

# APWA *Washington* REPORT

November 2004

## POLITICAL UPDATE

### 2004 Elections

#### **KEY HOUSE/SENATE P.W. COMMITTEE CHAIRS EXPECTED TO KEEP THEIR POSTS**

The leadership of two key committees with jurisdiction over public works legislation is not expected to change when the 109<sup>th</sup> Congress convenes in January. Representative Don Young (R-AK) intends to retain his chairmanship of the *House Transportation and Infrastructure Committee (T&I)*, and Senator James Inhofe (R-OK) will return as chair of the *Senate Environment and Public Works Committee (EPW)*.

As for other posts on the T&I Committee, Representative James Oberstar (D-MN) plans to remain ranking member. Representative Thomas Petri (R-WI) is expected to return as chair of the *Highways and Transit Subcommittee*. The retirement of Representative William Lipinski, however, opens up the subcommittee's ranking position. Representative Peter DeFazio (D-OR) is a likely replacement, but Rep. Nick Rahall (D-WV) has more seniority and has expressed interest in the position in the past.

The chairmanship of the *Railroads Subcommittee* opened up with the retirement of Representative Jack Quinn (R-NY). Representative Steven LaTourette (R-OH), who chairs the *Economic Development, Public Buildings and Emergency Management Subcommittee*, is said to be interested in assuming the chair but has not decided. Representative John Duncan (R-TN), *Water Resources and Environment Subcommittee* chair, has not decided whether he will remain in that post or pursue another assignment.

On the *Senate EPW Committee*, Senator James Jeffords (I-VT) will remain ranking member. Senator Christopher Bond (R-MO) will stay as chair of the *Transportation and Infrastructure Subcommittee*. However, Senator Harry Reid (D-NV), chosen to serve as Minority Leader with the defeat of Senator Tom Daschle (D-SD) on election day, may step down as ranking member. Senator George Voinovich (R-OH) is expected stay on as chair of the *Clean Air, Climate Change and Nuclear Safety Committee*. Senator Mike Crapo (R-ID) will remain chair of the *Fisheries, Wildlife and Water Subcommittee*, and Senator Lincoln Chafee (R-RI) will continue as chair of the *Superfund and Waste Management Subcommittee*.

Young's priorities for the T&I Committee next Congress include enactment of a six-year surface transportation bill, which stalled this year, and passage of the Water Resource Development Act to authorize Army Corps of Engineers flood control and navigation projects. Other priorities include legislation to improve the safety and security of air travel.

Inhofe's priorities for the Senate EPW Committee include enactment of a six-year surface transportation bill, passage of the Clear Skies Act, which calls for reductions in power plant emissions, passage of the Water Resources Development Act, oversight of EPA grants and changing the Endangered Species Act.

The Senate Committee with jurisdiction over federal transit programs also is not expected to see any changes at the top. Senator Richard Shelby (R-AL) will stay on as chair of the *Senate Banking, Housing and Urban Affairs Committee*, and Senator Paul Sarbanes (D-MD) will continue as ranking member.

Due to term limits, however, leadership changes are expected on the *Appropriations Committees*. In the

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House, Representative Bill Young (R-FL) could be replaced by Representatives Ralph Regula (R-OH), Jerry Lewis (R-CA) or Harold Rogers (R-KY). Representative David Obey (D-WI) is expected to continue as the committee's ranking member. Senator Ted Stevens (R-AK), chair of the *Senate Appropriations Committee*, is expected to be replaced by Senator Thad Cochran (R-MS) next year. Sen. Robert Byrd (D-WV) is expected stay as ranking member.

No changes are expected in the Republican leadership of either the House or Senate. Senate Majority Leader Bill Frist (R-TN) will keep his post in the Senate. On November 16, House Republicans re-elected their current leadership team to retain their positions in the 109<sup>th</sup> Congress, including Speaker of the House Dennis Hastert (R-IL) and Majority Leader Tom DeLay (R-TX). A vote of the full House occurs January.

The results of the November elections returned President George W. Bush to the White House and expanded Republican majorities in both the House and Senate. When the new Congress convenes, there will be 55 Republicans in the Senate, 44 Democrats and one Independent who caucuses with Democrats. On the House side, Republicans will control 231 seats, Democrats 201 seats. There is one Independent in the House, and currently two seats are open.

