

Street Talk

Statewide Needs Assessment Project

By Amy Burch, MTC, and Margot Yapp, Nichols Consulting Engineers

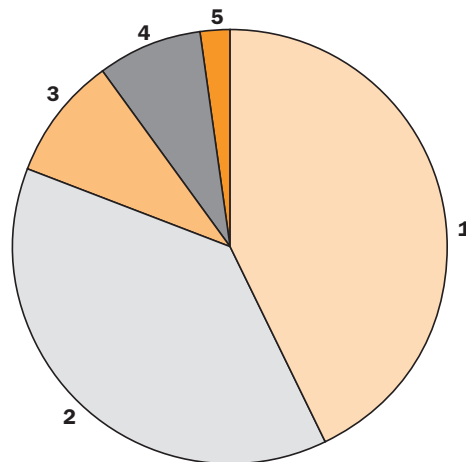
The California Local Streets and Roads Statewide Needs Assessment Project is nearing completion. In April 2008, Nichols Consulting Engineers started the project, which will provide the first comprehensive statewide analysis of the streets and roads infrastructure funding needs for all cities and counties. Nichols presented the project findings to the State Legislature and the California Transportation Commission in April 2009, and a final report will be issued in July.

Designed to compile the current pavement conditions of local streets and roads, calculate the cost to bring pavements up to a Best Management Practice (BMP) level, forecast the maintenance costs at that level, and estimate the funding shortfall, the project aims to assist local and regional agencies in securing State infrastructure funding.

According to the project findings, California's current pavement network is characterized by:

- Local Ownership: Cities and counties own and maintain 81 percent of the pavement network.
- Fair Pavement Condition: The statewide average pavement condition index (PCI) is 68. PCI ranges from 0 to 100; BMP level is in the low 80s. *(Continued on page 4)*

Breakdown of Maintained Centerline Miles



1. Cities (43%)
2. Counties (38%)
3. State Highways (9%)
4. Federal (8%)
5. Other (2%)

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User Week Starts July 13, 2009

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Transportation 2035

By MTC Staff

In April, MTC adopted the Transportation 2035 Plan for the San Francisco Bay Area, which provides a framework for spending some \$218 billion in anticipated federal, state and local transportation funds in the nine-county Bay Area over the next 25 years.

Of the \$218 billion in anticipated transportation revenues, some 80 percent (or \$177 billion) will go toward maintaining and operating the existing transportation network. Nearly

\$36 billion, or approximately 17 percent of the total, will become available to Bay Area jurisdictions for the maintenance and operations of the present local street and road network. The remaining revenues will go to support the maintenance, operations and expansion of transit, highways and bridges.

The vision for Transportation 2035 is to support a prosperous and globally competitive Bay Area economy, provide for a healthy and safe environment, and promote equitable mobility opportunities for all residents. Major initiatives in the plan include the following:

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Bay Area Pavement Quality Lands in Fair Territory

Slight Uptick in Three-Year Average

By John Goodwin, MTC

Pavement conditions on the Bay Area's local streets and roads continue to earn only a "fair" grade. The typical stretch of asphalt shows serious wear and will likely require rehabilitation soon. Pavement conditions on the region's more than 42,000 lane-miles of local streets and roads have been stable for the past several years, with the average pavement condition index (PCI) score over the 2005–2007 period rising a single point to a score of 65 out of a maximum possible 100 points from a three-year moving average of 64 points in 2004–2006.

"One of the goals in the new Transportation 2035 Plan is to improve the condition of the Bay Area's transportation system, including our local streets and roads," explained MTC Commissioner and Napa County Supervisor Bill Dodd. "The good news is that we're holding the line on pavement quality. But there's a lot of work

that needs to be done, and it's a constant battle against the forces of time, traffic and weather."

The top-ranked jurisdictions for pavement quality are the eastern Contra Costa County city of Brentwood and the Santa Clara County city of Los Altos, which both recorded three-year average PCI scores of 84. The lowest-ranked pavement was in unincorporated Sonoma County, which recorded a three-year average PCI score of 44. The cities of San Mateo and Lafayette logged the biggest improvements in 2007, with their three-year average PCI scores jumping six points. The largest decline came in the Napa County city of St. Helena, where the three-year average PCI score fell five points to 53, down from 58 points in 2004–2006.

"All around the Bay Area, and especially in our rural areas and older cities," noted Dodd, "we see a lot of streets and roads with PCIs below 60, which is the

Pavement Quality in the Bay Area: Cities with the Best Three-Year Average PCI

Brentwood	84
Los Altos	84
Foster City	83
Contra Costa County	82
Santa Clara	82
Dublin	80
Gilroy	80
Oakley	80
Belvedere	79
Emeryville	79
Sonoma	79
Vacaville	79

point at which pavement condition begins going downhill fast. One of our priorities is to make sure we invest in both preventive maintenance and in rehabilitation."

