



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
TEL 510.817.5700  
TTY/TDD 510.817.5769  
FAX 510.817.5848  
E-MAIL [info@mtc.ca.gov](mailto:info@mtc.ca.gov)  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

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Napa County and Cities

*Scott Haggerty, Vice Chair*  
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U.S. Department of Housing  
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City and County of San Francisco

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Deputy Executive Director, Operations

*Andrew B. Fremier*  
Deputy Executive Director,  
Bay Area Toll Authority

*Therese W. McMillan*  
Deputy Executive Director, Policy

RE: Local Street and Road Maintenance Cost, Revenue & Performance Survey

Dear Public Works Director/Representative:

It is time again to launch our biennial Local Streets and Roads survey effort. You may recall having participated in this survey two years ago. The results of the last survey helped us to gather the information necessary to project the twenty-five year Local Street and Road (LS&R) funding shortfalls, for MTC's 2009 Regional Transportation Plan – *Transportation 2035*.

As a result of local jurisdictions' ability to demonstrate the profound funding shortfalls that exist for maintaining the region's LS&R network, MTC elected to make a heavy investment of regional funding in street and road maintenance over the course of the Plan. Over the next 25 years, MTC has committed to direct \$7 billion in regional discretionary funding to help maintain our region's street and road infrastructure.

As regional funds become available for street and road maintenance, they will be distributed to each county congestion management agency (CMA) according to an allocation formula developed and approved by the LS&R Working Group, a committee comprised of public works professionals from around the region that advises MTC on policies related to local streets and roads. The allocation formula consists of four factors, weighted 25% each, including population, lane mileage, arterial & collector shortfall, and preventive maintenance performance. A distribution share is calculated for each jurisdiction using the four factors described above and the funding shares for all jurisdictions are summed at the county level for final distribution by the county CMAs.

The information that you are being asked to submit will be utilized by MTC to update estimates of capital maintenance shortfalls for local streets and roads, as well as provide us with the information on performance that is needed to calculate the funding distribution shares.

There are five main sections to the survey dealing with jurisdictional information, pavement maintenance treatment costs, non-pavement assets, maintenance revenue, and your jurisdiction's preventive maintenance practices. Each section comes with a detailed set of instructions to assist you in filling out the information. Survey responses

should be compiled, or at a minimum, verified by public works staff familiar with the local street and road maintenance operations in your jurisdiction.

We request your assistance in filling out the survey thoroughly and accurately and **return it to your county's Congestion Management Agency (CMA) by March 9,2009.**

This information is vital for gaining much-needed funding for LS&R maintenance and for ensuring that policy and decision makers, at all levels of government are aware of the challenges facing cities and counties in caring for their LS&R networks. Should you have any questions or would like to provide feedback on the survey itself, please feel free to contact.

Theresa Romell  
Metropolitan Transportation Commission  
Joseph P. Bort Metro Center  
101 Eighth Street  
Oakland, Ca. 94607  
(510) 817-5772  
[tromell@mtc.ca.gov](mailto:tromell@mtc.ca.gov)

Thank you in advance for your participation.

# DRAFT: 2009 LS&R SURVEY

## **PART 1 – Jurisdiction Information**

*(This portion of the survey will provide MTC with contact information for follow-up purposes and information regarding the status of your jurisdiction's pavement management database.)*

When opening the Excel file containing the 2008 Local Streets and Roads Survey, make sure to select “Enable Macros” when prompted. To begin, please select your jurisdiction’s name and county in the two drop-down boxes next to Item 1. Doing so will allow jurisdiction specific information on unit costs and revenues to populate some of the cells in the survey to provide you with reference information.

### **Contact Information:**

The contact information listed on the survey should belong to the person who has taken on the primary role in completing the survey. MTC staff may need to contact this person if a question arises regarding the survey responses or the information contained in your jurisdiction’s pavement management system database. The person whom contact information is listed for should be familiar with both.

### **Pavement Management System Database Information:**

In Item 3 we ask you to provide us with the status of your database. To complete Items 3a and 3b, open your pavement management system and check the “Status” of your database as listed under the “Help” menu. We will compare your information with the database we have on hand for your jurisdiction and notify you if we do not have your latest database. For the sake of accuracy, local street and road networks that have not had a significant inspection since January 2007 will be considered “out-of-date”. For Item 3c, you can run the “Maintenance & Rehabilitation History” report from your pavement management system and review the dates of the latest maintenance activity records.

