

**Correspondence Received as of 10/27/2015: Commission Item # 2**

<b>Author</b>	<b>Affiliation</b>	<b>Date</b>
Darrell Steinberg	Former Senate President Pro Tempore	10/23/2015
Assemblymember Susan Bonilla	14th Assembly District	10/21/2015
Matt Vander Sluis	Greenbelt Alliance	10/27/2015
Jim Wunderman, President and CEO	Bay Area Council	10/27/2015
Alexander R. Coate, General Manager	Easy Bay Municipal Utility District	10/21/2015
Lorie Tinfow, City Manager	City of Pacifica	10/27/2015
David Brandt, Chair	Santa Clara County City Managers Association	10/22/2015
Sherry M. Kelly	City of American Canyon	10/22/2015
Renee Goddard	Town of Fairfax	10/22/2015
Katie Rice, President, Board of Supervisors	County of Marin	10/20/2015
Linda Craig, President	League of Women Voters	10/26/2015
Assemblymember Marc Levine	10th Assembly District	10/19/2015
Larry Chu, Mayor	City of Larkspur	10/16/2015
Cynthia Murray, President and CEO	North Bay Leadership Council	10/22/2015
Frank X. Doyle	Town of Tiburon	10/21/2015
Russell Hancock, President & Chief Executive Officer	Joint Venture - Silicon Valley Network	10/20/2015
Roger N. Wykle, Mayor	Town of Moraga	10/14/2015
Debbie Long, Chair	Contra Costa Mayors Conference	10/13/2015
Mike Doyle, Mayor, Town of Danville; John Marchand, Mayor, City of Livermore; Bill Clarkson, Mayor, City of San Ramon; David Haubert, City of Dublin; Jerry Thorne, Mayor, City of Pleasanton	Tri-Valley Cities	9/28/2015
Bob Simmons, Mayor	City of Walnut Creek	10/7/2015
Bob Muscat, Executive Director	Local 21 Professional & Technical Engineers	10/8/2015
Tom Butt, Mayor	City of Richmond	10/7/2015
Brandt Andersson	City of Lafayette	9/29/2015
Debra Strutsman, Town Manager	Town of San Anselmo	9/23/2015
Kenneth R. Wachtel, Mayor	City of Mill Valley	9/23/2015

## DARRELL STEINBERG

1201 K Street, Suite 1100 Sacramento, California 95814  
(916) 442-1111

RECEIVED

OCT 27 2015

MTC

October 23, 2015

Dave Cortese, Chair  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

Re: Proposed Consolidation of Planning for Preparation of RTP/SCS

Mr. Dave Cortese:

I am writing this letter in support of the Metropolitan Transportation Commission's (MTC) proposal to consolidate planning within one department under the supervision of MTC for purposes of preparing the combined regional transportation plan (RTP) and sustainable communities strategy (SCS) required under SB 375.

As you know, as the designated transportation planning agency and metropolitan planning organization (MPO), MTC is required to prepare and adopt the RTP, which includes the SCS under SB 375. (Gov. Code, § 65080, subd. (a), (b)(2)(B).) Because of the unique situation in the Bay Area where a separate agency, the Association of Bay Area Governments (ABAG), serves as the region's council of governments and is responsible for land use planning required for the Regional Housing Needs Allocation, SB 375 requires that ABAG be responsible for certain portions of the SCS. (*Id.*, subd. (b)(2)(C)(i).) Under SB 375, ABAG is asked to cooperate in the SCS process, and to provide information related to its land use planning responsibilities. However, the language of SBpar 375 reserves responsibility for preparation and adoption of the RTP, including the SCS, with MTC.

I support this functional consolidation because of the benefits an integrated planning approach will have in the Bay Area. Consistent with the other MPOs in the State, a consolidated planning department will be able to provide more effective assistance to local government by providing expert planning and data sharing services from one source. A consolidated planning department will also result in development of a more comprehensive plan by integrating staff expertise on transportation, housing, economic development, and sustainability. And facilitating a more effective planning process will help the State better achieve the greenhouse gas reduction goals at the heart of SB 375.

Thank you for your continued effort to implement the goals of SB 375 to facilitate sustainable planning in California.

Sincerely,



Darrell Steinberg

STATE CAPITOL  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0014  
(916) 319-2014  
FAX (916) 319-2114

DISTRICT OFFICE  
2151 SALVIO STREET, SUITE 395  
CONCORD, CA 94520  
(925) 521-1511  
FAX (925) 602-1536

# Assembly California Legislature



**SUSAN A. BONILLA**  
CHAIR: BUSINESS AND PROFESSIONS  
ASSEMBLYWOMAN, FOURTEENTH DISTRICT

COMMITTEES  
HEALTH  
UTILITIES AND COMMERCE

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MTC

October 21, 2015

Dave Cortese  
Chair, MTC Board of Commissioners  
101 Eighth Street  
Oakland, CA 94607

Dear Chairman Cortese and MTC Board of Commissioners:

I write to you in regards to the current Metropolitan Transportation Commission (MTC) proposal to create an integrated regional planning department between MTC and the Association of Bay Area Governments (ABAG).

While I understand the need to improve the current land-use and transportation planning strategies to meet our greenhouse gas reduction goals from SB 375 (2008), my underlying concerns are adopting a plan without exploring all merging options and potential solutions involving all stakeholders.

Simply put, instead of approving this proposal, I urge that the Board reevaluates its plans and allows for an open and fully transparent discussion on restructuring the duties, responsibilities, and authority of both MTC and ABAG. I also ask that MTC continues to provide funding to ABAG until an inclusive agreement can be reached.

I encourage MTC and ABAG to work collaboratively to come up with a fair solution, which will best serve the complex regional planning needs of the Bay Area.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "Susan A. Bonilla".

Assemblywoman Susan A. Bonilla  
14<sup>th</sup> Assembly District

CC: Julie Pierce, President, ABAG Executive Board  
Ezra Rapport, Executive Director, ABAG





San Francisco Office  
312 Sutter Street, Suite 510  
San Francisco, CA 94108  
(415) 543-6771

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OCT 27 2015

MTC

October 27, 2015

Supervisor Dave Cortese  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

**RE: Proposed Functional Consolidation of Planning Departments: MTC Resolution No. 4210**

Dear Chair Cortese and MTC Commissioners:

Greenbelt Alliance is the San Francisco Bay Area's leading organization working to protect natural and agricultural landscapes from development and help our cities and towns grow in smart ways to create great neighborhoods for everyone across the income spectrum. We are the champions of the places that make the Bay Area special, with more than 10,000 supporters and a 57-year history of local and regional success.

**We write to share our perspectives on the proposed consolidation of the MTC and ABAG Planning Departments into an Integrated Regional Planning Department.**

The issues of land use, land conservation, transportation, and social equity are inextricably linked. The Bay Area needs a highly functional regional governance structure that effectively integrates these multiple issues to ensure the best outcomes for the region.

For years, Greenbelt Alliance has believed that the region would benefit from better integration of MTC and ABAG—including a full merger of the two agencies—to more effectively address these multiple issues. We strongly appreciate the recent attention to the topic of regional agency integration and believe it provides a unique opportunity to advance this long-sought goal.

With so much at stake, it's essential that it's done right.

We remain concerned that the current proposal—particularly with its short time frame and limited opportunities for public input—may not be the best way to achieve the integration across issues that many of us desire. For example, separating the staff for the Regional Housing Needs Allocation (RHNA) process from the rest of the regional planners could complicate efforts to synchronize the Bay Area's Regional Transportation Plan / Sustainable Communities Strategy with the RHNA process, as required by SB 375. Likewise, the proposal could have unintended negative impacts on the Bay Trail program and the San Francisco Estuary Partnership.

However, should the Commission move forward and adopt a resolution to create an Integrated Regional Planning Department, it is essential that such a resolution contain language to ensure that the integrated

department addresses the multiple issues facing the region in a truly integrated fashion. The mandate of a truly integrated department will recognize that issues of housing, transportation, conservation of natural and agricultural landscapes, social equity, and economic development are all essential to planning for a vibrant, sustainable region that benefits all Bay Area residents.

MTC's stated purpose is currently transportation-centric; the MTC website states that MTC is "the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area." We recognize that MTC has been increasingly attentive to the intersection of transportation and these other critical issues and we appreciate that attentiveness. However, given MTC's current transportation-focused mission we believe it is essential to articulate that an Integrated Planning Department has a broader mission. **We therefore urge the Commission to add an additional "Principle" to Attachment A of Resolution 4210** stating that:

The mission of the integrated planning department shall be to address issues of housing, transportation, conservation of natural and agricultural landscapes, social equity, and economic development in an integrated and holistic fashion.

Finally, the resolution must include a commitment that the integration of the planning departments be developed and carried out through a transparent public process with ample opportunities for input from stakeholders and academic experts. This should include an outside assessment of the full financial implications of such a transition to ensure existing programs such as the San Francisco Estuary Partnership and Bay Trail program are not negatively impacted. We also strongly support a study to examine opportunities for deeper integration of MTC and ABAG, including full merger, and encourage MTC to identify clear, meaningful roles for the public in the design and execution of that study to ensure that we take advantage of the wealth of information and perspectives from stakeholders from across the region.

