



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee

DATE: November 6, 2015

FR: Executive Director

W. I. 1131

RE: AB x1-24 (Levine) Reconfiguration of MTC's Board

Background

AB x1-24 (Levine) would replace MTC's current board with a directly-elected board comprised of districts that represent approximately 750,000 residents with one additional member for those districts that have a toll bridge located within the district. Drawn by a citizen's redistricting commission, 10 districts based on the currently estimated 7.6 million total population in the San Francisco Bay Area would be joined by an indeterminate number of additional members for those districts that include a toll bridge within its boundaries. The bill combines MTC and BATA into a single entity and renames it the Bay Area Transportation Commission.

Other than the certainty that districts would cross county lines, given the wide array of potential options for district boundaries, it is impossible to forecast potential district boundaries or the actual number of board seats. However, a useful illustration would be the current boundaries of California's State Senate districts that were created by an independent redistricting commission. Nine Senate districts include a substantial portion of a Bay Area county. The table below compares the current board structure with the number of seats that would be assigned based on the current State Senate district boundaries.

Illustrative Only

Representing	Commissioners
Alameda County	3
Contra Costa County	2
Marin County	1
Napa County	1
San Francisco County	2
San Mateo County	2
Santa Clara County	3
Solano County	1
Sonoma County	1
San Francisco Bay Conservation and Development Commission	1
Association of Bay Area Governments	1
Total Voting Members	18

California State Senate District	Counties Represented	Number of Seats under AB x1-24
10	Alameda,	2
7	Alameda, Contra Costa	2
9	Alameda, Contra Costa	2
3	Contra Costa, Napa, Solano	2
2	Marin, Sonoma	2
11	San Francisco	2
13	San Mateo, Santa Clara	2
15	Santa Clara	1
17	Santa Clara	1
Total		16

Recommendation: Action on this bill is a policy matter for the Commission.

Discussion

When reviewing the table on the prior page, the table below and Attachment 1 (a map illustrating the number of seats based on the State Senate district boundaries), a few things stand out on the question of board representation:

- Alameda, Contra Costa, San Francisco and Santa Clara County would have split representation due to the fact that their populations each exceed the 750,000 threshold.
- Santa Clara County, which currently has three seats (including the City of San Jose’s seat) could potentially drop to just two dedicated seats because it lacks a toll bridge.
- Marin, Napa, Solano, Sonoma and potentially San Mateo counties would each be required to share representation with another county in order to reach the approximate 750,000 population threshold.

For reference, the official 2010 U.S. Census population counts by county are as follows:

County	Population	County	Population
Alameda	1,510,271	San Mateo	718,451
Contra Costa	1,049,025	Santa Clara	1,781,642
Marin	252,409	Solano	413,344
Napa	136,484	Sonoma	483,878
San Francisco	805,235	Total	7,150,739

Another noteworthy change to the overall board representation would be the loss of voting representation for the Association of Bay Area Governments and the Bay Conservation and Development Commission, as well as the nonvoting seats for Caltrans, the U.S. Department of Transportation and the U.S. Department of Housing and Urban Development.

In addition to these “shape of the table” issues, there are several additional policy ramifications of AB x1-24 for the Commission to consider:

- Both nationally and within California, directly-elected transportation boards are very rare. Of the thousands of public transit providers in America, there are only three directly-elected boards. Of the hundreds of MPO’s in America, only one, Portland Oregon’s Metro, is directly elected.
- Under the current structure, most MTC commissioners represent local jurisdictions. As such, they are land use decision-makers as well and bring that expertise to bear in fashioning regional transportation policy. A directly elected board would sever that valuable connection to local land use decision-making.
- This legislation also repeals the separate legal status enjoyed by the Bay Area Toll Authority (BATA), and simply states that BATA “is the Bay Area Transportation Commission.” This change – together with the directly-elected nature of the new board – could cause credit concerns about the segregation of toll funds from other MTC activities and the willingness of an elected board to raise tolls as necessary to fulfill our obligation to bondholders.

Known Positions

Support


None on file

Oppose

Mayor Ed Lee, City and County of San Francisco

Mayor Sam Liccardo, City of San Jose

Mayor Libby Schaaf, City of Oakland



Steve Heminger

Attachments

SH: rl

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Potential Board Representation Under AB x1-24 Based on Existing State Senate Boundaries





September 28, 2015

The Honorable Marc Levine
California State Assembly
State Capitol, Room 2141
Sacramento, CA 95814

The Honorable Phil Ting
California State Assembly
State Capitol, Room 3123
Sacramento, CA 95814

Re: ABX1 24 (Levine and Ting) Bay Area Transportation Commission: Election of Commissioners – OPPOSE

Dear Assemblymember Levine and Assemblymember Ting,

As mayors of the largest cities in the Bay Area, we write to inform you of our respectful opposition to ABX1 24. The bill would redesignate the Metropolitan Transportation Commission (MTC) as the Bay Area Transportation Commission and merge the Bay Area Toll Authority into this new organization, which would be comprised of commissioners elected based on the population and existence of toll bridges in a given district. By entirely reconstituting the representation of an organization that has provided important support and coordination to our cities and our region, this proposal only adds uncertainty to the future of Bay Area land use and transportation planning.

For decades, MTC has been a leader in forward-looking transit and transportation planning in the Bay Area. Comprised of elected officials and planning experts from across the region representing a mixture of city, county, and statewide viewpoints, the Commission and its staff have worked effectively to produce thoughtful and impactful results for our cities. Projects such as the US 101 Doyle Drive replacement and SFMTA Central Subway expansion in San Francisco, the Citywide Pavement Management Program and ongoing BART extension projects in San José, and the Port of Oakland/Oakland Army Base and I-880 North safety improvements in Oakland have all benefited from financial and planning support provided by MTC. The Commission has also championed ambitious multi-county efforts, ranging from the Bay Area bike share expansion program to Caltrain electrification to BART Tube seismic retrofitting. These are just a few of the many examples of MTC-supported endeavors that are helping to improve the functionality of our region and better connect the residents of our cities.

As the Bay Area continues to grow, we as mayors need the continued support of steady and coordinated regional planning organizations, and under its current structure, MTC has provided a high level of competency for important transportation and transit projects in our cities. As always, there are opportunities for improvement. We are committed to working closely with

the Commission to build upon its ongoing coordination with all of the citizens, cities, and issues that it works to benefit, particularly as we continue to address pressing concerns about transportation system capacity, housing supply, and affordability in our cities. However, we do not believe that your proposed remaking of the Commission's structure would improve the quality of land use planning in the Bay Area.

For the reasons stated, we respectfully oppose ABX1 24.

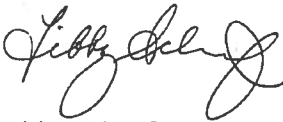
Sincerely,



Edwin M. Lee
Mayor, City and County of San Francisco



Sam T. Liccardo
Mayor, City of San José



Libby Schaaf
Mayor, City of Oakland

Cc: Honorable Members, San Francisco State Legislative Delegation
Honorable Members, San José State Legislative Delegation
Honorable Members, Oakland State Legislative Delegation

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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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
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