

November 2016 Transportation-Related Ballot Measures

Jurisdiction	State	Ballot Measure	Tax/Issue	Details	Business Support	Results
	AL	Amendment 12	Local Tolling Authorization	In Alabama, the authority of counties is very limited and they do not manage roads. Baldwin County is experiencing traffic congestion as a result of population growth and the draw of tourism destinations on Alabama's Gulf Coast. It wants to build a \$200 million highway extension and, possibly, a \$30 million bridge to improve access to the Gulf Coast destinations. This measure would amend Alabama's constitution to allow the legislature to authorize the county to establish a toll authority to build and operate toll roads and bridges.		Pass/Fail Y 00.0% N 00.0%
Northern Arizona Intergovernmental Public Transportation Authority (City of Flagstaff)	AZ	Proposition 411	0.295¢ Sales Tax Extension (City of Flagstaff 8.951%)	An existing 0.295% sales tax is imposed by the City of Flagstaff on behalf of the Northern Arizona Intergovernmental Public Transportation Authority. It is scheduled to expire in 2020. The tax raises about 45% of all funds needed for NAIPTA's transit capital and operations. This measure would extend the tax through 2030 and allow NAIPTA to continue running 8 fixed routes, paratransit service, a high-frequency, rapid-bus route between downtown Flagstaff and Northern Arizona University, and a new express route between Flagstaff and the ski destination at Arizona Snowbowl.	Economic Collaborative of Northern Arizona, Greater Flagstaff Chamber of Commerce	Pass/Fail Y 00.0% N 00.0%
	CA	Proposition 53	Constitutional Amendment	The issuance of bonds backed by the state's general fund must be passed by a 2/3 vote of the legislature, placed on the ballot, and approved by a majority vote of the public. The proposition would require that the issuance of revenue bonds backed by specific taxes, fees, or charges in amounts exceeding \$2 billion must also be placed on the ballot and approved by a majority vote of the public. The proposition is intended to force a public vote on the state's \$15 billion plan to build water delivery tunnels around the Sacramento-San Joaquin River Delta. However, it might also result in the need for a public vote on the state's \$68 billion plan to build a high speed rail line that, in its initial phase, would connect San Francisco and Los Angeles.	For - Against - California Chamber of Commerce, California Business Roundtable, Bay Area Council, Silicon Valley Leadership Group, 30 Chambers of Commerce	Pass/Fail Y 00.0% N 00.0%
AC Transit (Alameda & Contra Costa Counties)	CA	Measure C-1	Parcel Tax Extension	A parcel tax of \$96/year that is scheduled to end in 2019 would be extended for an additional 20-year period to maintain existing levels of local bus service in 2 counties and 11 cities in the East Bay. At present, the parcel tax raises \$29.5 million/year and represents 7% of AC Transit's annual operating budget.	East Bay Economic Development Alliance	Pass/Fail (2/3 Req.) Y 00.0% N 00.0%
Bay Area Rapid Transit (Alameda, Contra Costa, San Francisco Counties)	CA	Bond Measure RR	General Obligation Bonds	The measure would authorize the issuance of \$3.5 billion in general obligation bonds to help fund BART's 10-year, \$9.6 billion plan to improve safety and increase reliability of its 44-year-old system. Of the total, 90% would be used to replace 90 miles of track and ties, rebuild the electrical system, and update mechanical systems. The remaining 10% would be used to improve accessibility at BART stations. The bonds would be backed by property taxes and it is estimated that they will increase homeowners' tax bills \$.98/\$100,000 of assessed valuation or about \$35 to \$55/year for a median-priced home.	Bay Area Council, San Francisco & Oakland Metropolitan Chambers of Commerce, East Bay Leadership Council	Pass/Fail (2/3 Req.) Y 00.0% N 00.0%
Contra Costa County	CA	Measure X	0.5¢ Sales Tax Increase (City of Concord 9.0%>9.5%)	A new 0.5¢ sales tax would be established for 30 years and raise about \$2.9 billion. The proceeds would be split between (i) investments in BART including new vehicle acquisitions, an extension of BART to Brentwood, and access improvements at existing transit stations, (ii) enhancement of local bus operations, (iii) traffic flow improvements, interchanges, and high-capacity transit investments on major highway corridors, (iv) fix-it-first maintenance of local roads and complete streets implementation, and (v) bike/walk facilities and safe routes to schools. If passed, the measure would raise the total sales tax rate for transportation to 1%.		Pass/Fail (2/3 Req.) Y 00.0% N 00.0%

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El Dorado County (Community Services Districts)	CA	Measures K, M, N	New and Increased Utility Fees/Assessments	In California, unincorporated areas may establish community services districts to provide basic services such as water, sewer, and fire protection. In El Dorado County, three rural areas have established CSDs to construct, maintain, and improve local roads. The service provided by the CSDs is funded by a fee assessed in the form of a parcel tax at a rate of \$100-\$300/parcel. In two of the CSDs existing fees would be increased by \$100-\$150/parcel (Measures K & M). In the third CSD, a fee of \$400/parcel would be established in an area previously not served by the CSD (Measure N).		K Y 00.0% N 00.0% M Y 00.0% N 00.0% N - Pass/Fail (All 2/3 Req.) N Y 00.0% N 00.0%
Humboldt County	CA	Measure U	0.5¢ Sales Tax Increase (City of Eureka 8.75%>9.25%)	In 2014, voters passed a measure that establish a 0.5¢ sales tax for 5 years to raise \$50 million. Most of the proceeds are used to support law enforcement, public safety, and fire protection but \$1.5 million/year is also used on road repair and maintenance. This measure would establish an additional 0.5¢ sales tax for 20 years to raise \$200 million. The proceeds would be split 57% to the county's cities and 43% to the county for use in the repair, maintenance, and reconstruction of existing roads, trails, and transit. The cities and county may select projects as they wish but they must meet the measure's eligibility criteria. The cities and county must also satisfy a maintenance of effort requirement.		Pass/Fail (2/3 Req.) Y 00.0% N 00.0%
Los Angeles County	CA	Measure M	0.5¢ Sales Tax Increase (City of Los Angeles 9.0%>9.5%)	A new 0.5¢ sales tax would be permanently established and would increase to a full 1.0¢ in 2039 when a 0.5¢ sales tax established in 2008 by Measure R expires. The sales tax would raise \$120 billion in its initial 40 years and the proceeds would be split 35% for transit capital, 25% for transit operations and maintenance, 17% for highway construction, 2% for discounted fares and dial-a-ride service, 2% for bike/walk projects and complete streets implementation, and 17% for cities and the county to fund priorities of their own for transportation.	Los Angeles County Business Federation, Los Angeles Area Chamber of Commerce, Valley Industry & Commerce Association, Santa Clarita Valley Chamber of Commerce	Pass/Fail (2/3 Req.) Y 00.0% N 00.0%