We expect to be highly engaged in future decisions about the Bay Area's regional planning functions and remain committed to the goal of a workable regional structure that creates a better Bay Area for all.

Sincerely,



Matt Vander Sluis

Program Director

[mvandersluis@greenbelt.org](mailto:mvandersluis@greenbelt.org)

CC:

Julie Pierce, ABAG Chair

Ezra Rapport, ABAG Executive Director

Miriam Chion, ABAG Planning & Research Director

Steve Heminger, MTC Executive Director

Ken Kirkey, MTC Planning Director



October 27, 2015

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OCT 27 2015  
MTC

Hon. Dave Cortese  
Chairman  
Metropolitan Transportation Committee  
101 8<sup>th</sup> Street  
Oakland, CA 94607

Dear Chairman Cortese:

The Bay Area holds several dubious distinctions. We have the nation's worst housing affordability. We have the most challenging commutes. We have the most confusing and inefficient transit network, with over two dozen transit agencies. And we have the most dysfunctional structure of regional planning, being the only major metropolitan region that vests regional transportation planning in one agency and regional housing and land use planning in another agency. Tomorrow, you and your fellow Commissioners will confront this issue head-on, and I urge you to be visionary and to be guided by the needs of this region.

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) both have proud histories and legacies of accomplishment. The Metropolitan Transportation Commission has guided the development of major projects such as the Caldecott Tunnel 4<sup>th</sup> Bore, BART to SFO, and Doyle Drive, as well as supporting smaller local projects through its innovative Transportation for Livable Communities (TLC) and One Bay Area Grant (OBAG) programs. The Association of Bay Area Governments, faced with the need to facilitate greater infill and transit-oriented development, collaborated effectively with local governments to establish Priority Development Areas (PDAs) and to embed those PDAs in Plan Bay Area.

However, MTC and ABAG were formed as separate agencies at a point in history when regional transportation and housing challenges were unimaginably smaller than today and when each issue could reasonably be dealt with in isolation. That day is long past. Today, divided regional planning is demonstrably unable to adequately respond to our immense housing and transportation challenges or to lead an effective response to the state goals established by SB 375 and AB 32. At best, this planning schism weakens the ability of either agency to lead the essential work of intersecting transportation and housing planning. At worst, divided regional planning creates two conflicting visions and agendas from two separate agencies, ensuring that neither can provide effective leadership. Furthermore, divided governance offers neither agency a clear path, impetus, or authority to lead on the regional planning issues—such as economic development, and disaster response and recovery—that are not explicitly vested in either agency.

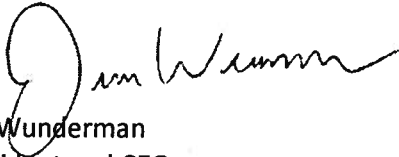
Our residents, our employers, our economic sustainability, our environment, and our quality of life in the Bay Area can no longer survive this inefficient and ineffectual regional planning structure. The time to act is now, and action must be decisive. I commend you and MTC for appreciating this urgency and for proposing action. Merging the planning staff of the two agencies under MTC management will provide a necessary degree of consistency and effectiveness that can only help.

However, I would put to you that a full merger of the two agencies is the logical and necessary outcome and should be the presumed objective. The Bay Area needs clear, effective, responsive, and accountable regional leadership, and this will not be achieved solely by consolidating planning staff. It also will not be accomplished by elevating MTC's role at the expense of ABAG's—the interests and voice of Bay Area cities and counties are too important, and their land use and taxation authority too substantial, to be left on the sidelines. A full merger of MTC and ABAG, consolidating all functions into one agency and preserving a role for broad representation of local governments, will create a single entity with unambiguous responsibility and authority to address the full span of regional planning issues.

Your staff's recommendation includes a 12 month "policy, management, financial and legal analysis of steps toward further integration, up to and including institutional merger between MTC and ABAG." This is an essential component of the action that MTC is considering, and it deserves greater centrality and a stronger commitment. Rather than presenting a potential merger as an afterthought to be considered by this study, I urge that MTC unequivocally state that it recognizes the need for clear, effective, responsive, and accountable regional planning leadership and that its preference and intent is to achieve a full merger of the two agencies.

The proposed staff consolidation has, regrettably, become cast in terms of a conflict between two agencies, but it is much more than that. It should be the first step towards creating an agency that can effectively address the issues that are vexing our region and challenging our residents and employers. I hope you will take the opportunity on October 28<sup>th</sup> to stand above the current dispute and, with your fellow Commissioners, commit yourselves not just to the path that you will follow but also to the destination towards which you will work.

Sincerely,



Jim Wunderman  
President and CEO

cc: MTC Commissioners  
Steve Heminger, MTC Executive Director  
Members, ABAG Executive Board  
Ezra Rapport, ABAG Executive Director

October 21, 2015

Ezra Rapport, Executive Director  
Association of Bay Area Governments  
101 Eighth Street  
Oakland, CA 94607

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**OCT 27 2015**

**MTC**

Steve Heminger, Executive Director  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

Re: Association of Bay Area Governments and the Metropolitan Transportation Commission

I am writing to inform you that the East Bay Municipal Utility District (EBMUD) has been following with interest your discussions regarding whether certain regional land use planning research and related services that historically have been provided by the Association of Bay Area Governments (ABAG) might instead be provided by the Metropolitan Transportation Commission (MTC).

We are aware of the positions of the two agencies with regard to the MTC proposal, and see that both the Contra Costa County Mayors' Conference and the Alameda County Mayors' Conference have expressed support for ABAG's position on the matter.

As a sister agency providing water and wastewater services for many communities in Contra Costa and Alameda Counties, we rely on regional planning data and consider it to be a valuable service. EBMUD supports a careful and deliberate process in determining how these important services will be provided in the future.

Thank you for your consideration.

Sincerely,



Alexander R. Coate

ARC:AP:rc

cc: EBMUD Board of Directors





Scenic Pacifica  
Incorporated Nov. 22, 1957

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## CITY OF PACIFICA

170 Santa Maria Avenue • Pacifica, California 94044-2506  
[www.cityofpacifica.org](http://www.cityofpacifica.org)

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**MAYOR**  
Karen Ervin

**MAYOR PRO TEM**  
Sue Digre

**COUNCIL**  
Mike O'Neill  
Mary Ann Nihart  
John Keener

October 27, 2015

Mr. Steve Heminger  
Metropolitan Transportation Commission  
Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700

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OCT 27 2015

**MTC**

Re: Proposed Integrated Regional Planning Department

Dear Mr. Heminger:

The City of Pacifica is aware that the Metropolitan Transportation Commission (MTC) has proposed integrating the Association of Bay Area Government's (ABAG) Planning Department staff into an Integrated Regional Planning Department within MTC. Regional planning is very important as Bay Area communities grapple with challenges that require regional collaboration such as climate adaptation and affordable housing. The Pacific City Council has concerns about the activities proposed by MTC and directed me to send this letter.

The City of Pacifica is respectfully requesting that the decision to merge MTC and ABAG planning departments be considered after deliberate and thoughtful discussion involving input from all stakeholders. Specifically, we are requesting that (1) the 2015-16 ABAG planning funding remain in place while input is sought; (2) that the suggested stake holder discussion is open and transparent; and (3) that a third party be hired to facilitate the conversation.

Thank you very much for your consideration. I know that MTC understands the importance of regional planning to all stakeholders and we hope will decide to postpone this decision until all stakeholders have an opportunity to study this potential change and provide input.

Sincerely,

LORIE TINFOW  
City Manager

cc: City Council  
Ezra Rapport, ABAG Executive Director  
Supervisor Adrienne Tissier, San Mateo County Supervisor and MTC Representative  
Council member Alicia Aguirre, Redwood City, and MTC Representative



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**OCT 27 2015**  
**MTC**

October 22, 2015

Honorable Dave Cortese  
Chair, Metropolitan Transportation Commission  
101 Eight Street  
Oakland, CA 94607

Dear Chair Cortese,

I am writing on behalf of the Santa Clara City Managers Association regarding the Metropolitan Transportation Commission's (MTC's) proposal to transfer components of the Plan Bay Area and the associated planning and research staff and funding from the Association of Bay Area Governments (ABAG) to MTC.

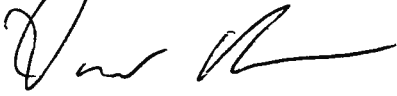
After considering a presentation made by ABAG Executive Director Ezra Rapport to the Santa Clara County City Managers on October 14, 2015, the Association has some questions and concerns. ABAG has provided a number of services and carries out a number of planning functions of great importance to Santa Clara County cities, including the insurance pool, energy programs, and the Bay Trail program not to mention the jobs and housing projections and analysis required to determine city Regional Housing Needs Allocation. MTC has not been clear regarding how these ABAG programs and responsibilities would continue going forward or why this change in organization makes sense for the region at this time.

