

Regional Report Card for Streets and Roads

by Theresa Romell

MTC has just released an online version of the *State of the System 2004* report, which summarizes the performance of the Bay Area's transportation network. One part of the report that garners a great deal of attention every year is the rating of local street and road conditions in the Bay Area.

Over the last few years, MTC's Pavement Management staff has been analyzing the pavement conditions in the region in order to help gauge the success that cities and counties have had in maintaining their local street and road networks. The results of the latest analysis have been incorporated into the *State of the System* report, which can be viewed at www.mtc.ca.gov.

The analysis is based on a pavement condition index (PCI) scoring system that rates segments of paved roadways on a scale from 0 to 100. As part of the condition analysis, MTC looked at the percentage of the region's roadways, based on the PCI, that fell into various condition categories, ranging from a low of "very poor" to a high of "excellent."

In the prior year's analysis, the Bay Area's average PCI score was 65, placing the region's roadways in a condition category of "good," overall. Approximately 44 percent of the region's roadways were in "very good or better" condition, 32 percent were in "good or fair" condition, and 16 percent were in "poor or worse" condition. Condition data was unavailable for the remaining 8 percent of the region's roadways.

The latest analysis shows that the Bay Area's regionwide average PCI score now stands at 63. The breakdown by condition category stayed very close to what they were a year ago, with 44 percent of the region's roadways in "very good or better" condition, 35 percent in "good or fair" condition, and 17 percent in "poor or worse" condition. Data was not available for 4 percent of the region's roadways.



Since the ranges for each condition category are quite broad, it is possible for the overall average PCI in the region to decline, with very little change in the percentage of roadways that fall into each of the condition categories. While the change from last year's analysis to this year's is subtle, the condition category changes indicate that there is slightly lower percentage of the region's roadways that fall into the "excellent" and "very good" categories and a higher percentage of roadways in the "good" and "poor" categories.

The decline in the region's overall PCI can more easily be seen when looking at the averages within the nine counties. Alameda, Marin, San Francisco and Solano counties each experienced an overall drop in average PCI. A significant

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Starts
March 14,
2005**

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Report Card

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portion of Alameda's declined score can be explained by the addition of Oakland's data, which was not available for last year's analysis. Together, these four counties account for about 37 percent of the total local street and road mileage in the region. The two counties that experienced an increase in overall PCI, San Mateo and Napa counties, only account for about 14 percent of the total local street and road mileage in the region. The other three counties, Contra Costa, Santa Clara and Sonoma, remained unchanged in their average PCIs.

Behind the PCI Scores

In 2004, the city of Oakley scored the number 1 spot on the list of top 10 cities in terms of PCI ratings. However, PCI, by itself, is not always the best measure of a jurisdiction's performance in maintaining their local street and road network. The condition of a city or county's road network is affected by numerous factors, some of which include age, climate, traffic and funding available to meet maintenance needs. A jurisdiction that has newly built housing developments with brand new streets may have a high overall PCI, whereas an older, urbanized jurisdiction may have a much lower PCI, yet still be

doing a better job at pavement maintenance. Generally, the more seriously a jurisdiction takes the maintenance of its local street and road network, the more aggressively that jurisdiction employs a program of preventive maintenance. In other words, the jurisdiction should make an adequate effort to keep its good roads well maintained rather than only address the worst roads. Jurisdictions that practice preventive maintenance will have lower pavement maintenance costs over the long term and will get the most life out of their local streets and roads.

Success Stories

Last year, two jurisdictions tied for the worst PCI in the region with a score of 48 — Half Moon Bay and Petaluma. No ranking was required for the city governments and citizens of those jurisdictions to know that the condition of their local streets was not an accurate reflection of their otherwise beautiful communities. Both cities have been working very hard with a great deal of success in order to improve their standings in the regional PCI ranking. The city of Petaluma made the decision to begin investing 15 percent of its annual revenue into repairing the city streets. The repaving or reconstruction of over eight miles of the city's local street network coupled with a mutually beneficial partnership with a local manufacturer of