### **Appropriations**

#### **LAWMAKERS PASS OMNIBUS '05 SPENDING BILL**

Meeting during a post-election lame duck session the week of November 15, Congress approved a massive \$388 billion, nine-bill omnibus appropriations measure funding federal programs for the current 2005 fiscal year, which began October 1. Lawmakers finalized the package November 20, the day a short-term continuing resolution temporarily funding federal government operations expired.

However, one controversial provision prevented the measure from going the President for his signature. It would allow Appropriations Committee chairmen or their staff members to view anyone's Internal Revenue Service tax returns. The provision was removed but procedure requires House members to return November 24 to ratify the decision.

Congress recessed in October to campaign for the elections, having completed only four of the 13 annual spending bills, the Defense, Homeland Security, District of Columbia and Military Construction bills.

The Foreign Operations appropriations measure served as the vehicle for the omnibus. It imposes an across-the-board cut of 0.8 percent for most domestic programs, and includes the individual spending measures for Agriculture; Commerce-Justice-State; Energy and Water; Foreign Operations; Interior; Labor, Health and Human Services; Legislative Branch; Transportation-Treasury; and Veterans Affairs and Housing and Urban Development.

## **TRANSPORTATION**

### **TEA-21 Reauthorization**

#### **TRANSPORTATION BILL DIES IN 108<sup>th</sup> CONGRESS**

Congress concluded a short post-election lame duck session in November without clearing the stalled six-year transportation reauthorization bill (HR 3550), leaving the work of reauthorizing federal transportation programs to the 109<sup>th</sup> Congress.

Federal highway, transit and safety programs are currently operating under a sixth temporary funding extension, signed into law September 30, 2004. The extension authorizes \$24.5 billion for highways and bridges and \$5.2 billion for transit until May 31, 2005.

The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) expired more than one year ago on September 30, 2003. The House and Senate each passed their respective reauthorization bills earlier this year, but progress to complete a final bill stalled in conference committee this summer as conferees were unable to reach agreement on a total funding level. The Administration had issued veto warnings during the year against funding levels in both the House and Senate bills.

Although negotiations did occur at the leadership level in September, the last meeting of conferees was held in late July, just prior to the month-long Congressional recess in August. House Speaker Hastert indicated a week before the start of the lame duck session that passage of the bill was a priority, but efforts to work out an agreement among conferees fell short of achieving the goal.

The Senate-passed reauthorization bill, SAFETEA, would have authorized \$318 billion over six years while the House-passed bill, TEA-LU, would have authorized \$284 billion over the same period.

Conferees were unable to agree on a series of offers ranging from the \$318 billion Senate-passed level to a \$299 billion level presented by House conferees. The House offer became the subject of negotiations in September. It won the support of the chairman of the House-Senate Conference Committee, Sen. James Inhofe (R-OK), and reportedly had the support of the Administration but did not achieve the support of several key Senate conferees.

The 109th Congress convenes in January. House Transportation and Infrastructure Committee Chair Don Young (R-AK) and Senate Environment and Public Works Committee Chair Inhofe say they will move quickly next year to complete work on reauthorization before the current temporary extension expires. Because legislation cannot be carried from one Congress to the next, new bills will have to be introduced and passed by each chamber and reconciled before the end of May next year to avoid the need for a seventh extension.

APWA advocates passage of an adequately-funded multi-year surface transportation bill. APWA's policies and priorities for reauthorization are posted on the internet: [www.apwa.net/advocacy](http://www.apwa.net/advocacy).

### **Transportation Appropriations**

#### **OMNIBUS SPENDING MEASURE INCLUDES FUNDING FOR HIGHWAYS AND TRANSIT**

The 2005 fiscal year Transportation-Treasury Appropriations bill was incorporated into the \$388 billion omnibus appropriations bill Congress approved November 20, 2004. Its provisions include:

- Federal highway program funding at \$34.7 billion, \$1.1 billion more than was funded last year;
- Public transportation programs at \$7.6 billion, \$442 million more than was funded last year;
- Amtrak at \$1.2 billion, slightly less than last year's enacted level but \$300 million more than the Administration and the House wanted;
- Airport Improvement Program at \$3.5 billion.

Removed from the bill were controversial provisions to ease sanctions on trade and travel to Cuba and language which would have barred the Administration from enforcing a rule allowing private companies to compete for federal jobs.