The 2007 Bay Area Jurisdiction Pavement Condition Summary is available at: www.mtc.ca.gov/news/press_releases/pavement/PCI_2007.pdf

Transportation 2035

(Continued from page 1)

- A commitment to existing regional programs — MTC characterizes 86 percent (or \$187 billion) as Committed Funds.
- A "Fix it First" policy aimed at improving the existing transportation infrastructure in order to lower long-term maintenance and operating costs on both the transit and local street and road systems.
- A joint regional planning initiative known as FOCUS, which promotes future growth near transit in already urbanized portions of the Bay Area.
- A Transportation Climate Action Campaign to reduce transportation-related greenhouse gas emissions.
- A new market-based pricing system that will — with legislative authorization — convert and expand current carpool lanes into a Regional Express Lane Network that would permit solo drivers to pay to use available space in the carpool lanes for a fee.
- A Freeway Performance Initiative to improve the efficiency, reliability and safety of major Bay Area freeway corridors through low-cost technologies, such as traffic meters at freeway on-ramps and traffic monitoring stations to detect and clear traffic incidents, reduce traffic back-ups and avoid secondary incidents.
- Major transit projects including a BART extension from Fremont to

San Jose/Santa Clara; electrification of the Caltrain system; implementation of the SMART rail system in Sonoma and Marin counties; rail improvements along the Amtrak Capital Corridor; a rail extension from Pittsburgh/Bay Point to eastern Contra Costa County; expanded ferry service around the region; and improvements to local and express bus services.

PTAP Update

Due to delays in the reauthorization of the federal transportation bill, Round 11 of the Pavement Management Technical Assistance Program (PTAP) may not begin until December 2009. MTC staff plan to advertise a Call for Projects on August 1, 2009.

Software Updates and News

By Sui Tan, MTC

Going Green with MobileRater™

Carrying a clipboard with inspection sheets will soon be a thing of the past. Yes, StreetSaver® is going green! You will soon have the convenience of using a portable digital assistant (PDA) to record inspection data in the field, and by doing so, you can start saving paper. Of course, if you prefer, you may still use your laptop or netbook in the field, but why carry around the extra weight?

MobileRater™ is a mobile version of a pavement condition data collection program with a PCI calculator. The device is approximately the size of an iPhone®. This application is fully compatible with StreetSaver® Online and runs on Microsoft Windows Mobile 6, which is widely installed in smartphones and PDAs. MobileRater™ is designed to record inspection data quickly and accurately, to instantly calculate pavement condition index, and to record multiple distresses simultaneously. At the end of the day, you may place the device back into its cradle or plug into a USB port, and the device will export the distress data to the StreetSaver® Online server.

MobileRater™ works on both asphalt concrete and Portland cement concrete pavements.

In order to use MobileRater™, your agency's street database must be available on StreetSaver® Online. The PDA downloads a copy of the database from your computer's USB port (or cradle) before you can begin inspections. To upload the inspection data at the end of the day, you simply plug the device back into your computer.

Benefits of MobileRater™:

- Saves time by eliminating the extra step of entering inspection data
- Makes entering data precise and consistent
- Lightens your load considerably compared to a laptop
- Calculates PCI instantly from recorded inspection data
- Improves quality control of distress data
- Provides secure data transfer between online server and device
- Comes fully compatible with StreetSaver® Online version

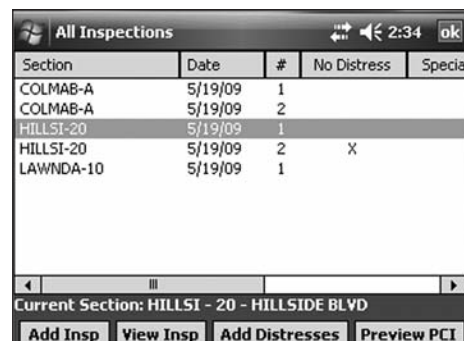
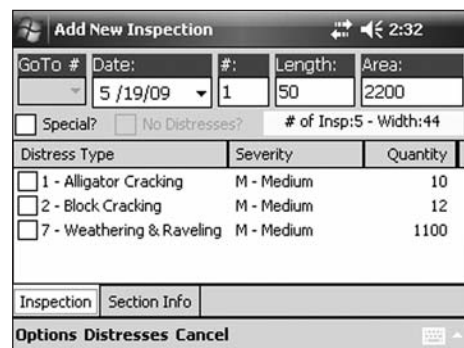
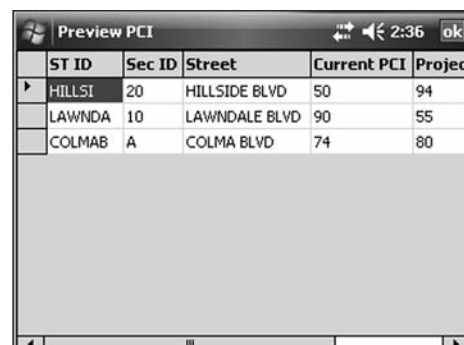
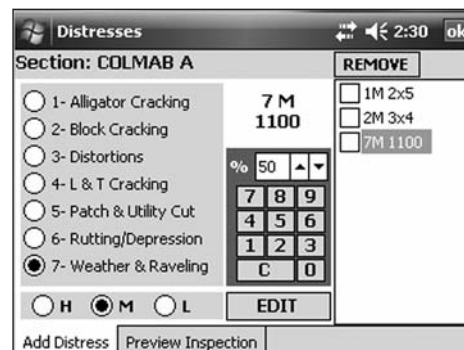
MobileRater™ is scheduled to be released in July 2009. At this time, prices are not yet available. For more information, please go to:

