



2018 Election Results

US Senate

Democrats – 45 seats (lost 2 seats)

Republicans – 53 seats (gained 2 seats)

Independents – 2 seats

GOP majority but Republicans don't have 60 votes to stop filibusters.

US House

Democrats – 234 (gained 39 seats)

Republicans – 200 (lost 39 seats)

Undecided – 1

Minnesota US Senate

Amy Klobuchar (D) won against Jim Newberger (R)

Tina Smith (D) won against Karin Housely (R)

Minnesota Congressional Delegation 5 Democrats, 3 Republicans

1st District – Jim Hagedorn (R) won against Dan Feehan (D) Seat left open by Tim Walz

2nd District – Angie Craig (D) won against Jason Lewis (R) – Incumbent

3rd District – Dean Phillips (D) won against Erik Paulsen (R) – incumbent

4th District – Betty McCollum (D) - **incumbent** won against Greg Ryan (R)

5th District – Ilhan Omar (D) won against Jennifer Zielinski (R) seat left open by Keith Ellison

6th District – Tom Emmer (R) - **incumbent** won against Ian Todd (D)

7th District – Collin Peterson (D) – **incumbent** won against Dave Hughes (R)

8th District – Pete Stauber (R) won against Joe Radinovich (D) seat left open by Rick Nolan

the FAST Act and MAP-21 surface transportation bills were enacted under divided government. 2
Another key advantage for the federal transportation programs is the looming Highway Trust Fund

revenue shortfall and expiration of the federal highway and transit programs in 2020 that will require congressional action of some form in the next two years. Despite the predictions of legislative partisan gridlock and bruised egos following Tuesday's elections, we are looking at another busy couple of years on the transportation front.

The seven FY 2019 appropriations bills that are currently operating under a short-term continuing resolution (CR) set to expire Dec. 7. These annual appropriations bills set funding for a variety of federal programs—including most administered by the U.S. Department of Transportation. It remains to be seen, however, if Congress will approve funds for the remainder of FY 2019 or approve another short-term measure that would require further action next year. Regardless of the path taken, the final package is expected to fully fund the FAST Act's authorized investment commitment and provide over \$6 billion in supplemental transportation resources.

Leaders of both parties have pointed to federal infrastructure investment as being at the top of their agenda for the 2019-2020 session. Reauthorization of the federal highway and public transportation programs faces a Sept. 30, 2020, deadline and action on such a measure will require Congress to address the Highway Trust Fund next revenue shortfall projected to occur in 2020.

Minority Leader Nancy Pelosi (D-Calif.), Minority Whip Steny Hoyer (D-Md.) and Democratic Caucus Assistant Leader James Clyburn (D-S.C.) are very likely to ascend to the top three positions for their party when they assume the majority in the House in 2019. Pelosi will likely be the next Speaker, assuming a role she had from 2007 through 2010. Hoyer is slated to become Majority Leader and Clyburn Majority Whip. On the GOP side, with current Speaker Paul Ryan (R-Wis.) retiring at the end of the Congress, Majority Leader Kevin McCarthy (R-Calif.) and Majority Whip Steve Scalise (R-La.) will likely assume the party's leadership positions in the minority. However, McCarthy may receive a challenge from the far right of his party. With the Republican majority in the Senate likely to increase by at least two seats, if not more, Majority Leader Mitch McConnell (R-Ky.) will continue his role in 2019. It gets a little interesting after that, as GOP Caucus Rules in the Senate term-limit current Majority Whip John Cornyn (R-Texas). The current number three for Republicans, GOP Caucus Chairman John Thune (R-S.D.), has expressed interest in taking over as the Majority Whip. It has been reported that McConnell will seek to retain Cornyn as part of the GOP leadership in some capacity. On the Democratic side, current Minority Leader Chuck Schumer (D-N.Y.) will stay on as the Minority Leader for the Democrats in the Senate, with Dick Durbin (D-Ill.) continuing as Minority Whip and Patty Murray (D-Wash.) maintaining her role as Assistant Minority Leader.

Committee Ranking Member Peter DeFazio (D-Ore.) will take over as chairman of the T&I Committee in January. DeFazio has led Democrats on the panel since 2015. Eleanor Holmes Norton (D-D.C.) and Rick Larson (D-Wash.) are expected to assume the gavels at the Highways & Transit and Aviation Subcommittees, respectfully. Who will lead Republicans now that Shuster is stepping aside is yet to be determined.

