

Street Talk

New Maintenance Funds: A Step in the Right Direction

by Theresa Romell

Public works departments in Bay Area cities and counties can expect to share almost \$1 billion in regional transportation moneys for maintenance of local streets and roads over the next 25 years, with the first installment of that commitment coming as early as next summer.

The decision to set aside this amount from a total of approximately \$9 billion in discretionary transportation funds expected to be available to the Bay Area over the next quarter century was made by the Metropolitan Transportation Commission in December in the process of developing its 2005 regional transportation plan (also known as the *Transportation 2030 Plan*).

Of the 25-year total in maintenance funds, \$275 million will come from the State Transportation Improvement Program, and will begin to flow to the region in fiscal year 2009–10. The largest portion of the maintenance moneys — a total of \$716 million, including local match requirements — will come from the federal Surface Transportation Program. Approximately \$57 million from these federal funds will be available for street and road maintenance projects in the two-year programming cycle for fiscal years 2005–06 and 2006–07 (and every two-year cycle thereafter).

This initial \$57 million increment will be allocated by MTC to the nine counties based on the percentage of the overall Metropolitan Transportation System (MTS) maintenance shortfall that their jurisdictions' streets and roads are projected to experience. (The MTS is the multimodal transportation system of major highways, arterials and public transit routes in the region. Also see related article on page 2.) The counties with the greatest shortfall — Santa Clara and Sonoma — will receive the most funding.

Since funding levels are based on the shortfall estimates for roads that are part of the MTS, only MTS maintenance projects will be eligible for funding. Exceptions to this rule are those jurisdictions that either do not have any MTS routes, or can demonstrate that their MTS routes are already well maintained.

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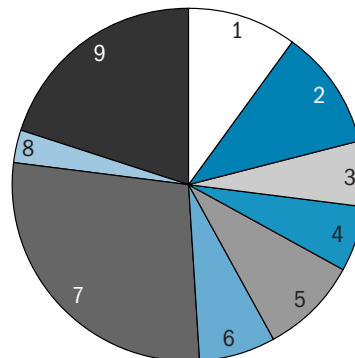
**User Week
Starts
July 12, 2004**

See details on page 4

Federal Funding for Local Streets and Roads in the Bay Area (FY 2005–06 and 2006–07)

Counties	MTS* Shortfall (% Share)	Funding
1 Alameda	10%	\$ 5,728,000
2 Contra Costa	11%	6,135,000
3 Marin	6%	3,380,000
4 Napa	6%	3,376,000
5 San Francisco	9%	5,346,000
6 San Mateo	7%	3,738,000
7 Santa Clara	28%	16,074,000
8 Solano	3%	1,887,000
9 Sonoma	20%	11,652,000
Total	100%	\$ 57,316,000

*Metropolitan Transportation System



Each county's allotment of federal street and road funding is based on the percentage of the overall Metropolitan Transportation System maintenance shortfall that their jurisdictions' streets and roads are projected to experience.

Defining Regionally Significant Roads

by Theresa Romell

What is a “regionally significant” street or road? How you define this term is not a semantic exercise but one that influences both transportation policy and transportation funding.

The Metropolitan Transportation Commission addressed this issue when it designated the Metropolitan Transportation System or MTS. In general, the MTS consists of those facilities that are crucial to the freight and passenger mobility needs of the nine-county San Francisco Bay Area. More specifically, eight criteria adopted by MTC in 2001 help determine whether or not a street or road should be classified as belonging to the MTS.

The criteria define MTS roads as those that provide:

1. access to major central business districts, activity centers or employment destinations;
2. mobility and accessibility around major central business district or other major areas of high density;
3. interregional and/or intraregional connectivity;
4. a key alternative for local trips parallel to a freeway;
5. access to major freight transfer facilities;
6. critical access for transit services or hubs of regional or corridor importance;
7. important connectivity for the MTS; and
8. essential access to disadvantaged neighborhoods.

Jurisdictions were asked to submit roads for inclusion in the MTS that fit one or more of the eight functional criteria. The MTS has become a convenient yardstick by which to decide how to allocate regional funding among various transportation interests — e.g., public transit, congestion management, regional programs, etc.

Regionwide, the MTS system covers a little over 8 percent of the total street and road mileage in the Bay Area. While some believe that is sufficient, many believe that the MTS system, as it currently exists, encompasses but a fraction of the roads that are crucial to the regional transportation network.

Maintaining the MTS

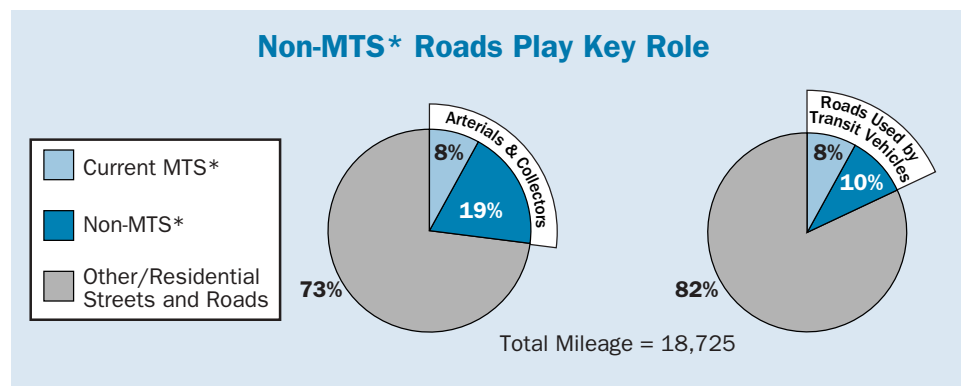
In recent years, MTC has tried to assist local jurisdictions in the maintenance of the MTS through the use of its discretionary regional transportation dollars. Many fear that if the MTS is expanded to include, say, all arterial and collector streets and roads (nearly 30 percent of local street and road mileage), it would, in effect, be saying that the region as a whole has a responsibility to help maintain those roads. Broadening the MTS thus might threaten other transportation interests’ ability to get a larger portion of the discretionary funding available to the region.

