File No. 110118

Committee Item No. _____
Board Item No. 35

COMMITTEE/BOARD OF SUPERVISORS

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Completed by: Joy Lamug Date 02/04/11
Completed by: _____ Date _____

An asterisked item represents the cover sheet to a document that exceeds 20 pages. The complete document is in the file.

[Opposing the Metropolitan Transportation Commission's Proposal to Add Voting Members Representing Urban Areas]

Resolution opposing the Metropolitan Transportation Commission's proposal to add voting members representing urban areas but excluding San Francisco and other large Bay Area cities, and urging the California State Legislature to oppose the proposal.

WHEREAS, The Metropolitan Transportation Commission (MTC) is an important and valued partner to the City and County of San Francisco, specifically for The San Francisco Municipal Transportation Agency and the San Francisco County Transportation Authority, working with the City and County of San Francisco on critical infrastructure projects such as the Central Subway, Doyle Drive and the Transbay Transit Center, as well as forward-looking programs such as Clipper and regional bicycle sharing; and

WHEREAS, The funding and guidance that the MTC provides enables San Francisco to honor its commitment to being a Transit First City by expanding and improving public transportation, bicycle and pedestrian access and other transportation demand-management programs; and

WHEREAS, On January 26, 2011, the MTC voted to request state legislation that would amend California Government Code Section 66503 to add one seat each for Alameda County and Santa Clara County; and

WHEREAS, If successful, this legislation would alter the structure of the Commission, increasing the number of members to 21 from 19, expanding the relative power of Alameda and Santa Clara Counties by allocating them three seats each, effectively diluting the voices of the other seven Bay Area counties that comprise the MTC; and,

WHEREAS, Those in support of this proposal to expand the MTC's membership, led by the cities of San Jose and Oakland, base their rationale on the fact that these two major cities have large resident populations, or nighttime populations, and therefore should be afforded more power in apportioning transportation funding across the region; and

WHEREAS, San Francisco acknowledges that San Jose and Oakland are critical hubs in the Bay Area economic web, as both of these cities have international airports and combined are home to more than 50% of all transit commuters in the Bay Area; and

WHEREAS, This argument ignores the fact that San Francisco is the destination for upwards of 500,000 commuters on weekdays, nearly half the population of San Jose and nearly the population of Oakland; and by ignoring this fact, this expansion proposal denies San Francisco equal representation via an opportunity to also gain a seat on the MTC; and

WHEREAS, Transit funding is most appropriately allocated based on where people travel and work during the day, at times when they use public transit, roads, and bicycle infrastructure, not at night when they are at home; and

WHEREAS, A similar proposal was forwarded in 2004, but ultimately was defeated by a coalition of Bay Area governments that believed in equal apportionment; and

WHEREAS, San Francisco is willing to work in partnership towards a restructuring plan, so long as said plan considers daytime commute population as the baseline metric for apportioning seats on the MTC; now, therefore, be it

RESOLVED, That the City and County of San Francisco opposes the expansion plan as currently drafted, as it provides two counties with additional seats based on a faulty justification of nighttime population; and, be it

FURTHER RESOLVED, That the City and County of San Francisco urges the MTC to reconsider this proposal with a more equitable formula for apportionment, specifically basing the Commission's structure on daytime commute population; and be it

FURTHER RESOLVED, That the City and County of San Francisco urges the California State Legislature to oppose the MTC's proposal.