Mendocino County	CA	Measures AF, AI, AJ	New 2.5%-10% Gross Receipts Tax on Marijuana Businesses	This fall, a statewide measure, Proposition 64, would legalize the non-medical use of marijuana. It would establish state regulations and authorize certain elements of local control. Assuming it will pass, a number of governments have measures on the ballot to regulate and tax businesses that will sell non-medical marijuana. In Mendocino, there are competing measures supported by growers (Measure AF) and by the county (Measure AI). Both measures would establish gross receipts taxes on marijuana businesses but differ as to rates and types of businesses to be taxed. The county is also submitting an advisory question (Measure AJ) to assess the public's support for using the proceeds for a number of uses including repair of county roads.		AF Y 00.0% N 00.0% AI Y 00.0% N 00.0% AJ - Pass/Fail Y 00.0% N 00.0%
Merced County	CA	Measure V	0.5¢ Sales Tax Increase (City of Merced 8.0%>8.5%)	A new 0.5¢ sales tax would be established for 30 years to raise \$450 million to deal with transportation needs estimated at \$1 billion. The proceeds would be split 50% for local needs, 44% for regional needs, 5% for transit, and 1% for administration. Most of the needs that have been identified relate to road repair, replacement, and expansion. Of the local amount, 10% must be expended on bike/walk projects and safe routes to schools. The amount for transit may be expended on new routes, night and/or weekend service, or fare subsidies or reductions.		Pass/Fail (2/3 Req.) Y 00.0% N 00.0%
Monterey County	CA	Measure X	0.375¢ Sales Tax Increase (City of Salinas 9.125%>9.5%)	A new 0.375¢ sales tax would be established for 30 years to raise \$600 million. The proceeds would be mostly for roads with 60% going to local road safety and maintenance and 40% going to regional safety and mobility projects. Road projects may include bike/walk elements and the regional share includes \$20 million for safe routes to school, \$15 million for dial-a-ride transit service, and \$25 million for commuter bus and vanpool operations.	Monterey Peninsula & Salinas Valley Chambers of Commerce, Monterey Bay Economic Partnership, Monterey Vinters and Growers Association	Pass/Fail Y 00.0% N 00.0%
Oakland	CA	Measure KK	General Obligation Bonds	The measure would authorize the issuance of \$600 million in general obligation bonds to begin to deal with \$2.5 billion in capital needs including a \$443 million backlog in maintaining the pavement on the city's streets. Of the total, \$350 million would be used for paving and reconstruction, sidewalk and bike/walk improvements, and traffic calming elements. \$150 million would be used for facilities of the police, fire, and parks departments and water, energy, and seismic improvements, and \$100 million would fund anti-displacement and affordable housing preservation programs. It is estimated that the bonds will cost 25.3¢/\$1,000 in assessed valuation.	Bay Area Council, Enterprise Community Partners, Oakland Chinatown Chamber of Commerce	Pass/Fail (2/3 Req.) Y 00.0% N 00.0%

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Placer County	CA	Measure M	0.5¢ Sales Tax Increase (City of Auburn 7.5%>8.0%)	A new 0.5¢ sales tax would be established for 30 years to raise \$1.6 billion to meet an estimated transportation need of \$3.5 billion. The proceeds would be split 45% for a highway interchange and other highway expansions, 38% for local road maintenance and improvements, 12% for public transit including expansion of commuter bus and rail service into Sacramento and improving transit for seniors and persons with disabilities, and 5% for bike/walk projects.	Lincoln Area Chamber of Commerce	Pass/Fail (2/3 Req.) Y 00.0% N 00.0%
Sacramento County	CA	Measure B	0.5¢ Sales Tax Increase (City of Sacramento 8.5%>9.0%)	A new 0.5¢ sales tax would be established for 30 years to raise \$3.6 billion. The proceeds would be split roughly 60% for local needs consisting mostly of road expansions and maintenance but also local transit and bike/walk enhancements, 10% for regional highway improvements and a new 4-lane, 33-mile expressway across southeast Sacramento, and 30% for upgrades to regional transit operations and the capital needed to extend two of RTD's light rail lines. Local governments and the RTD would be subject to maintenance of effort requirements and at least 75% of proceeds in the initial 5 years must be expended on fix-it-first projects.	Sacramento Metro Chamber of Commerce, Downtown Sacramento Partnership, Greater Sacramento Area Economic Council, Midtown Business Association, Folsom, Galt, Isleton & Rancho Cordova Chambers of Commerce	Pass/Fail (2/3 Req.) Y 00.0% N 00.0%
San Diego County	CA	Measure A	0.5¢ Sales Tax Increase (City of San Diego 8.0%>8.5%)	A new 0.5¢ sales tax would be established for 40 years to raise \$18 billion. It would combine with the TransNet measure established in 2004 to set a total sales tax rate for transportation of 1% through 2048. The proceeds from the new tax would be split 42% for (i) transit capital including a new trolley line adjacent to I-805 and a rapid bus network (not BRT), and (ii) transit operations including expanded service on commuter rail lines and the trolley system, 25% for local needs consisting of transit, roads, traffic signal synchronization, GHG reduction, and watershed management, 14% for regional highway expansions most of which will be HOT or HOV lanes, 11% for open space acquisition, 5% for rail and local road grade separations, and 3% for a competitive grant program for bike/walk facilities and last-mile connections. Local governments would be subject to maintenance of effort requirements and all new road construction and major reconstruction would have to accommodate bik/walk uses.	San Diego Regional Chamber of Commerce	Pass/Fail (2/3 Req.) Y 00.0% N 00.0%
San Diego County (Community Services District)	CA	Measure KK	Utility Fee/Assessment Extension	In California, unincorporated areas may establish community services districts to provide basic services such as water, sewer, and fire protection. Rincon Ranch is a CSD south of Palomar Mountain in northern San Diego County. It was established to maintain and improve local roads and its activities are funded by a utility fee/assessment in the form of a parcel tax established in 1992 for a 25-year period. It is assessed at a base amount of \$150/parcel and an additional \$5.20/acre/parcel. This measure would extend the parcel tax permanently and subject it to an annual inflation adjustment based on road construction costs.		Pass/Fail (2/3 Req.) Y 00.0% N 00.0%
