



**Government Relations and Public
Affairs Committee**

Meeting Date: 8/27/2018

Agenda Item No.: 2018-August-7.

Subject: Nationwide Proposed Transportation Ballot Measures (Est. time: 10 minutes)

Information

Prepared by: Christina Lokke

Approved by: Erik Johnson

Attachments: No

1. Issue:

Summary of some proposed transportation ballot measures on the November 2018 ballot.

2. Recommendation:

None, this item is for information only.

3. Background/Analysis:

Many state, regional, and local governments across the country are proposing transportation related ballot measures to their voters this November. This item is an overview of some of those proposals.

4. Discussion/Analysis:

Below is a sample of various statewide and local transportation funding measures on, or potentially on, the November 2018 ballot.

State of Colorado

Colorado voters could see two competing transportation funding measures on the ballot this fall. Two different groups submitted separate measures to the Secretary of State, who has until September 5, to review submitted signatures and certify qualifying measures for the ballot. Both measures raise funds to pay for transportation projects, but each take a different approach. The state Department of Transportation says it will cost \$9 billion over the next decade to catch up on maintenance and repairs on the state's roads and bridges. Earlier this year, the Colorado State Legislature passed Senate Bill 1, a last-minute compromise to allocate \$645 million in one-time transportation funding for the next two fiscal years. The money will go towards roads and bridges (70 percent), local governments (15 percent) and multi-modal projects (15 percent). If voters do not approve a long-term funding measure this fall, SB 1 places a \$2.3 billion bond measure on the 2019 ballot.

Initiative 153: Sales Tax Increase

Increases transportation funding by raising sales taxes by 0.62 percent for 20 years to pay

for up to \$6 billion in bonds to fund state transportation projects. Allocates the funding to: state transportation projects and debt service (45 percent), local governments (40 percent), and multi-modal transportation projects, such as mass transit, rail, and bicycle lanes (15 percent).

Initiative 167: Bonds for Transportation Projects

Requires the Department of Transportation to issue revenue anticipation notes in a maximum amount of \$3.5 billion to pay for specific transportation projects. Requires the Legislature to first make debt-service payments before allocating General Fund revenue to other state programs. Bond revenue could only be spent on road and bridge expansion, maintenance, construction and repair for 66 specific projects. Local governments would not receive funding and no money would go towards multi-modal projects.

State of Missouri – Proposition D

Provides a 10-cent fuel tax increase, phased-in over four years. Also taxes alternative fuels at an equivalent rate to the rate on the motor fuel tax, beginning January 1, 2026. This increase is expected to generate at least \$288 million annually for the state to fund Missouri State law enforcement and \$123 million annually for local governments for road construction and maintenance. This measure was placed on the statewide ballot by the General Assembly. There is pending litigation to remove the measure from the ballot. Challengers contend that the process to place the measure on the ballot violated state constitutional processes by violating the "single subject" rule.

Scottsdale, Arizona, Ballot Question 1

Increases the city's sales tax by one-tenth of one percent (0.10%) for 10 years to provide funds for transportation projects. It is projected to raise \$100 million and would provide Scottsdale with the local funding needed to access an additional \$140 million from Proposition 400, a previously passed Maricopa County-wide half-cent sales tax for transportation. The regional funds are released to cities that match a portion of projects' costs.

Flagstaff, Arizona

The Flagstaff City Council voted to place three transportation related measures on the November ballot.

Proposition 419 - Continuation of a Sales Tax for Roadway, Pedestrian, Bicycle and Safety Improvements

Continuation of the levy of three existing sales taxes expiring in 2020 as a single sales tax rate of 0.426 percent to be in effect for a period of 21 years beginning July 1, 2020, to be used for the following purposes:

- Design, construction, reconstruction, improvement, and maintenance of roadways
- Construction, reconstruction, and maintenance of walkways, bike paths, and pedestrian and bicycle crossings
- Technology and signing
- Acquisition of necessary real estate and related interests
- All incidental costs including relocation costs
- Debt service

Proposition 420 - Sales Tax for Lone Tree Railroad Overpass from Butler Avenue to Route 66

Levies a sales tax at a rate of 0.23 percent for 20 years to pay for the Lone Tree Railroad Overpass.

Proposition 421 - Sales Tax for Increasing Transit Services

Levies a sales tax at a rate of 0.15 percent for 11 years to pay for an increase in public transportation including constructing, acquiring, operating, and maintaining equipment and facilities for more frequent transit service within the City of Flagstaff.

Broward County, FL

Increases the county's sales tax from six to seven percent to pay for transportation projects. The increase is expected to raise \$16 billion to go towards projects that reduce traffic congestion, improve roads and bridges, enhance traffic signal synchronization, develop safe sidewalks and bicycle pathways, expand and operate bus and special needs transportation, implement rail along approved corridors, and implement emerging transportation technologies. County Commissioners discussed potential projects, including establishing a light-rail commuter service and creating more rapid and express bus routes.

Bainbridge Island, Washington – Proposition 1

Increases property taxes by an amount estimated to generate \$15 million over 7 years to be used for non-motorized transportation projects. The estimated increase to the property tax rate is \$0.28 per \$1,000 of assessed value. Potential projects include shoulder improvements on major island roads, safe routes to school projects and other off-road trail/pathway projects, targeted pedestrian improvements, and specific regional trail expansion.

5. Fiscal Impact/Grant Information:

This item has no direct fiscal impact.

6. This staff report aligns with the following SACOG Work Plan Goals:

2. Benchmark Ourselves Against Peer Regions, 9. Better Connect and Communicate with Members and Regional Electeds