



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Agenda Item 3

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Memorandum

TO: Legislation Committee

DATE: November 7, 2014

FR: Deputy Executive Director, Policy

W.I. 1131

RE: November 2014 Election Outcomes Affecting Bay Area Transportation

Voters Approve New Funding for Transportation in Alameda & San Francisco Counties

On Tuesday, November 4, 2014, almost 70 percent of Alameda County voters approved Measure BB, authorizing a 1 percent sales tax for transportation estimated to generate \$8 billion over the measure's 30-year duration. The expenditure plan focuses the new revenue on public transit, local streets and roads, highway efficiency projects and bicycle and pedestrian improvements. Supported by MTC, Measure BB was an extension of a 0.5 percent tax originally approved in 2000, plus a 0.5 percent increase.

In San Francisco, voters supported two local transportation measures:

- Measure A, which MTC supported, authorizes \$500 million in general obligation bonds focused on improvements to transit and bicycle and pedestrian safety. The measure received 71 percent support (required 2/3).
- Measure B — an amendment to the city's charter to increase the city's annual contribution to the S.F. Municipal Transportation Agency based on increases in the city's population— received 61 percent support (required majority vote).

Also noteworthy, 62 percent of S.F voters expressed their support for the city's current parking policies by rejecting Measure L, a non-binding measure sponsored by a group named "Restore Transportation Balance," aimed to undo the city's parking pricing policies by declaring that city policy will not include meter charging on Sundays, holidays or after 6 p.m. and parking rates and ticket increases would be frozen for five years.

Land-Use/Growth Measures

The election included a number of noteworthy land-use measures relevant to MTC and Plan Bay Area including:

- Measure R (Berkeley): This measure proposed lowering current height limits in the city's downtown adjacent to the Downtown Berkeley BART Station, but was rejected by a 74 percent vote.
- Measure N (San Bruno): This measure, known as the Downtown and Transit Corridors Economic Enhancement Initiative, sought approval to exceed maximum

height limits along El Camino Real, San Mateo Ave and in the Caltrain Station area and on certain residential parcels and allow above-ground multi-unit parking garages. Voter approval was required by a 1977 local ordinance. The measure passed by a 67 percent vote.

- Measure M (Menlo Park): This measure sought to downsize development in Menlo Park’s downtown by capping individual office projects at 100,000 square feet. The measure was viewed as undermining an adopted specific plan and was rejected by 62 percent of voters.
- Measure A (Napa): This measure, passed by 69 percent of voters, extends the City of Napa’s urban limit line to include a 154-acre piece of property known as Napa Pipe and allows the city to seek annexation of the land through the Local Agency Formation Commission. A 1999 measure gave the city’s voters the sole power to extend the urban limit line for new development. The land—currently controlled by the county— is targeted for development of hundreds of homes and a Costco.
- Measure T (Dublin): Similar to Measure A in Napa, this measure gives Dublin the ability to consider annexing land beyond its urban limit line to retain as open space or use for future development. It was approved by 83 percent.

Changes to the Bay Area State Delegation

There are a number of changes to the Bay Area’s Sacramento delegation, as shown below:

Assembly District	Member	Senate District	Member
2	Jim Wood	2	Mark McGuire
4	Bill Dodd	10	Bob Wiecowski
15	Tony Thurmond		
16	Catharine Baker		
17	David Chiu		
25	Kansen Chu		
28	Evan Low		

A complete list of the Bay Area’s incoming state and Congressional delegation is attached.

Congressional Changes

The November election resulted in a significant power shift away from the Democratic Party in Washington with the loss of control of the Senate. The impact the shift will have on transportation, and more specifically, reauthorization of Moving Ahead for Progress in the 21st Century (MAP 21) is not yet known, but there may be opportunities for common ground between President Obama and House and Senate Republican leaders, some of whom have indicated their support for finding new revenue for transportation through corporate tax reform. With respect to MTC’s Congressional delegation the only change is the replacement of Congressman George Miller’s seat by current State Senator Mark DeSaulnier.

House Committee Changes

In terms of transportation leadership positions, House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) maintained his seat and will continue on as chairman. House Transportation and Infrastructure Committee Ranking Member Nick Rahall (D-WV) lost his seat after serving 19 terms in Congress. While Rep. Peter DeFazio (D-OR) is the most senior Democrat on the committee and was widely expected to take over as Ranking Member, Congressman John Garamendi (D-CA), the 15th in terms of seniority, has announced his interest in the position.

