



Memorandum

TO: Public Works Staff

DATE: April 12, 2017

FR: Theresa Romell, Sui Tan

RE: Local Streets and Roads Regional Initiatives and Work Plan Outreach

MTC's Regional Streets and Roads Program (RSRP) staff are conducting outreach to local agency public works staff in each of the region's nine counties, in an attempt to solicit input on desired regional initiatives and/or focus areas for future efforts related to local street and roads.

Background

MTC's RSRP has been working over the last several decades to assist local agencies in improving the state of repair of local streets and roads through the ongoing develop and support of pavement management tools like StreetSaver and the Pavement Technical Assistance Program (PTAP), as well as funding advocacy and policy development at the local, regional and state levels.

MTC's RSRP also facilitates meetings of the Local Streets and Roads Working Group (LSRWG), a technical advisory body of the Bay Area Partnership, comprised of public works staff from around the region. The LSRWG typically meets monthly to discuss issues relevant to local streets and roads.

The LSRWG mission is *"to advocate on behalf of the local agencies within MTC's nine-county region for levels of regional, State and federal funding for maintenance and rehabilitation of local streets and roads sufficient to achieve a state of good repair, while recognizing similar funding needs for other modes of travel. The LSRWG promotes the most efficient use of funds through collaboration and coordination among agencies, the use of highly effective products, materials and application methods, and the use of systematic inventories and condition evaluations"*.

A sampling of the benefits that the LSRWG has achieved for local cities and counties include:

- Better representation of cities and counties on the regional policy advisory board – The LSRWG lobbied for and was granted four seats for public works directors on the Bay Area Partnership Board
- Parity with other regional transportation plan (RTP) investments – LSRWG participants were part of a regional task force convened to ensure that regional investments in local streets and roads were on par with investments in transit capital and expansion projects

- Improved needs assessments – The LSRWG worked with MTC staff to improve the accuracy and detail of maintenance needs assessments for local streets and roads and used the results to demonstrate the need for better funding
- Improved allocation policies – The LSRWG:
 - Worked with MTC staff to shift from a shortfall-based allocation of regional funding to one that incorporates other factors such as population, mileage, and performance
 - Successfully lobbied to eliminate the Metropolitan Transportation System (MTS)—a limited, designated subset of “regionally significant” roadways—that was the sole roadway system eligible for federal funding
- PTAP preservation – the LSRWG lobbied to maintain this regional program and increase funding for it
- Overall increased regional investment in local streets and roads – Total RTP investments grew from \$143 million over the 2001 RTP period, to \$10 *billion* in the 2013 RTP (Plan Bay Area)

Future Focus Needed

Participation at the working group meetings has waned over the last several years, making it difficult for MTC staff to gauge the needs of local jurisdictions as they relate to local streets and roads. In response, RSRP staff is conducting outreach to local agency public works staff in each of the region’s nine counties in an attempt to solicit input on desired regional initiatives and/or focus areas. Common themes that develop through this effort will form the basis of the LSRWG work plan. Initiatives sought are regional in nature and should be geared towards improving the overall functionality and state of repair of the region’s local street and road network. Specific project delivery issues or concerns are not the focus of this effort. While important, these concerns are best raised with MTC staff that specialize in federally funded programs.

Items in the Work Plan should ideally come from local agencies, and should support the goals described in the LSRWG’s mission statement.

Some broad focus areas may include, but are not limited to:

- Ways to capitalize on increased funding from the Road Rehabilitation and Accountability Act of 2017;
 - Improved efficiencies through technology and/or materials procurement
 - Regional incentive programs
- Examination of funding policies;
- Asset management data enhancement and coordination;
- Funding advocacy

MTC staff are looking forward to your ideas on how the RSRP in partnership with local agencies can best work towards the benefit of local streets and roads in the region.

If you would like to provide input outside of the meeting, please email me us at tromell@mtc.ca.gov or stan@mtc.ca.gov.