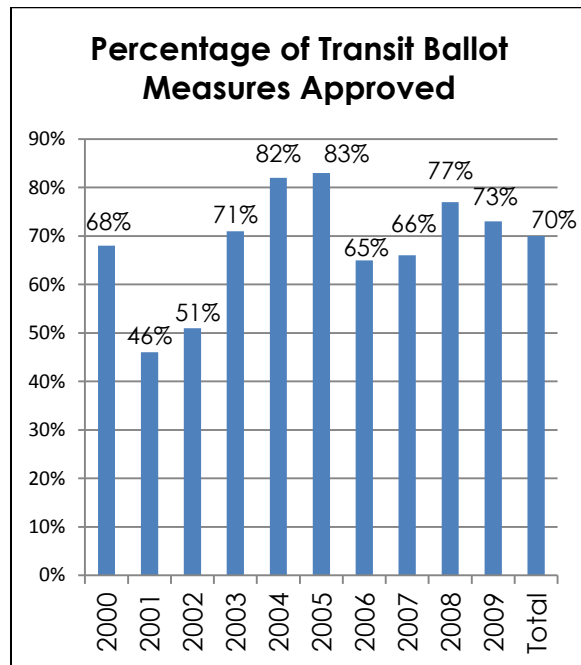


2010 Transportation Ballot Measures: A Look at November 2 Ballots

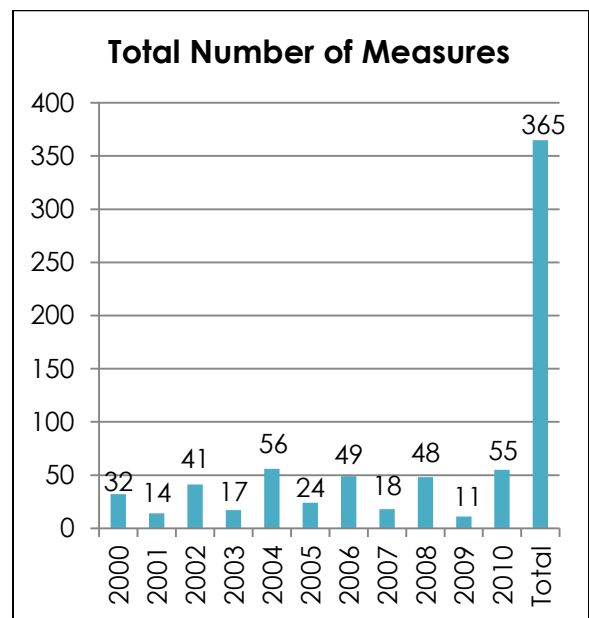
Heading into the November 2 election, the Center for Transportation Excellence is monitoring 55 transportation ballot measures for 2010. Twenty-six measures with public transit provisions have already been decided by voters this year. Of this total, 21 have been approved in favor of public transportation. This puts the success rate going into the November election at 81%.

With 29 measures yet to be decided, the approval rate may change dramatically, but if voters continue to show the same level of support for transit as they have throughout the year, 2010 could be amongst the most successful in the past decade.

midterm election year, only 65% of measures were approved. The passage rate for measures placed on primary and special election ballots is typically higher than the rate for November measures, likely because more controversial measures are reserved for November when voter turnout is highest.



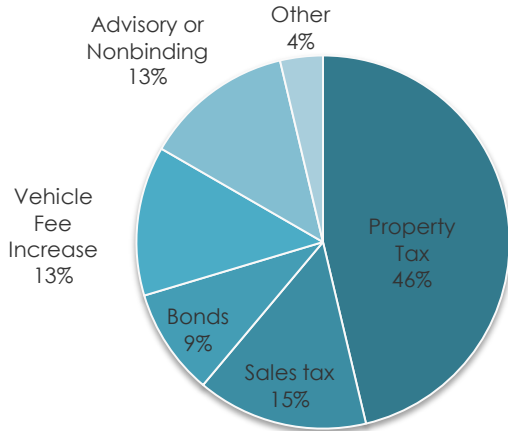
Between 2000 and 2009, voter support has wavered between 46% and 83%, with a decade average of 70%. In 2006, the last



This year is also shaping up to be an all-time high in terms of the number of transportation measures on the ballot. In the past decade, the most measures monitored by CFTE occurred in 2004 with 56, followed closely by 49 in 2006 and 47 in 2008. After several years of declining tax revenue, and state and local budget cuts, communities are turning to voters to approve additional funding to maintain services and invest in new infrastructure and transit lines.

The largest trend we are seeing in 2010 is an increase in advisory or non-binding measures. Many communities are seeking voters' opinions on increasing or dedicating funding for public transportation in anticipation of future funding proposals.

Types of Ballot Measures in 2010



Another unusual trend is the proliferation of property tax measures, which are three times as common as sales tax measures on 2010 ballots. Although property tax measures have always been the most successful type of finance measure (80% approval rating), sales tax increases have typically been the most common, accounting for 40% of all transportation ballot measures over the past decade.

Seven counties in California are asking voters to approve \$10 increases in vehicle fees to support public transit. The "other" category includes a statewide California

measure to close loopholes and prevent the state from raiding local government funds, an amendment to the city charter in Oahu to allow for the creation of a transit authority, and a question regarding continued RTA participation in Richland Hills, TX.

Many communities have also seen existing sales and property taxes come up for renewal this year. On August 3, sixteen Michigan counties had measures on the primary ballot asking voters to renew property tax levies to support local bus systems. Fifteen communities passed the renewals with an average of 67% voter approval. Eaton County, the only community not to approve the measure, had a complicated provision that appeared as an increase but actually just restored the millage to a rate that had been approved by voters in the past. Two weeks after the failed election, the Eaton County Board of Commissioners voted to put the measure back on the ballot in November.

