

Street Talk

Long-term Funding for Local Streets and Roads Gets a Boost

by Theresa Romell

The Local Streets and Roads (LS&R) Committee – a group of public works personnel from cities and counties around the region – has, in its less-than-year-old existence, already accomplished three of its major goals.

Organized for the purpose of providing input on local streets and roads needs for the upcoming *Transportation 2030 Plan* (T2030), the LS&R Committee has

- helped MTC develop its streets and roads shortfall estimates;
- successfully lobbied for better representation of local streets and roads interests in the arenas where regional funding policy decisions are made; and, most importantly,
- been able to garner a larger share of the regional transportation funding pie for local streets and roads.

In December, after almost a year of discussions with the transportation community and the public, MTC approved a preliminary plan for T2030 that would increase the dollars allocated for local street and road maintenance by approximately 600 percent over the 2001 *Regional Transportation Plan* (RTP).

While overall the Bay Area can expect \$108.5 billion in transportation funding to flow to the region over the next quarter century, \$99.7 billion of this amount is considered “committed” funding, meaning the money has to be used for already specified purposes. It is only the remaining \$8.8 billion of regional “discretionary” or uncommitted transportation funding that

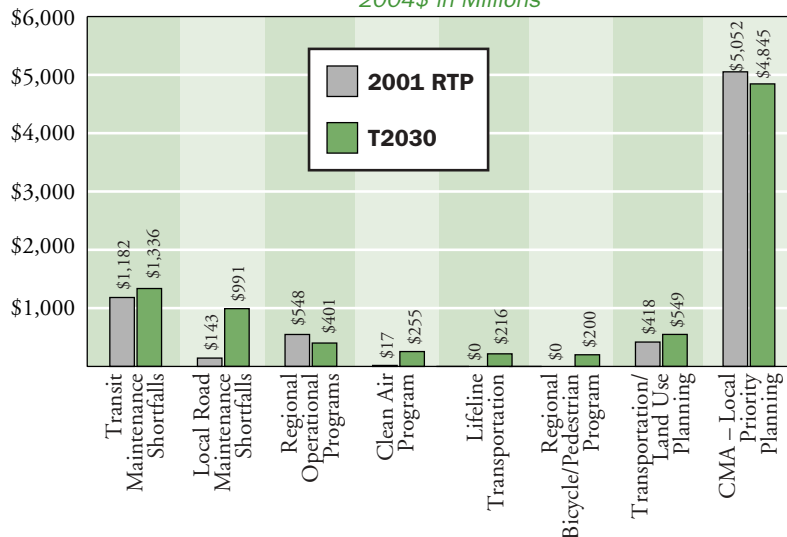
will be available for allocation by MTC over the 25-year horizon of its long-term planning document.

The T2030 plan — due to be adopted by MTC in 2005 — would allocate \$2.3 billion of the \$8.8 billion to help fund the rehabilitation of the existing transportation system, with \$1.3 billion going to Bay Area transit agencies and approximately \$1 billion going to maintain local streets and roads.

As the chart below shows, local streets and roads received only \$143 million in the 2001 RTP for maintenance of the existing system, whereas transit received almost \$1.2 billion. The currently anticipated increase in funding for local streets and roads was largely a result of the urging of the LS&R Committee and various congestion management agency representatives who wanted a more balanced

continued on page 3

25-Year Allocation of Discretionary Funding
2004\$ in Millions



Inside:

- *The Region's Best Roads* page 2
- *Upcoming Events* page 2
- *Software Updates and News* page 3
- *User Support* page 3
- *Where the Rubber IS the Road* page 4

Rubberized Asphalt Concrete – You Have Questions, We Have Answers

**Tech Transfer Seminar
March 8, 2004**

See Upcoming Events for details

City Celebrates Having the Region's Best Roads

by Theresa Romell

On Jan. 27, 2004, staff of the city of Santa Clara's Street and Engineering departments were invited to a city council meeting for an unusual event. Instead of being peppered with questions about deteriorating roads or street maintenance budgets, the streets and roads personnel were feted for having helped the city earn the title of "valedictorian" of Bay Area local street and road conditions.