Best PCI Ratings 2004*

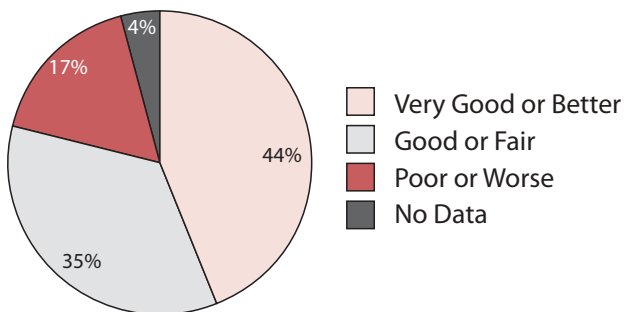
1. Oakley **87**
2. Contra Costa County **86**
- 2a. City of Santa Clara **86**
4. Sunnyvale **84**
5. Los Altos **83**
6. Belvedere **82**
- 6a. Brentwood **82**
8. Dublin **81**
9. Fairfield **80**
10. Foster City **79**

* Based on 2003 data

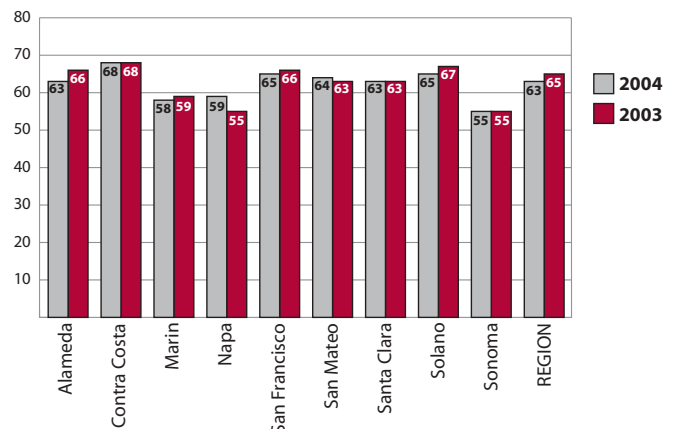
paving material has resulted in a 16-point increase in the city's PCI. Half Moon Bay also greatly increased the amount of money allocated toward its pavement maintenance budget and has managed to repair over four miles of the city's streets, earning it a 7 point increase in its PCI score. While there is still room for improvement, both cities are paying a great deal more attention to ongoing and preventive maintenance of the local streets and roads — neither city plans to land back at the bottom of the list.

For further information on this condition summary, please contact Theresa Romell at tromell@mtc.ca.gov.

Pavement Condition of the Region's Local Roadways by Condition Category*



Average PCI by County



* From the *State of the System 2004* report and based on 2003 data

Software News

by Sui Tan

StreetSaver™ v.8 Online Debut!

There are now more than 80 users of the desktop StreetSaver v.8. In the coming weeks, we will provide our desktop users a chance to move to the soon-to-be live online version with a free trial through December 31, 2005. Whether you're a v.8 desktop user, still a v. 7.5 user or a potential new customer of our Pavement Management Software, MTC is offering incredible savings to upgrade to the online version. Please see the adjacent advertisement for more details.

MTC believes that by going to the online version, jurisdictions will eliminate most of the software crashes and operating system incompatibility issues. Over the years, we have spent a significant amount of MTC resources helping users and their IT staff to resolve these issues. As a result, we have not been able to provide sufficient technical support. But this is all going to change with the online version. It will be a paradigm shift from the traditional technical support offered over the phone. MTC hotline support will be able to respond to users' issues with the Virtual On-site System (VOS) for real-time support. The VOS will provide MTC with access to the user's screen and will allow us to virtually put our support staff on site.

Try our demo version and experience it for yourself. You will be as convinced and excited as we are. Go to: www.streetsaveronline.com

For more information, please contact Sui Tan at 510.817.3250 or stan@mtc.ca.gov

Southern California Mini User Conference

MTC hosted the first Mini User Meeting in Southern California on December 6, 2004. Along with a team of Pavement Technical Assistance Program consultants and Dr. Roger Smith, we offered a one-day informational/training session to 26 people representing 13 local agencies and three consulting firms. We received positive feedback and plan to bring this training to Southern California again either in July or November of this year.