### **Internet Taxation**

#### **CONGRESS AGREES TO THREE YEAR MORATORIUM ON INTERNET TAXES**

The House and Senate passed a modified version of a Senate-approved bill which will impose a three year moratorium on internet taxes. The measure prohibits collecting taxes on consumer internet access and service providers through November 1, 2007.

The measure includes grandfather provisions. States which already tax dial-up service are not subject to the moratorium; states which tax digital subscriber lines may continue to collect taxes for two years. The measure includes granting Wisconsin a two-year exemption from the ban and ensures that municipalities in Texas are permitted to continue collecting franchising and rights-of-way fees.

Earlier this year, the Senate passed the Internet Tax Non-Discrimination Act (S. 150), which would have imposed a four-year moratorium. The House version of the bill (HR 49), passed last year, called for a permanent ban on internet access taxes.

## **Retroreflectivity**

### **COMMENT DEADLINE EXTENDED FOR PROPOSED SIGN RETROREFLECTIVITY RULE**

The Federal Highway Administration (FHWA) has extended to February 1, 2005 the comment period for a proposed rule on maintaining sign retroreflectivity. The notice of proposed amendments (NPA) to the Manual on Uniform Traffic Control Devices was published in the *Federal Register* on July 30, 2004. The deadline was extended to allow more time for the public to comment.

FHWA research led to the development of proposed minimum maintained levels of traffic sign retroreflectivity and a complement of maintenance methods for implementing them. The NPA for maintaining traffic sign retroreflectivity proposes guidance for evaluating and maintaining traffic sign retroreflectivity. The methods proposed would allow agencies options for evaluating and managing signs.

The existing MUTCD requires that traffic signs be illuminated or retroreflective. However, until recently, little information was available about the levels of retroreflectivity necessary to meet the needs of drivers and thereby define the useful life of signs. The NPA proposes a seven-year compliance period for regulatory, warning, and post mounted guide signs and a 10-year compliance period for overhead guide signs and street name signs.

More information is available on the MUTCD website, <http://mutcd.fhwa.dot.gov>, or by contacting Peter J. Hatzi, FHWA Office of Safety Design 202-366-8036. Comments may be sent to the U.S. Department of Transportation, Dockets Management Facility, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590, or submitted electronically at <http://dmses.dot.gov/submit> or faxed to 202-493-2251. In addition, comments may be submitted via the Federal eRulemaking Portal at <http://www.regulations.gov>.

## **Pipeline Safety**

### **SENATE CLEARS BILL TO REORGANIZE PIPELINE SAFETY OFFICE**

The Senate approved a bill to reorganize the US Department of Transportation's Research and Special Programs Administration (RSPA) into two new administrative units, a Pipeline and Hazardous Material Safety Administration and a Research and Innovative Technologies Administration. The Pipelines and Hazardous Material unit would assume the authority and duties of RSPA for pipeline and hazardous materials transportation and safety.

The bill, titled the Norman Y. Mineta Research and Special Programs Reorganization Act (HR 5163), was approved November 16, 2004. It is the same bill the House passed by voice vote on October 7, 2004 and will be sent to the President for his signature.

## **ENVIRONMENT**

### **EPA Appropriations**

#### **FY05 ENVIRONMENTAL PROTECTION AGENCY FUNDING LEVEL REDUCED**

The newly completed FY05 omnibus appropriations bill funds the Environmental Protection Agency (EPA) at \$8.1 billion, \$280 million below the FY04 level. The amount is \$335 million more than the House approved but \$412 million less than the Senate wanted.

The Drinking Water State Revolving Fund (DWSRF) is funded at the President's budget request of \$850 million, \$5 million above FY 2004, and the Clean Water State Revolving Fund (CWSRF) is funded at \$1.1 billion, at the President's request but significantly less than the \$1.35 billion APWA had requested.

### **Drinking Water**

#### **EPA HOLDS MEETING TO DISCUSS LEAD CONTAMINATION**

The U.S. Environmental Protection Agency (EPA) is holding a workshop to discuss issues concerning lead in drinking water in schools and child care facilities.