With an average pavement condition index (PCI) score of 86 out of a possible 100, the city of Santa Clara took the top spot in MTC's ranking of Bay Area cities in terms of their PCI results. It was joked at the council meeting that the city manager, Jennifer Sparacino, only knows what a pothole is because people from other cities have described them to her.

So what is the secret of Santa Clara's success? According to Roger Lee, Santa Clara's street and storm drain superintendent, the South Bay city's road conditions are the result of a supportive city council, staff and citizenry, in combination with proactive pavement management strategies.

The city of Santa Clara — realizing the importance of preventative maintenance — performs such maintenance



Sui Tan

Santa Clara Mayor Patricia Mahan (right) presents an award to Roger Lee, the city's street and storm drain superintendent.

on nearly 20 percent of its roads each year. The city ensures that prior to any treatment being applied, all failed areas of road as well as curb and gutter are removed and replaced in a sound manner, and all cracks are crack-sealed. The city also uses life-extending treatments such as fogsealing on slurry seals within two years of a slurry application. In addition, the city is not afraid to experiment in search of the most cost-effective treatments. They have recently been working with microsurfacing and using Type II slurry treatments on collector streets instead of the typical Type III.

Says Roger Lee, "Our bottom line is cost-effectiveness — selecting the appropriate treatment at the right time for the lowest cost with the greatest life. In total, considerable thought and effort

go into our pavement management program. All projects are coordinated, compiled and inspected through our Street Department, with direct input from the maintenance crews. The process as a whole generates considerable pride within the Street Department."

And rightly so. We congratulate the city of Santa Clara on a job well done.



Sui Tan

Richard Mauk, director of Streets and Automotive Services (holding banner on left), and Roger Lee, street and storm drain superintendent (holding banner on right), were among city staff and councilmembers posing for a picture with the mayor, Patricia Mahan (to Lee's right).

Upcoming Events

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

March 2004

Technology Transfer Seminar— Rubberized Asphalt Concrete

Monday, March 8 Auditorium
9 a.m. to 12 noon

To sign up for this seminar and for more information, go to www.mtcpms.org/events/events.html See also article on page 4.

General User Meeting

Monday, March 8 Auditorium
1 p.m. to 4 p.m.

MTC StreetSaver™ Software Data Migration — Training

Wednesday, March 10
Fremont Room
Alameda County Conference Center¹
125 – 12th Street, Oakland
9 a.m. to 12 noon

Surface Distress Survey Procedures for Asphalt Concrete Pavement — Training

Wednesday, March 10 Room 171
9 a.m. to 4 p.m.

MTC Pavement Management Program (PMP) Concept Training — PMP Champions

Thursday, March 11
Claremont Room
1999 Harrison Street,² Suite 1700
9 a.m. to 4 p.m.

Computer Training Workshop: MTC StreetSaver™ 8.0 — Basic Computer Skills

Friday, March 12
Fremont Room
Alameda County Conference Center¹
125 – 12th Street, Oakland
9 a.m. to 4 p.m.

Next User Week:

July 12–16, 2004

¹four blocks from Lake Merritt BART

²four blocks from 19th Street BART

Software Updates and News

by Sui Tan

StreetSaver™ v.8 Debuts

MTC's long-awaited pavement software program — StreetSaver™ v.8 — was finally released in November, and immediately welcomed by our power users and early adopters. As of this writing, we have signed up 36 users for StreetSaver™ v.8. While MTC will continue to support PMS v.7.5 for a year, users are encouraged to upgrade to StreetSaver™ v.8.

This latest version of the software has been greatly improved, with several new enhancements and features that our users have been asking for. One key new feature is the Project Selection Analysis module.

