local-option sales tax was granted in March by the state legislature as part of a larger statewide transportation funding package.

The vote margin was tight in several of the Utah counties, leading to the possibility that outcomes could change as mail-in votes are tallied.

Voters in Colorado, Connecticut, Michigan, Oregon and Washington state also voted on transportation measures. Seattle voters agreed to a \$950 million property tax levy over nine years to maintain and modernize the city's transportation infrastructure.

Four additional measures to support transit operations, totaling \$7.5 million, were approved by voters in Michigan.

Over the past decade, voters have approved an average 72 percent of ballot measures to increase transportation investment.

Established in early 2014, the TIAC (www.transportationinvestment.org) is a first-of-its-kind, dynamic education program and internet-based information resource designed to help private citizens, legislators, organizations and businesses successfully grow transportation infrastructure investment at the state and local levels through the legislative and ballot initiative processes.

November 3, 2015 State and Local Transportation Investment Ballot Measures										
State	Location	Type	Mode	Description	passed= Anticipated Revenue Generated for Transportation	26 Result	failed= Date	11 % Yes	% No	
Colorado	Fraser	Sales Tax	Transit	Referred Measure 2A: 1 percent sales tax increase for local transit services, "for the purpose of funding the study, design, engineering, construction, acquisition, operation, and maintenance of public transit, public multi-modal transportation improvements, public trails, and capital projects."	\$500,000 per year	Passed	11/3/2015	67.87	32.13	✓
Colorado	Winter Park	Sales Tax	Transit	Referred Measure 2C: 2 percent sales tax to operate year-round service for the Winter Park Resort Shuttle, "for the purpose of funding the study, design, engineering, construction, acquisition, operation, and maintenance of public transit, public multi-modal transportation improvements, public trails, and capital projects."	\$2.1 million per year	Passed	11/3/2015	58.62	41.38	✓
Connecticut	Manchester	Bond	Roads	\$12 million public infrastructure bond, \$9 million of which would go towards road repairs and improvements, the remaining balance used for other city infrastructure projects.	\$9 million	Passed	11/3/2015	69.28	30.71	✓
Maine	Statewide	Bond	Transportation	Measure to approve an \$85 million bond for transportation infrastructure improvements.	\$85 million	Passed	11/3/2015	72	28	✓
Michigan	Allen Park	Property Tax	Roads	Measure to increase the city property tax by 1.9015 mills for maintenance, repairs and improvements to the city's roads, to last a period of 10 years.	\$1,379,110 in the first year	Passed	11/3/2015	52	48	✓
Michigan	City of Clare	Property Tax	Roads	New property tax of 3 mills for a period of five years to pay for street improvements.	\$266,529.10 in the first year	Failed	11/3/2015	49	51	✗
Michigan	Crystal Lake	Property Tax	Roads	Proposal to implement a 1 mill property tax to improve roads within the county, for a duration of five years.	\$158,087 in the first year	Passed	11/3/2015	59	42	✓
Michigan	Flint Township	Property Tax	Roads	Renewal of 0.50 mills property tax for township road maintenance and repair for 10 years.	\$399,200 in the first year	Passed	11/3/2015	68	32	✓
Michigan	Gross Ile Township	Bond	Roads	\$18.8 million general obligation unlimited tax bond to improve roads and water mains. Half- \$9.8 million would be for street work.	\$9.8 million	Failed	11/3/2015	44	56	✗
Michigan	Imlay City	Property Tax	Roads	Request for a 2.5 mill for a period of five years in order to generate funding for city streets and sidewalks.	\$265,868 per year	Passed	11/3/2015	57	43	✓
Michigan	Lapeer City	Property Tax	Roads	Request for a 2 mill levy in order to pay for road maintenance and construction, to last a period of six years.	\$490,000 per year	Failed	11/3/2015	49	51	✗

