



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 7

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Memorandum

TO: Policy Advisory Council
FR: Marti Paschal, Staff Liaison
RE: Staff Liaison Report – March 2019

DATE: March 6, 2019

W.I. 1114

Scott Haggerty Elected Chair of the Metropolitan Transportation Commission

Alameda County Supervisor Scott Haggerty took over the helm of the Metropolitan Transportation Commission on February 27, 2019 after the 19 voting members of the 21-member regional Commission unanimously elected him as chair for the two-year term running through February 2021. Haggerty has served for the past two years as MTC's vice chair, and has represented Alameda County on the Commission since 2000.

“When MTC is at its best, we are finding regional solutions to regional problems. I hope the entire organization — Commission and staff alike — can focus on this over the next two years,” Haggerty said. “Our regional agenda, of course, includes meeting the Bay Area's many different transportation challenges and advancing solutions to the Bay Area's housing crisis. But we also need to take an even wider view and remember that we are part of a Northern California mega-region.

“We will need to look at not just how we can solve problems that cut across the borders of our 101 cities, or cross the borders of our nine counties. We also need to work as partners with our neighbors in the San Joaquin Valley, in the Sacramento Valley and other areas to the north and south.”

Haggerty was first elected to the Alameda County Board of Supervisors in 1996. Haggerty previously served as MTC chair from 2009 to 2011. In addition to his longtime service at MTC, Haggerty is a member and former chair of the Bay Area Air Quality Management District, the Association of Bay Area Governments and the Oakland Alameda County Coliseum Authority. Haggerty represents Alameda County on the National Association of Counties, and also serves as a member of the Alameda County Transportation Commission, San Joaquin Regional Rail Commission, Livermore Amador Valley Transit Authority and Tri-Valley Transportation Council.

Haggerty replaces Rohnert Park City Councilman Jake Mackenzie as Commission Chairman.

Commissioners also elected Napa County Supervisor Alfredo Pedroza to serve as MTC's vice chair for the next two years. Pedroza was first appointed as a supervisor by Gov. Jerry Brown in 2015, then he was elected in 2016. He was appointed to the MTC in 2017.

“I am grateful to serve the Bay Area and our local communities during a critical time when striking the right balance between regional and local action is key,” Pedroza said. “We need to continue to invest in our regional transportation networks to improve quality of life, especially as housing shortages continue to put pressure on our infrastructure.”

Pedroza is active with service clubs and nonprofit organizations. He is a graduate of Sonoma State University, from where he earned a Bachelor's degree in Business Administration and a minor in Economics.

Three of MTC's seats changed hands last month, with San Francisco Supervisor Hillary Ronen replacing Jane Kim as the representative of the City and County of San Francisco; Millbrae City Councilwoman Gina Papan replacing Redwood City Councilwoman Alicia Aguirre as the representative of San Mateo County cities; and Sonoma County Supervisor David Rabbitt replacing Julie Pierce as the representative of the Association of Bay Area Governments.

MTC-backed Senior Affordable Housing Project Breaks Ground in San Jose

First Community Housing broke ground last month on a 64-unit, MTC-backed affordable senior housing project near the Fruitdale VTA light-rail station in San Jose. Twenty-three of the units in the mixed-use Leigh Avenue Senior Apartments project will be dedicated to residents needing in-home services.

San Jose-based First Community Housing has designed the project to LEED Platinum standards and plans to provide free transit passes for all residents. The property's 7,000 square feet of commercial space will house dental offices. The project is funded in part by a \$2.9 million loan from the Bay Area Transit-Oriented Affordable Housing Fund (TOAH), which received \$10 million in seed money from MTC in 2008.

TOAH is the product of the initial MTC investment and the Great Communities Collaborative, which brings together funders, advocates, public sector partners and financial intermediaries to help the process of building affordable homes. The revolving loan fund provides financing for the development of affordable housing and other vital community services near transit lines throughout the Bay Area. TOAH has originated nine acquisition or refinance loans to date for the development or preservation of nearly 900 units of affordable housing across San Francisco, Alameda and Santa Clara counties.

Richmond-San Rafael Bridge Scheduled for More Joint Replacement

Caltrans and the Bay Area Toll Authority (BATA) announced that contractors working on the Richmond-San Rafael Bridge to replace the upper-deck joint that failed February 7 will remain on site for the next several months to replace 31 more joints on the upper deck of the 63-year-old span. Due to the replacement of these steel-and-concrete joints, the targeted opening date for a bicycle/pedestrian path on the bridge's upper deck has been pushed back from this spring to this summer.

Installation of the four-mile-long moveable barrier system that will separate bicyclists and pedestrians from westbound auto traffic on the bridge's upper deck originally had been scheduled for April 2019. This work is now slated for June 2019 to allow crews unfettered access to each of the additional joint-repair locations over the next three months. Inclement weather could extend this schedule. Opening of the bicycle/pedestrian path likely will follow installation of the moveable barrier system by three to four weeks.

The Richmond-San Rafael Bridge includes a total of 856 deck joints, of which 795 were rebuilt in the early 2000s either as part of the seismic retrofit of the bridge or through other rehabilitation projects. The remaining 61 joints (including the 31 on the upper deck to be replaced in the coming weeks as well as 30 on the lower deck that will be replaced through a Caltrans contract later in 2019) are located in the bridge's 289-foot truss sections and date to the span's original construction in the 1950s. The most recent inspections of the undersides of these joints, including the joint at bridge Pier 59 that failed earlier this month and prompted hours-long closures of the bridge to traffic in both directions, were conducted in August 2018. Deck-level inspection of the joints most recently were performed in July 2017.

Replacement of the failed joint at Pier 59 is expected to be complete by Saturday, March 2, with nearly identical work on the 31 additional upper-deck joints scheduled to begin March 4. Motorists crossing the Richmond-San Rafael Bridge can expect traffic lane closures in each direction from 9 p.m. to 5 a.m. to accommodate the joint replacement project. At least one lane of traffic in each direction will remain open each night while work is completed. Costs for replacement of the Pier 59 joint are expected to total about \$300,000. BATA projects a roughly \$8 million cost to replace the 31 additional joints on the upper deck of the bridge.

The 5.5-mile bicycle/pedestrian path that will establish the first Bay Trail connection between Contra Costa and Marin counties — and the third lane that opened on the lower deck of the Richmond-San Rafael Bridge in April 2018 to carry peak-period eastbound traffic — were developed through a partnership between BATA, Caltrans, the Contra Costa Transportation Authority and the Transportation Authority of Marin.

BATA administers all toll revenues from the region's seven state-owned toll bridges. Caltrans owns and operates the state highway system, including the Richmond-San Rafael Bridge.