Project Selection Analysis allows users to select portions of their jurisdiction's street network, designate them as planned projects and incorporate those projects into their budget scenario so that they can analyze the impacts to their budget. Some of the ways in which the project selection module can be used include:

- Multi-year or phased project planning
- Conflict analysis/coordination with utilities companies
- Adjustments for different funding cycles
- Tying projects to specific funds
- Setting up corridor projects
- Construction/contract packaging
- Programming of delays.

Case in Point: The city of Hollister was the first user to sign up for StreetSaver™ v.8. When asked about being an early adopter, David Rubcic, associate civil engineer for the San Benito County municipality, replied that the anticipated value he would get from using Project Selection was motivation enough to purchase the software. Rubcic is able to take advantage of the new feature to identify high-priority street sections, and to incorporate them as "special" projects in a budget scenario run to see how they would affect funding.

Error Notification

StreetSaver™ v.8 went through many rounds of beta testing prior to its release. As much as we have tried to eliminate errors and bugs, it is inevitable that some will pop up occasionally. If you do receive a program error, follow the instructions on the screen and report the error via the built-in e-mail notification system. This will provide real-time feedback to our software developers, as they routinely monitor these reports and use them as the basis for bug fixes and enhancements. If you require immediate assistance, contact MTC Hotline Support at www.mtcpms.org/support/support.html

User Bulletin Board

MTC has created a new forum for StreetSaver™ v.8 users called "StreetSaver™ v.8 Knowledge Base" at www.mtcpms.org/cgi-bin/ultimatebb.cgi, which is organized just like the sub-modules of the software. We encourage users to register as members so that they can post questions about the new software. MTC pavement management program coordinators and the hotline support team regularly moderate the board and answer posted questions.

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 All MTC PMP Users:

- Nichols Consulting Engineers
831.469.3507
Monday–Friday 8 a.m.–5 p.m. PST

MTC PMP Web site:

www.mtcpms.org

Long-term Funding Boost

continued from page 1

allocation of rehabilitation money for transit agencies vs. local streets and roads.

When you consider that Bay Area cities and counties will fall short of the funding needed to maintain the existing local street and road network by about \$8 billion over the next 25 years, however, even the \$1 billion allocation for local streets and roads is just a drop in the bucket.

Besides the money earmarked for transit and streets and roads rehabilitation, approximately \$1.1 billion of the discretionary money in T2030 will go to fund various regional programs such as the Clean Air Program, Lifeline Transportation Network, the bicycle/pedestrian program, and MTC operational programs such as the roadside call box network, the Freeway Service Patrol, the TransLink® smart card transit fare payment system, 511 traffic information phone line and Web site, and a host of others. Approximately \$550 million will be allocated for planning that links transportation and land use, and the remainder of the discretionary funding — \$4.85 billion — will go to the county congestion management agencies for funding priority transportation projects at the local level.

The hope is that local streets and roads representatives will continue to lobby the congestion management agencies to make the maintenance of the local street and road network a priority in their allocation of the \$4.85 billion in local planning dollars. In addition, cities and counties must aggressively go after new sources of revenue if they hope to close the gap between maintenance needs and available resources for the existing local street and road system.

For more information about the Transportation 2030 Plan, go to the MTC Web site at <www.mtc.ca.gov>.

Where the Rubber IS the Road

by Theron Roschen, P.E., Transportation Engineer, Sacramento County, Calif., and Program Director, RAC Technology Center

Problem

About 30 million tires end up on the scrap heap in California each year. By 2020, that number will grow to 43 million. Jurisdictions throughout California spend millions of dollars coping with the cost of illegally dumped tires. Tires blight neighborhoods, bringing down property values, and creating a breeding ground for mosquitoes and rodents.

They also can pose other hazards. On Aug. 7, 1998, the largest pile of discarded tires in California history — nearly 8 million tires — caught fire in the Northern California town of Tracy, filling the air with heavy gray smoke and leaking toxic substances into surface and groundwater sources. More than seven months later the tires continued to smolder.