We also want to ensure that the information contained in your database is complete and represents all of the maintenance work that has been completed, particularly within the last two years. MTC staff will be extracting information on maintenance work completed in order to determine your jurisdiction’s eligibility for performance based funding. In Item 4, we ask you to confirm whether or not the maintenance activity contained in your database is accurate and complete.

If either the inspection data or maintenance activity information is out-of-date or incomplete an automatic message will alert you to the fact that you should submit an updated copy of your database along with your survey. For StreetSaver® Online users, you do not need to submit a copy of your database, only verify that the information contained in your database is current. If you have any difficulty in providing an updated database, or if you wish to inform us of other information regarding you’re jurisdiction’s data, please use the space provided in Item 5 to do so.

### **Review and Approval:**

At the bottom of Part 1, we ask that your jurisdiction’s Public Works Director, Deputy Director, or responsible department head acknowledge that he/she has reviewed and approved the information being submitted on Parts 1 – 4 of the survey by checking the box labeled “Approved”. Please note that the “contact information” section should list the name of the person responsible for completing the survey, and the “approval” section should list the name of the appropriate department head concurring with the information provided. These may or may not be the same person.

## **PART 2 – Pavement Unit Treatment Costs**

*(This portion of the survey will provide key information used in MTC’s pavement management software model (along with pavement condition and maintenance information) to determine each jurisdiction’s 25-year pavement repair “Need”).*

Part 2 of the survey requests information regarding the unit costs of maintenance treatments for pavements within various PCI ranges. While jurisdictions may vary on the actual maintenance treatments and strategies that are employed, it is important to have a consistent maintenance treatment strategy across jurisdictions for the purpose of projecting the pavement maintenance “Need” in the region. That strategy should be based as much as possible on “best practices” for pavement maintenance.

Below is the standard or “model” maintenance strategy that will be used to determine the pavement maintenance need in the region. This maintenance strategy is based on a combination of common treatments applied throughout the region and the model treatment decision tree that is included in the MTC Pavement Management System (a.k.a., Streetsaver®):

### **Preventative Maintenance – PCI > 70**

Crack Sealing

Slurry Seal

Chip/Cape Seal

**Light Rehabilitation PCI < 70 > 50 (Non-Load)** –Thin Overlay

**Rehabilitation – PCI < 70 > 50 (Load)** –Thick Overlay

**Heavy Rehab – PCI < 50 > 25** – Reconstruct Surface

**Reconstruction – PCI < 25** – Reconstruct Structure (Surface & Sub-Layers)

Please fill out the two tables requesting unit treatment cost information for arterial / collector roadways and residential or local roadways. A sample table is provided on the next page for your reference.

- The first column of the table provides sample treatments typically used for the various pavement condition categories, as described above. Please input the unit maintenance cost that your jurisdiction expends for either the same or a comparable maintenance treatment as is listed in each row. If your jurisdiction does not use the same or any comparable treatment, please write “N/A” in the column labeled “Comparable Treatment Used” and do not provide a cost. Please keep in mind that since we will be constructing county average treatment costs to be used in determining the pavement maintenance “Need” for each jurisdiction, the more jurisdictions that provide cost information for each of the sample treatments, the more accurate the projection of pavement maintenance “Need” will be.
- The table separates the unit costs into several categories—construction, prep work, administration, and design costs. Depending on your jurisdiction, all applicable maintenance costs may be incorporated into the construction costs, or they may be separated for accounting purposes. The total unit treatment costs should contain, and are limited to, the following items:
  - Material cost
  - Pavement striping costs
  - Replacement of loop detectors
  - Necessary incidental repairs required by the roadway improvement  
(such as repairs/replacement of storm drains, culverts, drainage channels, curb & gutter, driveway conforms)
  - Adjustment of sanitary, utility and storm drain manholes/survey monuments/storm water inlets
  - Construction traffic control at project site
  - Dust control measures
  - Erosion control measures
  - Repairs to shoulders