Workshop participants will discuss best practices to promote awareness and water testing in schools and child care facilities, linkages between water suppliers and school officials, school and child care facilities

participation in voluntary programs, and the Lead and Copper Rule and Lead Contamination Control Act as they apply to schools and child care facilities. The workshop will be held December 7, 2004 8:30 a.m. to 5:30 p.m. at the Wyndham Washington Hotel, 1400 M Street, NW, Washington, D.C. *To register, contact Sarah Koppel at [Koppel.sarah@epa.gov](mailto:Koppel.sarah@epa.gov)*

### **Water Quality Handbook**

#### **EPA ISSUES NEW WATER QUALITY TRADING HANDBOOK**

EPA recently published a new document on water quality trading to add to the toolkits of water quality managers and watershed stakeholders to help make cost-effective pollutant reductions that achieve water quality standards. Using a hypothetical river basin, The Water Quality Trading Assessment Handbook illustrates an analytical framework that can be used in any watershed to evaluate the conditions and water quality problem(s) and determine if water quality trading might effectively address local conditions.

Paper copies of the handbook can be ordered at no charge from the National Service Center for Environmental Publications at (800) 490-9198 or via email at [ncepimal@one.net](mailto:ncepimal@one.net) (please refer to the EPA document number EPA 841-B-04-001). You may also access and download the handbook at: <http://www.epa.gov/owow/watershed/trading/handbook>. *For handbook questions, you may contact Lynda Hall (202)566-1210 or Katharine Dowell (202)564-1515.*

### **Electronic Waste**

#### **COALITIONS SEEK SOLUTION TO ELECTRONIC WASTE**

A coalition of industries, interest groups, and government officials are calling for federal leadership to develop a plan to encourage electronic waste recycling.

Meanwhile, the Department of Commerce is to submit a report to members of Congress and the Bush Administration in January, based on recent comments to the Department's Technology Administration. The comments generally support a national solution to the problem but differ on the roles to be played by industry and government and on how a system like this should be financed.

The report is to include an analysis of the issue and attempt to reflect a general agreement, but it is unclear as to whether the report will include recommendations. It will not propose national legislation. The intent of the report is to contribute to an industry-led solution for increased recycling and reuse of products and to encourage environmental protections and international competitiveness.

The Electronics Industries Alliance (EIA), a working group of high-tech associations and companies is calling for federal legislation to implement a national program. EIA would like to see computer monitors, portable computers, and televisions with video displays larger than nine inches recycled. They would like local governments to be responsible for collection.

Yet another coalition, the Manufacturers Coalition, has proposed an advanced recycling fee. This fee would be added to the price of the product paid by the consumer at the time of the purchase. Local governments would play a role in the process, promoting recycling and collection to residents, but not likely put in the position of collecting and transporting electronics without being adequately paid for it.

### **Federal Electronic Waste**

#### **WHITE HOUSE, FEDERAL AGENCIES SUPPORT ELECTRONIC WASTE STEWARDSHIP**

Representatives from 11 federal agencies and the White House signed a five-year agreement November 15 to advance electronics stewardship goals within the federal government.

The agreement requires that within 90 days the parties must develop an action plan detailing the steps they will take to promote the memorandum's goals and objectives. The 11 agencies represent \$50 billion, or 83 percent, of the annual information technology budget for the entire federal government. It is expected that the federal government will save millions of dollars annually through reduced toxics and solid waste.

## **Arsenic Standards**

### **NEW JERSEY ADOPTS TOUGH ARSENIC STANDARD**

New Jersey environmental regulators November 4 adopted a final regulation establishing the nation's most stringent limit on arsenic in drinking water for all the state's public and nonpublic water systems effective January 23, 2006.

The rule, set to be published December 6, 2004, sets a maximum contaminant level of five parts per billion for arsenic concentrations in drinking water.

In February 2002, EPA adopted a limit of 10 ppb for arsenic in drinking water, which will take effect January 23, 2006, replacing the current federal standard of 50 ppb. Environmentalists were outraged that the New Jersey Department of Environmental Protection (DEP) stopped short of adopting the even more-protective contaminant level of 3 ppb recommended by its expert advisers.

After a notice of violation is issued, public water systems will have one year to comply with the maximum contaminant level by installing treatment, purchasing water from another source, or abandoning the source altogether. The DEP hopes that all public water systems will be in compliance with the new arsenic standard by the end of 2009.