San Francisco City & County	CA	Measures J & K	0.75¢ Sales Tax Increase (City of San Francisco 8.50%>9.25%)	Measure K would establish a new 0.75¢ sales tax to raise \$150 million/year for 24 years. The proceeds would go into the general fund. Measure J would establish two special funds in the general fund and annually appropriate to them the \$150 million raised by Measure K. The first fund would receive \$50 million/year to serve the homeless by establishing prevention programs, creating exits from homelessness, and moving the homeless to more stable situations. The second fund would receive \$100 million/year to be split 12.4% for complete streets implementation, 32.9% to repair and resurface local roads, and 54.7% for (i) mitigating deficiencies in transit services for low-income and transit-dependent communities, (ii) making fares more affordable for youth, seniors, and persons with disabilities, (iii) improving and maintaining MTA's fleet and facilities, (iv) expanding service by local buses, and (v) maximizing transit network management.	For - Against - San Francisco Chamber of Commerce	J Y 00.0% N 00.0% K Y 00.0% N 00.0% J - Pass/Fail K - Pass/Fail
San Luis Obispo County	CA	Measure J-16	0.5¢ Sales Tax Increase (City of San Luis Obispo 8.0%>8.5%)	A new 0.5¢ sales tax would be established for 9 years to raise \$225 million. The proceeds would be split 55% for local needs which will consist mostly of road expansion and maintenance of which 4% must be used for safe routes to school, 25% for regional highway expansions and new interchanges on US Highway 101 and State Route 227, 10% for bike/walk safety and community connections, and 10% for transit operations including new routes, expanded service on existing routes, and improved mobility options for seniors, veterans, and persons with disabilities.		Pass/Fail Y 00.0% N 00.0%

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Santa Clara County	CA	Measure B	0.5¢ Sales Tax Increase (City of San Jose 8.75%>9.25%)	A new 0.5¢ sales tax would be established for 30 years to raise \$6.1 billion to help implement the county's transportation plan <i>Envision Silicon Valley</i> . The proceeds would be split roughly 50/50 between roads and transit. For transit, \$1.5 billion would be used as the local match to extend BART from San Jose to Santa Clara, \$1 billion for Caltrain capacity improvements and grade separations, and \$500 million for local bus operations to improve service and affordability for seniors, persons with disabilities, and transit-dependent communities. For roads, \$1.2 billion would be used for local road repair and improvement, \$750 million for regional highway interchanges and expansions, \$750 million for the county's planned expressway network, and \$350 million for HOT/HOV lanes on State Route 85. All highway and road projects would have to satisfy complete street standards and local governments would also be subject to maintenance of effort requirements. If passed, the measure would set a total sales tax rate of 1.125% for transportation.	Silicon Valley Leadership Group, Silicon Valley Chamber Coalition, Cupertino, Morgan Hill, San Jose Silicon Valley & Sunnyvale Chambers of Commerce, San Jose Downtown Association	Pass/Fail (2/3 Req.) Y 00.0% N 00.0%
Santa Cruz County	CA	Measure D	0.5¢ Sales Tax Increase (City of Santa Cruz 8.75%>9.25%)	A new 0.5¢ sales tax would be established for 30 years to raise \$500 million. The proceeds would be split 30% for (i) local road repair and improvements, (ii) school and neighborhood traffic safety, and (iii) bike/walk projects, 25% for (i) additional lanes, (ii) bike/walk bridges, and (iii) TDM and ITS on State Route 1, 20% to support transit service for seniors and persons with disabilities, 17% to help complete a 32-miles bike/walk trail around Monterey Bay, and 8% to assess possible transit use of an existing rail corridor. All funds would be subject to maintenance of effort requirements.	Santa Cruz Area Chamber of Commerce, Santa Cruz County Business Council, Monterey Bay Economic Partnership, Aptos Chamber of Commerce, California Alliance for Jobs	Pass/Fail (2/3 Req.) Y 00.0% N 00.0%
Sonoma County	CA	Measure L	3% Hotel/Lodging Tax Increase (9%>12% in Unincorporated Areas)	The hotel/lodging tax in the county's unincorporated areas would be increased by 3% in order to raise an additional \$4-5 million/year. The proceeds would be used to deal with the impacts of tourism including road repair and maintenance and increases in workforce housing opportunities, fire protection and emergency services, and water quality protection.		Pass/Fail Y 00.0% N 00.0%
Stanislaus County	CA	Measure L	0.5¢ Sales Tax Increase (City of Modesto 7.625%>8.125%)	A new 0.5¢ sales tax would be established for 25 years to raise \$960 million. The proceeds would be split 50% for repair and maintenance of local roads, 10% for improvements and expansion of local roads, 28% for regional projects including (i) an 8-mile, 4-lane expansion of State Route 132, (ii) new highway interchanges, and (iii) highway expansions, 5% for local bike/walk projects, and 7% to (i) support transit operations, (ii) improve service for seniors, veterans, and riders with disabilities, (iii) transit connections to existing rail operations, and (iv) bike/walk connections in the county's unincorporated areas. Local governments would be subject to maintenance of effort requirements.	Modesto Chamber of Commerce, California Farm Bureau, Gallo Center for the Arts	Pass/Fail (2/3 Req.) Y 00.0% N 00.0%
Ventura County	CA	Measure AA	0.5¢ Sales Tax Increase (City of Oxnard 8.0%>8.5%)	A new 0.5¢ sales tax would be established for 30 years to raise \$3.3 billion. The proceeds would be split 50% for repair and improvements for local roads subject to complete streets and maintenance of effort requirements, 20% to add HOV lanes to a 28-mile stretch of US 101 and general lanes to a 9-mile stretch of State Route 118, 6.9% to widen county roads and modify interchanges to improve military and freight movement to and from Port Hueneme, 5.8% for improvements to local bus operations and fare support for seniors, students, veterans, and persons with disabilities, 5.8% for safety and reliability enhancements for Metrolink commuter rail service, 6% for environmental mitigations, and 2.5% for administration of the tax and its proceeds.	Chambers of Commerce Alliance of Ventura and Santa Barbara Counties, Ventura County Economic Development Association, Camarillo, Ojai, Oxnard & Ventura Chamber of Commerce	Pass/Fail (2/3 Req.) Y 00.0% N 00.0%