We are aware that the organization of regional planning entities for Bay Area is unique within the State. However, because of this historic legacy, we believe that changes to the organizational structure of Bay Area regional planning should be made deliberately, transparently and with the input from the cities and counties within the entire nine Bay Area counties.

As the association of Santa Clara County City Managers, we respectfully request that the MTC Board delay any final decision on this proposal until the Commission staff can discuss the proposal with the ABAG member cities and counties and assure Bay Area local governments that the services and responsibilities currently fulfilled by both ABAG and MTC will not be negatively impacted by the MTC proposal, and that the proposal represents the most efficient and effective allocation of responsibilities and resources between the two agencies.

As a long serving public official within Santa Clara County and regionally, we rely on your leadership to advance effective regional governance for the Bay Area. On behalf of the Santa Clara County City Managers Association, I respectfully invite you and/or MTC staff to come and discuss the MTC proposal at a future Association meeting with our members.

Thank you for your consideration,

A handwritten signature in black ink, appearing to read 'David Brandt', with a long horizontal flourish extending to the right.

David Brandt  
Chair, Santa Clara County City Managers Association

CITY OF  
AMERICAN  
CANYON



RECEIVED

OCT 27 2015

MTC

October 22, 2015

Steve Heminger  
Executive Director  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

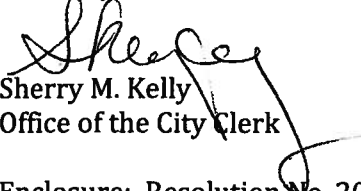
Ezra Rapport  
Executive Director  
Association of Bay Area Governments  
101 Eighth Street  
Oakland, CA 94607

Dear Mr. Heminger and Mr. Rapport,

At its meeting of October 20, 2015, the City of American Canyon City Council unanimously adopted Resolution No. 2015-79.

This resolution urges that MTC restore and continue funding to ABAG and that both MTC and ABAG engage in mediated discussions regarding restructuring your relationship, including possible merger options.

Sincerely,

  
Sherry M. Kelly  
Office of the City Clerk

Enclosure: Resolution No. 2015-79



**RESOLUTION NO. 2015-79**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON URGING MTC RESTORE AND CONTINUE FUNDING TO ABAG AND THAT MTC AND ABAG ENGAGE IN MEDIATED DISCUSSIONS REGARDING RESTRUCTURING THEIR RELATIONSHIP INCLUDING POSSIBLE MERGER OPTIONS**

**WHEREAS**, the cities and counties of the Bay Area created the Association of Bay Area Governments (ABAG) as a joint powers agency with regional planning powers, including regional land use planning; and

**WHEREAS**, all the cities in the county of Napa are members of ABAG; and

**WHEREAS**, the State Legislature has also conferred specific regional land use planning powers on ABAG through the enactment of statutes such as SB 375; and

**WHEREAS**, the statute creating the Metropolitan Transportation Commission (MTC):

- A. Requires it to provide comprehensive regional transportation planning for the Bay Area; and
- B. Does not grant MTC any land use planning powers, and
- C. Explicitly states that MTC shall consider plans prepared and adopted by ABAG; and

**WHEREAS**, SB 375 allocates to ABAG the power to prepare all land use planning elements of the Sustainable Communities Strategy (SCS) and its quadrennial updates; and

**WHEREAS**, SB 375 requires that the Regional Transportation Plan (RTP) for the Bay Area include the SCS and the quadrennial updates prepared by both ABAG and MTC in accordance with the statutory scheme described above; and

**WHEREAS**, ABAG and MTC staff have been working on the current quadrennial update to the SCS, Plan Bay Area 2040 (PBA 2040); and

**WHEREAS**, MTC has been using pass-through State and Federal public monies to fund both its and ABAG's work on PBA 2040; and

**WHEREAS**, the MTC has adopted the Revised Funding Agreement Framework which specifically states that MTC will provide access to such pass-through funds through fiscal year 2021'-21, including funding for ABAG's work on PBA 2040; and

**WHEREAS**, so long as ABAG is able and willing to carry out its work on PBA 2040, MTC should not defund ABAG because by doing so, MTC makes it impossible for ABAG to provide the long term regional land use plan, which will impact MTC's ability to adopt a legally compliant RTP and puts at risk the region's State and Federal transportation funding; and

**WHEREAS**, for decades ABAG has been successfully collaborating with cities in a transparent way; and

**WHEREAS**, in ABAG's discussions throughout the region, and from the body of correspondence and testimony at the MTC meeting on September 23, 2015, it should be clear that the region's cities and

counties, city managers, and city planning managers are not supportive of MTC's unilateral proposal to transfer regional land use planning authority and land use planning staff from ABAG to MTC; and

**WHEREAS**, ABAG has regional land use planning and research staff capable of carrying out all the responsibilities assigned to ABAG under SB 375; and

**WHEREAS**, ABAG staff has been directed to carry out the responsibilities assigned to ABAG under SB 375, including preparation of Plan Bay Area 2040, and


**WHEREAS**, ABAG's planning and research staff belongs with the Council of Governments, which is ABAG.

**NOW, THEREFORE BE IT RESOLVED**, that the City Council of the City of American Canyon states to the Metropolitan Transportation Commission:

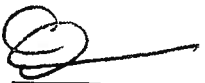
- A. MTC should restore funding to ABAG for fiscal year 2015'-16 in the full amount set forth in the Revised Funding Agreement Framework approved by MTC at its June 25, 2014 meeting, through June 2016 without qualification; and
- B. So long as ABAG is able and willing to carry out its responsibilities under SB 375, MTC should continue funding ABAG for such work provided there are available State and Federal pass-through funds, and provide ABAG with sufficient assurances that such funding will not be unilaterally terminated in the future; and
- C. MTC and ABAG staff should be instructed, by their respective boards, to immediately begin open and transparent discussions regarding restructuring their relationship including consideration of a possible merger of the two organizations; and
- D. MTC and ABAG should retain a third party organizational consultant acceptable to both organizations to facilitate conversations on better collaboration and possible merger options.

**PASSED, APPROVED and ADOPTED** at a regular meeting of the City Council of the City of American Canyon held on the 20<sup>th</sup> day of October, 2015 by the following vote:

**AYES:** Vice Mayor Leary, Council Members Ramos, Joseph, Bennett, and Mayor Garcia  
**NOES:** None  
**ABSTAIN:** None  
**ABSENT:** None

  
\_\_\_\_\_  
Leon Garcia, Mayor

**ATTEST:**

  
\_\_\_\_\_  
Cherri Walton, Deputy City Clerk

**APPROVED AS TO FORM:**

  
\_\_\_\_\_  
William D. Ross, City Attorney



# TOWN OF FAIRFAX

142 BOLINAS ROAD, FAIRFAX, CALIFORNIA 94930  
(415) 453-1584 / FAX (415) 453-1618

October 22, 2015

Steve Heminger, Executive Director  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607-4700

**RECEIVED**  
OCT 27 2015  
MTC

**RE: Potential Consolidation of MTC and ABAG Planning Departments**

Dear Mr. Heminger:

This letter is in regard to your recent white paper analyzing the potential consolidation of the ABAG and MTC Planning Departments within the MTC organization. We understand you have discussed this with the MTC Commission.

The Town of Fairfax strongly urges MTC to reconsider swift actions regarding consolidating the MTC and ABAG Planning Departments. The process for consideration of the proposal has been flawed in several ways. First, the process has not been a collaborative effort between the agencies. Second, critical stakeholders have not been afforded the opportunity to fully evaluate the proposal or provide reflective communication regarding its merits or alternatives. Finally, the timeline for the decision to consolidate has been incredibly rushed and very little information about this potential consolidation has been distributed to the cities and key stakeholders.

Instead of the current proposal the MTC is considering, the Town of Fairfax strongly requests the MTC take the following actions:

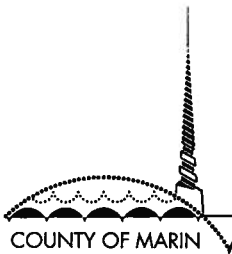
1. Extend ABAG planning services funding for the final 6 months of FY2015/2016 to secure stability to proceed with Plan Bay Area 2040.
2. Establish an ABAG/MTC subcommittee to produce an action plan which would evaluate options to ensure the appropriate and efficient collaboration between MTC and ABAG planning departments, as well as the continued representation of municipalities in the development of land use policies.
3. Retain an independent third party consultant to evaluate the two planning organizations and the options provided by both the September 10<sup>th</sup> ABAG and September 18<sup>th</sup> MTC Executive Director "White Papers".
4. Schedule regular progress reports by the Executive Directors to the joint MTC Planning Committee/ABAG Administrative Committee on an action plan, joint working plan and coordination with local jurisdictions.
5. Receive and consider input from cities and key stakeholders before making this crucial decision.

The Town of Fairfax plans to continue to pursue other avenues for small cities to further discuss and provide input.

