



## EXECUTIVE DIRECTOR'S REPORT

ABAG Executive Board

September 19, 2019

### PERSONNEL CHANGES:

#### Retirements

**Mike Lee** – Mike joined MTC in July 2004 as a Junior Program Coordinator. His last day with MTC was on September 6, 2019 as a Junior Program Coordinator in the Electronic Payments Section.

**Suk Li** – Suk joined MTC in August 2000 as an Accounting Assistant II. Her last day with MTC was on September 6, 2019 as a Finance Technician II in the Finance & Accounting Section.

#### Departures

**Anne Richman** – Anne joined MTC in January 2007 as a Senior Program and Policy Analyst. Her last day with MTC is September 19, 2019 as a Section Director in the Programming & Allocations Section.

**Ken Kirkey** – Ken joined ABAG in April 2006. He started with MTC as a Section Director in Planning, which was greatly expanded with the staff consolidation to form the Regional Planning Program section serving the two agencies today. His last day with MTC is September 26, 2019.

**Anthony Albert** – Anthony joined MTC in March 2017 as an Assistant Program Coordinator. His last day with MTC is September 20, 2019 as an Assistant Program Coordinator in the Programming & Allocations Section.

**Mike Kerns** – Mike joined MTC in December 2006 as an Associate Program Coordinator. His last day with MTC is September 27, 2019 as a Principal Program Coordinator in the Design & Project Delivery Section.

**Shauna Harper** – Shauna joined MTC in October 2014 as an Associate Program Coordinator. Her last day with MTC was on August 7, 2019 as an Associate Program Coordinator in the Electronic Payments Section.

**Kelly Kent** – Kelly joined MTC in November 2015 as an Accounts Receivable Technician. Her last day with MTC is September 20, 2019 as a Junior Program Coordinator in the Field Operations & Asset Management Section.

**Shraddha Mutyal** – Shraddha joined MTC in June 2018 as an Assistant Program Coordinator. Her last day with MTC is September 20, 2019 as an Associate Program Coordinator in the Energy Section.

**Eudora Wu** – Eudora joined MTC in April 2019 as an Associate Financial Analyst. Her last day with MTC was August 9, 2019 as an Associate Financial Analyst in the Treasury Section.

### **Promotions & New Assignments**

**Ross McKeown** –assigned as Acting Director for P&A. Effective date September 20, 2019.

**Matt Maloney**-assigned as Acting Director for RPP. Effective date September 27, 2019.

### **New Appointments**

**Nalungo Conley** –Nalungo joined MTC on August 26, 2019 as an Administrative Director, Office of the Executive Director in the Executive Office.

**Nicola Szibbo** – Nicola joined MTC on August 12, 2019 as an Associate Program Coordinator in the Design & Project Delivery Section.

### **KEY HIGHLIGHTS FOR SEPTEMBER:**

#### **State Legislative Updates**

There has been several legislative developments that directly effect the work of MTC and ABAG. LPA staff will provide an overview as part of the Legislative Committee report.

#### **Mega-Measure (FASTER Bay Area)**

The coalition advancing the “mega” transportation revenue measure, coined “FASTER Bay Area”, has been recently making public presentations on their proposal, after several months of reconnaissance discussions throughout the Bay Area transportation community. The Chair of MTC has requested that the Commission’s Executive Committee hold a meeting on October 11, 2019 to review the proposal’s current schedule and substance, as we understand it, in preparation for a presentation by the FASTER team to the full Commission on October 23<sup>rd</sup>.

#### **Regional Housing Need Allocation (RHNA)**

On our agenda today is a recommendation for the Executive Board to approve the members of the Housing Methodology Committee (HMC) for the Regional Housing Need Allocation (RHNA) process. This first official action kicks off the 6<sup>th</sup> cycle of a state mandated process well known in the region that will assign to counties and counties the number of housing units by affordability level that each jurisdiction must accommodate in its adopted Housing Element. This is a significant and intensive planning effort, and we expect the State’s target for the region to be much higher in this round than in the past. As well, the State has created for itself new legal remedies for enforcement, and provisions imposing new required factors and considerations, including fair housing.

As the COG for the San Francisco Bay Area, ABAG is statutorily responsible to distribute the region's allocation from Sacramento into a number for each city and county, a critical coordination role since—without it—each local government would be left to work directly, and alone with Sacramento on its individual goals as is the case for cities in areas without a COG. It is a task that is difficult and often criticized, but crucial nonetheless.

Communicating the RHNA process to local government policymakers and staff, as well as the public will be a daunting task that we want to get started right away. At your place is a draft timeline of actions for both Plan Bay Area and the RHNA, processes that will be run separately, but concurrently. We will take every available opportunity to get the message out including outreach meetings, our webpages, e-newsletters, social media and press releases.

### **Safer Affordable Fuel Efficient (SAFE) Vehicle Rule Update**


California and the Trump Administration have been locked in a legal and political battle over the administration's Safer Affordable Fuel Efficient (SAFE) Vehicles Rule – the proposal to rollback Obama-era fuel efficiency standards – since it was first proposed in 2018. On September 19<sup>th</sup>, the Trump Administration issued a final rule revoking the waiver that allows California to set stricter rules to address the state's unique air quality challenges, making good on its stated intent to repeal California's waiver independently from – and in advance of – the larger rulemaking. We anticipate the revocation's effective date will be slated for mid-November of this year and that California will lead the charge to oppose the rulemaking.

A rollback of fuel economy standards raises a number of concerns for MTC and our counterparts throughout the state. First and foremost, revoking these mandates would hinder ongoing statewide efforts to combat climate change and improve public health. Also, more technically but very important to MTC and other transportation agencies, rolling back national fuel economy standards and/or revoking California's waiver would invalidate California's air quality emissions model – the tool metropolitan planning organizations (MPO) and Caltrans use to perform routine air quality analyses mandated by the federal government. Without a valid model, MTC's adoption of our 2021 regional transportation plan (RTP) update (*Plan Bay Area 2050*) and transportation improvement plan (TIP) update are at risk. More immediately, MTC would face strict limitations on our ability to amend or add certain projects, such as highway and transit expansion projects, to the Bay Area's current TIP and RTP – we would be unable to make changes that trigger air quality conformity review. Additionally, projects undergoing National Environmental Policy Act (NEPA) review requiring new or updated air quality conformity analysis would be unable to complete NEPA until a new emissions model is approved by the federal government, which the California Air Resources Board estimates could take up to three years.

Staff is working closely with the Governor's office and our MPO partners throughout the state to develop and pursue legal and/or legislative strategies to mitigate project-level impacts, as the Administration's actions put the rule into effect.

**Women's Issues In Transportation (WIIT) Conference**

On September 11-13, 2019, I had the privilege of co-chairing the 6<sup>th</sup> International Women's Issues in Transportation, sponsored by the Transportation Research Board. Focusing on the triple themes of "Insight, Inclusion, and Impact", the conference was a great success, breaking all prior attendance records and drawing participants from 27 different countries, including those from the global south. MTC staff contributed to the conference aiding a team in the production of a video spotlighting research being done around the world to address the challenge of sexual harassment on public transportation systems, one of many critical issues affecting women's mobility and its impact on their access and opportunities in society. We will be posting a conference highlight on the website, and will consider the proceedings in our planning work going forward.



Therese W. McMillan