Lafayette	CO		1.25 Mill Property Tax Increase	The property tax would be increased by \$1.25/\$1,000 of assessed valuation for 6 years to raise \$575,000. The city would use the proceeds to buy a transit pass from Denver RTD for every resident who requests one. The passes would provide access to unlimited rides on all of RTD's buses and trains throughout its 8-county district in the Denver region.		Pass/Fail Y 00.0% N 00.0%

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Broward County	FL		2 0.5¢ Sales Tax Increases (City of Fort Lauderdale 6.0%>7.0%)	Two new 0.5¢ cent sales taxes would be established for 30 years to raise \$12.6 billion. The proceeds from the first tax would be directed to the county for road improvements, traffic light synchronization, expanded bus operations, and a 2.8-mile starter loop of a light rail system in Fort Lauderdale with the possibility of subsequent extensions. The proceeds from the second tax would be directed to the county's cities and unincorporated areas by population for the first 20 years and could be used for public infrastructure in general although 13%-25% must be expended on roads, transit, and bike/walk projects. In the last 10 years, the proceeds from the second increase would be split 60/40 between the county and cities for the uses specified for each. As written, both taxes must pass or both will fail.		Pass/Fail Y 00.0% N 00.0%
Palm Beach County	FL		1.0¢ Sales Tax Increase (City of West Palm Beach 6.0%>7.0%)	A new 1.0¢ sales tax would be established for 10 years to raise \$2.7 billion. The proceeds would be split 50% for schools, 30% for the county, and 20% for cities. The county and cities plan to spend their proceeds on public facilities construction and maintenance, road repair, improvement, and expansion, park enhancements, and drainage improvements.	Central Palm Beach County Chamber of Commerce, Economic Council of Palm Beach County, Greater Boca Raton Chamber of Commerce	Pass/Fail Y 00.0% N 00.0%
Atlanta	GA		0.5¢ Sales Tax Increase (City of Atlanta 8.0%>8.5%)	In 2012, separate votes were held in each of Georgia's 12 regional commissions to establish 1.0¢ sales taxes to fund specific lists of road and transit projects and meet formula-based transportation needs. The sales tax failed in 9 of the 12 regions including the 10-county region surrounding Atlanta although it was supported in Atlanta by a vote of almost 60/40. In 2015, legislation authorized Atlanta to move forward on a sales tax in support of MARTA without its suburban counties. This measure would establish a new 0.5¢ sales tax for 40 years to raise \$2.5 billion in local match for a \$6 billion program consisting of almost 50 miles of heavy and light rail extensions, new infill rail stations, enhancement of existing rail stations, more than 35 miles of bus rapid transit and arterial bus rapid transit, 6 neighborhood bus circulator systems, and improved bike/walk connections with bus stops and rail stations. If passed, the measure would raise Atlanta's total sales tax in support of MARTA to 1.5%.		Pass/Fail Y 00.0% N 00.0%
Atlanta	GA		0.4¢ Sales Tax Increase (City of Atlanta 8.0%>8.4%; if both measures pass, 8.9%)	The 2015 legislation that allowed Atlanta to move forward on a 0.5¢ sales tax for MARTA also authorized Atlanta to pursue a separate sales tax in support of transportation. This measure would establish a new 0.4¢ sales tax for 5 years to raise \$260 million. The proceeds would be used to complete right-of-way acquisition for the 22-mile Atlanta BeltLine and fund (i) complete street improvements and re-configurations, (ii) safety improvements for bike/walk at intersections, (iii) new trails and extensions of existing trails, (iv) neighborhood traffic calming and bike infrastructure, (v) sidewalks and streetscape improvements, (vi) traffic signal synchronization, and (vii) return a number of one-way streets to two-way operation.		Pass/Fail Y 00.0% N 00.0%
Fulton County	GA		0.75¢ Sales Tax Increase (City of Sandy Springs 7.0%>7.75%)	The 2015 legislation that unbound Atlanta from its suburbs also authorized Fulton County to impose a sales tax for transportation improvements and congestion reduction. This measure would establish a new 0.75¢ sales tax increase for 5 years to raise \$570 million. The proceeds would be split between cities other than Atlanta and the county's unincorporated areas for road and bridge expansions and reconstructions, repair and maintenance, and operational and safety improvements. Although transit is not eligible, more than 15% of the proceeds must be spent on bike/walk projects.		Pass/Fail Y 00.0% N 00.0%
Honolulu	HI	Charter Amendment 4	Change to Authority of Transit District	A 20-mile elevated rail system is being constructed in two phases through Honolulu. It was initially estimated to cost \$4.6 billion and planned to be completed in 2021. The project has been subject to delays from litigation and costs have been higher than predicted. It is estimated that the project will ultimately cost as much as \$8.1 billion with completion of the second phase pushed back to at least 2024. The project is being led by the Honolulu Area Transit District, a semi-autonomous commission of the City and County of Honolulu. The delays and cost overruns have resulted in criticism of HART's project management. This measure would change the City's charter to establish more political control over the project by making HART part of the City's Department of Transportation Services.		Pass/Fail Y 00.0% N 00.0%

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	IL	Constitutional Amendment	Lock Box for Transportation Funds	This amendment is a spin-off of budget battles that have seen about \$6.8 billion in funds that had been statutorily designated for transportation used to cover non-transportation budget shortfalls. The amendment would constitutionally restrict the use of proceeds from the state's gas tax, fees for license plates and registration, and road tolls to transportation purposes. Although similar to Article XIV of Minnesota's constitution, the amendment does not lock in specific uses or formulas for distribution and the definition of transportation purposes is broadly stated and includes (i) transit in all its forms, (ii) the administration of laws relating to vehicles and transportation, and (iii) the public safety needs of transportation. The restriction does not apply to sales taxes levied on motor fuels by the state or local governments.	Illinois Chamber of Commerce, Associated Contractors of Illinois, Illinois Road and Transportation Builders Association, Metropolitan Planning Council, Illinois Trucking Association	Pass/Fail (>60% on Amdt or >50% of All Voters) Y 00.0% N 00.0%