- Mobilization costs
- Curb Ramps (if part of a paving project)
- Staff costs
- Construction labor cost
- Construction engineering/management costs (up to 14% of construction cost)
- Project design costs
- Procurement and advertising costs
- Rental equipment costs related to the project

*Pavement treatment unit costs should not include work on sidewalks, traffic signals, slide repairs, and other items not listed above, which fall under “non-pavement” work. These costs will be addressed in the next section.*

- Depending on how your jurisdiction operates, the above costs could fall into one or several of the unit cost categories listed on the table. If one of the table categories does not apply to your jurisdiction, please indicate the column that the cost is included in. For example, if your jurisdiction includes the cost for prep work in construction costs, simply write “included in A” in column B. The “Total Unit Cost” column should represent the sum of the various cost categories and should include all of the cost elements above, as they apply.
- Please use the most recent cost information possible. It is preferable that you do not examine information more than two or three years old in computing the unit treatment costs.
- The table also includes “county average” and “regional” costs for your use as a reference. The costs listed there represent average costs that were calculated based on the survey responses received during the survey effort conducted in 2006. **They are not meant as a benchmark and may be completely different than your jurisdiction’s individual actual costs.** They are simply listed as a guide for jurisdictions. Please utilize your jurisdiction’s specific and most recent information to fill in the table.

**SAMPLE:**

							COUNTY:	
Arterial / Collector		A +	B +	C +	D =	E		REGION
Sample Treatment	Comparable Treatment Used <sup>1</sup>	Construction Costs	Prep Work	Administration / Inspection Cost	Design & Engineering	Total Unit Cost (A through D) <sup>2,3</sup>	2006 Survey County Avg. Total Cost <sup>4</sup>	2006 Survey Regional Total Cost <sup>5</sup>
Crack Sealing		\$ 0.65	Included in "A"	\$ 0.10	\$ 0.18	\$ 0.93	\$ 1.04	\$ 1.01
Slurry Seal		\$ 0.90	\$ 0.40	\$ 0.20	\$ 2.16	\$ 3.66	\$ 2.02	\$ 2.87
Chip Seal / Cape Seal		\$ 4.95	\$ 2.20	\$ 1.09	\$ 2.02	\$ 10.26	\$ 11.86	\$ 11.56
Thin Overlay (≥ 0.5", < 2.0")		\$ 6.12	\$ 2.72	\$ 1.36	\$ 2.47	\$ 12.67	\$ 14.17	\$ 20.20
Thick Overlay (≥ 2.0")	Rubberized Asphalt Overlay - 1"	\$ 8.80	\$ 3.73	\$ 1.85	\$ 3.39	\$ 17.77	\$ 19.48	\$ 22.97
Reconstruct Surface		\$ 14.30	\$ 6.36	\$ 3.17	\$ 5.77	\$ 29.60	\$ 34.08	\$ 36.28
Reconstruct Structure		\$ 39.38	\$ 17.53	\$ 8.75	\$ 15.87	\$ 81.53	\$ 94.59	\$ 87.57

## **PART 3 –Non-Pavement Asset Survey**

*(The purpose of this portion of the survey is to provide information that MTC will use to estimate the Non-Pavement “Need” that exists in each jurisdiction).*

This portion of the survey deals with non-pavement assets that contribute to the cost associated with maintaining your jurisdiction’s local street and road network. Few jurisdictions have an asset management program in place that can inventory and monitor the condition and cost of maintaining the wide variety of non-pavement items. The non-pavement survey does not ask you to provide estimates as to what the need is for maintaining each of the non-pavement assets listed below are. Instead, MTC will use jurisdiction responses to the survey on non-pavement asset inventory and replacement values to prepare an estimate of your jurisdiction’s non-pavement need.

A study of previous survey responses conducted by MTC consultant, Nichols Consulting Engineers, determined that five non-pavement assets account for approximately 88% of the cost associated with maintaining and replacing non-pavement assets. The major categories that will determine the non-pavement maintenance “need” consist of the following:

- Storm Drainage
- Curb & Gutter
- Sidewalks (Publicly owned & maintained as a part of your LS&R network)
- Traffic Signals
- Street Lights
- Jurisdiction Specific Asset(s)—other asset or expenditure that constitutes 3-10% of your jurisdiction’s total Non-Pavement asset costs (heavy equipment, guardrails, etc.)