With Rep. Rick Nolan and Rep. Jason Lewis leaving, we don't know if Minnesota will have a member serving on the Transportation and Infrastructure Committee.

Sen. John Barrasso (R-Wyo.) will have the option to remain chairman of the Senate EPW Committee in 2019—the committee has jurisdiction over the federal highway program. Barrasso, however, may have the option to chair another committee, so uncertainty remains at this point. Current EPW Ranking Member Tom Carper (D-Del.) is expected to continue as the lead Democrat on the panel next year. Senate Finance Committee. The chairmanship of the Senate Banking Committee is not clear.

Minnesota Election Results

Governor

Tim Walz (D) won against Jeff Johnson (R).

Attorney General

Keith Ellison (D) won against Doug Wardlow (R)

Secretary of State

Steve Simon (D) won against John Howe (R)

State Auditor

Julie Blaha (D) won against Pam Myhra (R)

Minnesota Legislature

MN Senate

One open seat due to retirement of Senator Michelle Fischbach District 13

Jeff Howe (R) won against Joe Perske (D)

Senate retains 34-33 majority

MN House *Pending recounts 75 DFL seats 59 GOP seats

New Legislators - 39 17-18 #Flipped seats

#5A – John Persell (DFL) – former Rep. Bliss (R) *Recount triggered 4 vote lead

6B – Dave Lislegard (DFL) - former Rep. Metsa (DFL)

13A – Lisa Demuth (R) – former Rep. Howe (R)

#14B – Dan Wolgamott (DFL) – former Rep. Knobloch (R)

15B – Shane Mekeland (R) – former Rep. Newberger (R)

19A – Jeff Brand (DFL) – former Rep. Johnson (DFL)

20B – Todd Lippert (DFL) – former Rep. Bly (DFL)

23B - Jeremy Munson (R) – former Rep. Cornish (R)

#33B – Kelly Morrison (DFL) – former Rep. Pugh (R)

34A – Kristin Robbins (R) – former Rep. Peppin (R)

#34B – Kristin Bahner (DFL) – former Rep. Smith (R)

#36A – Zach Stephenson (DFL) - former Rep. Uglem (R)

#38B – Ami Wazlawik (DFL) – former Rep. Dean (R)

#39B – Shelly Christensen (DFL) – former Rep. Lohmer (R)

40B – Samantha Vang (DFL) – former Rep. Hillstrom (DFL)
#42A – Kelly Moller (DFL) – former Rep. Jessup (R)
#44A – Ginny Klevorn (DFL) – former Rep. Anderson (R)
44B – Patty Acomb (DFL) – former Rep. Applebaum (DFL)
46A – Ryan Winkler (DFL) former Rep. Flannagan (DFL)
47B – Greg Boe (R) – former Rep. Hoppe (R)
#48B – Carlie Kotyza-Witthuhn (DFL) – former Rep. Loon (R)
#49A – Heather Edelson (DFL) – former Rep. Anselmo (R)
49B – Steve Elkins (DFL) – former Rep. Rosenthal (DFL)
50A – Michael Howard (DFL) – former Rep. Slocum (DFL)
#52B – Ruth Richardson (DFL) – former Rep. Regina Barr (R)
53A – Tou Xiong (DFL) – former Rep. Ward (DFL)
#53B – Steve Sandell (DFL) – former Rep. Fenton (R)
#54A – Anne Claflin (DFL) – former Rep. Franke (R)
#55A – Brad Tabke (DFL) – former Rep. Loonan (R)
#56A – Hunter Cantrell (DFL) – former Rep. Christensen (R)
#56B – Alice Mann (DFL) – former Rep. Peterson (R)
57A – Robert Bierman (DFL) – former Rep. Maye Quade (DFL)
#57B – John Huot (DFL) – former Rep. Wills (R)
60B – Mohamud Noor (DFL) – former Rep. Omar (DFL)
61B – Jamie Long (DFL) – former Rep. Thissen (DFL)
62A – Hodan Hassan (DFL) – former Rep. Clark (DFL)
62B – Aisha Gomez (DFL) – former Rep. Allen (DFL)
64A – Kaohly Her (DFL) – former Rep. Murphy (DFL)
67B – Jay Xiong (DFL) – former Rep. Johnson (DFL)

Senate Majority Leader – Paul Gazelka
President of the Senate – Jeremy Miller
Senator Minority Leader – Tom Bakk

Speaker of the House – Melissa Hortman
Majority Leader – Ryan Winkler
Minority Leader – Kurt Daudt

Tim Walz promptly confirmed he will seek to raise the state's gasoline tax to pay for transportation improvements.