ONLINE! STREETSAVER™ MTC Pavement Management Software v.8

Incredible Savings

Act now and take advantage of our limited time offers!

Bay Area Local Agencies

Get StreetSaver™ v.8 Online for free until December 31, 2005 (regular annual subscription fee is \$995/year)

Users Outside the Bay Area

Get StreetSaver™ v.8 Online for six months free or until December 31, 2005 (regular annual subscription fee is \$1,200/year)

Attention Existing v.7.5 users: We're offering free data migration (a \$500 value)

Consultants

Get StreetSaver™ v.8 Online with five user licenses for \$1,695/year

For more information, contact:

Sui Tan 510.817.3250,

stan@mtc.ca.gov

or visit

www.mtcpms.org/products/offer

StreetSaver™ Online Offers:

- StreetSaver™ on demand — Windows Virtual Desktop for each user
- Anywhere, anytime multiple user access
- Database storage and recovery
- Daily database backup and download via FTP
- Free upgrades and enhancements
- Access to virtual on-site system for technical support
- Two hours of hotline support per year (unlimited for Bay Area public agencies)
- Latest Microsoft Windows® server operating systems
- Advanced multiprocessor, server grade, redundant hardware systems
- Secured and private environment
- 24 hour response time standard e-mail support

More reasons to go online — Here's what our users are saying:

"It's as good as the local program except now I'm free from software crashes!"

George Alton, Senior Pavement Technician, Ada County, Idaho

"It is good! A 9 on a 10-point scale for overall feel and ease of use."

Liqun Ke, Senior Engineer, Nichols Consulting Engineers

"The online system works great!"

Mark Wein, Civil Engineer, Sonoma County, California

MTC's Pavement Management Program (PMP) User Support

In the Bay Area

Alameda, Marin, Napa, San Francisco, Solano and Sonoma counties:

- Theresa Romell
510.817.3243

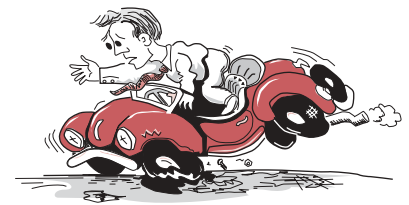
Contra Costa, San Mateo and Santa Clara counties:

- Sui Tan
510.817.3250

Hotline for Non-Bay Area Users:

- Research Innovations
415.305.7146
Monday-Friday 8 a.m.-5 p.m. PST
researchinnovations@earthlink.net

Web site: www.mtcpms.org



P-TAP Round 7

Does your jurisdiction need assistance with establishing and/or maintaining its pavement management system? Are reinspections of your street network long overdue, such that your certification has lapsed? Or is your jurisdiction one of the many seeking the funding and expertise necessary to connect your MTC Pavement Management Program (PMP) data with your centerline map?

If you answered yes to any of the above questions, we strongly encourage you to apply for a P-TAP Round 7 grant. P-TAP, the Pavement Management Technical Assistance Program, is designed to provide Bay Area cities and counties with consultant assistance for maintaining their pavement management systems, linking PMP data with their jurisdiction's base map and designing pavement rehabilitation projects. Up to \$700,000 is available for Round 7, with each individual project receiving an individual grant not to exceed \$25,000. MTC will be



soliciting for projects for P-TAP 7 in March of 2005, and we encourage all Bay Area jurisdictions to visit our Web site and apply. Application procedures as well as the application itself can be found at www.mtcpms.org. All projects selected for P-TAP 7 will be implemented during fiscal year 2005 – 2006 (July 1, 2005 – June 30, 2006).

If you have any questions regarding P-TAP or the Round 7 application, please contact Danielle Stanislaus at dstanislaus@mtc.ca.gov or call 510.817.3202.

Maintenance Funding Starts to Filter Down

by Theresa Romell

Last fall, most Bay Area cities and counties got their individual slice of the nearly \$1 billion regional funding pie that had been set aside for local street and road maintenance in MTC's 25-year *Regional Transportation Plan*, known as *Transportation 2030*. The plan guided the programming and allocations activities that took place beginning in the summer of 2004. The first installment of the \$1 billion was distributed via the 2nd cycle of Surface Transportation Program (STP) fund programming.