Since the above list does not include all of the non-pavement assets associated with local streets and roads, the estimation process that is used to determine the non-pavement need will incorporate an appropriate increase factor to account for the other 12% of non-pavement maintenance need that is not captured by the categories listed above.

Funding for the maintenance of the items listed above and on the survey should come from your jurisdiction’s Local Street & Road revenues; i.e., the funding should be accounted for in the figures reported in Part 4—“Local Street and Road Revenues”. Do not report on any of the items listed above if their maintenance is provided for with funding from sources that do not fall under your jurisdictions local streets and roads budget. Also, do not include any new construction costs or local bridge maintenance costs.

For each of the Non-Pavement assets listed on the survey, you will be asked to provide information on the level of accuracy of the information that you are providing by selecting the appropriate description in the drop-down menu box next to each item. The information you provide us on the accuracy level will help us in refining the estimation process for Non-Pavement Need. Please do your best to research and provide us with the most detailed and accurate data that you have available.

## **PART 4–Local Street and Road Revenue**

*(The purpose of this portion of the survey is to gather data on the Local Street and Road revenues available for the pavement, non-pavement, and operations categories in order to estimate the 25-year shortfalls.)*

The revenue portion of the Local Streets and Roads Survey is the most complicated, as well as the most critical for accurately projecting the local street and road shortfalls that will exist over the next 25 years. The following information is intended to assist you in completing the revenue survey. It is important that you fill out the information requested in the survey completely and accurately. The information that you provide could have a direct affect on your jurisdiction's future allocations of regional funding.

### **Overview:**

In order to calculate the shortfall that exists between the local street and road needs and the funds that are available in each jurisdiction to meet those needs, MTC is asking jurisdictions to provide information on the revenues available for street and road expenditures. This information will be used by MTC to estimate the region's local street and road shortfalls both for short-term funding cycles as well as MTC's 25-year Regional Transportation Plan. Accurate reporting of shortfalls is necessary to support arguments for better funding for maintenance of the existing street and road network at the local, regional and state levels. Currently, MTC uses shortfall projections to help guide programming of federal transportation funds (STP/CMAQ & STIP) for state highways, transit, and local street and road projects.

The survey itself includes three major sections. **Section One** is where you will provide historical and anticipated Local Street and Road budget information. This section is the most critical in that it will provide the base figure from which your jurisdiction's available revenue will be projected. **Section Two** is available for you to list any "one-time" revenue sources that have been or will be available for local streets and roads projects so that they are not taken into account when calculating your jurisdiction's average annual budget. In **Section Three** of the survey you are asked to specify the types of expenditures you have included as part of your local street and road "Operations" category. This information will help MTC analyze where local street and road revenue is being spent, if not on capital maintenance, and is important to help illustrate the total cost of maintaining the local street and road network.

### **LS&R Revenue Estimation Process:**

Based on the information that you provide, MTC will calculate the average annual revenue that is available for your jurisdiction to meet the local street and road need in the categories outlined above. The budget data that you submit will be adjusted to their current dollar value and averaged over the years that you provide data for in order to determine your jurisdiction's average annual budget for local street and road maintenance. *(For reference purposes only, we have included a box on the survey showing what your jurisdiction's average annual revenue amounts for pavements, non-pavements, and total local street & road budget were in the last round of projections, as calculated based on responses to the 2006 LS&R Survey.)* A growth rate, determined by the funding types that comprise your jurisdiction's annual budget, will be applied for each year of the projection period. Federal funds are not included in the estimate of revenue since they are not a steady or reliable source of funding. Each year's figures will be summed to determine the total budgets available for local street and road maintenance. Totals will be reported in year of expenditure (nominal) dollars. Please assume a 3% inflation rate for FY 2009/10 budget figures.

## **General Guidelines:**

### Revenue in Relation to Need:

In order to be accurate, it is critical that MTC's estimates of revenue for local street and road maintenance and rehabilitation correspond to the elements in the estimates of "needs". Revenues that are used for expenditures outside of what will be included in the needs estimate should not be reported in the survey. Based on this criteria if a portion of your local funding typically goes towards new construction projects, you should deduct that portion from the revenue that you are reporting for pavement and non-pavement maintenance, since new construction costs are not accounted for in the calculation of pavement and non-pavement need.