Sincerely,

Renee Goddard  
Vice Mayor

cc: Ezra Rapport, Executive Director, ABAG



BOARD OF SUPERVISORS

October 20, 2015

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OCT 27 2015  
MTC

Damon Connolly  
1<sup>ST</sup> DISTRICT

PRESIDENT  
Katie Rice  
2<sup>ND</sup> DISTRICT

Kathrin Sears  
3<sup>RD</sup> DISTRICT

VICE PRESIDENT  
Steve Kinsey  
4<sup>TH</sup> DISTRICT

2<sup>ND</sup> VICE PRESIDENT  
Judy Arnold  
5<sup>TH</sup> DISTRICT

Matthew H. Hymel  
COUNTY ADMINISTRATOR  
CLERK OF THE BOARD

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415 473 3645 F  
415 473 6172 TTY  
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Honorable Dave Cortese, Chair  
Metropolitan Transportation Commission (MTC)  
101 8<sup>th</sup> Street  
Oakland, CA 94607

**Re: 2015-16 Funding from MTC to ABAG for Planning Services and Organizational Relationships**

Chair Cortese and Fellow Commissioners,

The Marin County Board of Supervisors urge your Commission to immediately and fully fund the Association of Bay Area Governments (ABAG) for the 2015-16 budget year without qualifications, consistent with the terms adopted by your Commission on June 25, 2014. This funding is critically important for ABAG to provide a range of planning services for its members and the region, including the statutory responsibilities assigned to ABAG under SB 375.

In addition, our Board requests that MTC undertake additional dialogue with ABAG in pursuit of improved regional planning. We ask that you partner with ABAG to engage an independent management consultant to evaluate the two agencies, working closely with the public and the respective policy boards, in order to develop a shared course for the Bay Area's future growth and mobility. This work should not be rushed, and it should begin with a publicly presented timeline and targeted milestones to insure that all interested parties understand how the evaluation will proceed. The open and transparent dialogue envisioned as part of the process of evaluating a possible restructure of the relationship should extend the invitation to all of the Bay Area's 101 cities and nine counties.

This work should address the numerous concerns raised when MTC proposed termination of ABAG funding for planning services to accommodate MTC's interest in singularly managing one planning staff that would support both agencies. Those include union concerns, loss of ABAG overhead revenues associated with the planning services they currently provide, and impacts on ABAG's pension obligations.

We would also note that Marin County and its cities and towns have been actively engaged with ABAG staff and its Executive Board on preparation of population and economic studies for the Sustainable Communities Strategy and Plan Bay Area 2040, among other issues. Hence, this explains our interest in assuring ABAG's direct role in these critical planning activities and a continued emphasis on active and meaningful participation of cities and towns going forward, regardless of the organizational structure of the regional planning body.

Outside of the immediate need to fully fund ABAG and work with them to explore near-term operational efficiencies, we encourage MTC to participate in a broad-based study group assigned to consider the value, governance, and administrative framework required to evaluate the relationship between ABAG and MTC, including the possibility of merger. Such an evaluation should strive to be completed within 2 years.

Sincerely,

Katie Rice, President  
Marin County Board of Supervisors





LEAGUE OF WOMEN VOTERS OF THE BAY AREA  
An Inter-League Organization of the San Francisco Bay Area



October 26, 2015

Dave Cortese, Chairman  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland CA 94607

RE: Commission Agenda October 28, 2015 – Functional Consolidation of Planning

Dear Chair Cortese and Commission Members,

The League of Women Voters of the Bay Area has reviewed both the ABAG resolution and the proposed MTC resolution on this issue. Clearly, there is no common vision on this matter.

We support restoration of full funding of ABAG for FY 2015-16, pursuant to the executed contract, and adopted MTC Budget. Funds should not be withheld from ABAG, until a plan is mutually agreed upon to transfer staff responsibilities. The allocation of funding can be reconciled as changes occur.

We continue to favor the development of a plan for consolidation of regional planning efforts, with professional consultation, and also with public participation, prior to any action to simply transfer certain planning staff from ABAG to MTC. There are broader issues to be addressed beyond saving some time and money in the Plan Bay Area process. In the meantime, ABAG needs to deal with its retiree funding issues, and MTC can, as needed, continue to question the overhead allocation it currently pays.

We look forward to working with the regional agencies in developing a plan and participating in a public process.

Sincerely,

*Linda Craig*

Linda Craig, President, LWVBA

STATE CAPITOL  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0010  
(916) 319-2010  
FAX (916) 319-2110

# Assembly California Legislature



**MARC LEVINE**  
ASSEMBLYMEMBER, TENTH DISTRICT

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CAMPUS CLIMATE  
COASTAL PROTECTION  
IMPROVING BAY AREA TRANSPORTATION  
SYSTEMS  
WINE

**E-MAIL**  
Assemblymember.Levine@assembly.ca.gov

**WEBSITE**  
www.assembly.ca.gov/Levine

October 19, 2015

The Honorable Steve Kinsey  
Metropolitan Transportation Commissioner  
3501 Civic Center Drive Room 329  
San Rafael, CA 94903

**RECEIVED**

**OCT 23 2015**

**MTC**

Dear Commissioner Kinsey:

I am writing to thank you for our productive meeting on October 15, 2015. It was good to hear that the Metropolitan Transportation Commission (MTC) will be fully funding the Association of Bay Area Governments (ABAG) through the 2015-2016 fiscal year. This will allow for more discussion and input from stakeholders on the proposed consolidation of regional planning under MTC. It is critical that any change in regional planning and governance be well thought out and have broad support in the region.

Additionally, I hope that MTC will view AB 1 x 24 as a means to improve public confidence in Bay Area transportation planning and infrastructure. I look forward to hearing MTC's thoughts on what can be done to build public trust in Bay Area transportation decision making.

Sincerely,

MARC LEVINE

cc: Dave Cortese, Chair  
Alicia C. Aguirre, Commissioner  
Jason Baker, Commissioner  
David Campos, Commissioner  
Federal D. Glover, Commissioner  
Anne W. Halsted, Commissioner  
Mark Luce, Commissioner  
Bijan Sartipi, Commissioner  
James P. Spring, Commissioner  
Scott Wiener, Commissioner  
Steve Heminger MTC Executive Director

Jake Mackenzie, Vice Chair  
Tom Azumbrado, Commissioner  
Tom Bates, Commissioner  
Dorene M. Giacomini, Commissioner  
Scott Haggerty, Commissioner  
Sam Liccardo, Commissioner  
Julie Pierce, Commissioner  
Libby Schaaf, Commissioner  
Adrienne J. Tissier, Commissioner  
Amy Rein Worth, Commissioner  
Bay Area Legislative Caucus



# City of Larkspur

400 Magnolia Avenue, Larkspur, California 94939  
Telephone: (415) 927-5110 Fax: (415) 927-5022  
Website: [www.cityoflarkspur.org](http://www.cityoflarkspur.org)

October 16, 2015

Ms. Julie Pierce, Chair  
Association of Bay Area Governments  
101 8th Street  
Oakland, CA 94607

Mr. David Cortese, Chair  
Metropolitan Transportation Commission  
101 8th Street  
Oakland, CA 94607

**RECEIVED**  
**OCT 23 2015**  
**MTC**

Dear Chairs Pierce and Cortese:

I am writing on behalf of the City of Larkspur concerning the recent proposal that Bay Area land use and transportation planning be consolidated into the Metropolitan Transportation Commission (MTC). The magnitude and implications of this proposal are significant. As such, it should not be rushed and greater outreach and regional discussion should occur before any decision is made.

Since member cities of the Association of Bay Area Governments (ABAG) have not been afforded the opportunity to evaluate the proposal or to provide alternative proposals for consideration, I urge the MTC to commit to the following:

- fund ABAG through the end of fiscal year 2015-16;
- adhere to the 2012 full funding agreement; and
- abandon efforts to terminate ABAG's planning grant until there is a meaningful public discussion and consensus among all stakeholders on how effective and efficient regional land use and transportation planning can be accomplished.

Collaboration and transparency are required for a successful outcome that:

- ensures Plan Bay Area grant funding and planning remains optimal and sustainable for local jurisdictions actively engaged in these regional programs or projects;
- engages a wide range of stakeholders in a process that ensures a deliberate and collaborative public process that supported by both agencies, and with adequate time for proper funding and implementation through the entire 2015-16 fiscal year; and
- supports a comprehensive and multi-disciplinary regional approach on the consolidation of all planning related functions in a combined agency that addresses not only land use and transportation, but all related functions where environmental factors, social concerns and transportation goals are collectively addressed for the betterment of the Bay Area region.

I urge the governing boards of both agencies to take all concerns and issues from Bay Area cities into consideration, and to work towards a cooperative agreement that leads to the successful transition of a planning function or the development of a new model which promotes Bay Area regional governance.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Larry Chu". The signature is fluid and cursive, with the first name "Larry" and the last name "Chu" clearly distinguishable.