Approximately \$57 million was divvied up among the nine counties and their cities for fiscal years 2005 – 2006 and 2006 – 2007. We expect that the 2nd cycle STP money will begin to hit the roadways beginning this summer. A breakdown of how the funding was allocated at the county level is shown below.

The amount that each county and its cities was allocated from the regional funding pot was based solely on the pavement and nonpavement funding shortfall that existed on the MTS roads. How each county's pot of money was allocated to the individual jurisdictions depended on guidelines developed by each county congestion management agency (CMA). In the region, there were 28 jurisdictions that, for some reason, did not have any road maintenance projects funded in the 2nd cycle.

MTC's only requirements for a juris-

dition to have a project funded were that each jurisdiction receiving funding should be "PMP certified" (meaning they had an active pavement management program in place) and that they utilize the funding on streets designated as part of the Metropolitan Transportation System (MTS). If a jurisdiction had no MTS, or their MTS streets were in good condition, the funding could be used on another federally eligible roadway. Some CMAs allocated the funding based on population. Others used project requirements and constructed scoring systems in order to prioritize which projects got funded. Others used a combination of methods in order to allocate the funds to the individual jurisdictions. Some CMAs decided to only fund projects that were for roads on the MTS system, despite the flexibility to go beyond the MTS. This explains some of the list of 28 without funding. Some jurisdictions could not meet other project requirements imposed by their CMAs, and others just did not bother to apply for funding.

The 3rd cycle of STP programming is scheduled to begin in August or September of this year. There will be approximately another \$57 million available for allocation among Bay Area jurisdictions for local street and road maintenance. The Local Streets and Roads Committee has developed two recommendations for changing the distribution formula, largely by broaden-

ing the basis for eligibility.

1. The Metropolitan Transportation System should be made synonymous with the "Federal System" — those roads that are eligible for federal funding (all arterials and most collectors) would become part of the MTS.

2. The MTC-to-county allocation of regional local street and road maintenance funding should not be based entirely on funding shortfall figures. The proposed allocation model combines several factors including population, mileage, shortfall and performance (pavement condition index, or PCI). This formula would ensure that appropriate weight is given to the maintenance needs of each jurisdiction, and would not penalize jurisdictions for having kept their roads in good condition.

These recommendations by the Local Streets and Roads Committee now will proceed to the Bay Area Partnership and Commission for consideration and possible adoption. The proposal is clearly intended to apply to local streets-and-roads-related analyses for the next long-range plan. Among the outstanding questions is how soon a new policy will be applied to future funding cycles. Expanding the MTS to include all arterials and major collectors would mean that all jurisdictions would have roadways that are eligible for funding. It also would make it more likely that the roads put forward as projects are those that are recommended for repair by the jurisdiction's pavement management system, and are not artificially prioritized simply because they are on the MTS. Also, even though the distribution model that was developed was intended to be used for MTC-to-county allocations, the model could very well serve as a basis for future allocations by counties to local jurisdictions — in place of shortfall or population allocation methods.

For more information on this topic, please contact Theresa Romell, MTC, at 510.817.3243, or tromell@mtc.ca.gov.

2nd Cycle STP Program Allocations

County & Jurisdictions	FY 2005/2006	FY 2006/2007	TOTAL
Alameda	\$2,864,000	\$2,864,000	\$5,728,000
Contra Costa	\$4,626,000 ¹	\$1,509,000	\$6,135,000
Marin	\$1,690,000	\$1,690,000	\$3,380,000
Napa	\$1,575,000	\$1,801,000	\$3,376,000
San Francisco	\$2,673,000	\$2,673,000	\$5,346,000
San Mateo	\$1,885,000	\$1,853,000	\$3,738,000
Santa Clara	\$8,003,000	\$8,071,000	\$16,074,000
Solano	\$943,000	\$944,000	\$1,887,000
Sonoma	\$5,982,000	\$5,670,000	\$11,652,000
TOTAL	\$30,241,000	\$27,075,000	\$57,316,000

¹ \$1,726,000 of the \$4,626,000 was actually programmed for FY 2004/2005.