Marion County	IN		0.25% Income Tax Increase (City of Indianapolis 1.77%>2.02%)	In 2009, public officials and business leaders began an assessment of what was needed to position Central Indiana, including the City of Indianapolis, for economic growth. One of the results of the assessment was the Central Indiana Transit Plan. In 2014, legislation authorized counties in the region to raise additional local income taxes to implement their elements of the Plan. This measure is a referendum on increasing Marion County's local income tax by 0.25% to annually raise \$50-\$60 million/year. The proceeds would (i) support construction of 3 BRT lines, (ii) consolidate several downtown routes, (iii) improve remaining routes by running them every day including weekends, (iv) expanding service to 20 hours/day, and (v) increasing frequencies on all routes. The referendum is advisory and, if it passes, the integrated council for the City and County would still need to establish the income tax.	Indianapolis Chamber of Commerce, MIBOR Realtor Association, AARP, Indianapolis Restaurant and Lodging Association	Pass/Fail Y 00.0% N 00.0%
	LA	Constitutional Amendment No. 5	Dedication of Mineral Revenues; Modified Lock Box	Louisiana annually receives about \$500 million to \$1 billion in revenue from severance taxes imposed on oil and gas production in the state and royalties and other forms of payments under oil and gas leases on state lands. At present, about \$200 million is deducted for certain dedicated uses including some funding for local governments. Amounts in excess of these dedications up to a total of \$950 million are directed to the general fund. Amounts in excess of \$950 million are directed to a budget stabilization fund that can be tapped in times of budget shortfalls. This amendment would reduce the total mineral revenue directed to the general fund to \$660 million. The difference of \$290 million would be split 30% to pay down the state's unfunded retirement liabilities and 70% to a new revenue stabilization fund. If the new fund's balance exceeds \$5 billion, 10% could be used for capital outlays and transportation infrastructure. In a budget crisis, the legislature could tap the fund even if the balance is not \$5 billion. Although similar to Article XIV of Minnesota's constitution, the new fund is not limited to highways and does not lock in specific formulas for distribution.		Pass/Fail Y 00.0% N 00.0%
	LA	Constitutional Amendment No. 6	Modifying a Lock Box	Louisiana has constitutionally dedicated a portion of its gas tax proceeds to a Transportation Trust Fund. Although similar to Article XIV of Minnesota's constitution, the Fund is not limited to highways and does not lock in specific formulas for distribution. Louisiana has suffered a series of budget crises in part because so much of its revenue streams are subject to statutory or constitutional dedications. Under certain conditions, the constitution allows the legislature to use ≤5% of the annual appropriations from the dedicated funds to balance its budget. This amendment would lower the threshold and make it easier to tap into the dedicated funds including the Transportation Trust Fund.		Pass/Fail Y 00.0% N 00.0%
	ME	Question 6	General Obligation Bonds	The measure would authorize the state to issue general obligation bonds in the amount of \$100 million. The bond proceeds would be split \$80 million for highway construction and maintenance and \$20 million for other modes of transportation. The other modes include ports, aviation, transit, and bike/walk facilities that improve public safety or 'have demonstrated high transportation economic value.' The determination of such value is left to the judgment of the Maine DOT.		Pass/Fail Y 00.0% N 00.0%

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Regional Transit Authority (Macomb, Oakland, Washtenaw, Wayne Counties)	MI		1.2 Mill Property Tax Increase (\$96/year for average in SE MN)	Detroit has 4 county-based local bus systems but is the only major US metropolitan area without a functioning regional transit network. The Regional Transit Authority was established in 2012 to coordinate the county-based systems and provide regional transit operations. The measure would increase the property tax rate in the counties of Macomb, Oakland, Washtenaw, and Wayne by \$1.20/\$1,000 of assessed valuation for 20 years to raise \$3.1 billion of the \$4.6 billion needed to fund RTA's regional master transit plan. The plan proposes service improvements on local bus routes, rapid bus service on new cross-county routes, 3 BRT lines connecting Detroit and its suburbs, and commuter rail between Ann Arbor and Detroit. In 10 years, RTA will also assume control of the M-1 Rail, Detroit's 3.3-mile streetcar operation.	Detroit Regional Chamber of Commerce, Ann Arbor/Ypsilanti, Macomb County, & Sterling Heights Chambers of Commerce, Blue Cross/Blue Shield, Michigan Economic Center	Pass/Fail Y 00.0% N 00.0%
	MO	Proposition A	23¢/Pack Cigarette Tax (Statewide 17¢/Pack>40¢/Pack)	This measure would raise the state's tax on cigarettes in three steps over the next 5 years by a total of 23¢/pack. It would also raise from 10% to 15% the gross receipts tax on the sale of cigarettes at wholesale. When fully implemented, the measure would raise about \$100 million/year for 'transportation infrastructure.' The term is not defined but Missouri's constitution distinguishes between highways and 'all other transportation programs . . . including, but not limited to aviation, railroads, mass transportation, ports, and waterborne commerce.)' Constitutional Amendment 3 would also raise the state's tax on cigarettes over the next 4 years by 60¢/pack. The proceeds would fund early childhood education, health care facilities, and smoking prevention programs. If both pass, the Amendment would prevail.		Pass/Fail Y 00.0% N 00.0%
Kansas City	MO	Ballot Question No. 3	0.375¢ Sales Tax Increase; Shift of Existing Sales Tax from Bus to Rail (Kansas City 8.35%>8.725%; Some CIDs/TDDs >10.5%)	Two new sales taxes totaling 0.375¢ would be established for 25 years and proceeds from an existing 0.375¢ sales tax would be shifted from the city's bus operations beginning in 2024 for 25 years to raise \$1.66 billion for the construction and operation of two light rail lines and the purchase and operation of small electric buses for first/last mile connections to and from rail stations. The measure resulted from an initiative petition filed by a transit advocate. It is the 10th measure he has successfully petitioned to get onto the ballot since 1995. Only one of the previous measures was passed by voters but it was subsequently vetoed by the city council. The measure is opposed by elected officials who prefer to expand the city's downtown streetcar system and object to how the measure would cannibalize the city's existing bus operations for new light rail.	For - Against - Greater Kansas City Chamber of Commerce	Pass/Fail Y 00.0% N 00.0%
