



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Item 6**

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Policy Advisory Council  
FR: Marti Paschal, Staff Liaison  
RE: Staff Liaison Report – September 2018

DATE: September 7, 2018  
W.I. 1114

### **MTC-ABAG Executive Director Steve Heminger Announces Retirement**

On July 25, 2018, Steve Heminger, executive director of the Metropolitan Transportation Commission since 2001 and of the Association of Bay Area Governments since July 2017, notified the Commission's Executive Committee that he will retire from both positions on February 28, 2019.

"After more than 17 years at the helm, Steve stands among the giants of the transportation world," observed MTC Chair and Rohnert Park City Councilmember Jake Mackenzie, who announced Heminger's retirement at the Commission's regular July meeting. "By charting a steady course through often-turbulent waters, Steve has shaped a bigger, safer and sounder Bay Area transportation network in which his legacy will be found in items as small as a Clipper card or as big as the new Bay Bridge."

MTC Chair Jake Mackenzie named himself and six other Commission members to a committee that will guide selection of Heminger's successor.

Heminger, 58, has served as MTC's Executive Director since 2001. He joined the MTC staff in 1993 as manager of Legislation and Public Affairs, and was elevated to deputy executive director in 1999 before assuming the top staff position two years later.

### **Commission Opposes Proposition 6**

MTC's commissioners have taken an "oppose" stance on Proposition 6, a measure on the November ballot to repeal a state gas tax increase and other transportation fees enacted by the state Legislature in 2017 via Senate Bill 1. In addition to canceling all revenue sources added by SB 1, including over \$200 million per year for pothole repairs across the Bay Area, Proposition 6 dictates that any tax on motor vehicle fuel or vehicles must be subject to a vote of the people, retroactive to January 1, 2017. As a result, Proposition 6 would not only cut funding in the near term, it would make it difficult to replace the lost funds in the future.

In taking an oppose position on Proposition 6 in a unanimous vote at its monthly meeting on July 25, 2018, MTC joins a broad coalition of public safety, environmental, business and social justice groups along with dozens of local governments that have come out against the measure.

"In round numbers, the threatened SB 1 funding is about half of local governments' streets and roads money from the state," said Randy Rentschler, MTC's director of Legislation and Public Affairs, in a presentation to the Commission earlier in July. "The stakes are high."

Enacted in April 2017, Senate Bill 1 provides approximately \$5 billion per year in ongoing funding for transportation after decades of underinvestment by the state. The primary goal of SB 1 is to restore the condition of the state highway system and local streets and roads after decades of deferred maintenance that has caused billions of dollars in accumulated maintenance shortfalls. While state and local roadway maintenance receives the vast majority of SB 1 funds, the bill also provides vital new funding for better public transit options, congestion reduction and bike and pedestrian safety.

Passage of Proposition 6 and the resulting repeal of SB 1 would also imperil plans for replacing worn-out transit vehicles and other basic needs of the Bay Area's aging transit systems. It also would jeopardize plans for additional capacity for BART and its extension to Silicon Valley, the electrification of Caltrain in the Peninsula, and the Sonoma-Marín Area Rail Transit (SMART) rail system's planned extension from San Rafael to the ferry dock in Larkspur, among other projects. Bay Area congestion relief projects with SB 1 funding at risk include the Port of Oakland 7<sup>th</sup> Street Grade Separation, Highway 101 widening in the Marin-Sonoma Narrows, the I-80/I-680/SR-12 Interchange in Solano County and the I-680/SR-4 Interchange in Contra Costa County.

### **Executive Director's Report**

The following items are excerpts from the July 2018 Executive Director's Report to the Commission. To read the report in its entirety go to:

<http://www.mtc.ca.gov/whats-happening/news/executive-directors-report>.

#### **HSR Coordination, July 9, San Francisco**

Brian Kelly – the new CEO of the California High Speed Rail Authority – stopped by the Metro Center to discuss ways to better coordinate the activities of his agency, MTC, and the numerous local partners who are developing and implementing projects up and down the Peninsula Corridor to make way for high speed rail service in the future. Among these projects are the electrification of the Caltrain corridor and major station construction at the Diridon Station in San Jose and the Salesforce Transit Center in San Francisco.

#### **MaaS Working Dinner, July 10, San Francisco**

I hosted a working dinner with several of our major transit agency and CMA partners to discuss the emerging concept of "Mobility as a Service." As the name implies, the basic idea is to develop an app-based platform that would enable travelers to plan a trip using multiple service providers and pay for that trip using a single travel account. Stay tuned as we continue to refine this concept for Bay Area implementation in the coming months.

