

State	City	Years	P/F	Description
Alaska	Anchorage	2004	F	Proposition 11 asks voters whether Anchorage should issue up to \$1.57 million in general obligation bonds to pay for public transportation improvements.
	Anchorage	2003	F	Bond Proposal -- Proposition 6: The municipality of Anchorage will ask the voters to borrow \$1 million through the issuance of general obligation bonds and increase the municipal tax cap by an annual amount not to exceed \$2,000. Funds will go to public transportation improvements.
Arizona	Phoenix	2004	P	Maricopa County officials have a scheduled a 1/2 cent sales tax extension and a \$16 billion regional transportation plan on the May ballot. Phoenix's light rail system would also be funded with these two initiatives. The state legislature has pushed this vote back to November.
	Tucson	2003	F	Propositions 201 would raise sales and construction taxes to improve transit, which includes plans for a 13-mile light rail line and new bus routes to feed into the system. Tucson would be one of the smallest cities with a light rail system, serving a population of 800,000, compared to more than twice that in Sacramento.
		2003	F	Proposition 200: Two proposals will appear side by side on the November ballot. Citizens for a Sensible Transportation Solution gathered enough signatures to force an election on half the plan, which calls for a 13-mile light-rail line, expansion of bus lines and money for neighborhood street repairs. Forty percent dedicated to improving Sun Tran and Van Tran services and creating a 47-mile "rapid bus" service, and 22 percent to design, build and operate a 13-mile light rail "starter" line.
	Glendale	2001	P	Prop 402 proposes a 1/2-cent sales tax for \$1 billion transportation package to establish regional connection to Phoenix's planned light-rail system. Expanded bus service, light-rail transit center, and express bus service.
Phoenix	2000	P	Voters decided whether to pass a citywide expansion of bus service and light rail. The measure proposed a 4/10-cent sales tax increase.	
Arkansas	Little Rock	2002	F	The Central Arkansas Transit Authority's (CATA) board of directors approved a resolution asking the Pulaski County Quorum Court to include a quarter-cent sales tax dedicated to public transit in a special or general election. Dedicated funding for transit would free the authority from having to rely on the county and member cities to fund its \$9.3 million budget. Little Rock is mulling over tax proposals from its Vision Little Rock goal-setting study that might end up as part of a countywide package that would include other taxes. Could net the authority \$9 million to maintain bus routes, the planned River Rail streetcar system and future route extensions.

California	Los Angeles County	2008	P	The measure would increase the county's sales tax to 8.75 percent from 8.25 percent. It seeks to raise up to \$40 billion over 30 years and help fund highway road improvements, subway line extensions and other projects.
	Statewide	2006	P	Proposition 1B would provide a bond issue of up to \$19.9 billion for the following: make safety improvements and repairs to state highways; upgrade freeways to reduce congestion; repair local streets and roads; upgrade highways along major transportation corridors; improves seismic safety of local bridges; expand public transit; help complete the state's network of car pool lanes; reduce air pollution; improve anti-terrorism security at shipping ports; and appropriate money from the General Fund to pay off bonds.
	Orange County	2006	P	This measure would authorize the Orange County Transportation Authority to construct specific transportation improvement and traffic congestion relief projects in Orange County by continuing the existing ½ of one percent retail transaction and use tax for thirty years from the expiration of the current Measure M on April 1, 2011. The current measure M allocates all sales tax revenues to specific Orange County transportation improvement projects in three major areas—freeways (43%) streets and roads (32%) and transit (25%). The measure would raise approximately \$11.9 billion through 2041.
	San Joaquin County	2006	P	Voters will consider a renewal of Measure K, a half cent sales tax, which could generate \$2.5 billion over 30 years. Specifically the measure would be used to widen/improve Routes I-5, I-205, 99, 12 and 120; expand ACE commuter rail and seniors/disabled transit services; fix potholes/resurfacing local roads; reduce high accident locations countywide; require citizens' oversight committee and annual audits to ensure all voter mandates are met.
	Santa Barbara County	2006	P	Voters are being asked to approve a 30-year continuation of Measure D, the existing ½ percent local sales tax for transportation, and approve an increase of ¼ percent. The nearly \$1.6 billion funding plan will widen 101, maintain local roads, provide safe routes to school, increase bus service and create a new commuter rail service connecting Santa Barbara and Ventura County.
	Marin County	2004	P	The Marin Transportation Authority has called for a Marin-specific half-cent sales tax increase that would generate an estimated \$331 million over 20 years. Funds would be dedicated to maintaining and improving bus service, including special services for seniors and disabled persons; fully funding and completing Highway 101 carpool lanes through the heart of the county; maintaining and improving roads, bikeways, sidewalks, and pathways; and reducing school-related congestion and providing safe access to school.
	Bay Area	2004	P	Under SB 916 of 2003, residents of seven Bay Area counties would vote in March 2004 to raise bridge tolls by \$1 to spend an estimated \$125 million a year for transit, planning and roads. The Bay Area's priorities include a \$50 million fourth hole in the Caldecott Tunnel,

