

**Metropolitan Transportation Commission
Policy Advisory Council**

December 11, 2019

Agenda Item 8

Staff Liaison Report – December 2019

Subject: Relevant MTC policy decisions and other activities.

Recommendation: Information

Attachments: Attachment A: Staff Liaison Report – December 2019



- Learn more about the proposed Toll Facility Ordinance Amendment by watching a [five-minute online open house video](#) and then submit comments through a [short online survey](#). The online comment window will be open from November 18th through December 18th
- Send comments by mail to the MTC's Public Information Office at 375 Beale Street, Suite 800, San Francisco, CA 94105 or via email at info@bayareametro.gov by December 18th
- Leave a comment in person at the Public Hearing:

Wednesday, December 18, 2019 at 9:30 a.m.
Bay Area Metro Center, 1st Floor, Board Room
375 Beale Street, San Francisco, CA 94105

All comments must be received by December 18, 2019 to be considered, and will be summarized for BAIFA Commissioners prior to an adoption vote on January 22, 2020.

Bay Area Streets and Roads Deliver Smoother Ride as Cities, Counties Put Gas Tax Dollars to Work

Bay Area cities and counties largely improved the quality of the pavement on their local street and road networks in 2018. Data released in November by MTC show the region's nearly 43,500 lane-miles of local streets and roads registered an average pavement condition index (PCI) score of 67 out of a maximum possible 100 points last year, as calculated on a three-year moving average basis. This marks the third year in a row that the regional average has reached 67 points. With more state dollars flowing to cities' and counties' pavement programs after the November 2017 start of the Senate Bill 1 fuel tax increases, the Bay Area's one-year average PCI score for 2018 ticked up one point to 68.

PCI scores of 90 or higher are considered "excellent." These are newly built or resurfaced streets that show little or no distress. Pavement with a PCI score in the 80 to 89 range is considered "very good," and shows only slight or moderate distress, requiring primarily preventive maintenance. The "good" category ranges from 70 to 79, while streets with PCI scores in the "fair" (60-69) range are becoming worn to the point where rehabilitation may be needed to prevent rapid deterioration. Because major repairs cost five to 10 times more than routine maintenance, these streets are at an especially critical stage. Roadways with PCI scores of 50 to 59 are deemed "at-risk," while those with PCI scores of 25 to 49 are considered "poor." These roads require major rehabilitation or reconstruction. Pavement with a PCI score below 25 is considered "failed." Among the region's three largest cities, San Francisco last year climbed higher into the "good" category by raising its three-year moving average score from 70 to 72, while San Jose (65) and Oakland (54) remained in the "fair" and "at-risk" classifications, respectively.

Dublin once again topped the list of Bay Area pavement rankings for the 2016-18 period, reporting an average PCI score of 86. Other cities with three-year PCI scores in the "very good" range include Clayton and Palo Alto (84); Daly City and El Cerrito (83); Brentwood (82); Cupertino, Foster City and unincorporated Solano County (81); and Colma, San Ramon and Union City (80).

The lowest-ranked pavement in the Bay Area was found in Petaluma, which recorded a PCI score of 45 for 2016-18. The only other jurisdiction with a three-year average PCI score in the "poor" range is Larkspur (46). But the Marin County city's one-year PCI score for 2018 climbed eight points to 54, ranking among the biggest year-over-year increases of any Bay Area city. Larkspur's city government has made pavement maintenance a top priority, and voters in recent years have twice approved local sales tax measures dedicated to rehabilitating the city's 65 lane-miles of local streets.

MTC's Local Streets and Roads Committee later this year will recognize the Contra Costa County city of Clayton for having the best overall pavement management program of any Bay Area jurisdiction; the cities of Cupertino, Dublin and Palo Alto for their high PCI scores year after year; and the Marin County city of Mill Valley for the biggest one-year PCI increase in the region. Mill Valley last year raised its one-year score by 13 points to 73 from 60 in 2017.

The complete 2018 Pavement Conditions Summary — including percentages of local roadways in various conditions, and a listing of average PCI scores for the arterials, collector roadways and residential streets for all Bay Area counties and cities — may be accessed [here](#). MTC's Vital Signs website www.vitalsigns.mtc.ca.gov/street-pavement-condition provides even more detailed information on pavement conditions in each of the Bay Area's nine counties and 101 cities, including both block-by-block analyses and a record of every municipality's average PCI score for each year from 2003 through 2018.

Bimla Gill Rhinehart Honored with New Yerba Buena Island Public Access Pier

More than 100 people turned out for the dedication of a public access pier adjacent to Yerba Buena Island named in honor of Bimla Gill Rhinehart. Rhinehart served as the California Transportation Commission's member on the Metropolitan Transportation Commission's Toll Bridge Program Oversight Committee before passing in 2013. Last December, that committee voted unanimously to recognize her with the naming. On Monday, October 28, 2019, the boardwalk was formally dedicated to her.