Carson City & All Counties Other Than Clark & Washoe	NV		Indexing Gas Tax to Inflation	Nevada imposes a gas tax of 18.455¢/gallon. Counties must impose a gas tax of 6.35¢/gallon and have the option of imposing an additional gas tax of ≤ 9.0¢/gallon. In 2003, the legislature authorized Washoe County to raise additional funds for roads by indexing the total of all federal, state, and local gas taxes to the general rate of inflation. In 2010, the indexing was changed from the general rate of inflation to the rate of inflation experienced in the costs of road construction. In 2013, Clark County was also authorized to index the total of all gas taxes but only for a three-year period. In 2015, the legislature required Carson City and all counties other than Washoe and Clark to put questions on their November 2016 ballots asking the public if they support the indexing of gas taxes for a 10-year period. The question is not advisory; if it passes in a jurisdiction, indexing must be imposed.		Pass/Fail Y 00.0% N 00.0%
Clark County	NV	Question 5	Gas Tax Indexing Extension	Between 2014 and 2016, Clark County was authorized to index the total of all federal, state, and local gas taxes to the rate of inflation experienced in the costs of road construction. The use of indexing resulted in a gas tax increase of 10¢/gallon. This measure would extend the indexing for an additional 10-year period. Assuming an inflation rate of 4.54% for road construction, it is estimated that gas taxes will increase by 36¢/gallon and the county will raise an additional \$3 billion. The proceeds will be used to fund almost 200 highway and road expansion and improvement projects.		Pass/Fail Y 00.0% N 00.0%

Jurisdiction	State	Ballot Measure	Tax/Issue	Details	Business Support	Results
	NJ	Public Question 2	Constitutional Amendment; Dedication of Additional Fuel Taxes to a Lock Box	In New Jersey, the Transportation Trust Fund covers the cost of the capital programs for the New Jersey Department of Transportation and the New Jersey Transit Corporation and also provides funds to cities and counties for transportation. The Fund is supported by all of the state's gas and registration fees and portions of the state's diesel tax, gross receipts tax on gasoline, toll receipts, and general sales tax. However, the state has issued so much debt for road and transit capital that all of the proceeds that flow to the Fund are used for making bond payments. A deal was recently reached to increase the gas tax by 23¢/gallon to raise \$2 billion in the next 8 years for the Fund. This measure would provide some additional help by dedicating the rest of the diesel tax and the gross receipts tax to the Fund. Although similar to Article XIV of Minnesota's constitution, the amendment does not restrict the use of the proceeds only to roads and does not lock in specific formulas for distribution.		Pass/Fail Y 00.0% N 00.0%
Bernalillo County	NM	Measure	Advisory Question on BRT Project Under Construction	A 9-mile, \$119 million bus rapid transit line is being built in Albuquerque. It will run east-west on Central Avenue, the city's most heavily used transit corridor and the last major intact urban stretch of Route 66. A southern spur will run from the city's airport to the medical center at the University of New Mexico and a northern spur will connect to the Uptown Transit Center. The buses will run mostly in dedicated lanes and will reduce some stretches of Central to one through lane of traffic in each direction. This measure is an advisory question posed by Bernalillo County which asks county voters whether voters in Albuquerque should have the right to vote for or against the BRT line in an advisory question of their own.	For - New Mexico Restaurant Association Against - Greater Albuquerque Chamber of Commerce	Pass/Fail Y 00.0% N 00.0%
Wake County	NC	Referendum	0.5¢ Sales Tax Increase (City of Raleigh 6.75%>7.25%)	A new 0.5¢ sales tax would be established to raise \$2.3 billion to help fund Wake County's 20-year transit plan. The plan contemplates (i) a 37-mile commuter rail line from Garner through downtown Raleigh and then to Durham, (ii) two bus rapid transit lines totaling 20 miles running east-west and north-south through downtown Raleigh, (iii) expanding the network of bus routes with frequent service by almost 5X, and (iv) extending hours and days of operation to increase service on regular bus routes by 3X. In addition, the plan would be supported by a portion of a regional vehicle rental tax and increases in vehicle registration fees.	Greater Raleigh Chamber of Commerce, Downtown Raleigh Alliance, Cary, Garner & Wake Forest Chambers of Commerce, Research Triangle Foundation of North Carolina	Pass/Fail Y 00.0% N 00.0%
Central Ohio Transit Authority (all of Franklin, portions of Delaware, Fairfield, Licking, Union Counties)	OH	Issue No. 60 (Franklin County)	0.25¢ Sales Tax Extension (City of Columbus 7.5%)	An existing 0.25¢ sales tax established for the Central Ohio Transit Authority would be extended for an additional 10 years. It raises almost \$65 million/year and supports 36% of COTA's annual budget. COTA has used the proceeds from this sales tax and a permanent 0.25¢ sales tax to support service expansions and improvements including (i) a free circulator in downtown Columbus, (ii) an express route connecting the city's airport and downtown, (iii) an arterial bus rapid transit line, and (iv) the re-design of its route network from hub-and-spoke to a crosstown grid.		Pass/Fail Y 00.0% N 00.0%
Lorain County	OH	Issue No. 32	0.25¢ Sales Tax Increase (City of Elyria 6.5%>6.75%)	A new 0.25¢ sales tax would be established to raise \$10 million/year. The proceeds would be split 50/50 between transit and the county's general fund. The county is a western suburb of Cleveland. Transit advocates and business interests argued that 100% of the proceeds were needed to expand the county's transit system from 4 to 20 routes and increase frequencies from 2 hours to 30 minutes. As a result of the county siphoning off 50% of the proceeds, the advocates have walked away and no campaign will be run in support of the measure.		Pass/Fail Y 00.0% N 00.0%