\$36 million to expand ferry service and \$50 million for a new five-lane span for the Benicia-Martinez bridge. Funds would also strengthen Bay Area Rapid Transit underground tunnels, renovate the TransBay Terminal in San Francisco and study Bay Area access to a proposed high-speed rail system in California.

Contra Costa	2004	P	Contra Costa County Transportation Authority is pushing for a renewal of Measure J, the countywide half-cent sales tax, set to expire in 2009. The measure has funded highway and transit projects since 1989. The new Measure C would raise \$1.6 billion in transportation funding through 2029 and update the "Growth Management Program" initiated by the first Measure C.	
San Diego	2004	P	San Diego's regional planning agency, SANDAG, has produced a \$14 billion draft Expenditure plan for the TransNet program, a half-cent sales tax extension that funds transit and highway projects throughout the region, set to expire in 2008. The extension would provide funding through 2028.	
Sacramento County	2004	P	Sacramento County Transportation Authority officials have proposed extending Measure A, the existing half-cent transportation sales tax, which is set to expire in 2009. If approved, the extension would raise \$4.7 billion for road and transit improvements	
San Francisco	2003	P	A proposal to continue the current ½% sales tax, and replace the current transportation spending plan with a new 30-year plan. The new plan would provide funding for maintenance of local streets, transportation for the elderly and disabled, construction of a Central Subway, bus system upgrades, a Caltrain extension to a new Transbay Terminal, projects to improve pedestrian and bicycle safety, support for regional transportation systems (BART, Caltrain, and ferries), and replacing the roadway to Golden Gate Bridge. The proposal would allow the San Francisco Transportation Authority to spend up to \$485.175 million per year and issue up to \$1.88 billion in bonds, to be repaid from sales tax revenue.	
Colorado	Boulder County	2007	P	Voters are asked to approve a tax extension that would keep the current transportation/trails tax set to expire in 2009 on the books until 2024. The proceeds from the tax extension would go into the Boulder County Transportation Projects Fund (TPF) and will go towards roadway improvements, commuter bikeway improvements, additional road shoulders; projects to accommodate public transit, and funding for maintenance and operations.
	Boulder County	2006	P	Voters are asked to approve a new, 0.2 percent county sales tax for spending on trails and transit. Ballot Issue 1A would generate \$8.1 million a year. The money would complete the county's planned regional-trails network and add a slate of bus, specialized transit and other services and programs recommended in the county's Transit Enhancement Plan
Florida	Broward County	2006	F	Broward County voters will decide in November whether they want to pay an extra penny in sales tax for the next 30 years to support a new commuter train system and an improved bus network. If

approved, the one-cent sales tax increase would raise about \$260 million a year. About 10 percent -- \$26 million -- would go to Broward cities for transportation projects.

