

OFFICIAL BALLOT  
COUNTY OF SANTA CLARA

STATEWIDE SPECIAL ELECTION  
November 2, 1993

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**COUNTY**

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**MEASURE A**

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If Proposition 172 is not approved by the voters of California, should the 1/2 percent sales (transaction and use) tax continue in Santa Clara County to support county services including fire protection, district attorney, sheriff, county corrections, probation and other county purposes? If Proposition 172 is approved statewide, then this Measure A will not go into effect. If the State of California restores the County's share of the property tax to the level effective on June 30, 1992, then this tax will cease.

YES 131

NO 132

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**MEASURE B**

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ADVISORY VOTE ONLY. Shall the Santa Clara County Transit District be separated from the Board of Supervisors and consolidated with the Santa Clara County Congestion Management Agency to form a more efficient, cost-effective and accountable local transit agency saving a projected minimum \$200,000 per year. A new part-time, sixteen-member governing board will consist of five directly-elected members and city and county representatives, whose compensation shall be limited to meetings attended and authorized days' service plus incidental expenses, with two advisory committees to streamline the policy-making process.

YES 134

NO 135

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**MEASURE B  
COUNTY COUNSEL'S IMPARTIAL ANALYSIS OF MEASURE B**

This is an advisory measure concerning the consolidation of the Santa Clara County Transit District with the Santa Clara County Congestion Management Agency. It is proposed that the two agencies be merged into a single public entity with a sixteen-member governing board. The membership of the board would consist of five directly elected members (one from each county supervisorial district) and eleven appointed representatives of the cities and county. The members would be non-salaried; their compensation would be limited to payment for each meeting attended and days' service authorized, plus incidental expenses. The elected representatives would not be allowed to serve more than three successive four-year terms.

The Santa Clara County Transit District was established by an act of the California Legislature to provide for the public transit needs of the County of Santa Clara. The legislation establishing the District provides that the District is governed by the Santa Clara County Board of Supervisors. It is proposed that the Board of Supervisors would be replaced with the separate, part-time governing board described above.

State law requires a congestion management program to be developed for each county to help coordinate transportation and land use planning within the county. The legislation leaves some local discretion to designate the agency responsible for undertaking this program. In Santa Clara County, a separate Congestion Management Agency was established in 1991 by a joint powers agreement between the fifteen cities and the County of Santa Clara. That agency is presently governed by a twelve-member board. The proposed consolidation would merge the Transit District and the Congestion Management Agency into a single public entity with one governing board.

Both the Transit District and the Congestion Management Agency each have separate advisory committees and boards. These would be replaced by a single Policy Advisory Board consisting of one representative of each city and the county. In addition, a Technical Advisory Committee consisting of staff of the cities and county would continue to provide technical support.

**MEASURE B  
COUNTY COUNSEL'S IMPARTIAL ANALYSIS  
OF MEASURE B — Continued**

Implementation of the foregoing proposal requires, among other things, legislation by the California Legislature to amend the Santa Clara County Transit District Act and elections for the five elected members of the new governing board. A "yes" vote is an expression of support for undertaking these activities. A "no" vote is an expression of disapproval for the proposal. This vote has no binding legal effect because any change in the governance of the Transit District can be accomplished only through a change in state law.

STEVEN M. WOODSIDE  
County Counsel

by: ROBERT A. WEERS  
Deputy County Counsel

THE ABOVE STATEMENT IS AN IMPARTIAL ANALYSIS OF MEASURE B. THE FULL TEXT OF MEASURE B IS AS FOLLOWS:

**MEASURE B**

Shall the Santa Clara County Transit District be consolidated with the Santa Clara County Congestion Management Agency and governed by a board, separate from the County Board of Supervisors, consisting of sixteen (16) members selected as follows:

Five (5) members elected by district, one from each Santa Clara County supervisorial district;

Five (5) members representing the City of San Jose, appointed by the San Jose City Council;

Five (5) members representing all of the other cities within Santa Clara County, appointed as currently provided in the Santa Clara County Congestion Management Agency Joint Powers Agreement;

One (1) member representing the County of Santa Clara, appointed by the Santa Clara County Board of Supervisors.

The five directly elected representatives shall have four-year terms and be limited to a total of three successive four-year terms.