Leading up to Election Day, there has been increased talk from the Administration and around Washington on plans for Federal investment to rebuild and modernize America's transportation infrastructure as a means of bringing jobs to our economy. As voters in 14 states head to the ballot box to decide on an estimated \$1.8 billion in new transportation funding for the next five years, they have a chance to reiterate a message that has been building over the past decade: Americans understand that it is imperative to invest in our transportation infrastructure and they are willing to use local dollars to do so.



CALIFORNIA

8 ballot measures

- o 7 counties are asking voters to raise vehicle fees for transportation funding
- o 1 statewide measure to close loopholes and prevent the state from borrowing local government), transportation and public transit funds.

Alameda County, CA - Measure F

Type: Vehicle Fee

Summary:

The Alameda County Congestion Management Agency board has decided to ask voters to approve a \$10 vehicle fee on the November ballot. The fee increase is expected to raise \$11 million a year, which would be divided:

- 60%—city and county roads
- 25%—congestion relief measures such as express buses, transit passes for students and workers, and park and ride lots or rail station improvements
- 10%—transportation technology improvements
- 5%—bicycle and pedestrian improvements

Ballot Language:

To repair and maintain local streets and roads; improve traffic flow and bicyclist, pedestrian and driver safety; improve public transportation; and encourage green transportation options; shall a local vehicle registration fee of ten dollars be established in Alameda County with expenditures subject to strict monitoring and with all revenues staying in Alameda County?

Proponent Info:

Local Transportation Improvement Committee & California Alliance for Jobs - Rebuild California Committee

Website:

<http://www.voteyesonmeasuref.com/>

Opponent Info: N/A



Contra Costa County, CA - Measure O

Type: Vehicle Fee

Summary:

Contra Costa County voters will be asked this November whether they support an increase of \$10 to annual car registration fees. The Contra Costa Transportation Authority voted unanimously to place the \$8.5 million measure on the ballot. The revenue would be divided as follows:

- 71%—city and county roads
- 21%—congestion relief measures such as express buses, transit passes for students and workers, and park and ride lots or rail station improvements
- 8 %—bicycle and pedestrian improvements

Ballot Language:

To repair and maintain local streets and roads; improve traffic flow, bicycle, pedestrian and driver safety; and improve public transportation efficiency; shall a local vehicle registration fee of ten dollars be established in Contra Costa with expenditures subject to strict monitoring and with all revenues staying in Contra Costa?

Proponent Info:

Local Transportation Improvement Committee & California Alliance for Jobs - Rebuild California Committee

Website: www.voteyesonmeasureo.com

Opponent Info:

Contra Costa Taxpayers Association & Alliance of Contra Costa Taxpayers

Marin County, CA - Measure B

Type: Vehicle Fee

Summary:

This Measure, placed by the Transportation Authority of Marin (TAM), will authorize a \$10 increase in motor vehicle registration fees for all vehicles registered in Marin County.

The vehicle fee is projected to generate about \$2.3 million annually. The revenue would be divided as follows:

- 40 % - Maintain Local Streets and Pathways
- 35 % - Improve Transit for Seniors and People with Disabilities
- 25% - Reduce Congestion and Pollution

Ballot Language:

To help reduce traffic congestion, maintain roads, improve safety, and reduce air pollution by: maintaining local and residential streets and pathways; funding transportation options for seniors and disabled persons; funding local pothole repair; providing school crossing guards and providing safe access to schools; and, reducing commute trip congestion and supporting a cleaner environment; shall Marin County voters authorize a \$10 fee on the registration of vehicles, with citizen's oversight, to be spent entirely within Marin County?

Proponent Info:

Marin County Bicycle Coalition

Website:

www.marinbike.org/Campaigns/YesOnB.shtml

Opponent Info: N/A

San Francisco County, CA - Prop AA

Type: Vehicle Fee

Summary: Under the terms of the ballot proposition, San Francisco voters would have to pay \$10 more every year to register their vehicles than they currently do. A simple majority vote is required for passage. If approved, it is anticipated that the new tax on cards would bring in about \$5 million more each year. The money from the tax would be dedicated to pay for street repair, pedestrian safety and transit reliability improvement projects. These costs are currently paid out of the city's general operating fund. The money would be spent as follows:

- 50% street repairs
- 25% transit reliability and mobility
- 25% pedestrian safety



Ballot Language:

Shall the San Francisco County Transportation Authority add \$10 to the annual registration fee for vehicles registered in San Francisco to fund transportation projects involving street repairs and reconstruction, pedestrian safety, and transit reliability improvements?

Proponent Info:

Sierra Club - San Francisco Bay Chapter

Website:

<http://sanfranciscobay.sierraclub.org/yodeler/html/2010/09/elections5.htm>

Opponent Info: N/A

San Mateo County, CA – Measure M

Type: Vehicle Fee

Summary:

If approved Nov. 2, the ballot measure would tack on a \$10 fee when county drivers register their cars with the California Department of Motor Vehicles. Revenue from the extra fee is expected to generate an estimated \$6.7 million a year to cover a myriad of road-related improvement cost

- 50% - local streets & road maintenance
- 50% - county wide transportation programs (transit operations & safe routes to school)

Ballot Language:

To help maintain neighborhood streets, fix potholes, provide transportation options, improve traffic circulation, provide transit options including senior and disabled services, reduce congestion, reduce water pollution from oil and gas runoff, and provide safe routes to schools, shall the Congestion Management Agency for San Mateo County levy a \$10 registration fee, for 25 years, on vehicles registered in San Mateo County, requiring annual audits and

all funds be spent for programs and projects in San Mateo County?

Proponent Info:

Silicon Valley Leadership Group

Opponent Info: N/A

Santa Clara County, CA – Measure B

Type: Vehicle Fee

Summary:

The ballot proposition, if approved by voters, will add \$10 to the fees associated with registering a vehicle in the county. A simple majority vote is required to enact the new tax. This measure is projected to generate \$14 million annually.