Stark Area Regional Transit Authority (Stark County)	OH	Issue No. 51	0.25¢ Sales Tax Extension (City of Canton 6.5%)	An existing 0.25¢ sales tax established for the Stark Area Regional Transit Authority would be extended for 10 years. It raises about \$15 million/year and supports about 75% of SARTA's annual operating budget. In its present 5-year extension, the sales tax has helped SARTA experience a 30% increase in ridership. SARTA has used the proceeds to re-design some of its routes, establish a transit center with express route connections to Cleveland and Akron, reduce fares for veterans, students, and riders going to vocational training and medical appointments, and begin to shift its fleet to low- or no-emission vehicles.	Canton Regional Chamber of Commerce	Pass/Fail Y 00.0% N 00.0%
Toledo Area Transit Authority (Lucas County)	OH	Question No. 18	1.5 Mill Property Tax Extension	A property tax of 1.5¢/\$1,000 of assessed valuation would be extended for 10 years to help fund the Toledo Area Transit Authority which operates more than 30 bus routes in the City of Toledo and several other communities in Lucas County. At the moment, the property tax raises \$7.8 million/year for TARTA and represents about \$45.71/year of property tax levied on a home valued at \$100,000.		Pass/Fail Y 00.0% N 00.0%

Jurisdiction	State	Ballot Measure	Tax/Issue	Details	Business Support	Results
Clackamas County	OR	Measure 3-509	6¢ Gas Tax Increase (City of Milwaukie 32¢/gal.>38¢/gal.)	In Oregon, a local government may impose a gas tax in addition to the state's gas tax of 30¢/gallon. All of the proceeds from such a tax remain with the local government. This measure would establish a local gas tax of 6¢/gallon for 7 years to raise about \$60 million. The proceeds would be split 60% for a list of 47 road maintenance projects in the county's unincorporated areas and 40% for road projects in cities that have entered into an intergovernmental agreement with the county in regard to their use of the proceeds. Several of the cities also have local gas taxes of their own. For the county, it is estimated that the proceeds will only raise about 1/3 of the annual unmet need for the 1,400 miles of roads it maintains.		Pass/Fail Y 00.0% N 00.0%
Columbia County	OR	Measure 5-255	35¢/Ton Gravel Tax Increase (15¢/ton>50¢/ton)	Columbia County imposes a 15¢/ton severance tax on sand and gravel extraction. It annually raises about \$400,000. Of the total, 10¢/ton or about \$267,000 is used to construct and maintain county roads and the remaining 5¢/ton or \$133,000 is used by the county for surface mining regulation. This measure would increase the tax by 35¢/ton and annually raise an additional \$1.3 million. Of the additional tax, 10¢/ton or about \$370,000 would be directed to county roads and the remaining 25¢/ton or about \$925,000 would support the county's bus system. The measure would double the tax's contribution to county roads and allow the bus system to reinstate recent cuts of almost 60% in its operations.		Pass/Fail Y 00.0% N 00.0%
Coos Bay	OR	Measure 6-161	4¢ Gas Tax Increase (Coos Bay 30¢/gal.>34¢/gal.)	In Oregon, a local government may impose a gas tax in addition to the state's gas tax of 30¢/gallon. All of the proceeds from such a tax remain with the local government. This measure would establish a 4¢/gallon gas tax to annually raise about \$300,000 for road repair and maintenance. The measure specifically excludes the use of the proceeds for sidewalks. It will not take effect unless North Bend, a neighboring community, passes a similar measure.		Pass/Fail Y 00.0% N 00.0%
Coos Bay	OR	Measure 6-158	3% Marijuana Sales Tax	A new 3.0% sales tax would be established on the sale of non-medical marijuana. The proceeds are not designated for specific uses and would flow to the city's general fund. However, support was expressed for tapping some of the proceeds for street repair and maintenance when the city council deliberated on Measure 6-161.		Pass/Fail Y 00.0% N 00.0%
Portland	OR	Measure 26-180	3% Marijuana Sales Tax	A new 3.0% sales tax would be established on the sale of non-medical marijuana. It is estimated that the tax will annually raise about \$3 million. The proceeds would be split between programs for drug and alcohol education and treatment, support for neighborhood small businesses, public safety activities, and street safety improvements to protect members of the community from unsafe drivers.		Pass/Fail Y 00.0% N 00.0%
Tigard	OR	Measure 34-256	5¢ Gas Tax Increase (Tigard 33¢/gal.>38¢/gal.)	In Oregon, a local government may impose a gas tax in addition to the state's gas tax of 30¢/gallon. All of the proceeds from such a tax remain with the local government. The city already has a gas tax of 3¢/gallon. This measure would raise the gas tax by an additional 5¢/gallon. The increase would annually raise about \$1 million and the proceeds would be used for major street and bridge improvements, road repair and maintenance, sidewalks and bike lanes, and traffic signal enhancements.		Pass/Fail Y 00.0% N 00.0%
Tigard	OR	Measure 34-255	Support Proposed LRT Extension	A 12-mile, \$2.4 billion light rail line is proposed in a corridor running southwest from downtown Portland through Tigard to Tualatin. In November 2014, voters passed an amendment to the city's charter to oppose high-capacity transit in the southwest corridor and bar the city from adopting land use plans and regulations that would accommodate it without a specific public vote for authorization. This measure would allow the city to support the proposed light rail line and appropriately adapt its land use regulations.	Tigard Chamber of Commerce	Pass/Fail Y 00.0% N 00.0%

Jurisdiction	State	Ballot Measure	Tax/Issue	Details	Business Support	Results
Charleston County	SC	Questions 1 & 2	0.5¢ Sales Tax Increase (City of Charleston 8.5%>9.0%)	In 2004, voters approved a 0.5¢ sales tax for 25 years to raise \$1.3 billion for transportation. Although most of the proceeds were designated for roads, about \$235 million was used to keep the bus operations of the Charleston Area Transportation Authority from shutting down. At present, the proceeds from the 2004 sales tax represent about 25% of CARTA's annual budget. Question 1 would establish an additional 0.5¢ sales tax for 25 years to raise \$2.1 billion. The proceeds would be split \$1.4 billion for roads, \$609.4 million for CARTA, and \$125 million for green space acquisition. The amount for CARTA includes \$353 million to upgrade its fleet and \$256.4 million to help fund the construction and operation of a 23.1-mile bus rapid transit line between Summerville and downtown Charleston. Question 2 would authorize bonding of \$200 million backed by the new sales tax to kick-start planning and design of the initial set of projects Question 1 would fund.	Charleston Metro Chamber of Commerce	<p>1 Y 00.0% N 00.0%</p> <p>2 - Pass/Fail Y 00.0% N 00.0%</p>