Larry Chu  
Mayor

CC: Ezra Rapport, ABAG Executive Director  
Steve Heminger, MTC Executive Director

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Leadership  
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DEREK HERIDER  
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Partner  
Hanson Bridgett LLP

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President & CEO  
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LESLIE PERRY  
Partner  
Perry, Johnson, Anderson, Miller  
& Moskowitz LLP

TODD SALNAS  
President, Sonoma County  
St. Joseph Health System

GUY SÉNÉ  
Senior Vice President of Measurement  
Solutions and World Wide Sales  
KeySight Technologies

GARY TENNYSON  
CEO  
Verihealth/FALK NC

BUDDY WALL  
Partner  
Moss Adams LLP

Chairman Emeritus  
GORDON RADLEY  
Retired President  
Skywalker Properties Ltd LLC.

Board Member Emeritus  
TOM FORSTER  
Former Director of Operations  
Skywalker Properties Ltd LLC.

CYNTHIA MURRAY  
President & CEO



October 22, 2015

Mr. Dave Cortese, Chair  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, California 94607

Dear Chairman Cortese:

North Bay Leadership Council advocates for integrated, regional planning and, therefore, supports the proposal to integrate planning efforts between the Association of Bay Area Governments and the Metropolitan Transportation Commission.

As a regional organization, we look at public policy from a regional perspective. It is a fact that most of the challenges of the Bay Area are regional in nature, and require regional solutions. We feel that the Bay Area has not been well-served by being the only region where the Council of Governments' functions are split in two. A unified regional organization with the co-equal goals of effective and integrated transportation and land use planning would produce better outcomes and resource alignment towards achieving those goals.

Of particular importance to NBLC and the 25,000 employees we represent, is the housing crisis and gridlocked commuter traffic. We are also concerned about goods movement as we have few transportation options in our region. If we are to be economically competitive, we need a strong economic ecosystem that supports economic growth, workforce housing and mobility.

NBLC also believes is imperative that we work collectively, in a coordinated effort, to address climate change and sea level rise. Without the leadership of a regional agency responsible for integrated planning for both land use and transportation, we will jeopardize taking actions to protect people, property and the environment.

NBLC hopes that this first step to integrate the agencies leads to a process to have one regional planning agency that incorporates the best of MTC and ABAG and evolves into a fully-fledged, unified planning agency better able to meet the needs of the Bay Area today and in the future. With that hope in mind, NBLC supports the proposal to integrate MTC and ABAG as a new beginning in effective regional planning.

Sincerely,

Cynthia Murray  
President and CEO

775 Baywood Dr., Suite 101 • Petaluma, CA 94954  
707.283.0028 • Fax: 707.763.3028 • [www.northbayleadership.org](http://www.northbayleadership.org)



Honorable Dave Cortese, Chair  
Metropolitan Transportation Commission  
101 8<sup>th</sup> Street  
Oakland, CA 94607

October 21, 2015

Frank X. Doyle  
Mayor

.....

Erin Tollini  
Vice Mayor

.....

Jim Fraser  
Councilmember

.....

Alice Fredericks  
Councilmember

.....

Emmett O'Donnell  
Councilmember

Margaret A. Curran  
Town Manager

Re: Opposition to MTC Proposal to Transfer ABAG Regional Land Use  
Planning Staff and Associated Funding to MTC

Dear MTC Chair Cortese and fellow Commissioners:

The Town of Tiburon strongly urges MTC to abandon efforts to defund ABAG and transfer the ABAG land use planning staff to MTC before a consensus is reached on the best way to consolidate the functions of ABAG and MTC. The Town of Tiburon supports a collaborative effort to consolidate land use and transportation planning in a configuration that preserves representation by local land use authorities in decision-making. Local jurisdictions are, after all, the implementers of the regional land use/transportation linked strategies laid out in state law through SB 375.

The regional planning and research needs of the local jurisdictions - 101 cities/towns and 9 counties in the Bay Area - have been well served by ABAG as a Council of Governments since 1961. In addition to providing services to local jurisdiction members, ABAG has given each city and county a vote in the process of addressing land use, environmental and water resources protection, disaster resilience, energy efficiencies and hazardous waste mitigation. The rushed defunding of ABAG in the absence of a governance proposal to provide needed services and guarantee continued involvement of local jurisdictions is unnecessarily premature and ill-conceived.

Whether the Executive Boards of the two agencies (MTC and ABAG) agree to form one agency to serve as both a Council of Governments and the region's Metropolitan Planning Organization, or choose to pursue a goal of merging the functions of the two agencies to better integrate land use and transportation planning, the Town of Tiburon respectfully urges that an independent third party consultant be retained. The role of the consultant would include an evaluation of existing conditions and recommendations for alternatives that meet the goal of integrated land use and transportation planning with continued meaningful involvement of local jurisdictions.

RECEIVED  
OCT 27 2015  
MTC<sup>1</sup>



Respectfully,

Frank X. Doyle, Mayor  
Town of Tiburon

CC: Honorable Julie Pierce, Chair  
Association of Bay Area Governments

Marc Levine, Assembly Member

Mike McGuire, State Senator

Dennis Michael, President  
League of California Cities



RECEIVED  
OCT 20 2015  
MTC

20 October 2015

Mr. Dave Cortese  
Chair  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, California 94607

Dear Chairman Cortese:

I write in support of the Commission's proposal to integrate planning efforts between ABAG and MTC.

Joint Venture Silicon Valley is in favor of more regional planning, not less; more integration, not less. We lament how now ancient historical circumstances bifurcated ABAG and MTC, making ours the only region in the nation where the council of governments and metropolitan planning organization operate independently. Our region suffers as a result.

The decades old model as represented by the existing work of MTC and ABAG cannot possibly address the challenges the Bay Area faces today. Change is all around us, not least of which are new and important state mandates as it related to lowering emissions to address climate change.

The need for far-sighted regional planning is magnified by the Bay Area's continuing challenge to balance economic growth with housing production and affordability. A single planning department that combines the existing strengths of MTC and ABAG staff would improve coordination with the cities and counties tackling this challenge every day.

Integrating the MTC and ABAG planning departments will not make the Bay Area's growing pains vanish. But it would mark a big step toward a more coherent treatment plan, and it has Joint Venture Silicon Valley's full support.

Sincerely,

Russell Hancock  
President & Chief Executive Officer

100 W San Fernando Street, Suite 310 • San Jose, California 95113  
408) 298-9330 tel • (408) 404-0865 fax • www.jointventure.org

OFFICERS

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Wilson Sonsini Goodrich & Rosati

Hon. Sam Liccardo Co-Chair  
City of San Jose

Russell Hancock, President & CEO  
Joint Venture Silicon Valley

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Phil Mahoney  
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Tom McCalmont  
McCalmont Engineering

Jean McCown  
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John Tortora  
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Daniel Yost  
Orlik, Herrington & Sutcliffe, LLP

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# Town of Moraga

MAYOR'S OFFICE

October 14, 2015

**RECEIVED**  
OCT 19 2015  
MTC

Chair Dave Cortese and Commissioners  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

RE: Opposition to Proposed Transfer of ABAG Planning and Research Department to MTC

Dear Chairperson Cortese:

On October 14 the Town Council of the Town of Moraga discussed at its meeting the proposed consolidation of ABAG's 15 member planning and research department into MTC as proposed by the Commission and defined further by MTC staff. Although the Moraga Town Council supports consideration of a full merger of the Bay Area's regional transportation and planning agencies if it meets local interests, the Council strongly opposes the MTC consolidation of planning staff as currently proposed. The Council urges ABAG and MTC to first hire an independent, unbiased third party to analyze and provide recommendations to accomplish a full merger that meets the goals specified below and, until a full merger is fully implemented, honor the Commission's previous funding commitments to ABAG as approved in June 2014.


The Town Council opposes the consolidation of the agencies' planning departments as proposed because as proposed it is not cost-effective, is not responsive to local interests, and would create unacceptable financial uncertainty for ABAG's remaining programs and for the organization as whole. Moreover, the proposal does not result in a practicable governance structure that would allow the mandates of SB375 to be fulfilled. Specifically, according to the MTC staff report, dated September 18, 2015:

- The salaries of planners in MTC are 35% higher than ABAG for the same position, doing comparable work.
- MTC's overhead charges substantially exceed those of ABAG, representing 53% of ABAG's salaries and 103% of MTC's planner salaries, respectively.
- ABAG's organizational culture favors a 'bottom up' perspective that values public input and achieving consensus that balances the diverse interests of its member cities and counties. MTC states that it is 'action-oriented' and values organizational control, exemplified in its statement that it has 'complete discretion' over its previous commitments to ABAG.