“Absolutely,” Walz, a Democrat, said when asked by reporters. He said transportation — specifically roads, highways and bridges — will be a top priority for his administration. And, he said, there’s bipartisan support for that.

But whether there’s bipartisan support for a gas tax hike to pay for it is another matter.

Senate Majority Leader Paul Gazelka, R-Nisswa, said this Thursday: “If you look at the last two years, we had massive increases in spending towards roads and bridges. We can do that without a gas tax. ... When people say they want a gas tax (increase), I think what they’re really saying is ‘We want roads and bridges funded,’ so I think we’re all committed to that.”

But not with a gas tax, Gazelka said. “I think that’s one of the issues we may disagree on.”

Walz campaigned on the notion of having an “honest conversation” about raising the motor-fuel tax to pay for infrastructure — a couch that was correctly interpreted as being supportive of the idea. His opponent, Republican Jeff Johnson, campaigned against the idea.

Walz defeated Johnson handily Tuesday, earning nearly 54 percent of the vote to Johnson’s roughly 42 percent.

Other States

Voters in 12 states overwhelmingly re-elected 93 percent of 530 state lawmakers who supported a gas tax increase between 2015 and 2018 and ran for re-election in 2018. Winning state lawmakers in Nov. 6 races included 92 percent of Republicans, and 94 percent of Democrats, according to an analysis from the American Road & Transportation Builders Association’s Transportation Investment Advocacy Center™ (ARTBA-TIAC).

The preliminary numbers compare favorably to lawmakers who voted against a gas tax increase—90 percent of 211 state legislators who voted against a gas tax increase and ran for re-election won their races, including 88 percent of Republicans and 96 percent of Democrats.

Ballot Initiatives

Voters in 31 states Nov. 6 once again showed their support for transportation infrastructure investments, approving 272, or 79 percent, of 346 state and local ballot measures. In total, the approved initiatives are expected to generate over \$30 billion in one-time and recurring revenue, according to the analysis conducted by the American Road & Transportation Builders Association’s Transportation Investment Advocacy Center™ (ARTBA-TIAC).

In the most closely watched initiative of 2018, California voters turned back Proposition 6, an effort to repeal an increase in the state gasoline and diesel motor fuels tax that had been approved by the legislature as part of a 2017 transportation funding law. The 55 percent to 45 percent decision by voters will help preserve more than \$50 billion for urgently-needed highway, bridge, and transit improvements in California over a 10-year period.

- A proposed state gas tax increase in Missouri met unexpected resistance at the polls, with voters rejecting the measure to gradually increase the state gas tax by 10 cents per gallon to fund the maintenance and repair of roads and bridges with 46% in favor and 54% against.
- In Colorado, voters rejected two measures to provide new transportation investments. Proposition 109, a measure to provide one-time funding with a \$3.5 billion bond, was rejected

39 percent to 61 percent. Proposition 110, which would have increased the state sales tax by 0.62 percent for 20 years and provided an initial jumpstart with a \$6 billion bond, also failed, 40 percent to 60 percent.

- Statewide measures to protect transportation funds from being diverted to non-transportation purposes passed in Connecticut and Louisiana.
 - Connecticut: Prohibit lawmakers from using revenue dedicated to the state's Special Transportation Fund for anything not related to transportation spending passed 89% in favor and 11% against.
 - Louisiana: This Constitutional amendment would remove the authority of the Transportation Trust Fund to fund state police for traffic control purposes, passed with 56% in favor and 44% against. Another initiative for a ¾ cent sales tax to fund repairs on 400 miles of road failed with 37% in favor and 63% against.
- In Utah, an advisory question asking if the state should increase the state gas tax by 10 cents-per-gallon, with revenue deposited into the transportation fund, and general fund revenue redirected to education failed 34% for and 66% against.
- Some of the biggest wins were in Florida. Broward County said yes on a one-cent sales tax increase to pay for road, bus, and rail upgrades. The measure is expected to raise \$16 billion over the next 30 years for South Florida's mobility needs. Hillsborough County said yes on a one-cent sales tax increase to fund transportation investments. Forty-five percent of the measure, which will generate \$9 billion over the next three decades, will support the local transit authority. The rest will go to roads. And Collier County and St. Lucie County both approved multi-million-dollar tax increases to better move residents.