For your convenience we have provided a list of the elements that are included in the estimates of needs. Please review them so that you will be able to accurately report those revenues that will be available to address them. Only those revenues that will be put towards the maintenance of the existing system should be included in the pavement and non-pavement budget categories. Expansion / improvement (such as a new sidewalk along on an existing roadway) of the existing system should not be included unless there is a legal requirement that the existing system be upgraded in some way (for example—ADA requirements).

### *Pavement:*

The estimates for pavement NEEDS will rely on the information that jurisdictions provide on unit costs for different types of pavement repairs.

Below is a list of items that jurisdictions were instructed to include in their calculation of unit treatment costs:

- Material cost
- Pavement striping costs
- Replacement of loop detectors
- Necessary incidental repairs required by the roadway improvement (such as repairs/replacement of storm drains, culverts, drainage channels, curb & gutter, driveway conforms)
- Adjustment of sanitary, utility and storm drain manholes/survey monuments/storm water inlets
- Construction traffic control at project site
- Dust control measures
- Erosion control measures
- Repairs to shoulders
- Mobilization costs
- Curb Ramps (if part of a paving project)
- Staff costs
- Construction labor cost
- Construction engineering/management costs (up to 14% of construction cost)
- Project design costs
- Procurement and advertising costs
- Rental equipment costs related to the project

### *Non-Pavement:*

Below is a list of the non-pavement categories that jurisdictions were asked to estimate the 25-year need for:

- Storm Drainage
- Curb & Gutter

- Sidewalks (Public)
- Traffic Signals
- Street Lights
- Jurisdiction Specific Asset

### *Operations:*

This category would consist of funds that are used for day-to-day operating expenditures including labor and routine maintenance. You were not asked to provide any information on your jurisdiction's need for this category; however, we are interested in the amount of local street and road revenue that goes to fund this type of expenditure. We would want to identify the amount of those "Operations" funds so that they are not included in the estimated revenues that will be applied against the pavement, non-pavement, and local bridge need, for determining the shortfalls.

Below are some examples of expenditure items that would fall into the "Operations" category. These examples were taken from past Local Street and Road Revenue Survey responses from Bay Area jurisdictions. You may have an item that you believe falls into this category but is not listed below. If so, we have asked that you describe that item in Section 3 of the survey.

### Examples:

- Street sweeping
- Regulation of streets & sidewalks (use permits)
- Graffiti abatement
- Pot-hole patching
- Striping (Not related to re-paving)
- Emergency side-walk repairs
- Routine maintenance of traffic signals (light bulbs, etc...)
- Street Trees
- Landscape Medians
- Overhead – street crew salaries, administration costs (when not part of pavement unit costs)

We would also use this category as a "catch-all" category for expenditure items that do not fall into either the pavement or non-pavement categories as discussed above, and are also not used for new construction expenditures.

### *New Construction / Other:*

This category is where you would place funding available for the expansion or improvement of your existing system. It can also be used as a "catch-all" for expenditures that do not fit into any of the other expenditure categories. Examples of the types of expenditures that would fall into this category are new roads, lane widening, new sidewalks, new traffic signals, etc...Also, "other" types of expenditures that may be paid for with LS&R funding such as shuttle services, transportation lobbyists, etc...

### Types of Funding:

The survey will ask you to specify the revenues available by funding source as well. Typically, local street and road revenues come from four major sources—gas tax subventions, county sales tax measures for transportation (where applicable), Proposition 42 funding, and other local sources including general funds, street assessment levies, fines, PUC, traffic safety funds, etc... It is important to know the source of funding in order to estimate the rate at which those funds

should be grown over the course of the projection period. You will be asked to estimate the portion of your annual budget that comes from these major funding sources, for each of the categories of local street and road maintenance.

#### Past Revenue Information:

You may want to reference the information that your jurisdiction submitted to the State Controller's Office on local street and road revenues and expenditures. This data is available on a year-by-year basis and is separated into two parts—revenues and expenditures. MTC has used the State Controller's information in the past to produce the local street and road shortfall projections but have discontinued this practice upon determining that it was not the most accurate source for the specific information we are looking for. If you would like to view your jurisdiction's information, you can find the State Controller's data at the following web address: [www.sco.ca.gov/ard/local/locrep/streets](http://www.sco.ca.gov/ard/local/locrep/streets). Other good sources for information include your jurisdiction's CIP (Capital Improvement Plan) and/or accounting and finance departments.