- The transfer of ABAG's planning and research department into MTC would segregate the remaining planning functions in ABAG, limiting essential coordination and support that exists under the current integrated structure.
- Board membership on ABAG is comprised exclusively of cities and counties while the MTC Commission is solely represented by the three largest cities in the Bay Area, the nine counties, and State and Federal representatives. Under the proposal, the majority of Bay Area cities, including small cities like Moraga, would see a diminished representation of local interests and perspectives over that of larger agencies.
- A fully merged regional agency should be governed by a Board that has appropriate oversight, responsibility, and authority. By maintaining the same Board governance, yet eliminating staff responsible for planning, research, and state mandated regional planning activities, the ABAG Board remains statutorily responsible but loses its authority to effectively oversee and set the policy direction necessary to fulfill State mandates.
- In June, 2014, the MTC Commissioners passed a funding agreement to ABAG until 2020/21 that was intended to "provide ABAG a more predictable basis for their annual budgeting." That commitment should be honored.
- In summary, the Moraga Town Council recommends MTC and ABAG hire an independent, unbiased third party to analyze and provide recommendations to accomplish a full merger of the Bay Area's regional agencies and in the interim, honor the funding commitments MTC approved in June 2013. The third party review should create a method that considers merging all of the San Francisco Bay Area regional agencies only if such a merger would be:
  - Cost effective, measured by a net saving of taxpayer dollars
  - Responsive to the diverse needs and interests of all Bay Area cities and counties
  - Integrated with all regional planning efforts to ensure coordination and consistency
  - Equitable in the makeup of its Governing Board
  - Responsible and accountable to its Governing Board.

Thank you for taking on this important issue in an effort to make the regional agencies more integrated. It is an effort worth taking the time to be thoughtful and deliberate.

Sincerely,

  
Roger N. Wykle, Mayor  
Town of Moraga

RECEIVED

OCT 14 2015

MTC



CONTRA COSTA

## MAYORS CONFERENCE

October 13, 2015

ABAG Governing Board  
Attn: Clerk of the Board  
MTC Board of Commissioners  
Attn: Clerk of the Commission  
101 8<sup>th</sup> Street  
Oakland, CA 94607

**Re: Relationship between the Association of Bay Area Governments and the Metropolitan Transportation Commission**

Dear ABAG Governing Board Members and MTC Board of Commissioners:

As Chair of the Contra Costa Mayors Conference, I am writing to inform you that, at our October 8, 2015 meeting, our membership considered the proposal by the Metropolitan Transportation Commission (MTC) to eliminate financial support to the Association of Bay Area Governments (ABAG) for ABAG's planning and research activities from January 1, 2016 forward and, instead, to absorb ABAG's planning responsibilities and staff into MTC.

Enclosed is a resolution passed by our members on October 8, 2015 that outlines our thinking on this important matter of regional planning and our opposition to this MTC proposal.

While we firmly understand the merits of consolidating and unifying the Bay Area's regional agencies, **we do not support the current proposal by MTC.** Not only would this proposal remove a core function from ABAG, it would also place the regional planning agency on a path towards insolvency, which would jeopardize the success of several high priority efforts, including the San Francisco Bay Trail Project, the San Francisco Estuary Project, and ABAG's water quality, earthquake and disaster resiliency, wetlands restoration, green business, pooled power purchasing, hazmat training, risk management/insurance pool, and pooled financing authority activities.

Instead of proceeding with this plan, **we strongly urge MTC and ABAG to consider openly studying a merger that delivers a comprehensive and multi-disciplinary regional approach for all planning related functions.** This process should recognize local control while still promoting optimal land use, transportation, and all related functions in the region. Additionally, this merger must be transparent and involve input from a broad set of stakeholders – including municipal governments.

We urge MTC to continue fully funding ABAG until the two agencies enact a cooperative agreement – perhaps a new JPA - that leads to an orderly and successful transition of all planning functions and the development of a new model which promotes participative Bay Area regional governance.

Thank you for your consideration.

Sincerely,



Debbie Long,  
Chair, Contra Costa Mayors Conference,  
Council Member, City of Pinole

Cc: Mayors of Contra Costa Cities  
Executive Director, Mayors Conference

# CONTRA COSTA

## COUNTY MAYORS CONFERENCE

### RESOLUTION ADOPTED OCTOBER 8, 2015

**Whereas**, the cities and counties of the Bay Area created the Association of Bay Area Governments (ABAG) as a joint powers agency with regional planning powers, including regional land use planning; and

**Whereas**, all the cities in the county of Contra Costa are members of ABAG; and

**Whereas**, the State Legislature has also conferred specific regional land use planning powers on ABAG through the enactment of statutes such as SB 375, and

**Whereas**, the statute creating the Metropolitan Transportation Commission (MTC):

A) Requires it to provide comprehensive regional transportation planning for the Bay Area, and

B) Does not grant MTC any land use planning powers, and

C) Explicitly states that MTC shall consider plans prepared and adopted by ABAG; and

**Whereas**, SB 375 allocates to ABAG the power to prepare all land use planning elements of the sustainable communities strategy (SCS) and its quadrennial updates; and

**Whereas**, SB 375 allocates to MTC the power to prepare all transportation planning elements of SCS and its quadrennial updates; and

**Whereas**, SB 375 requires that the regional transportation plan (RTP) for the Bay Area include the SCS and the quadrennial updates prepared by both ABAG and MTC in accordance with the statutory scheme described above; and

**Whereas**, ABAG and MTC staff have been working on the current quadrennial update to the SCS, Plan Bay Area 2040 (PBA 2040); and

**Whereas**, MTC has been using pass-through State and Federal public monies to fund both its and ABAG's work on PBA 2040; and

**Whereas**, the MTC Commission has adopted the Revised Funding Agreement Framework which specifically states that MTC will provide access to such pass-through funds through fiscal year 2021-'21, including funding for ABAG's work on PBA 2040; and

**Whereas**, so long as ABAG is able and willing to carry out its work on PBA 2040, MTC should not defund ABAG because by doing so, MTC makes it impossible for ABAG to provide the long term regional land use plan, which will impact MTC's ability to adopt a legally compliant RTP and puts at risk the region's State and Federal transportation funding; and

**Whereas**, for decades ABAG has been successfully collaborating with cities in a transparent way; and

**Whereas**, in ABAG's discussions throughout the region, and from the body of correspondence and testimony at the MTC meeting on September 23, 2015, it should be clear that the region's cities and counties, city managers, and city planning managers are not supportive of MTC's unilateral proposal to transfer regional land use planning authority and land use planning staff from ABAG to MTC; and

**Whereas**, ABAG has regional land use planning and research staff capable of carrying out all the responsibilities assigned to ABAG under SB 375; and

**Whereas**, ABAG staff has been directed to carry out the responsibilities assigned to ABAG under SB 375, including preparation of Plan Bay Area 2040, and

**Whereas**, ABAG's planning and research staff belongs with the Council of Governments, which is ABAG.

**Now, therefore be it resolved**; the Contra Costa Mayors Conference states to the Metropolitan Transportation Commission:

A. MTC should restore funding to ABAG for fiscal year 2015-'16 in the full amount set forth in the Revised Funding Agreement Framework approved by MTC at its June 25, 2014 meeting, through June 2016 without qualification; and

B. So long as ABAG is able and willing to carry out its responsibilities under SB 375, MTC should continue funding ABAG for such work provided there are available State and Federal pass-through funds, and provide ABAG with sufficient assurances that such funding will not be unilaterally terminated in the future; and

C. MTC and ABAG staff should be instructed, by their respective boards, to immediately begin open and transparent discussions regarding restructuring their relationship including consideration of a possible merger of the two organizations; and

D. MTC and ABAG should retain a third party organizational consultant acceptable to both organizations to facilitate conversations on better collaboration and possible merger options.

**The foregoing resolution was adopted on the 8<sup>th</sup> day of October 2015 by the voting delegates of the Contra Costa Mayors Conference at a meeting held in Walnut Creek California.**

Attested by: Gary F. Pokorny, Executive Director, Contra Costa Mayors Conference.

# Tri-Valley Cities

DANVILLE • DUBLIN • LIVERMORE • PLEASANTON • SAN RAMON

---

September 28, 2015

Julie Pierce, ABAG President  
Dave Cortese, MTC Chair  
101 Eighth Street  
Oakland, CA 94607

**RECEIVED**

OCT 14 2015

**MTC**

Dear Ms. Pierce and Mr. Cortese,

Elected officials of the Tri-Valley cities would like to offer the following policy objectives for MTC/ABAG consideration during the update to *Plan Bay Area*. These objectives strive to:

1. Maintain and improve quality of life within the Tri-Valley Region
2. Foster a prosperous regional economy
3. Accommodate growth in a responsible manner
4. Distribute transportation funding on a semi-regional basis
5. Establish a political and administrative platform to advocate against policies that negatively affect the economy, environment and family life within the Tri-Valley Region.

One of the biggest challenges we face as the Bay Area's economy continues to thrive is that housing construction is not keeping up with demand. Housing prices are rising particularly fast and high in the Inner Bay Area. As a result, many residents are drawn to the Outer Bay Area and adjacent regions in search of more affordable housing options and a range of different product types and other opportunities. This pattern is having environmental, social, and economic impacts.