## **USDA Grants**

### **FUNDS AVAILABLE TO HELP COMMUNITIES MANAGE SOLID WASTE**

The U.S. Department of Agriculture (USDA) Rural Utilities Service is accepting applications for its Solid Waste Management Grants. These grants may be used to evaluate current landfill conditions, and provide technical assistance and/or training in various areas. Applications are due December 21, 2005. *For more information, visit:* <http://www.lgean.org/html/whatsnew.cfm?id=821>.

## **Water Conservation Grants**

### **WESTERN LOCAL GOVERNMENTS ELIGIBLE FOR WATER CONSERVATION GRANTS**

The U.S. Department of Interior (DOI) is accepting proposals for its "Water 2025: Preventing Crisis and Conflict in the West" grants.

The objective of these grants is to focus attention on the reality that in some areas of the West, existing water supplies are, or will be, inadequate to meet the water demands of people, cities, farms, and the environment even under normal water supply conditions. Emphasis of the grant program for Fiscal Year 2005 will be directed toward proposals that make more efficient use of existing water supplies through water conservation, efficiency, and water marketing. Applications are due January 21, 2005. *For more information, visit:* <http://www.lgean.org/html/whatsnew.cfm?id=818>.

## **Wetlands Grants**

### **SMALL GRANTS AVAILABLE FOR WETLANDS CONSERVATION**

The North American Wetlands Council is now accepting proposals for its Small Grants program. The objective of the program is to promote long-term wetlands conservation activities through encouraging participation by new grantees and partners who otherwise may not be able to compete in the Standard Grants program. Applications are due December 3, 2004. *For more information, visit:* <http://www.lgean.org/html/whatsnew.cfm?id=823>.

## **INTERGOVERNMENTAL**

### **State Ballots**

#### **VOTERS' CHOICES SUPPORT FUNDING FOR PUBLIC INFRASTRUCTURE**

Public infrastructure measures, as well as initiatives designed to protect the budgets of and revenue sources for local governments, garnered support in most cases on November 2, when voters in 34 states acted on 162 state ballot initiatives. As a result, many states and localities have dedicated or renewed funding sources to invest in the improvement and protection of transportation and water infrastructure networks.

This year's total number of statewide ballot initiatives is below the 202 measures that were put before voters in the 2002 general election. This year there were 24 fewer tax and bond issues that showed up on ballots as compared to two years ago, which, according to ballotwatch.org, is one reason for the drop in ballot initiatives this election season. Most popular among this year's ballot initiatives were social issues including, marriage, gambling and education. Of this year's 162 measures, 102 were approved, 48 were rejected and 12 were too close to call. The following lists by state the results for public infrastructure-related state ballot measures this year:

**California:** *Proposition 1A* protects local funding for public safety, health, libraries, parks and other locally delivered services. It also prohibits the State from reducing local governments' property tax proceeds and requires local sales tax revenues to remain with local governments and to be spent for local purposes – **APPROVED by 83.6%**

Proposition 1A reverses a historical trend in California that grants permission to the State to draw on local government's budgets during times of fiscal crisis. California residents voting in favor of a constitutional amendment to protect local government funding marks the most major financial reform the State has enacted in 30 years. While the State still has the ability to borrow from local revenues during times of dire financial need, there are rules and pay-back mechanisms designed to protect the fiscal stability of cities and counties. Proposition 1A did not receive any funded opposition and was supported by Governor Schwarzenegger.

**Colorado:** *Amendment 37* requires certain Colorado utilities to generate or purchase a portion of their electric power from renewable energy sources beginning in 2007. Additionally, it limits the amount that an average residential electric bill can increase as a result of this requirement and provides financial incentives to certain customers and utilities to invest in renewable energy – **APPROVED by 52.6% (93 percent precincts reporting)**

**Florida:** *Amendment 6* repeals an amendment in the Florida Constitution to proceed with the development and operation of a high speed ground transportation system by the state or a private entity – **APPROVED by 63.6 % (98.8 precincts reporting)**

**Maine:** *Question 1* imposes limits on real and personal property taxes by limiting taxes to one percent of the assessed value of the property – **FAILED with 37 % voting yes (93 percent of the precincts reporting).** If voters had approved Question 1, municipalities throughout Maine would have suffered revenue losses. This loss would negatively impact the services provided by public works departments.