Local Streets and Roads Needs And Revenue Survey Update

By Theresa Romell, MTC

There is still time! If you have not already done so, please be sure to submit your jurisdiction's Local Streets and Roads Needs and Revenues Survey to your county's congestion management agency as soon as possible. Not completing a survey could jeopardize your jurisdiction's ability to get its fair share of regional funding for local street and road maintenance.

As of February, over 75 percent of Bay Area jurisdictions have submitted their 2004–05 Local Streets and Roads Needs and Revenue Survey. The response rate so far has been impressive, considering that the survey required a significant time investment and requested that jurisdictions provide very detailed information regarding their pavement maintenance treatment costs, their nonpavement assets, and local street and road maintenance budgets.

MTC expects that a minimum of 90 percent of jurisdictions will complete a survey. It should be noted that the nine congestion management agencies in the region contributed greatly to the success of the survey effort by assisting in distributing the surveys and organizing the responses. Also, special thanks to the jurisdictions of San Mateo and Sonoma counties, which submitted 100 percent of their surveys.

The high rate of response to the survey is an indication that Bay Area jurisdictions have realized the important role that the survey information will play in securing regional funding for local street and road maintenance. Information gained from the survey responses will help to demonstrate the growing gap between maintenance need and the revenues available to meet that need. Past survey efforts helped MTC to uncover an \$8 billion funding shortfall for local street and road maintenance

over the next 25 years. This evidence was used to justify directing approximately \$1 billion in regional funds in the new *Transportation 2030 Plan* toward mitigating that gap. Some of this newfound funding will be applied toward paving projects as early as this summer.

Although the data obtained from the current survey effort will not affect the total amount of money in the region that has been allocated for local street and road maintenance under the *Transportation 2030 Plan*, it may have a significant impact on the amount of funding each jurisdiction is allocated in the future. The responses will be used to

update the local street and road maintenance shortfall projections that were last completed in 2003. The goal is to estimate both the short- and long-range shortfalls in order to provide congestion management agencies with updated information on where regional funding would be best utilized. New data obtained from the surveys also will contribute toward an ongoing database of local street and road cost and revenue information, and will help improve the accuracy and consistency of future shortfall estimates.

Over the next few months, MTC and the Local Streets and Roads Committee will be working together to analyze the survey data that was submitted, and refine the methodology that will be used to determine the local streets and road maintenance need, revenue and shortfall estimates. If your jurisdiction is one of the few that has not submitted a survey, please make sure it gets completed and sent to your congestion management agency — a significant portion of your local street and road funding could depend on it.



Upcoming Events

Unless otherwise indicated, all events listed will be held at the MetroCenter, 101 – 8th Street, Oakland (near the Lake Merritt BART station).

User Week, March 2005

Technology Transfer Seminar — “Pavement Preservation: Techniques & Technologies”
Monday, March 14 Auditorium
9 a.m. to 12 noon

General User Meeting
Monday, March 14 Auditorium
1 p.m. to 3:30 p.m.

Surface Distress Survey Procedures for Asphalt Concrete Pavement — Training
Tuesday, March 15 Room 171
9 a.m. to 4 p.m.

MTC StreetSaver™ Software Data Migration — Training
Wednesday, March 16 Fremont Room*
9 a.m. to 12 noon

Computer Training Workshop: MTC StreetSaver™ 8.0 — Basic Computer Skills
Thursday, March 17 Fremont Room*
9 a.m. to 4 p.m.

Computer Training Workshop: MTC StreetSaver™ 8.0 — Project Selection
Friday, March 18 Fremont Room*
9 a.m. to 12 noon

Computer Training Workshop: MTC StreetSaver™ 8.0 — Custom Report Wizard
Friday, March 18 Fremont Room*
1 p.m. to 4 p.m.

To sign up for any of the above trainings and seminars and for more information, go to: www.mtcms.org/events/events.html

*Fremont Room
Alameda County Conference Center
125 – 12th Street, Oakland
(four blocks from Lake Merritt BART)

Next User Week: July 25 – 29, 2005

Street Talk



METROPOLITAN
TRANSPORTATION
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