Maine	Statewide	2001	F	Question 3 proposes a \$61 million bond for improvement to highways, bridges, airports, public transit and ferry facilities, development of rail, trail and marine infrastructure, and improvement to intermodal facilities. \$4 million for intermodal facilities. \$1.7 million for buses for urban and rural transit programs.
	Statewide	2001	P	\$61 million bond issue for improvement to highways, bridges, airports, public transit and ferry facilities, development of rail, trail and marine infrastructure, and improvement to intermodal facilities. \$4 million for intermodal facilities. \$1.7 million for buses for urban and rural transit programs.
Missouri	Saint-Louis	2008	F	Proposition M asks voters to approve a half-cent increase in the transit sales tax to support mass transit. The initiative is expected to raise \$80 million annually over a ten year period. The first half would be used to match federal grants for the expansion fo the MetroLink system. The second half would cover the cost of operating the existing transit system and improving the existing bus system.
Nevada	Southern Nevada	2002	P	For BRT, fixed route and paratransit expansion.
New Mexico	Bernalillo, Sandoval and Valencia Counties	2008	Y	Voters will be asked to decide whether to raise the gross receipts tax by one-eighth cent per dollar. Half of the tax revenue will be dedicated to the New Mexico Rail Runner Express commuter train. The other half will go to surface transportation projects within the counties. The measure is expected to generate \$19 million annually, increasing to \$27 million by 2015.
New York	Statewide	2000	F	Proposal #1: This proposal would allow the state to borrow \$3.8 billion to construct, improve, enhance, preserve and restore transportation infrastructure, including highways, bridges, parkways, airports, canal system, transit, rail, bike trails, intermodal systems, etc.
North Carolina	Greensboro	2008	Y	Residents of Greensboro will be asked to vote on a \$134 million transportation and street improvement bond. This bond will support more than 70 transportation projects throughout the city of Greensboro, including new sidewalks, bridge repairs, bike lanes, road widening, installation of new traffic lights and signals, and more.
	Statewide	2002	P	City Council is considering postponing a \$239 million bond referendum to pay for local streets, \$50 million for light rail, sidewalks, and affordable housing

Oregon	Salem	2008	P	M24-248 is a 15-year, \$99.8 million bond that would pay for road work and safety improvements for drivers, bicyclists and pedestrians.
Rhode Island	Statewide	2008	P	Approval and issuance of transportation bonds will provide funds to the DOT to match available federal funds and to provide direct funding for improvements to the state's highways, roads and bridges; to match available federal funds and to provide direct funding for commuter rail; and to purchase new buses and/or rehabilitate existing buses in the Rhode Island Public Transit Authority's bus fleet
	Statewide	2002	P	Question 3 asks voters to approve \$63,500,000 in transportation bonds. \$60,000,000 will be used to match federal highways funds or to provide direct funding to fund improvements to the State's highways, roads and bridges; \$1,800,000 will be used to repair or renovate existing maintenance facilities or to construct new maintenance facilities; and \$1,700,000 will be used to purchase buses or for the rehabilitation of existing buses for the Rhode Island Public Transit Authority's fleet.
Utah	Davis County	2007	F	Voters will be asked to approve a .25% sales tax increase to support transportation infrastructure in three counties. The tax increase, if approved, would go towards a mix of about 35 road and transit projects in Weber and Davis Counties, and commuter rail expansion in Box Elder.
	Salt Lake City Area	2000	P	1/4 cent sales tax increase to expand light rail and bus service and, if approved by all three counties to fund a commuter rail line connecting Ogden and Salt Lake City. Authorizes \$42 million annually.
Virginia	Fairfax	2007	P	Bond Referendum The question asks voters to allow the county to borrow up to \$110 million to fund transportation improvements. If the referendum is approved, the county would be allowed to issue bonds to fund roadway, pedestrian, bicycle and transit improvements in Fairfax County.
Washington	Puget Sound	2008	P	A \$17.9 billion plan to extend light-rail lines by 2023 and beef up regional bus service and Sounder commuter trains between Lakewood, Tacoma and Seattle. It would involve a sales tax increase of 5 cents per \$10 purchase.
	King, Snohomish & Pierce Counties	2007	F	Sales Tax -- Voters will be asked to approve the expansion of mass transit and improvement of roads and bridges in Snohomish, King, and Pierce counties. If approved, approximately 50 miles of light rail will be built, express bus service added, traffic chokepoints improved, and earthquake safety addressed. Existing taxes plus additional sales and use taxes of up to sixtenths of one percent and motor vehicle excise taxes of eighttenths of one percent will fund the projects.