- 80% - local road improvement and repair
- 15% -Regional Programs (ITS)
- 5% - Program administration

Ballot Language:

To repair potholes, repave and maintain local streets, improve traffic flow on local roads; increase Santa Clara County's share of state/federal matching funds; improve safety; and pay for other congestion and pollution mitigation projects; shall the motor vehicle registration fee be increased \$10 for each vehicle registered in Santa Clara County; thereby relieving traffic congestion, improving streets and reducing polluted, toxic roadway runoff which contaminates water supplies, with all revenues to remain in Santa Clara County?

Proponent Info:

Local Transportation Improvement Committee & California Alliance for Jobs - Rebuild California Committee

Website:

<http://www.voteyesonmeasureb.com/about/>

Opposition Info: N/A



Sonoma County, CA –Measure W

Type: Vehicle Fee

Summary:

Measure W, if approved by voters, will add \$10 to the fees associated with registering a vehicle in the county. A simple majority vote is required to enact the new tax. It is estimated that the new fee would raise about \$5 million a year for the county

- 23% - pothole repair, complete streets, roadway technologies
- 12% - Safe Routes to Schools
- 60% transit
- 5% administration

Ballot Language:

In order to fill pot holes, build more bicycle and pedestrian safety projects, create a countywide Safe Routes to School program and sustain and improve local bus service throughout Sonoma County, shall the Sonoma County Transportation Authority establish a \$10 annual vehicle license fee?

Proponent Info:

North Bay Leadership Council, Local Transportation Improvement Committee & California Alliance for Jobs - Rebuild California Committee

Website:

<http://www.voteyesonmeasurew.com/>

Opponent Info:

Sonoma County Taxpayers Association

California Statewide – Prop 22

Type: Constitutional Amendment

Summary:

Proposition 22, the Local Taxpayer, Public Safety and Transportation Protection Act, on

the November 2010 statewide ballot, would prohibit the state from taking, borrowing or redirecting local taxpayer funds dedicated to public safety, emergency response and other vital local government services. Prop 22 would close loopholes to prevent taking local taxpayer funds currently dedicated to cities, counties, special districts and redevelopment agencies. It would also revoke the State's authority to borrow local government property tax funds.

Ballot Language:

Prohibits the state, even during a period of severe financial hardship, from delaying the distribution of tax revenues for transportation, redevelopment, or local government projects and services

Proponent Info:

Yes on 22/Californians to Protect Local Taxpayers and Vital Services, a coalition of taxpayers, public safety, local government, transportation, business and labor, the League of California Cities & the California Alliance for Jobs Rebuild California Committee

Website:

http://www.savelocalservices.com/proposition_22

Facebook:

<http://www.facebook.com/group.php?gid=160083917338711>

Opponent Info:

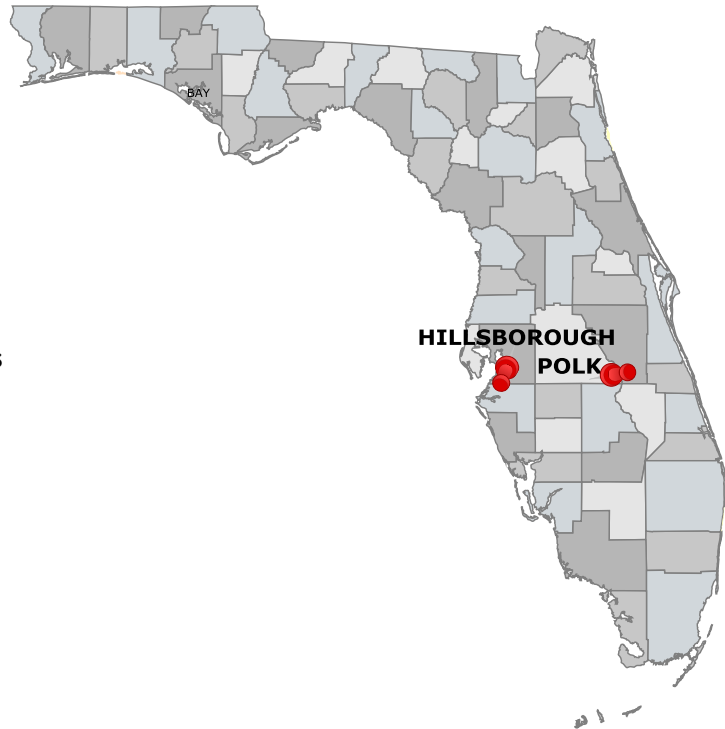
Citizens Against Taxpayer Giveaways & California Professional Firefighters

Website: www.votenoprop22.com



FLORIDA

2 sales tax measures



Polk County, Florida

Type: Sales Tax

Summary:

Polk County commissioners have placed a referendum to consider a half-cent sales tax to support the Polk County Transit Authority on the November ballot. If the referendum passes, Citrus Connection, Polk County Transit Services and the Winter Haven Area Transit (WHAT) will be combined and operated by the Polk Transit Authority.

Ballot Language:

Shall Polk County fund existing and expanded bus services and facilities for Auburndale, Bartow, Lakeland, Poinciana, Winter Haven, Highway 27 Corridor, USF Polytechnic, and surrounding areas; enhanced countywide transit services and facilities for seniors, disabled persons, and students; provide commuter connections to Tampa and Orlando transit systems by levying a one-half percent sales surtax from January 1, 2011, until repealed; remit surtax

proceeds to the Polk Transit Authority with spending monitored by citizens' oversight committee?

Proponent Info:

People for Polk's Future

Website:

<http://www.abetterpolkcounty.com/home>

Opponent Info: N/A

Hillsborough County, FL -

Type: Sales Tax

Summary:

Voters will consider a 1-cent sales tax for transportation. 75% of the revenue would go to public transportation and 25% would go roads and other transportation projects

The countywide transportation improvements plan benefits all residents in



Hillsborough County. The one percent transportation sales surtax will have 75% dedicated to transit, including an expanded bus system (consisting of Bus Rapid Transit (BRT), express, local and neighborhood service) and a new light rail system, and 25% dedicated to improving roads, intersections, and pedestrian walkways. All funds will be deposited into a trust fund and all spending reviewed by an independent oversight committee of citizens and experts.