The compensation of the governing board members shall be limited to payment for each meeting attended by the member or for each days' service rendered as a member by request of the board, together with any expenses incident thereto, as provided by law for governing board members of sanitation districts.

The governing board shall have the following advisory committees: (a) a Policy Advisory Board consisting of one representative of each city and one county representative and (b) a Technical Advisory Committee consisting of the appropriate technical staff members from the cities and county with one vote per member agency.

The rights of the employees transferred to the consolidated agency will be protected according to applicable law.

## ARGUMENT IN FAVOR OF MEASURE B

### It is time to reduce bureaucracy in government.

Measure B merges two transportation agencies into one agency and streamlines government.

### It is time to demonstrate responsibility in government.

Measure B implements the recommendations of four different grand jury reports which suggested that the Transit District be separated from the Board of Supervisors. Measure B does this, and reduces the number of government agencies while saving money.

### It is time for greater accountability in government.

Measure B separates the Transit District from the Board of Supervisors and merges it with the voter-approved Congestion Management Agency. The new agency will be governed by a 16-member board with representation based on population. The board will have both appointed and directly elected officials.

### It is time to link land-use and transportation planning.

Measure B establishes a governing board that has the power to make transportation decisions in connection with land-use decisions. Most transportation agencies currently don't have the authority to make this critical link.

### It is time to reduce costs and set limits in government.

Measure B saves the taxpayers at least \$2 million over the next 10 years. It also requires that the board members serve on a part-time and non-salaried basis. The directly elected officials have a three-term limit.

### It is time for greater efficiency in government.

There are too many agencies with overlapping responsibilities making decisions about our transportation future. The process is cumbersome, confusing, inefficient and costly. By merging agencies, Measure B helps untangle this maze. It also helps ensure the county will receive its fair share of state and federal dollars for priority transportation projects.

Measure B is a good government proposal that saves money. Vote Yes on Measure B.

JEAN MCCOWN, Mayor  
City of Palo Alto

MEL SOLOMON, Executive Director  
Sunnyvale Chamber of Commerce

DIANNE MCKENNA  
Board Member/Former Chair  
Santa Clara County Congestion  
Management Agency

MARGARET LEATHERS  
Executive Director  
American Lung Association

NORMAN Y. MINETA, Chair  
Committee on Public Works and  
Transportation  
U.S. House of Representatives

## REBUTTAL TO ARGUMENT IN FAVOR OF MEASURE B

### GRAND JURIES RECOMMEND PUBLIC HEARINGS.

Several Grand Juries recommended a separation of our inefficient transportation bureaucracy. The 1984-85 Grand Jury recommended a 15 member blue ribbon committee representing all cities of the county to study and submit recommendations. However the politicians threatened with loss of power because of voter-mandated term limits, hurriedly formulated Measure B without community input and drew districts to help themselves.

### **DON'T BE DUPED BY THE SUPES VOTE NO! ON MEASURE "B"**

### CREATES BUREAUCRACY NEW POLITICAL JOBS.

Measure "B" creates NEW POLITICAL JOBS while eliminating none. It increases a 5-member board to 16 politicians and an additional 32 "policy and technical" advisors. This measure increases people officially involved in the transportation planning to an inefficient 143.

### **VOTE NO! ON MEASURE "B"**

### POLITICIANS HIDE COST.

Politicians hid a \$2.6 million start-up cost reported by an independent audit and the County Transportation Agency. On August 17, 1993 the politicians who drafted this proposal voted against a request to analyze Measure "B's" total cost to taxpayers.

### **VOTE NO! ON MEASURE "B"**

### ADVISORY VOTE IS NOT LEGALLY BINDING.

There are no legal guarantees that Measure "B" will be implemented as written. Sacramento politicians will decide final details without voter consent. Therefore they can legally remove the TERM LIMITS OF THE NEW TRANSIT BOARD and increase salaries.

### **DON'T BE DUPED BY THE SUPES VOTE NO! ON MEASURE "B"**

MURPHY SABATINO, President  
Santa Clara County Taxpayers  
Association  
Foreman, 1984-85 Grand Jury

CHARLES M. RIEKER, Treasurer  
Santa Clara County Taxpayers  
Association

GILBERT A. GARCIA, President  
Retired Teamsters - Past Grand Juror

ROBERT E. PECK  
Foreman, 1985 - 86 Grand Jury

JAMES A. MOWEN,  
People for Efficient Transportation

### ARGUMENT AGAINST MEASURE B

In 1992 we urged you to vote term limits on the Board of Supervisors. It was in the interest of good government.