#### **CTC Program Update, July 11, San Francisco**

Chair Mackenzie presided over a meeting of several MTC commissioners with their counterparts at the California Transportation Commission (CTC). Susan Bransen – CTC's executive director – also joined the meeting.

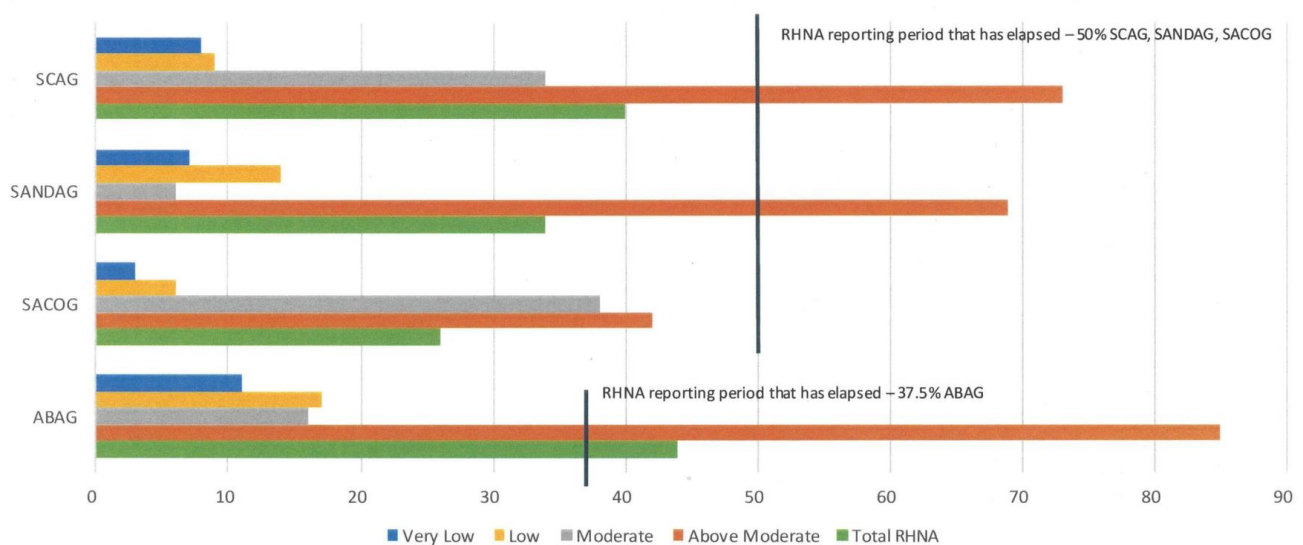
#### **Summer Reading**

The Terner Center for Housing Innovation at UC Berkeley has just released a new study about the achievements and shortcomings of Senate Bill 375. There are quite a few compliments about our One Bay Area Grant (OBAG) program and other incentive strategies. You can find the study at the following link: [ternercenter.berkeley.edu/sb-375](http://ternercenter.berkeley.edu/sb-375)

### Chart of the Month

I can't help myself from presenting yet another housing chart, this one showing some (relative) good news for a change. [This chart](#) compares the Bay Area's progress in meeting our regional housing goals with our "Big Four" colleagues in the Los Angeles, San Diego, and Sacramento regions. As you can see, all four regions are doing reasonably well in building above moderate housing stock and far less well in building housing for residents of low and very low incomes. The good news is that the Bay Area is leading the pack in all categories except moderately-priced housing, where Los Angeles and Sacramento are doing better.

## Comparison of RHNA Cycle 5 Progress



### Map of the Month

Each month Executive Director Steve Heminger presents a new map to the Commission to help explain important trends in the Bay Area, across the nation, and around the world. July's Map of the Month highlights an absolute decline in the nation's white non-Hispanic population—accelerating a phenomenon that was not projected to occur until the next decade. America's white population saw increases between 1790 when the first census was taken until 1960 when the population growth began to decline. According to numbers released by the Census in 2017, the nation experienced an absolute decline of about 9,000 whites between 2015 and 2016 and more than 31,000 whites between 2016 and 2017. Using a simple linear projection, we could expect to see a continued decline in white population of anywhere between 17,000 and 20,000 people from 2017 to the next decennial census in 2020.

Visit our Map of the Month page at <http://gis.mtc.ca.gov/home/motm.html> to review not just our current map, but those presented at previous Commission meetings as well.