Ballot Language:

Shall transportation improvements throughout Hillsborough County, Tampa, Temple Terrace and Plant City be funded by levying a one percent transportation sales surtax from January 1, 2011 until repealed, deposited into a dedicated trust fund, all spending reviewed by an independent

oversight committee of citizens and experts, with 75% spent on transit, including local rail and an expanded bus system for express, local and neighborhood service, and 25% spent on improving roads and other transportation projects?

Proponent Info:

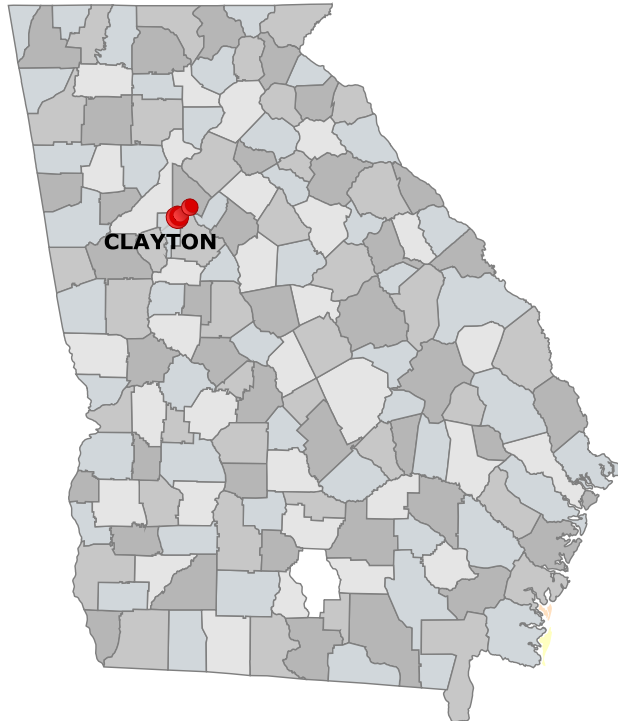
Moving Hillsborough Forward

Website: www.movinghillsboroughforward.org

Facebook:

<http://www.facebook.com/group.php?gid=160083917338711#!/pages/Moving-Hillsborough-Forward/107034002651979>

Opponent Info: N/A



GEORGIA

1 nonbinding referendum

Clayton County, GA

Type: Nonbinding referendum

Summary:

A nonbinding referendum will appear on the November ballot in Clayton County asking voters if they want to join MARTA.

Ballot Language:

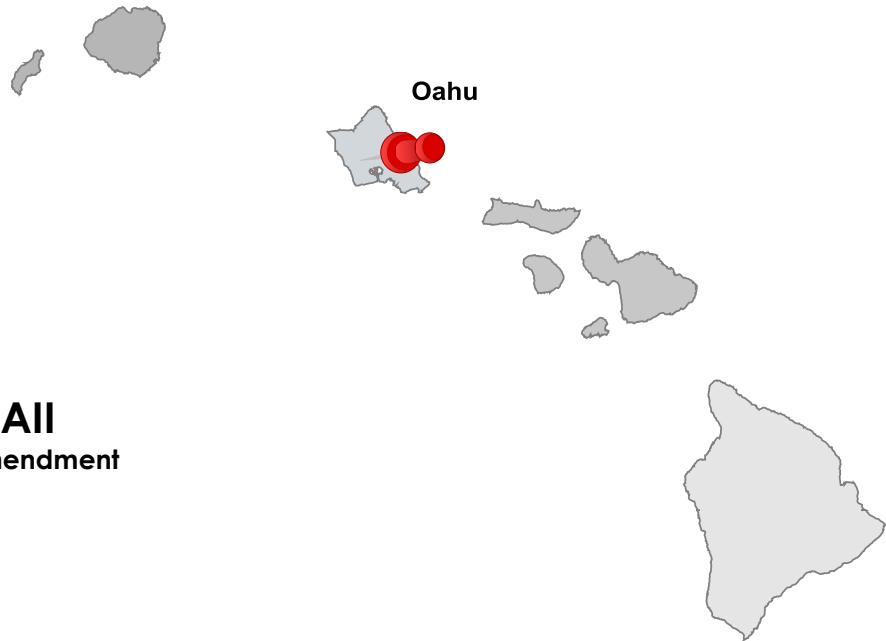
Should Clayton County become a full participant in MARTA (the Metropolitan Atlanta Rapid Transit Authority) and levy a sales tax in support of MARTA and Clayton County's public transportation needs?

Proponent Info:

Friends of Clayton Transit

Website: <http://www.claytontransit.com/>

Opponent Info: N/A



HAWAII

1 charter amendment

City of Oahu, HI – Question 1

Type: Amendment to City Charter

Summary:

This is one of several proposed amendments to the city charter. It would establish an independent transit authority for the city to govern over rail and bus services. If approved, the authority would be composed of six members, three elected by the mayor and three by the city council. The main purpose of the establishment is to have an organization oversee the proposed \$5 billion rail project on the island.

Ballot Language:

Shall the Revised City Charter be amended to create a semi-autonomous public transit authority responsible for the planning, construction, operation, maintenance, and expansion of the City's fixed guideway mass transit system?

Proponent Info: N/A

Opponent Info: N/A



MICHIGAN

1 property tax increase

Eaton County, MI

Type: Property Tax

Summary:

A measure identical to the failed August 3 measure will be back on the ballot this November. The proposal would replace the 0.2469 mill levy with a 0.75 mill tax levy for five years, from 2012 through 2016. The county Board of Commissioners voted to put this measure back on the ballot two weeks after the disappointing August election.