www.mtcpms.org

Software Development News

In addition to completing MobileRater™, MTC's software developers are busy coding and testing new enhancements that will be released later this year. One such enhancement, PCI-driven calculation, will allow users to set a performance target for PCI. Then, the program calculates the budget necessary to reach that target. By taking functional class into consideration, this feature will save you time.

MTC has also started developing asset management software for non-pavement components, including, but not limited to: sidewalks, curbs and gutters, street lights, traffic signals, and storm drains. MTC developers are creating not only an inventory system, but also a tool that provides condition assessment and budget needs.



Needs Assessment

(Continued from page 1)

Results of the project's pavement analysis include the following findings:

- Pavement will deteriorate unless more funding sources are identified. By 2033, the average PCI will decrease to 48 (poor condition) based on existing funding. California needs approximately \$67.6 billion to improve pavement to a BMP level in 10 years.
- Preventative maintenance costs significantly less than rehabilitation. Maintaining pavement at the BMP level will cost approximately \$1.8 billion each year. If funding levels continue unchanged, the unfunded backlog of road work will increase from \$37 billion to \$79 billion.
- Pavement network needs include safety and traffic components. Over the next decade, the state will need to invest \$32 billion in essential safety and traffic components, such as curb ramps, sidewalks, storm drains, streetlights and signals.

In order to bring the local system back into a cost-effective condition, preserve the public's infrastructure investment and stop further costly deterioration, the state needs at least \$7 billion annually (\$71 billion over 10 years). Cities and counties must receive a stable, dedicated revenue stream if they are to maintain the road network effectively.

Summary of 10-Year Needs and Shortfall (2008 \$Billion)

Transportation Asset	Needs	Funding	Shortfall
Pavement	\$67.6	\$15.9	\$51.7
Essential Components	\$32.1	\$12.4	\$19.7
Totals	\$99.7	\$28.3	\$71.4

(Figures are based on the project's data analysis.)

Local Gas Tax Dollars at Risk

By Theresa Romell

As of June 25, 2009, the majority of state legislators agreed with the Governor's May Revise budget proposal to transfer \$986 million in local gas tax subventions for FY 2009-10, and 75 percent of subventions in FY 2010-11, to the General Fund to offset transportation debt service costs. The state would not compensate local jurisdictions for these transfers.

For Bay Area jurisdictions, the loss totals \$184 million in FY 2009-10 and \$140 million in FY 2010-11. Gas tax subvention funds account for about 30 percent of local jurisdictions' total street and road funding.

The California State Association of Counties (CSAC) estimates that diverting these funds will result in the direct loss of *4,000 jobs across California for counties alone.*

Street Talk



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Printing: Paris Printing, Pt. Richmond, CA

For more information about the proposed budget cuts, please go to: <http://www.ceaccounties.org/>

Upcoming Events

StreetSaver® User Week July 13 – 16, 2009

Technology Transfer Workshop:

Go Green with Asphalt

Monday, July 13

MetroCenter, 1st Floor, Auditorium

9 a.m. to 12 noon

(101-8th Street, Oakland 94607)

General Users Meeting and PMP

Awards Luncheon

Monday, July 13

MetroCenter, 1st Floor, Auditorium

LUNCH – 12 noon to 1 p.m.

USER MEETING - 1 p.m. to 4 p.m.

(101-8th Street, Oakland 94607)

Workshop I: Pavement Distress Survey

Tuesday, July 14

MetroCenter, 1st Floor, Room 171

9 a.m. to 4 p.m.

(101-8th Street, Oakland 94607)

Workshop II: Computer Training

StreetSaver® 9.0 Basic Skills

Wednesday, July 15

Alameda Conference Center,

4th Floor, Fremont Room

9 a.m. to 4 p.m.

(125-12th Street, Oakland 94607)

Workshop III: Computer Training

StreetSaver® 9.0 Project Selection

Thursday, July 16

Alameda Conference Center,

4th Floor, Fremont Room

9 a.m. to 12 noon

(125-12th Street, Oakland 94607)

Workshop IV: Computer Training

StreetSaver® 9.0 Custom Report Writing

Thursday, July 16

Alameda Conference Center,

4th Floor, Fremont Room

1 p.m. to 4 p.m.

(125-12th Street, Oakland 94607)

Space is limited. Reservations required.

**Next User Week:
November 2 – 4, 2009**