#### Instructions by Survey Section:

##### Section One—Budget Information:

Please enter the amount of revenue that your jurisdiction has budgeted in total for local street and road purposes in the first row of the tables for each fiscal year. In the rows below, please segment the total local street and road revenue into the three categories of expenditure. The sum of the three categories should not exceed the total. The New Construction / Other category should include the budget amounts for those items that are not included in the Pavement, Non-pavement or Operations category. Please separate the budget amounts by revenue source: Gas Tax, Sales Tax, Proposition 42, and/or Other Local. Please report dollar values in year of expenditure (nominal) dollars. Assume a 3% rate of inflation for FY 09/10 budget figures.

Information has been provided on the survey form for your reference in filling out Section One. The "Budget Reference" box lists what your jurisdiction's average annual revenue amounts for pavements, non-pavements and total local street & road budget were in the last round of projections, as calculated based on responses to the 2006 LS&R Survey. The "Revenue Reference" box lists revenue estimates, prepared by MTC, for the same fiscal years that you are being asked to provide budget information on. While these estimated revenue amounts are for local street and road purposes, we do not know how it will be allocated among the various expenditure categories.

##### *"Dos and Don'ts" for Reporting LS&R Budget Information:*

In order to ensure that your city or county's annual average budget for local streets and roads is correctly estimated, please refer to the following guidelines as to what should be reported and what should not.

- *Do* include revenues that are used for expenditures in the pavement, non-pavement and operations categories as outlined in this document.
- *Do* identify the source of the revenue as indicated.
- *Do* include revenues used for new construction/expansion projects in the "New Const./Other" category
- *Do* identify the year, expiration, and source of one-time revenues, i.e., bond measures, grants, loans, etc...in Section 2, provided for this purpose. *Do not* include these funds in your budget information.

- *Do* report dollar values in year of expenditure dollars. For FY 09/10, please assume a 3% inflation rate.
- ***Do not include federal funds.***
- *Do not* assume sales tax revenue past the year of “sunset”

Section Two—One-Time Revenue Sources:

The information you provide in this section will be used for informational purposes only and will not be factored in to your jurisdiction’s estimate of available revenue for LS&R maintenance. Please list any “one-time” revenue sources that have been made available to your jurisdiction in past years or will be made available in the future. You may include federal funds in this section if they represent a significant part of your annual LS&R funding (>5%) between FY 2006 and FY 2010. A sample has been provided in the survey table in italics. *Please separate the revenue amounts by “purpose”. For example, if \$4 million of a \$5 million bond was used for pavement rehabilitation, and \$1 million from the same bond was used for a new construction project, please indicate the amounts that went for each purpose separately.*

Section Three—Description of Expenditures in “New Construction/Other” Category:

Please provide us with information on the types of expenditures that you have included in the “New Const./Other” category. This information will provide us with a better picture of where revenue for Local Streets and Roads (particularly sales tax measure funding) is applied, if not to the maintenance of the streets and roads. The items listed in italics in the survey table are there for example purposes only.

## **PART 5–Performance**

*(This portion of the survey is intended to gather data on preventive maintenance practices in your jurisdiction for the purpose of allocating performance based regional funds)*

Regional funding for local street and road maintenance will be distributed according to an allocation formula developed and approved by the Local Streets and Roads Working Group (a committee of local public works staff that advises MTC on policies pertaining to local streets and roads), in conjunction with MTC staff. The allocation formula contains four factors, weighted 25% each: Population, Arterial and Collector lane mileage, Arterial and Collector shortfall, and preventive maintenance performance.

The preventive maintenance performance portion of the allocation formula is determined by scoring jurisdictions' actual versus recommended percent of total maintenance that is considered preventive. Preventive maintenance, for the purpose of the performance measure, is defined as any maintenance treatment applied to a street that has a pavement condition index (PCI) of 70 or above, *and* for treatments applied to residential and low volume county roads with a PCI of 60 or above.