Ballot Language:

For the purpose of providing funds for the exclusive use of public transportation purposes, to include accommodation for the elderly and handicapped, by the Eaton County Transportation Authority (EATRAN); shall the tax limitation and levy imposed under the Michigan Constitution by the County of Eaton be increased in an amount not to exceed 0.7500 of a mill (\$0.7500 on each \$1,000 dollars of taxable value) against all taxable real and tangible personal property within the County of Eaton for a period of five (5) years, 2012 to 2016, inclusive, and shall the County of Eaton levy such millage for said purposes? The estimate of the revenue for the County of Eaton in the 2012 calendar year is approximately \$2,554,672. A small portion of the revenue collected (approximately \$38,576 in 2012) may be required to be distributed to Downtown Development Authorities, Tax Increment Financing Authorities, Local Development Financing Authorities and Brownfield Redevelopment Financing Authorities established in cities of Charlotte, Eaton Rapids, Grand Ledge, Pottersville and Olivet.

Proponent Info:

Friends of Eatran

Website: <http://www.friendsofeatran.org/>

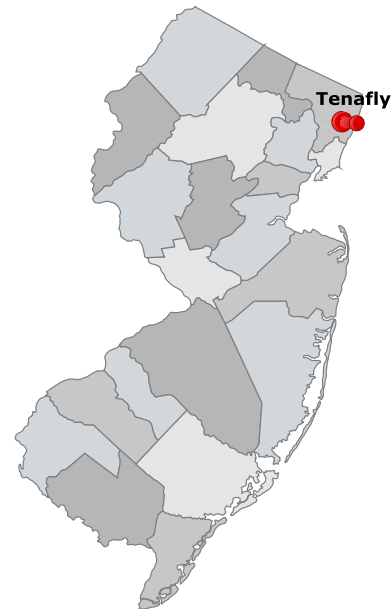
Facebook: <http://www.facebook.com/group.php?gid=160083917338711>

Opponent Info: N/A



NEW JERSEY

1 nonbinding referendum



Tenafly, NJ-Nonbinding Question #1

Type: Nonbinding Referendum

Summary:

In a non-binding referendum, voters will be asked whether New Jersey Transit should re-establish service into and out of Tenafly.

Ballot Language:

Should New Jersey Transit re-establish passenger rail service into and out of Tenafly?

INTERPRETIVE STATEMENT

New Jersey Transit has proposed the restoration of passenger rail service to the Borough of Tenafly as part of its Northern Branch Corridor Project. New Jersey Transit has announced that its preferred method is Electric Light Rail to and from Tenafly. The proposed rail service will connect Tenafly to Hudson County and will provide connections to New York at Weehawken, Hoboken, and Jersey City. Tenafly has not had any type of scheduled passenger rail service since the 1960's.

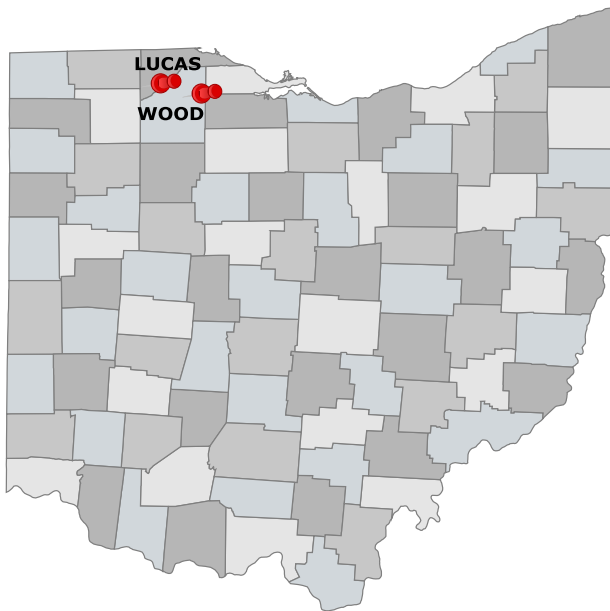
It is important to keep in mind that the Mayor and Council will not have official authority to decide whether or not this project will proceed. That final decision-making authority rests with New Jersey Transit and the Federal Transportation Administration. For that reason, the results of this referendum must be understood to be non-binding and for informational purposes only.

A "yes" answer to this question means that you would be in favor of New Jersey Transit offering passenger rail service as another form of public transportation to and from Tenafly.

A "no" answer to this question means that you would be against New Jersey Transit offering passenger rail service as another form of public transportation to and from Tenafly.

Proponent Info: N/A

Opponent Info: N/A



OHIO
1 property tax measure

Toledo, OH-Issue 7

Type: Property Tax

Summary:

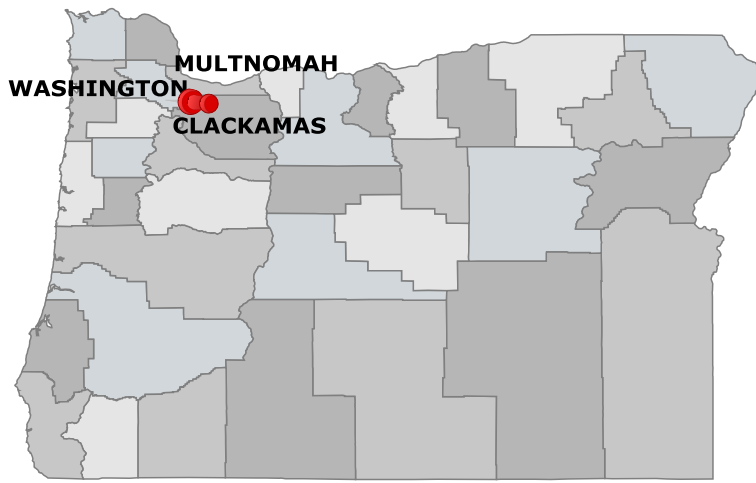
Voters will be asked to renew the Toledo Area Regional Transit Authority's existing 1-mill levy for another 10 years. The property tax provides approximately \$7 million a year. This tax is one of two collected in Toledo, Ottawa Hills, Sylvania, Sylvania and Spencer townships, Waterville, Maumee, Perrysburg, and Rossford to support TARTA.

Ballot Language:

A renewal of a tax for the benefit of the Toledo Area Regional Transit Authority for all purposes of said Regional Transit Authority, other than bond debt charges, in accordance with the provisions of Section 306.49, Ohio Revised Code, at a rate not exceeding 1 mill for each one dollar of valuation, which amounts to \$0.10 for each one hundred dollars of valuation, for 10 years, commencing in 2011, first due in calendar year 2012.

