



To: Bay Area Regional Collaborative (BARC)

Date: February 4, 2019

Fr: Executive Director

Re: Agency Goals and Priorities

Allison has asked the three executive directors whose agencies are represented on the Bay Area Regional Collaborative (BARC) to outline our respective goals and priorities for the coming year. Set forth below are five such goals for MTC and ABAG, composed on my way out the door as of the end of this month.

CASA – The CASA Compact has re-shaped the housing policy landscape in the Bay Area. This 10-point program represents a rare instance of consensus (not unanimity) among key stakeholders on a set of housing reforms to pursue in Sacramento during the 2019 legislative session. Both the MTC Commission and ABAG Executive Board have authorized their presiding officers to sign the Compact by fairly wide voting margins, but both votes were accompanied by provisos emphasizing the importance of further collaboration and conversation with local governments. If CASA can be successful in its legislative efforts this year, it is possible that a major regional revenue measure to fund affordable housing preservation, production, and tenant protections could appear on the ballot in November 2020.

MAAS – Mobility as a Service (MAAS) is a phrase that many of you may not have heard of, so let me attempt a working definition. First of all, it involves a series of questions about the many disruptive transportation technologies that have appeared on the streets of the Bay Area in recent years. For example, how much longer can Uber run billion-dollar deficits every year before its venture capital patrons turn off the spigot? Are scooters a serious, last-mile transportation alternative, or just a passing fad? Beyond these questions, MAAS holds out the hope of knitting together a suite of regional mobility options – Clipper, FasTrak, bikeshare, etc. – that could be managed and paid for seamlessly with one “purse”.

PBA 2050 – It’s that time of year to start revving up the engines to develop the third iteration of Plan Bay Area. In fact, we have been hard at it for more than a year now with our Horizon project, which is taking an in-depth look at some of the key variables that could affect how the region develops over the next three decades, including earthquakes, sea level rise, national immigration policy, and the growing automation of work and travel, to name just a few. Our hope is that Plan Bay Area 2050 also can incorporate a new approach to growth in the Priority Development Areas (PDAs) and a more extensive strategy for protecting our shoreline and adapting to rising tides.

SB1 and RM3 – The first of these two funding measures (Senate Bill 1) was not only approved by the Legislature with a 2/3 vote, but ratified by statewide voters in November 2018. The second measure (Regional Measure 3) also was approved by Bay Area voters in June 2018, but is now

stuck in the courts with two legal challenges under way. SB 1 will generate well in excess of \$1 billion of transportation investment annually in the Bay Area, and RM 3 will add another \$400 million per year. Our focus will be on delivering the projects and programs funded by these measures as quickly and efficiently as possible.

Governance – This is a topic perhaps best addressed when you are indeed on your way out the door. Whether it is the long-debated question of whether MTC and ABAG should merge into one agency or the daily grind of dealing with so many cities, counties and transit agencies, governance is the unavoidable topic in the arena of Bay Area regionalism. Under the terms of their MOU executed in conjunction with the staff consolidation, the MTC and ABAG boards have promised to start talking about a new governance structure no later than July 1, 2019. In a way, the topic has been under continuous discussion since MTC was created by the State Legislature in 1970. Whether the region is ready for a deeper conversation about governance writ large is anybody's guess.



Steve Heminger