"When Bimla joined the committee she was an incredible breath of fresh air," said Steve Heminger, former MTC executive director, who was on hand to dedicate the boardwalk. It was Heminger who came up with the idea to name the boardwalk after her. "This will be a wonderful way to remember Bimla, her achievements and her life."

Rhinehart earned Bachelor of Science degrees in finance and accounting from California State University, Chico, and later attended graduate school at the University of California, Davis. She had more than 20 years of experience with Caltrans, where she began working in 1986. While at Caltrans District 4 in the Bay Area, she built a highly successful career while earning the friendship and admiration of everyone she came in contact with.

Colleagues remembered Rhinehart as a quiet leader who could bring all sides together to move a project forward. Her can-do spirit, kind disposition and grace, and intelligent and professional approach to challenges endure in the memories of everyone who knew her.

The Bimla Rhinehart Vista Point sits atop Pier E2 of the original east span, which for 77 years supported the western side of the east span's cantilever section. It is furnished with a 30-foot communal table, amphitheater seating, bike racks and flexible performance spaces for community gatherings and events. Views from the Vista Point look out to San Francisco Bay, Port of Oakland, and the self-anchored suspension span of the new east span. The pier will be open only on weekends until next spring, then daily.

Executive Director's Report

The following items are excerpts from the November 2019 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>.

Transit Funding – Correction to State Financial Reporting.

I wanted to call attention to some excellent staff work by William (Bill) Bacon, Programming & Allocations Section, whose close attention to detail helped save millions of dollars in Bay Area transit funding this year. Bill identified a reporting issue related to State Transit Assistance (STA) funding affecting SFMTA and VTA and worked closely with those agencies and the State Controller's Office (SCO) to help correct it. Going forward, the risk of funding cuts resulting from financial reporting problems should be minimized as the SCO has committed to making improvements to its online form for STA funding and providing training to transit agencies.

Visit by Congressman Rodney Davis - November 4, 2019.

The Ranking Member of the U.S. House of Representatives Transportation & Infrastructure Subcommittee on Highways & Transit — the committee with jurisdiction over crafting the federal surface transportation bill — joined us for a targeted transportation infrastructure tour on November 4th. Vice Chair Pedroza hosted, accompanied by Executive Director McMillan and staff from MTC/BATA and the TransBay Joint Powers Authority. There was a tour of the Salesforce Transit Center and Yerba Buena pier. Thanks also to AC Transit staff for assisting with transport service. Topics discussed included federal reauthorization, freight policy, project delivery, and the Bay Area's ability to financially partner on a plethora of large projects.

Caltrans Summit on the Summit – November 5, 2019.

Alix Bockelman and Andy Fremier attended this event in Livermore, co-hosted by Caltrans Districts 4 and 10. It was a convening of state and regional executives to discuss multimodal transportation issues, challenges, and opportunities for making improvements on the I-580 corridor from Oakland to Stockton.

New CT Director Adetokunbo "Toks" Omishakin Bay Area Visit: November 15, 2019.

MTC hosted the new Caltrans Director, who hails from Tennessee where he was the deputy commissioner for environment and planning at the Tennessee Department of Transportation. The nine County Transportation Agencies were also invited and presented projects of interest to the Director. MTC outlined several of the key initiatives facing the region, including Plan Bay Area 2050, upcoming state discretionary programming, and our Express Lane program. We look forward to a productive partnership with the Director and our colleagues at District 4.

Mega Region Working Group - Leadership meeting: November 15, 2019.

Chair Haggerty and Commissioner Sperling convened Board leadership from MTC, the Sacramento Area Council of Governments (SACOG) and the San Joaquin Council of Governments (SJCOG) to discuss a restart of this interregional forum. Also present were the Chair of the SJCOG Board of Directors & Vice-Mayor of Lodi Doug Kuehne, as well as Vice Chair of SACOG, City of Davis Councilmember Lucas Frerichs. The three agency executive directors suggested a suite of future actions including regional planning reform proposals, financial coordination for projects of mutual interest, and joint advocacy at the state and federal level on topics of mutual interest.

Richmond San Rafael Bridge Bike Path Opening November 16, 2019.

After roughly five years of planning, the bicycle path on the Richmond San Rafael Bridge opened with the support and presence of hundreds of enthusiastic users, from pedestrians and bikes, to unicycles, wheelchairs and many alternative wheels in between. Chair Scott Haggerty and Commissioner Amy Worth represented MTC among a host of local elected officials. This segment is a major connection of the Bay Trail and will provide a critical link in the bridge corridor. As promised, MTC staff will be closely monitoring and reporting on use of the path.