Austin	TX	Proposition 1	General Obligation Bonds	The measure would authorize the issuance of \$720 million in bonds to build out elements of the city's smart corridor plan in 6-8 years. Of the total, \$482 million would be used for improvements in nine major roadway corridors, \$101 million would support improvements to specific intersections on other regionally important roads, and \$137 million would fund local road repair and maintenance, sidewalk improvements, safe routes to school, urban trails, and bike infrastructure. The corridor improvements may include dedicated lanes for BRT. The bonds would require an increase in the property tax rate of 2.25 cents/\$1,000 of assessed valuation which would represent about \$55/year of additional property tax for a median-value home.	Greater Austin Chamber of Commerce, Greater Austin Asian Chamber of Commerce, Austin Gay & Lesbian Chamber of Commerce, Austin Technology Council, Downtown Austin Alliance, Real Estate Council of Austin	<p>Pass/Fail</p> <p>Y 00.0% N 00.0%</p>
Summit County	UT	Propositions 9 & 10	0.25¢ Sales Tax Increases (Park City 7.95%>8.45%)	Two new 0.25¢ sales taxes would be established to annually raise a total of \$8.2 million. Proposition 9 would support increased frequencies on several express bus routes, a commuter connection to Salt Lake City, and some local bus routes. It would also support new routes, a circulator for a business district, and neighborhood transit connections. Proposition 10 would support new HOV/transit lanes and interchange expansions on State Route 248, new park-and-ride lots, access improvements to an existing park-and-ride lot, a small cities transportation improvement grant program, and transportation demand management programs including bike/walk facilities. If both measures pass, the county's sales tax rate in support of transit would increase to a total of 0.8%.	Park City Chamber of Commerce	<p>9 Y 00.0% N 00.0%</p> <p>10 - Pass/Fail Y 00.0% N 00.0%</p>
Washington County	UT	Proposition 1	0.25¢ Sales Tax Increase (City of St. George 6.35%>6.6%)	A new 0.25¢ sales tax would be established to raise \$7.2 million/year. The proceeds would be split \$1.9 million for the county, \$1.4 million for St. George, \$2.3 million for the county's other cities and unincorporated areas, and \$1.6 million for SunTran, the transit provider in St. George. Each jurisdiction will select their own projects subject to eligibility criteria set by law which include the construction, expansion, and maintenance of local roads, transit capital and operations, and bike/walk facilities. The amount estimated for SunTran would almost double its annual budget of \$1.7 million. If the measure passes, it is expected that SunTran will make service improvements on its existing routes and extend service to additional cities adjacent to St. George.	St. George Area Chamber of Commerce	<p>Pass/Fail</p> <p>Y 00.0% N 00.0%</p>
Virginia Beach	VA	Advisory Referendum	Proposed LRT Extension	Hampton Roads Transit runs The Tide, a 7.4-mile light rail line in Norfolk. HRT has proposed a \$243 million, 3.2-mile extension into downtown Virginia Beach. The project would include 3 stations, park-and-ride lots, and a doubling of the city's bus routes which would be integrated with the extension. Opponents of light rail succeeded in putting this advisory referendum on the ballot in Virginia Beach to test the public's support for using local funds for the Tide extension. In 2012, voters passed a similar referendum in support of the extension.	For - Hampton Roads Chamber of Commerce Against -	<p>Pass/Fail</p> <p>Y 00.0% N 00.0%</p>

Jurisdiction	State	Ballot Measure	Tax/Issue	Details	Business Support	Results
Central Puget Sound Regional Transit Authority (portions of King, Peirce, Snohomish Counties)	WA	Sound Transit Proposition 1	0.5¢ Sales Tax Increase, 0.25 Mill Property Tax Increase, 0.8% Motor Vehicle Excise Tax Increase (City of Seattle 9.6%>10.1%)	Sound Transit has proposed a 25-year plan to complete and operate a high-capacity transit network in the Central Puget Sound Region. This measure would establish a new 0.5¢ sales tax, a property tax of 25¢/\$1,000 of assessed valuation, and a 0.8% motor vehicle excise tax to raise \$27.7 billion of the plan's total cost of \$53.8 billion. The plan would add 62 miles of light rail with extensions north to Everett, south to Tacoma, east to Bellevue and Issaquah, and northwest of downtown Seattle. It would add 42 miles of bus rapid transit and a 7-mile extension of commuter rail, establish bus shoulders on I-405 and other regional highways, and make improvements to some rapid bus routes. It would also include \$20 million to support transit-oriented development in project planning and land acquisition and \$20 million for a regional revolving loan fund to support affordable housing opportunities. If passed, the measure would raise the region's sales tax in support of transit to a total of 1.4%.	For -- Seattle Metropolitan Chamber of Commerce, Downtown Seattle Association, Bellevue Downtown Association, Greater Seattle Business Association, Issaquah Chamber of Commerce, Amazon, Microsoft, Expedia, Premera Blue Cross Against -- Bellevue Chamber of Commerce	Pass/Fail Y 00.0% N 00.0%
Spokane Transit Authority	WA	Proposition 1	0.2¢ Sales Tax Increase (City of Spokane 8.7%>8.9%)	A new 0.2¢ sales tax would be established to raise more than \$15 million/year through 2028. The proceeds would be used to implement a plan by the Spokane Transit Authority to renew its bus fleet, extend hours of operation and increase frequencies on existing routes, extend service to new areas, and establish a 6-mile bus rapid transit line running west-to-east from Browne's Addition, through downtown Spokane, and connecting to Gonzaga University and Spokane Community College. An existing sales already raises \$50 million and supports more than 60% of STA's annual budget. If passed, the measure would raise the region's sales tax in support of transit to a total of 0.8%.	Greater Spokane Inc.	Pass/Fail Y 00.0% N 00.0%
Teton County	WY	Proposition	1.0¢ Sales Tax Increase (City of Jackson 6.0%)	A new 1.0¢ sales tax would be established for at least 4 years to raise \$10-\$12 million/year. The proceeds would be split 55% for the county and 45% for the City of Jackson, the county's only incorporated area. In turn, the county and city have agreed to split the proceeds 50/50 between affordable housing and transportation programs. For transportation, the county and city would increase their funding to Southern Teton Area Rapid Transit which provides free rides in Jackson, serves the nearby ski resort of Jackson Hole, and runs commuter routes to adjacent communities. Because of the pending expiration of a separate 1.0¢ sales tax, the measure will not result in a net increase of total sales tax.	Jackson Hole Chamber of Commerce	Pass/Fail Y 00.0% N 00.0%