Michigan	Milan City	Property Tax	Roads	Proposal to use 1 mill of the city's existing personal property taxes for road and street improvements every year.	\$92,663 in the first year	Passed	11/3/2015	77	23	✓
Michigan	Pipestone Township	Property Tax	Roads	\$60 property tax for four years to pay for the maintenance, repair and replacement of the township's roads.	\$85,000 in the first year	Passed	11/3/2015	70	30	✓
Michigan	Southgate	Property Tax	Roads	Renewal of a 2 mill levy for maintenance, repair and improvement of the city's streets, to last a duration of five years.	\$1,544,229.00 in the first year	Passed	11/3/2015	77.41	22.59	✓
Michigan	St. Clair	Property Tax	Roads	Renewal of a 2.49 mill levy (to last 10 years) with an additional perpetual 1.5 mill for road repair and maintenance.	\$753,216 per year	Failed	11/3/2015	44	56	✗
Oregon	Pendleton	Gas Tax	Transportation	5 cents-per-gallon gas tax increase to fund city transportation projects (anticipated to generate \$550,000 per year). Additional measure would institute a \$5 transportation utility fee (expected to generate \$481,000 per year).	\$1,031,000 per year	Failed	11/3/2015	35.51	64.49	✗
Oregon	Troutdale	Gas Tax	Transportation	3 cents-per-gallon gas tax increase for city transportation projects, phased in gradually over three years.	\$300,000 per year once fully implemented	Passed	11/3/2015	54	46	✓
Texas	Statewide	Sales Tax	Transportation	Proposition 7: Constitutional amendment to dedicate \$2.5 billion of state general sales tax to the state's transportation fund (once the state sales tax revenue exceeds \$28 billion in the fiscal year) starting in Sept. 2017 and ending in 2033; and commit 35 percent of motor vehicle sales tax revenue in excess of \$5 billion per year starting in Sept. 2019 and expiring in 2030.	\$2.5 billion per year in 2018 and 2019; \$2.9 billion per year starting in 2020.	Passed	11/3/2015	83.22	16.77	✓
Utah	Beaver County	Sales Tax	Transportation	Request to implement a local-option sales and use tax of 0.25 percent, excluding food or food ingredients, for transportation infrastructure improvements-- including roads, bridges, trails, sidewalks, maintenance, bus and rail service. Revenue generated from this measure would be divided between cities, counties, towns, and the county's transit service. The ability to impose a local-option sales tax was granted to all Utah counties in the March 27, 2015 passage of HB 362. 17 of the state's 29 counties chose to put the local-option sales and use tax on the Nov. 3, 2015 ballot (see below).	\$285,304 per year	Failed	11/3/2015	38.19	61.81	✗
Utah	Box Elder County	Sales Tax	Transportation	Local-option sales and use tax of 0.25 percent, excluding food or food ingredients.	\$1,352,186 per year	Failed	11/3/2015	38.38	61.62	✗
Utah	Carbon County	Sales Tax	Transportation	Local-option sales and use tax of 0.25 percent, excluding food or food ingredients.	\$1,030,467 per year	Passed	11/3/2015	57.68	42.32	✓

Utah	Davis County	Sales Tax	Transportation	Local-option sales and use tax of 0.25 percent, excluding food or food ingredients.	\$11,087,204 per year	Passed	11/3/2015	55.61	44.39	✓
Utah	Duchesne County	Sales Tax	Transportation	Local-option sales and use tax of 0.25 percent, excluding food or food ingredients.	\$2,405,571 per year	Passed	11/3/2015	66.5	33.5	✓
Utah	Grand County	Sales Tax	Transportation	Local-option sales and use tax of 0.25 percent, excluding food or food ingredients.	\$981,508 per year	Passed	11/3/2015	55.22	44.78	✓
Utah	Juab County	Sales Tax	Transportation	Local-option sales and use tax of 0.25 percent, excluding food or food ingredients.	\$237,281 per year	Failed	11/3/2015	47.82	52.18	✗
Utah	Morgan County	Sales Tax	Transportation	Local-option sales and use tax of 0.25 percent, excluding food or food ingredients.	\$205,826 per year	Failed	11/3/2015	36.08	63.92	✗
Utah	Rich County	Sales Tax	Transportation	Local-option sales and use tax of 0.25 percent, excluding food or food ingredients.	\$42,989 per year	Passed	11/3/2015	67.6	32.4	✓
Utah	Salt Lake County	Sales Tax	Transportation	Local-option sales and use tax of 0.25 percent, excluding food or food ingredients.	\$57,843,326 per year	Passed	11/3/2015	49.1	50.9	✗
Utah	San Juan County	Sales Tax	Transportation	Local-option sales and use tax of 0.25 percent, excluding food or food ingredients.	\$564,098 per year	Passed	11/3/2015	58	42	✓
Utah	Sanpete County	Sales Tax	Transportation	Local-option sales and use tax of 0.25 percent, excluding food or food ingredients.	\$525,320 per year	Passed	11/3/2015	51.31	48.68	✓
Utah	Sevier County	Sales Tax	Transportation	Local-option sales and use tax of 0.25 percent, excluding food or food ingredients.	\$908,210 per year	Passed	11/3/2015	58.47	41.53	✓
Utah	Toole County	Sales Tax	Transportation	Local-option sales and use tax of 0.25 percent, excluding food or food ingredients.	\$1,523,021 per year	Passed	11/3/2015	51.27	48.73	✓
Utah	Uintah County	Sales Tax	Transportation	Local-option sales and use tax of 0.25 percent, excluding food or food ingredients.	\$2,987,000 per year	Failed	11/3/2015	49.38	50.62	✗
Utah	Utah County	Sales Tax	Transportation	Local-option sales and use tax of 0.25 percent, excluding food or food ingredients.	\$18,309,967 per year	Failed	11/3/2015	42.65	57.35	✗
Utah	Weber County	Sales Tax	Transportation	Local-option sales and use tax of 0.25 percent, excluding food or food ingredients.	\$8,235,000 per year	Passed	11/3/2015	57.06	42.94	✓
Washington	Seattle	Property Tax	Roads	Proposition 1: With the "Bridge the Gap" transportation levy set to expire in 2015, Seattle's mayor proposed a new property tax in order to fund the maintenance and modernization of Seattle's transportation infrastructure.	\$930 million over 9 years	Passed	11/3/2015	56.53	43.47	✓
Washington	Snohomish County	Sales Tax	Transit	Snohomish County Public Transportation Benefit Area Corporation (Community Transit) <u>Proposition No. 1</u> : 0.3 percent to expand and improve local transit agency.	\$25 million per year	Passed	11/3/2015	50.83	49.17	✓