Areas at the "edge" of the Bay Area, like the Tri-Valley, are in an important position, with strong ties to the labor force and housing markets within and between regions. The Tri-Valley is growing at a faster rate than the region as a whole. ABAG projects that the number of households in the Tri-Valley will grow by 31 percent between 2010 and 2040 (compared to 27 percent for the region). The Tri-Valley has become a vital node in the Bay Area's innovation system.

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<sup>1</sup> *The Inner Bay Area includes San Francisco and the cities located on the bay side of the mountains in Alameda, Contra Costa, Santa Clara, and San Mateo Counties. The Outer Bay Area includes all other cities and unincorporated areas of the region.*





Infrastructure constraints such as traffic congestion on I-580 and I-680 negatively affect the economy, environment, and family life. Plan Bay Area investments need to go farther in addressing needs throughout the entire region in order to combat these negative impacts and achieve our joint goals. Specifically, Outer Bay Area communities in need of transportation investments did not receive adequate funding through the One Bay Area Grant (OBAG) program in relation to past and projected growth.

To achieve the policy objectives outlined above, elected officials of the Tri-Valley cities would like to offer the following principles for MTC/ABAG consideration during the update to *Plan Bay Area*:

- Recognize and plan for interregional travel.
- Invest in transportation improvements that increase connectivity to existing activity nodes and job centers.
- Include policies that better support Bay Area communities that are experiencing growth and are working to be more sustainable.
- Include policies for “geographic equity” within counties.

Our recommended principles respond to the region’s challenge and the deficiencies of the adopted plan.

First, the *Plan Bay Area* update should **recognize and plan for interregional travel**. Regional and city boundaries are arbitrary when it comes to housing choices, and inter-regional and inter-city commuting is an ongoing reality. The planning process should identify impacts of in-commuting from outside the region and mitigate them to the extent practicable. Specifically, the travel model should not arbitrarily assume that housing construction will keep up with demand and occur within the regional boundaries. While working aggressively towards housing goals in practice, we simultaneously need to invest in the interregional transportation system – particularly in the state’s interregional rail connections. This would also involve increasing mobility options along major commute routes to reduce congestion, improve goods movement, and enhance quality of life. To this end, one of the Performance Targets should address goods movements and congestion on major corridors.

Second, the *Plan Bay Area* update should **invest in transportation improvements that increase connectivity to existing activity nodes and job centers**. The Regional Transportation Plan should include more projects that better connect economically significant areas such as the Tri-Valley to the rest of the Bay Area, to reflect the deconcentrated nature of jobs centers that exists in the region. In particular, the plan should prioritize heavy rail transit and arterial gap closure projects throughout the entire region that link people to job centers. Projects should also enhance connectivity



between transit systems to increase “access to opportunity”, including educational facilities and services throughout the region. These investments would not only improve access to jobs but also stimulate new business activity through transit-oriented development, enhancing economic vitality.

Third, the update to *Plan Bay Area* should include policies that better support Bay Area communities that are experiencing growth and are working to be more sustainable. The update should include stronger funding links to areas experiencing growth in order to support smart planning and investments. There should also be more direct support to Outer Bay Area communities that are working to implement SB 375, but need major investments in their transportation systems. This principle applies to areas with growing job centers, not just housing. Specific projects should be evaluated based on their anticipated effects on future housing production and economic development, taking into account local plans and policies that promote sustainability goals. Embracing and encouraging balanced growth in subregions throughout the Bay Area fosters a better jobs/housing match and reduces commuting pressures.

Fourth, *Plan Bay Area* should include policies for “geographic equity” within counties. Explicitly incorporating “geographic equity” into OBAG allocations would help the entire Bay Area manage growth. This responds to demands from tax payers for a local return on regional and countywide funding initiatives.

Lastly, we encourage the regional agencies and counties to be cautious about spending OBAG funds on non-transportation purposes. The OBAG program broadened the scope of projects eligible for transportation funds, yet it did not incorporate any supplemental non-transportation funding sources. This exacerbates the effect of declining federal funding for transportation overall.

As MTC and ABAG staff update *Plan Bay Area* and modify the Regional Transportation Plan, Tri-Valley elected officials strongly recommend staff and committees consider revisions that will help the region meet its goals. We offer the following specific suggestions:

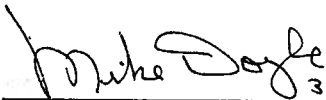
- **Modeling:** Update the model with current assumptions about travel patterns (not surveys from 2000) to capture changing mode choice preferences and needs. Model a scenario that better matches the existing rate and amount of housing construction occurring in the Bay Area, relative to job growth. Model in-commuting/out-commuting that is likely to occur at the region’s gateways.
- **Regional Investments:** Include projects in the RTP that improve mobility along major commuter corridors and that enhance connectivity for the region’s



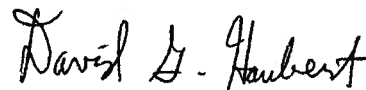
residents and workers, with a focus on transit and arterial gap closures (consistent with our recommended principles). Evaluate projects based on their anticipated effects on housing and job production, rather than relying on historical data. In addition, give Priority Development Areas near transit centers, which are in the early stages of development, similar credit to those that have completed projects (recognizing that infrastructure development can facilitate and accommodate planned growth).

- **OBAG Funding:** Require counties to consider geographic equity when allocating OBAG program funds. While the exact mechanism could be determined at the county level, this could involve utilizing a distribution formula similar to that used by MTC when allocating OBAG funds to each county, which would also support a stronger link between transportation funding and growing areas. As recommended by the Southwest Area Transportation Committee in Contra Costa County, another approach to ensuring equity in the distribution of OBAG funds is through the creation of a "geographic overlay".

Sincerely,



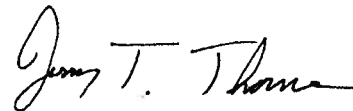
Mike Doyle, Mayor  
Town of Danville



David Haubert, Mayor  
City of Dublin



John Marchand, Mayor  
City of Livermore



Jerry Thorne, Mayor  
City of Pleasanton



Bill Clarkson, Mayor  
City of San Ramon



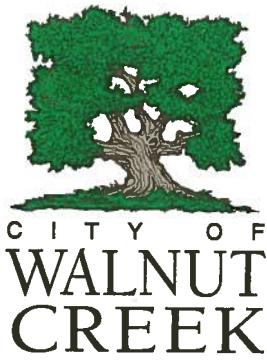
Cc: Joint MTC Planning Committee/ABAG Administrative Committee Members:  
James P Spering, Anne W. Halsted, Scott Haggerty, Alicia C. Aguirre, Sam  
Liccardo, Steve Kinsey

ABAG Administrative Committee Members: Bill Harrison, Dave Pine, David  
Rabbitt, Eric Mar, Mark Luce, Pat Eklund, Pradeep Gupta

MTC Staff: Steve Heminger, Alix Bockelman, Allison Brooks, Ken Kirkey, Dave  
Vautin, Doug Johnson, Vikrant Sood

ABAG Staff: Ezra Rapport, Miriam Chion, Duane Bay, Pedro Galvao





October 7, 2015

Ms. Julie Pierce, Chair  
Association of Bay Area Governments  
101 8<sup>th</sup> St.  
Oakland, CA

Mr. David Cortese, Chair  
Metropolitan Transportation Commission  
101 8<sup>th</sup> St.  
Oakland, CA

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OCT 13 2015  
MTC

Dear Chairs Pierce and Cortese:

At its meeting on October 6, the Walnut Creek City Council received an update on and considered the current discussions about the possibility of the creation of a single planning agency for the Bay Area.

Walnut Creek believes in the need for and the value of regional coordination on planning of both land use and transportation. The council would accept the concept of a combined agency that addresses the land use and transportation functions for the physical growth of the region. Such a significant structural change in how regional planning occurs in the Bay Area should be pursued in a way that ensures a true multi-disciplinary approach. It is critical that transportation is coordinated with locally determined land use patterns. A comprehensive regional planning approach must embrace the values of the citizens of each city and county while promoting an optimal use of land in the region, supported by and coordinated with transportation improvements and funding.

With such an historic opportunity in front of us, Walnut Creek urges the Boards and staffs of both ABAG and MTC to take the steps necessary to ensure a successful outcome. We ask the two agencies to:

- Examine, in partnership with each other, the need for and benefits of changing the structure of our current planning system.
- Work collaboratively with Bay Area city and county stakeholders to define and agree on a statement of purpose for and mission of a combined organization, should this option be identified as the most beneficial to accomplish what is best for our region.
- Ensure transparency and public accountability in all discussions and decisions related to a potential consolidation of the two organizations.

A deliberate, collaborative process that is transparent and ensures public accountability will require time. Therefore, the Walnut Creek City Council respectfully asks that any re-structuring discussions be pursued through an open, thoughtful process. Further, the Council asks that ABAG funding be maintained during this process and, at a minimum, through June 2016.