In the same spirit, we ask a NO vote on Measure B.  
It is a blank check, wasting tax dollars to create more political jobs.

#### COSTS MORE MONEY

The ballot statement reports cost savings, but fails to report start-up costs of \$2.6 million. The politicians ignored an independent audit commissioned to study costs when the facts did not fit their proposal.

The independent audit report concludes:

- additional \$45,000 cost per year
- \$2.6 million start-up expenses

#### CREATES MORE BUREAUCRACY, NEW POLITICAL JOBS

This effort creates new political jobs and eliminates none.  
It increases a 5-member board to 16 politicians, who will have 32 "policy" and "technical" advisors.

The politicians drew new transit district boundaries and made them **IDENTICAL** to current supervisorial boundaries. Current Supervisors can run for new office in their **OWN** districts to avoid term limits.

Board Chairman Ron Gonzales criticized this as "a job creation program for politicians."

#### SACRAMENTO POLITICIANS TO DECIDE DETAILS WITHOUT VOTER APPROVAL

Since this measure is "advisory" it can be changed by Sacramento politicians without voter approval. Term limits can be removed and salaries increased for new politicians at any time.

Politicians placed this proposal on the ballot with no public hearing and limited public discussion to just minutes before their vote.

#### BETTER, COST-SAVINGS ALTERNATIVES NOT EXPLORED

Citizens asked for more information and for a better measure to be placed on the June 1994 ballot. This would allow for more public input and alternatives which could save tax dollars.

Reject the politicians' proposal. It gives inadequate information.

#### DON'T BE DUPED BY THE SUPES!

Vote **NO** on Measure B. We can come up with a better plan than the politicians.

MURPHY SABATINO, President  
Santa Clara County  
Taxpayers Association

LU RYDEN, Former Member  
San Jose City Council

ROBERT F. COLEMAN, Chairperson  
People for Efficient Transportation

HARRY KALLSHIAN, Former Mayor  
Los Altos, Past Member,  
Santa Clara County Transportation  
Commission

GILBERT A. GARCIA, President,  
Retired Teamsters

### REBUTTAL TO ARGUMENT AGAINST MEASURE B

#### Now is the time to act.

For the past 15 years, people have suggested separating the Transit District from the Board of Supervisors to save money and improve government efficiency. Measure B does that; but the opponents want us to conduct more studies and wait.

#### Measure B is a "Politician Reduction Act."

It replaces the 29 members currently paid to serve on the Transportation Commission, 5 County Supervisors and 12 Congestion Management Agency members with a new governing board of 16 persons. This is a reduction of about 65 percent in positions.

#### Measure B tells the Legislature what we want.

It tells the Legislature how we want the Transit District to be governed. The Legislature won't act to change state law until we provide the instructions.

#### Measure B saves taxpayers' dollars.

The new governing body is made up of part-time positions, with no salary and with term limits. Measure B reduces the number of governmental agencies, and saves a minimum of \$2 million over 10 years.

#### Measure B promotes sound environmental planning.

It strengthens the link between transportation and land use, and ensures that our future will be properly planned.

#### Measure B cuts government red tape and waste.

It reduces bureaucracy and improves efficiency by combining agencies with similar functions. It untangles the confusing and costly process for making transportation decisions.

Fifteen years is long enough for inaction. Vote yes to save taxpayers' dollars. Vote yes for good government. **VOTE YES ON MEASURE B.**

NORMAN Y. MINETA  
Chair, Committee on Public Works  
and Transportation, U.S. House  
of Representatives

DIANNE MC KENNA  
Board Member, Transit District  
Board of Supervisors, Board Member,  
Santa Clara County Congestion  
Management Agency

WILLIAM F. MILLER  
Professor, Stanford Graduate  
School of Business  
Past President, SRI

MARY CHARLES  
Senior Advocate  
Columnist, Spectrum Newspapers

RICHARD NAPIER  
Council Member, City of Sunnyvale  
Former Member, Santa Clara  
Transportation Commission

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11/2/03 Statewide Election

Measure B

VF-005.001

130,722 Yes  
104,237 No

Groups: All

SC 000-00