Senate Committee Changes

With the Republicans gaining control of the Senate, current Senate Environment and Public Works Chairman Barbara Boxer (D-CA) will be replaced and become the committee's Ranking Member. Senator Jim Inhofe (R-OK) will become the Senate Environment and Public Works Committee's Chairman. While Senator Vitter (R-LA) – who is currently Ranking Member of the EPW Committee – was not up for reelection and remains a member of the Senate in the 114th Congress, Senator Inhofe can reclaim his leadership position on EPW because, unlike House Republicans, Senate Republicans have six year term limits for both Ranking Member and for Chairman. While Senator Inhofe served as EPW Ranking Member for six years, he only served as Chair for two. Senate Commerce Committee Chairman Jay Rockefeller (D-WV) did not seek reelection. A Ranking Member assuming his position has not yet been confirmed, but will most likely be Senator Bill Nelson (D-FL). Senate Commerce Committee Ranking Member John Thune (R-SD) will transition to Chairman of the Committee beginning in January.¹

Transportation Funding Measures in Other States²

Other states and counties are following California's lead in placing numerous funding measures on the ballot at the statewide and local level.

Wins

- In Seattle, Washington voters approved a \$60 vehicle fee and a 0.1 percent sales tax increase to preserve transit service.
- Maryland and Wisconsin voters supported constitutional amendments prohibiting transfers of transportation revenue to the General Fund by 81 and 80 percent, respectively.
- In Texas, 80 percent of voters supported transferring up to half of the oil and gas production taxes that currently go to the state's Rainy Day Fund to the State Highway Fund, depending on overall state finances.

¹Source for Congressional committee change information: Coalition for Americas Gateways and Trade Corridors, email to members, 11/5/2014

² Source for election info: Transportation Weekly, 11/5/14 email update and Center for Transportation Excellence web site: <http://www.cfte.org/elections>

- In Cobb County, Georgia, 53 percent of voters approved a 1 percent six-year sales tax, mostly for transportation improvements.
- In Rhode Island, voters approved a \$35 million general obligation bond for mass transit hub infrastructure throughout the state.

Losses

- In Massachusetts, 53 percent of voters supported the repeal of a 2013 law which requires the gas to be indexed annually to inflation. The measure retains the most recent increase, but repeals the indexing.
- In Austin, Texas 58 percent of voters rejected a \$600 million bond proposal for rail systems conditioned on the city receiving \$400 million in federal matching funds and the city spending \$400 million on roadway improvements.
- In Kansas City, Missouri two separate 25-year measures, one a 0.25 percent sales tax for capital improvements (rejected by 71 percent), the other a 0.125 percent sales tax for public transportation (rejected by 69 percent).
- In Alachua County, Florida 60 percent of voters rejected a new 1 percent, eight-year sales tax for transportation.
- In Pinellas County, Florida 62 percent of voters rejected a permanent 1 percent sales tax for operation, maintenance and financing of public transit.


Alex Bockelman

Attachment

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Changes to Bay Area State & Federal Delegation from November 4, 2014 Election

(New member names highlighted in yellow)

Assembly		Senate	
District	Member	District	Member
2	Jim Wood	2	Mark McGuire
4	Bill Dodd	3	Lois Wolk
10	Marc Levine	7	Mark DeSaulnier*
11	Jim Frazier	9	Loni Hancock
14	Susan Bonilla	10	Bob Wiecewski
15	Tony Thurmond	11	Mark Leno
16	Catharine Baker	13	Jerry Hill
17	David Chiu	15	Jim Beall
18	Rob Bonta	17	Bill Monning
19	Phil Ting		
20	Bill Quirk		
22	Kevin Mullin		
24	Rich Gordon		
25	Kansen Chu		
27	Nora Campos		
28	Evan Low		
29	Mark Stone		
30	Luis Alejo		

**Note: Special election required to fill this seat due to State Senator DeSaulnier's election to Congress*

Congress	
District	Member
2	Jared Huffman
3	John Garamendi
5	Mike Thompson
9	Jerry McNerney
11	Mark DeSaulnier
12	Nancy Pelosi
13	Barbara Lee
14	Jackie Speier
15	Eric Swalwell
17	Mike Honda
18	Anna Eshoo
19	Zoe Lofgren
20	Sam Farr