Sincerely,

Bob Simmons  
Mayor



PROFESSIONAL & TECHNICAL ENGINEERS, LOCAL 21, AFL-CIO  
*An Organization of Professional, Technical, and Administrative Employees*

October 8, 2015

DAVE CORTESE, Chair  
Metropolitan Transportation Commission  
101 8<sup>th</sup> St.  
Oakland, CA 94607

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OCT 9 2015  
MTC

Dear Chairman Cortese and Members of the Commission:

On behalf of the members of Professional and Technical Engineers, Local 21, I write to urge you vote against the proposed MTC takeover of ABAG's Plan Bay Area planners. We are concerned that this takeover could result in the loss of up to 60 union jobs and have negative effects on the community.

The Planning Department of ABAG consists of approximately 20 unionized employees. This one department accounts for 15% of ABAG's overall budget, and removing it could leave ABAG without the necessary funding to support the remaining departments in the agency which may impact another 10 unionized employees in support positions.

In addition to losing the current ABAG employees, there are currently 51 retirees, who could see their pensions and health benefits adversely affected.

ABAG funds and/or administers several grants that support community organizations and projects. Defunding ABAG, and the resulting possible dissolution of the agency, would put many, if not all of these programs and projects in serious jeopardy. This would be a disservice to the communities that benefit from these projects and programs.

There are many legal, ethical and financial reasons for board members to oppose this move. We respectfully ask that the MTC board take some time to consider all aspects and repercussions of this proposed action, and work with SEIU 1021 as the representative for these workers on any proposed future changes to the agency.

Thank you for your consideration.

Respectfully,

  
Bob Muscat  
Executive Director

CC: Gabriel Haaland, Political Coordinator, SEIU 1021

**Main Office:** 1182 Market Street, Room 425 San Francisco, CA 94102 T: 415 864-2100 F: 415 864-2166  
**South Bay Office:** 4 North Second Street, Suite 430 San Jose, CA 95113 T: 408 291-2200 F: 408 291-2203  
**Oakland Office:** 436- 14<sup>th</sup> Street, Suite 1520 Oakland, CA 94612  
[www.ifpte21.org](http://www.ifpte21.org)

# CITY OF RICHMOND, CALIFORNIA

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**Tom Butt**

Mayor

Office of the Mayor

**"We Can Do It!"**

Office: 510.620.6503



October 7, 2015

ABAG Executive Board  
MTC Executive Committee  
101 Eight Street  
Oakland, CA 94607

**Re: Proposed consolidation of the Association of Bay Area Governments by the Metropolitan Transportation Commission**

Dear ABAG Executive Board and MTC Executive Committee:

I am writing as the current Chair of the West County Mayors and Supervisors Association. We are a regional planning advisory group of Mayors and County Supervisors, which include membership from cities such as El Cerrito, San Pablo, Richmond, Pinole, and Hercules, in addition to our District One and Five Supervisors who represent West Contra Costa County.

At our September 24, 2015 meeting, we voted to **oppose** the Metropolitan Transportation Commission's (MTC) current proposal to defund the Association of Bay Area Government (ABAG), consolidate responsibilities currently performed by ABAG such as regional planning and research into the authority of MTC, and eliminate ABAG's governing board.

We believe this proposal, developed by MTC staff, is not in the best interest of the residents to which we have been elected to represent.

Instead, we strongly urge MTC and ABAG to collaboratively merge the two agencies into one, fairly redistribute and share authority, and preserve municipal governments' representation in regional planning efforts.

We hope that such discussions will be transparent and include input from a broad set of stakeholders from all levels of government.

Thank you for your consideration. If I can be of further assistance, please not hesitate to contact me at 510-620-6503.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tom Butt", is written over a horizontal line.

Tom Butt  
Mayor, City of Richmond  
Chair, West County Mayors and Supervisors Association

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*Home of Rosie the Riveter WWII Home Front National Historical Park*

450 Civic Center Plaza, Richmond, CA 94804 | [www.RichmondCAMayor.org](http://www.RichmondCAMayor.org)



City Council

Brandt Andersson, Mayor  
Traci Reilly, Vice Mayor  
Mike Anderson, Council Member  
Mark Mitchell, Council Member  
Don Tatzin, Council Member

September 29, 2015

ABAG Executive Board  
101 – 8<sup>th</sup> Street  
Oakland, CA 94607

MTC Commissioners  
101 – 8<sup>th</sup> Street  
Oakland, CA 94607

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**OCT 1 2015**

**MTC**

Members of the Boards:

At its meeting on September 28<sup>th</sup>, the Lafayette City Council considered matters related to the consolidation of regional land use planning, and forward the following points to you for your good consideration:

The Lafayette City Council:

- Understands the merits of a coordinated approach to land use and transportation planning; where transportation serves and is coordinated with desired land use patterns; where programs are collectively designed to address environmental and social concerns.
- Believes that process design for land use and transportation planning is equally as important as the organizational and governance structure in which they occur and notes that successful models of other Metropolitan Planning Organizations in California should be considered in determining what changes will benefit the Bay Area.
- States that discussions and decisions related to how regional planning is conducted, and by which agencies, should be transparent and involve input from the broadest range of stakeholders, including cities. Only if this occurs can the new organization succeed.

The Lafayette City Council therefore requests that MTC continue to fully fund ABAG through at least June 2016 while both ABAG and MTC to take the time necessary to properly engage stakeholders in a meaningful and open discussion regarding how to best proceed.

Thank you for your consideration.

Most sincerely,

Handwritten signature of Brandt Andersson in black ink.

Brandt Andersson  
Mayor

cc: Steve Glazer, State Senator  
Catherine Bake, Assembly Member



John Wright  
Mayor

Doug Kelly  
Vice Mayor



Tom McInerney  
Councilmember

Ford Greene  
Councilmember

Kay Coleman  
Councilmember

525 San Anselmo Avenue, San Anselmo, CA 94960-2682  
www.townofsananselmo.org  
(415) 258-4600 | Fax (415) 459-2477

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MTC

September 23, 2015

Supervisor Dave Cortese  
Chair, Metropolitan Transportation Commission  
Joseph P. Borth MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700

Dear Supervisor Cortese,

At the meeting of Tuesday, September 22, 2015, the San Anselmo Town Council voted unanimously to send a letter to you requesting that MTC provide a full year of funding for ABAG so that all options can be thoroughly explored with input from all 101 cities and 9 counties in the Bay Area.

Sincerely,

A handwritten signature in blue ink that reads "Debra Stutsman".

Debra Stutsman  
Town Manager

Copy: Pat Eklund, Novato

**Kenneth R. Wachtel**  
Mayor  
**Garry Lion**  
Vice Mayor  
**John McCauley**  
Councilmember



**Jessica Jackson**  
Councilmember  
**Stephanie Moulton-Peters**  
Councilmember  
**James C. McCann**  
City Manager

September 23, 2015

**RECEIVED**

SEP 28 2015

MTC

**Steve Heminger**  
Executive Director  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607-4700

**RE: Potential Consolidation of MTC and ABAG Planning Departments**

Dear Mr. Heminger,

This letter is in regard to your recent white paper analyzing the potential consolidation of the ABAG and MTC Planning Departments within the MTC organization. We understand you will be discussing this with the MTC Commission on September 23, 2015.

The City of Mill Valley strongly urges MTC to reconsider swift actions regarding consolidating the MTC and ABAG Planning Departments. The process for consideration of the proposal has been flawed in several ways. First, the process has not been a collaborative effort between the agencies. Second, critical stakeholders have not been afforded the opportunity to fully evaluate the proposal or provide reflective communication regarding its merits or alternatives. Finally, the timeline for the decision to consolidate has been incredibly rushed and very little information about this potential consolidation has been distributed to the cities and key stakeholders.

Instead of the current proposal the MTC is considering, the City of Mill Valley strongly requests the MTC take the following actions:

1. Extend ABAG planning services funding for the final 6 months of FY2015/2016 to secure stability to proceed with Plan Bay Area 2040.
2. Establish an ABAG/MTC subcommittee to produce an action plan which would evaluate options to ensure the appropriate and efficient collaboration between MTC and ABAG planning departments.
3. Retain an independent third party consultant to evaluate the two planning organizations and the options provided by both the September 10<sup>th</sup> ABAG and September 18<sup>th</sup> MTC Executive Director "White Papers".

4. Schedule regular progress reports by the Executive Directors to the joint MTC Planning Committee/ABAG Administrative Committee on an action plan, joint working plan and coordination with local jurisdictions.
5. Receive and consider input from cities and key stakeholders before making this crucial decision.

The City of Mill Valley also intends to coordinate and establish a small cities caucus outside of the General Assembly to further discuss and provide input and recommendations to MTC and ABAG on this topic of consolidation.

Sincerely,

A handwritten signature in black ink, appearing to read "Kenneth R. Wachtel". The signature is fluid and cursive, with the first name "Kenneth" and last name "Wachtel" clearly distinguishable.

Kenneth R. Wachtel  
Mayor  
City of Mill Valley

Cc: Jim McCann, City Manager  
Mill Valley City Council  
Ezra Rapport, ABAG Executive Director