Solution

Rubberized Asphalt Concrete (RAC) recycles old tires into exceedingly durable, quiet roadways, and has been used with great success in the United States and in other countries for more than two decades. Roads throughout California have been paved with RAC. A one-mile, four-lane road repaved with two inches of RAC recycles 8,000 tires!

The most common reaction of pavement managers to this success story is: We'd love to use more of it if it wasn't so expensive! (The cost is typically one third more than conventional asphalt.) Given the longevity of RAC, and the fact, according to Caltrans, that it can be placed at half the thickness of conventional asphalt, the extra cost of RAC is overstated. Furthermore, the California Integrated Waste Management Board (CIWMB) is now offering grants to local governments to fund RAC projects that use California waste tires. Grants can be requested in amounts of up to \$150,000 per jurisdiction, and the deadline for application is March 5, 2004. For an application and more information, go to:

www.ciwmb.ca.gov/Tires/Grants/RAC

More About RAC

There are three processes used to create RAC. Specifications for all three are included in the *Greenbook, 2000 Edition, Standard Specifications for Public Works Construction*.

According to the Rubberized Asphalt Technology Center, the crumb rubber from scrap tires is manufactured under controlled conditions to ensure that it meets specifications. It is then delivered to an asphalt plant where it is blended at high temperature with asphalt cement binder. This extra step — not necessary in the manufacture of conventional AC — adds to the per ton cost of the RAC. Another cost factor is that when RAC is being produced, the plant cannot make conventional asphalt for their other customers.

Once RAC leaves the plant, the cost to complete the construction is (with a few exceptions) basically the same as for conventional AC. The extra costs associated with RAC are offset by the durability of the product, and sometimes by the size of a project.

Though no special equipment is required to install RAC, there are certain steps that must be taken to ensure proper placement. RAC must be compacted above 290°F and the mat must cool for about an hour after finish rolling to avoid traffic tracking the mat. Training inspectors to ensure that contract specifications are being followed are an important investment in RAC projects.

RAC has been studied extensively and shown to have no more environmental impact (air and water pollution) than conventional asphalt, nor are there any work safety issues. Recently, Caltrans set a goal to use RAC containing California waste tires in 15 percent of its projects that require asphalt. California Assembly Bill 338, currently under consideration by the state Senate, would mandate that goal. Once Caltrans steps up its use of RAC, the cost could go down. In addition, the increased demand for California crumb rubber could stimulate the economy and create jobs.

By increasing the use of RAC in local paving projects, jurisdictions can play a part in helping address tire dumping, stockpiling, and land-fill problems while simultaneously building more durable and quieter roads and saving money.

For more information, visit the California Rubberized Asphalt Concrete Technology Center Web site at:

www.rubberizedasphalt.org

March 8 Tech Transfer to Cover RAC

Panel members will discuss how RAC works in the field, its superior durability and noise reduction properties, when it's recommended and when it's not, quality control, the benefits to local jurisdictions, cost-effectiveness, myths vs. facts, contract specifications and inspection regimes, and more.

Speakers:

- Cliff Ashcroft, *vice president, FNF Construction, Inc., Fullerton, Calif.*
- Theron Roschen, P. E., *transportation engineer, Sacramento County, Calif., and program director, RAC Technology Center*
- Wlad Wlassowsky, P. E., *transportation services division manager, city of Oakland, Calif.*

Street Talk



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
510.464.7700
www.mtc.ca.gov

Executive Director: Steve Heminger

Deputy Directors:

Ann Flemer and Therese McMillan

Manager, Bridge and Highway Operations:

Rod McMillan

PMS Manager: Wes Wells

Managing Editor: Theresa Romell

Copy Editor: Réka Goode

Graphics: David Cooper

Printing: Paris Printing