**Missouri:** *Amendment 3* amends the Missouri Constitution to require that all revenues from the existing motor vehicle fuel tax be used only for state and local highways, roads and bridges, and also requires that vehicle taxes and fees paid by highway users be used only for constructing and maintaining the state highway system – **APPROVED by 78.9 %**

**Oklahoma:** *Question 707* permits cities, towns and counties to guarantee taxes and fees beyond the current fiscal year – **APPROVED by 51.3 %**

**Rhode Island:** *Question 3* authorizes the State to issue general obligation bonds, refunding bonds and temporary notes (amount not to exceed \$66.5 million) to fund improvements to the State's highways, roads and bridges, as well as to replace or repair transportation maintenance facilities, and to purchase buses – **APPROVED by 66.3 %**

*Question 7* authorizes the State to issue general obligation bonds, refunding bonds, temporary notes (amount not to exceed \$10 million) and matching grants (\$5 million) to local water suppliers to develop interconnections between and among water systems. Also, the State is authorized to provide \$5 million to complete the Shad Factory Pipeline to preserve Rhode Island water rights to two Massachusetts reservoirs – **APPROVED by 67.5 %**

*Question 8* authorizes the State to issue general obligation bonds, refunding bonds and temporary notes (amount not to exceed \$70 million) to provide \$19 million for anti-pollution projects and restoration activities benefiting the Narragansett Bay and state watersheds, \$44 million for open space, farmland preservation and recreational development and \$8 million for acquisition of land for groundwater protection and supply – **APPROVED by 70.7 %**

**Utah:** *Initiative 1* authorizes \$150 million in bonds for natural resources and environmental protection to preserve or enhance water and air quality, lakes, rivers and streams, habitat and wildlife, as well as facilitate growth management – **FAILED with 45% voting yes**

**Washington:** *Initiative 297* establishes requirements and standards for regulating mixed radioactive and non-radioactive hazardous waste. It prohibits waste disposal in unlined soil trenches and requires clean up of tank leaks – **APPROVED by 68.5 % (99.8 percent of the precincts reporting)**

**Wyoming:** *Amendment B* authorizes the State legislature to enact laws for local governments to utilize local revenue sources for economic development subject to voter approval – **APPROVED by 66.1 %**

Voters in this year's general election were also asked to cast their votes for several local ballot initiatives authorizing funding for transit projects, highway projects and environmental measures. The highlights of some specific local ballot initiatives are outlined below:

**California:** Voters in several California counties, including Contra Costa, Marin, Sacramento, Santa Cruz Sonoma, and Ventura approved to establish or renew sales taxes to support highway and transit projects, including repairs to existing infrastructure and congestion mitigation measures. Voters in San Diego voted on the San Diego regional planning agency proposed \$9.5 billion draft transportation spending plan. It is too close to call if the measure has been approved. In the Bay Area, voters passed 70% to 30% a \$980 million bond to fund earthquake safety modifications to BART. In Los Angeles, voters passed 76% to 24% Proposition O, a clean water bond to reduce the total maximum daily load (TMDL), including storm water retention facilities, parks and greenbelts.

**Florida:** In Osceola County, voters passed 67% to 33% a bond measure to finance the protection of open space, wildlife and watersheds. In Polk County, voters rejected 48% to 42% the creation of a Municipal Services Taxing Unit (MSTU) for unincorporated areas of the county.

**North Carolina:** In Wake County, voters passed 75% to 25% a bond measure to finance open space, recreation and water quality protection.

**New Jersey:** In Carteret Borough, voters passed 58% to 42% a property tax increase for the improvement of lands, parks and water.

**South Carolina:** In Charleston, voters passed 59% to 41% a half-cent sales tax to fund roads and transit.

**Texas:** In San Antonio, voters passed 62% to 37% a measure to increase the transportation sales tax for increased services.

**Virginia:** In Fairfax County, voters passed 76% to 24% over \$300 million in bonds for various services, including transportation. Two-thirds of transportation funding will go to the Washington Metropolitan Area Transit Authority for infrastructural renewal.

**Washington:** In King County, voters passed 67% to 32% development of projects for congestion relief and safety.

**Contributors to this APWA Washington Report were Heather Doucet, Jim Fahey and Megan Zadecky. The APWA Washington Report is edited by Beth Denniston.**