Proponent Info: N/A

Opponent Info: N/A



OREGON
1 bond measure

Portland, OR—Multnomah, Washington and Clackamas Counties

Type: Bonds

Summary:

TriMet's ballot measure will ask whether to renew the agency's \$125 million bond, first place on the ballot in 1990. The original ballot funding was used to extend the Blue Line to Hillsboro. The November measure would dedicate revenue towards faster bus replacements, LIFT fleet upgrades and approximately 300 bus stop improvements.

Indirectly, the measure would free about \$50 million for TriMet's general fund over 20 years, which the agency says it would spend "to either avoid additional service cuts if the economy continues to decline, or to restore service" If it's approved, property owners would have to pay \$8 annually to TriMet per \$100,000 taxable value.

Ballot Language:

Shall TriMet issue \$125 million bonds to improve transit services and access for elderly riders and people with disabilities? If bonds are approved, they will be payable from taxes on property or property ownership that are not subject to the limits of Sections 11 and 11b, Article XI of the Oregon Constitution.

Proponent Info:

Yes For Transit! Yes for Measure 26-119

Website: <http://www.yesfortransit.com/index.htm>

Facebook: <http://www.facebook.com/yesfortransit?ref=ts>

Opponent Info: N/A



RHODE ISLAND

1 statewide bond measure



Rhode Island—Statewide Question 3

Type: Bond

Summary:

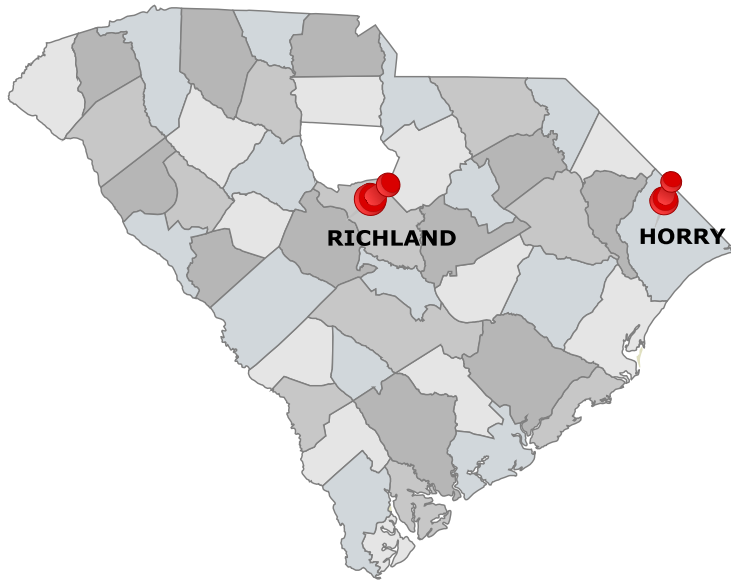
A statewide ballot measure in Rhode Island will ask voters to approve the issuance of \$80 million in general obligation bonds, refunding bonds, and temporary notes to match federal funds and provide direct funding for improvements to the state's highways, roads, and bridges and four million seven hundred thousand dollars \$4,700,000 to purchase and rehabilitate buses for the Rhode Island Public Transit Authority.

Ballot Language:

Approval of this question will authorize the State of Rhode Island to issue general obligation bonds, refunding bonds, and temporary notes in an amount not to exceed eighty million dollars (\$80,000,000) to match federal funds and provide direct funding for improvements to the state's highways, roads and bridges and four million seven hundred thousand dollars (\$4,700,000) to purchase and/or rehabilitate buses for the Rhode Island Public Transit Authority's bus fleet.

Proponent Info: N/A

Opponent Info: N/A



SOUTH CAROLINA

1 advisory measure
1 sales tax measure

Horry County, SC

Type: Advisory

Summary:

The referendum will ask voters if they support the county continuing to fund mass transportation. It would be advisory, which means council would not have to act on the vote. Agency did not have the time or money to mount a campaign of support. A 29-minute video in support of the referendum will be airing on the city's cable access channel.

Ballot Language:

Do you favor the funding by Horry County, in an amount not to exceed 6/10ths of a mill (\$1,080,000.00) annually, for the operations of a regional public mass transportation provider such as Coast RTA?

Proponent Info: N/A

Opponent Info: N/A

Richland County, SC- Question 1

Type: Sales Tax

Summary:

Voters will be asked to approve a 1 cent transportation sales tax. Of the total revenue raised, 33% would go to fund the Central

Midlands Regional Transit Authority, 61% would be for road improvements and 6% would go to bike/pedestrian/green space projects. The tax would sunset in 25 years.

Ballot Language:

I approve a special sales and use tax in the amount of one percent (1%) to be imposed in Richland County, South Carolina (the "County") for not more than twenty-five (25) years, or until a total of \$1,023,000,000 in sales tax revenue has been collected, whichever occurs first. The sales tax revenue will be used to pay the costs of the following projects:

Project 1: Improvements to highways, roads (paved and unpaved), streets, intersections, and bridges including related drainage system improvements.
Amount: \$627,400,000.

Project 2: Continued operation of mass transit services provided by Central Midlands Regional Transit Authority including implementation of near, mid and long-term service improvements.
Amount: \$337,117,605.

Project 3: Improvements to pedestrian sidewalks, bike paths, intersections and greenways. Amount: \$58,482,394.