MTC staff will measure jurisdictions' "actual" performance by extracting maintenance treatment history data from each jurisdiction's pavement management database. An average of the most recent two years worth of maintenance data will be examined to determine the share of *preventive* maintenance that has been performed over that time period relative to the *total* maintenance performed. That percentage will then be compared to the "recommended" percent of jurisdictions' maintenance programs that should be preventive maintenance as determined by each jurisdiction's StreetSaver® database.

In order to extract information from jurisdictions' pavement management databases and measure performance, jurisdictions' databases must include up-to-date, thorough and accurate data on maintenance treatment history. Because the quality of maintenance history information in the pavement management databases varies widely, for this survey round only, jurisdictions will be provided the opportunity to substitute alternate information and documentation that clearly shows budgeted and/or actual preventive maintenance activity as a proportion of their total street and road capital maintenance budget and/or actual expenditures. Information and documentation of this nature includes three years worth of budgeted/actual expenditure information and documentation including a listing of street/road sections treated or budgeted to be treated with preventive maintenance, PCIs of the street segments prior to treatment, and the area treated.

Please see a sample of the documentation that would be required for jurisdictions that do not wish to accept the performance score that has been extracted from their database.

### Sample Preventive Maintenance Documentation Attachment

Street / Section Name	Length	Width	Area (sq/ft)	PCI Before Treatment	Treatment Name	Date
ALPINE CT	158	33	5214	85	SLURRY SEAL	10/1/2007
AMBERWOOD CIR	1077	32	34464	89	SLURRY SEAL	10/1/2007
KINGSWOOD CT	211	33	6963	83	SLURRY SEAL	10/1/2007
LAKEVIEW CIR	2658	33	87714	73	SLURRY SEAL	10/1/2007
LAKEVIEW CT	192	32	6144	73	SLURRY SEAL	10/1/2007
LYNBROOK DR	853	32	27296	60	SLURRY SEAL	10/1/2007
MARIETTA CT	400	33	13200	63	SLURRY SEAL	10/1/2007
MARKELEY LN	2632	30	78960	17	MILL AND THIN OVI	10/1/2007
MCKINLEY ST	1521	33	50193	43	MILL AND THICK OV	10/1/2007
MEADOWS CT	370	33	12210	89	SLURRY SEAL	10/1/2007
MISSION CIR	1089	33	35937	50	SLURRY SEAL	10/1/2007
MONTANA ST	350	33	11550	44	MILL AND THICK OV	10/1/2007
NEBRASKA ST	422	33	13926	81	MILL AND THICK OV	10/1/2007
OAKBROOK CIR	1918	33	63294	87	SLURRY SEAL	10/1/2007
OAKBROOK CT	264	33	8712	80	SLURRY SEAL	10/1/2007
OAKBROOK DR	6385	40	255400	51	SLURRY SEAL	10/1/2007
ORINDA CT	211	33	6963	89	SLURRY SEAL	10/1/2007
ORINDA WAY	739	36	26604	87	SLURRY SEAL	10/1/2007
PHOENIX DR	2083	33	68739	73	CHIP SEAL AND SLU	10/1/2007
POLK ST	528	30	15840	58	MILL AND THICK OV	10/1/2007
RAINIER CT	370	33	12210	90	SLURRY SEAL	10/1/2007
RAMSGATE CT	211	34	7174	83	SLURRY SEAL	10/1/2007
REGENCY PL	264	33	8712	83	SLURRY SEAL	10/1/2007
RIALTO AVE	1320	33	43560	82	SLURRY SEAL	10/1/2007
RIALTO CT	317	33	10461	82	SLURRY SEAL	10/1/2007
RIDGECREST CT	634	33	20922	76	SLURRY SEAL	10/1/2007

The performance score that has been determined for your jurisdiction through extracting the information on maintenance treatment history from your database has been provided for you on the survey. If you are satisfied with the score that has been determined by this method, please check the “Approved” box on the survey, and you’re done. If you do not feel that the performance score provided accurately reflects your jurisdiction’s preventive maintenance practices, check the “Not Approved” box and continue with the survey. You will need to complete numbers 3 and 4 on this portion of the survey in order to get performance measure credit in the allocation of funding.

**Thank you for taking the time to complete your Local Street and Road survey! Please submit your completed survey to your county Congestion Management Agency representative no later than March 9, 2009.**