Question 2

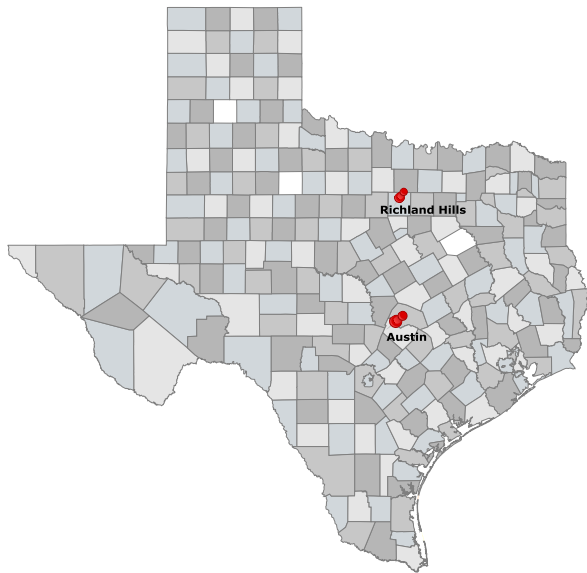
I approve the issuance of not exceeding \$200,000,000 of general obligation bonds of Richland County, payable from the special sales and use tax described in Question 1 above, maturing over a period not to exceed twenty-five (25) years, to fund

projects from among the categories described in Question 1 above.

Proponent Info:

Website:

<http://www.richlandonline.com/TransportationPenny/index.asp>



TEXAS

1 bond measure
1 RTA participation question

Austin, TX- Proposition 1

Type: Bond

Summary:

The City of Austin has scheduled a \$90 million mobility bond. The proposed projects address city mobility issues, including investments in streets, sidewalks, bike paths, trails and transit infrastructure in all parts of Austin.

Ballot Language:

The issuance of \$90,000,000 in tax supported general obligation bonds and notes for constructing and reconstructing roads and streets; constructing, improving and reconstructing sidewalks, bikeways, and other bicycle and pedestrian mobility infrastructure; improving traffic signal synchronization and control systems; acquiring and installing traffic signals; constructing, reconstructing, and improving drainage facilities related to these improvements; funding design and engineering for roads, streets, drainage, traffic signal, sidewalks, bikeways, and other bicycle and pedestrian mobility infrastructure; and acquiring land and interests in land and property necessary to do so; and the levy of tax sufficient to pay for the bonds and notes.

Proponent Info:

Get Austin Moving PAC

Website:

<http://www.getaustinmoving.com/>

Facebook:

<http://www.facebook.com/GetAustinMoving>

Opponent Info: N/A

Richland Hills, TX

Type: RTA Participation

Summary:

Voters in Richland Hills will be asked again whether they want to leave the Fort Worth Transportation Authority and spend a half-cent sales tax on other services. On a similar measure in 2004, voters overwhelmingly chose to stay with the "T".

Ballot Language:

Shall the Fort Worth Transportation Authority be continued in the City of Richland Hills?

Proponent Info:

Richland Hills Citizens For Responsible Government

Website: <http://crgrichlandhills.com/>

Opponent Info:

Moving Richland Hills Forward

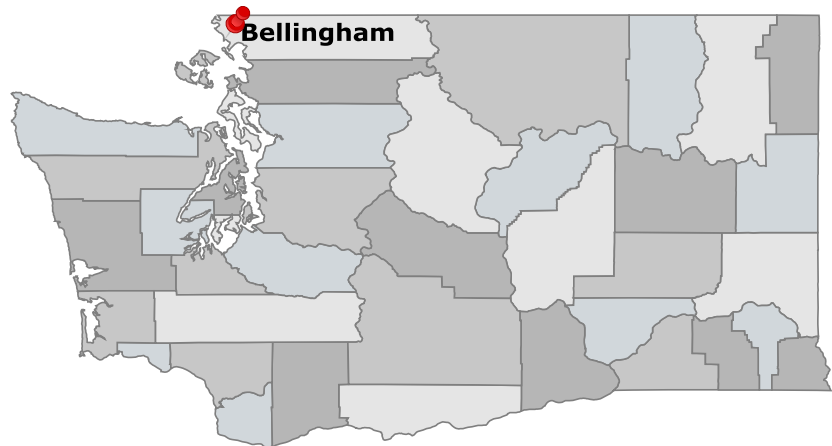
Website:

<http://movingrichlandhillsforward.com/>



WASHINGTON

1 sales tax increase



Bellingham, WA- Proposition 1

Type: Sales Tax

Summary:

Voters will be asked in November to raise the sales tax by 0.002 percent for transportation projects. The City Council has voted to create a citywide transportation benefit district. Then, acting as the district board, the council will consider asking voters for the sales tax increase that would be in effect for 10 years.

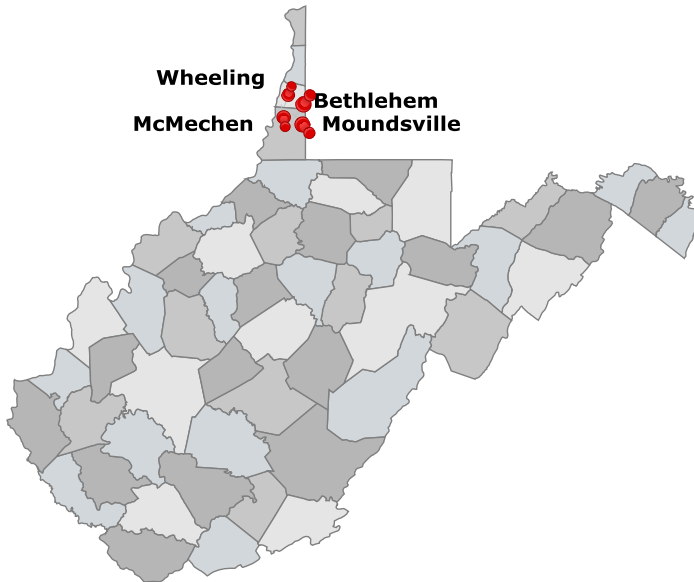
Ballot Language:

The Board of Transportation Benefit District No. 1, Bellingham, Washington, adopted Bellingham TBD No. 1 Resolution #2010-1 concerning a sales and use tax to fund transportation improvements. This proposition would authorize a sales and use tax of up to a two-tenths of one percent (0.002) to be collected from all taxable retail sales within the District in accordance with RCW 82.14.0455 for a term of ten years for the purpose of paying or financing costs of the following transportation projects identified in the City of Bellingham Transportation Improvement Plan (TIP): resurfacing pavement on arterial streets and bicycle lanes, adding non-motorized transportation options and transit service. Should this proposition be approved?

Proponent Info: Keep Bellingham Moving

Facebook: <http://www.facebook.com/pages/Keep-BellinghamMoving/156252864405817?ref=ts>

Opponent Info: N/A



WEST VIRGINIA
4 property tax measures

Bethlehem, WV

Type: Property Tax

Summary:

Voters will be considering renewals of property tax levies to support the Ohio Valley Regional Transportation Authority. West Virginia requires a supermajority to approve to pass levies.

Ballot Language: N/A

Proponent Info: N/A

Opponent Info: N/A

McMechen, WV

Type: Property Tax

Summary:

Voters will be considering renewals of property tax levies to support the Ohio Valley Regional Transportation Authority. West Virginia requires a supermajority to approve to pass levies.

Ballot Language: N/A

Proponent Info: N/A

Opponent Info: N/A

Moundsville, WV

Type: Property Tax

Summary:

Voters will be considering renewals of property tax levies to support the Ohio Valley Regional Transportation Authority. West Virginia requires a supermajority to approve to pass levies.

Ballot Language: N/A

Proponent Info: N/A

Opponent Info: N/A

Wheeling, WV

Type: Property Tax

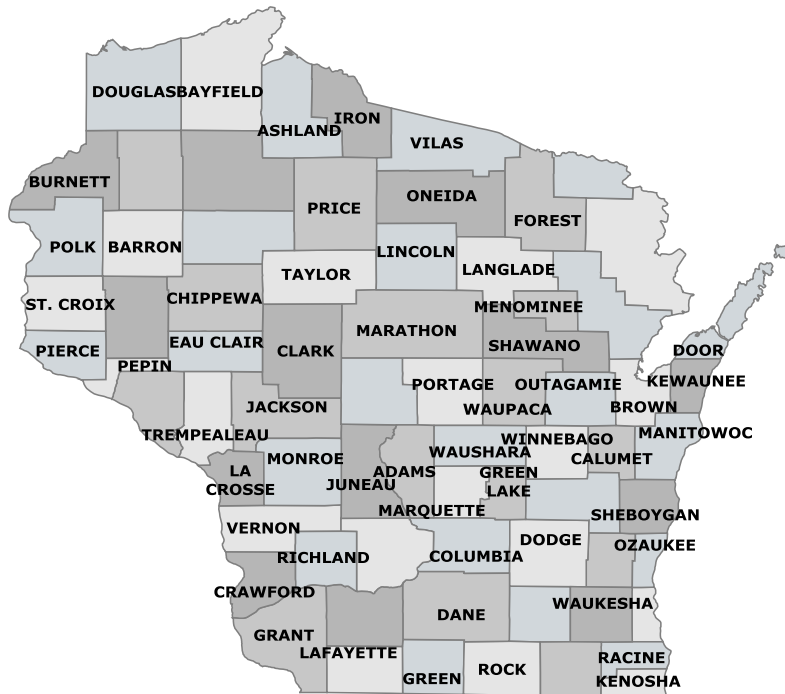
Summary:

Voters will be considering renewals of property tax levies to support the Ohio Valley Regional Transportation Authority. West Virginia requires a supermajority to approve to pass levies.

Ballot Language: N/A

Proponent Info: N/A

Opponent Info: N/A



WISCONSIN
3 advisory measures
in 55 counties

Kenosha County, WI

Type: Advisory

Summary:

An effort to place a countywide advisory measure on the ballot in Kenosha County failed, but several municipalities within that county have decided to place a measure on the local ballot. The towns and villages of Bristol, Paddock Lake, Randall, Salem, Silver Lake, Twin Lake and Weatland will all ask voters if they would support a new tax to support transit.

Ballot Language:

Should any new tax to support transit or rail services, such as a sales tax or local vehicle registration fee, be permitted in any part of Kenosha County?

(Some communities specify their own name in the ballot measure instead of the county)

Proponent Info: N/A

Opponent Info: N/A

Dane County, WI

Type: Advisory Measure

Summary:

An RTA sales tax increase measure will be on the November ballot in 42 different municipalities in Dane County. This measure will ask for a half-cent sales tax increase to further fund the Dane County Regional Transport Authority. This measure will not be given to a county wide vote since the RTA area does not cover the entire county

Ballot Language:

Shall commuter rail be funded by up to a half-cent (0.5%) increase in the sales tax?

Proponent Info: N/A

Opponent Info: N/A



54 out of 73 Counties, WI

Type: Advisory

Summary: This advisory measure would ask voters if the Wisconsin State Constitution should be amended to prohibit the transfer or lapses from the segregated transportation fund. Revenue in the segregated transportation fund comes from the state gas tax and vehicle registration fees. In recent years more than a billion dollars has been diverted from the transportation fund to shore up the general fund. Actually amending the state constitution would require action by two successive state legislature sessions and voter approval of a binding statewide referendum.

Counties that will have the measure on the ballot in November: Adams, Ashland, Barron, Bayfield, Brown, Burnett, Calumet, Chippewa, Clark, Columbia, Crawford, Dodge, Door, Douglas, Eau Claire, Forest,

Green, Green Lake, Grant, Iron, Jackson, Juneau, Kewaunee, La Crosse, Lafayette, Langlade, Lincoln, Manitowoc, Marathon, Marquette, Menominee, Monroe, Oneida, Outagamie, Ozaukee, Pierce, Pepin, Polk, Portage, Price, Racine, Richland, Rock, Shawano, Sheboygan, St. Croix, Taylor, Trempealeau, Vernon, Vilas, Waukesha, Waupaca, Waushara, Winnebago

Ballot Language:

Should the Wisconsin Constitution be amended to prohibit any further transfers or lapses from the segregated transportation fund?

Proponent Info:

Finding Forward Wisconsin

Website:

<http://www.findingforwardwisconsin.org>

Opponent Info: N/A