Expanding the MTS would not necessarily be a mandate to fully fund its maintenance with regional transportation dollars, however. Current estimates of available funding for the *Transportation 2030 Plan* clearly demonstrate there is not enough funding to maintain all local roads — or the entire public

transit system. But, for regional transportation planning purposes and as a matter of public information, it is important for the region to know the extent of the maintenance needs of the local road and public transit systems.

Some cities and counties worry that expanding the MTS might carry with it a loss of local control, as a larger portion of the road network is deemed “regional.” At the same time, the current practice of directly linking regional transportation funding to the MTS road network makes it advantageous for cities and counties to increase the number of roads designated as part of the MTS. Some see the only way to avoid this Catch 22 is to permanently separate the MTS from regional funding decisions.

The issue of possible expansion of the MTS was recently taken up by the Local Streets and Roads Committee, which is made up of public works professionals from throughout the Bay Area. The overall goal of the Local Streets and Roads Committee is to work with MTC and other transportation agencies in examining the current system and developing recommendations for ensuring that it reflects the region’s significant streets and roads — regardless of who is ultimately responsible for maintaining them.



Although more than a quarter of the region’s network mileage is dedicated to arterials and collectors and nearly one-fifth is used by public transit vehicles, only 8 percent of the network is designated as part of the Metropolitan Transportation System.

*Metropolitan Transportation System

New Maintenance Funds

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The nine county congestion management agencies (CMAs) are responsible for distribution of the funds to individual jurisdictions, and are currently devising their own eligibility requirements. Some of the CMAs have developed project-scoring criteria based on variables such as pavement condition index (PCI) scores, average daily traffic counts, overall need, etc. Other CMAs have opted to divide the funds proportionately, based on population and/or road mileage, among other factors.

No matter how the money is distributed at the jurisdictional level, it will represent a needed boost for many pavement maintenance budgets. For some jurisdictions, this money will double the amount currently available for maintaining their street networks.

With a projected \$8 billion shortfall for local street and road maintenance

over the next 25 years, \$1 billion is not enough to keep the region's streets and roads well-maintained, but it is a step in the right direction. At all levels — regional, county and local — more has to be done to ensure that the local street and road system is adequately maintained. Some approaches for achieving this aim include:

- securing additional revenue that would be dedicated for maintenance of the existing street and road system;
- maximizing the funding currently available through the use of best practices (i.e., preventive maintenance) and interjurisdictional projects that take advantage of economies of scale;
- working toward more accurate projections of maintenance needs and revenues (for informational and advocacy purposes); and
- lobbying all levels of government to make local streets and roads a priority.

New Player for the Pavement Management Team

by Theresa Romell and Danielle Stanislaus

Those of you who attended our March User Week may have noticed that one of the Metropolitan Transportation Commission's veteran pavement management staff members was absent. John Hoang, former Pavement Management Program coordinator and Pavement Management Technical Assistance Program (P-TAP) project manager, has taken another position within MTC, in the call box program. Hoang contributed a great deal to the success of the Pavement Management Program, and he will be missed. We wish him the best of luck in his new position.



Danielle Stanislaus

Toward the end of March 2004, MTC's pavement management team welcomed its newest member — Danielle Stanislaus. Stanislaus, a Southern California native, has a master's degree in public policy from the University of California, Los Angeles, and formerly worked with the Service Authority for Freeways and Expressways and Freeway Service Patrol programs at the Los Angeles County Metropolitan Transportation Authority.

As part of the MTC pavement management staff, Stanislaus will oversee P-TAP, the program created by MTC to provide Bay Area jurisdictions with assistance and expertise in implementing and maintaining a pavement management system. "I believe strongly in what P-TAP is trying to accomplish," Stanislaus says, "and look forward to being part of a program designed to help jurisdictions that may not otherwise be able to properly maintain their pavement management system."

Software News

by Sui Tan

StreetSaver™ v.8 Update

Since the official release of the new software in November 2003, close to 50 users have upgraded to StreetSaver™ v.8. Thank you for your continued support!

Events Migration

For users who have upgraded from MTC PMS v.7.5 to StreetSaver™ v.8, it is strongly recommended that you attend the Events Migration Workshop during the July User Week. This workshop will help you understand the six common problems in your 7.x database and show you how to fix them. See "Upcoming Events" on page 4, or check the schedule at: www.mtcpms.org/events/events.html

Patch Release 1

We recently released StreetSaver™ v.8 Patch 1. All StreetSaver™ v.8 users are advised to run the new patch. Download information and installation instructions are available at: www.mtcpms.org/support/support.html

This release fixes minor bugs on the System Administration menu link from the main screen, and a problem that prevented the Change Flag feature from getting set for Needs and Scenarios after migration. This patch also fixes the Save and Edit features of user-defined fields and comments field, and resets Needs Run to begin at 2004. It also is enhanced with a new Unfunded Selected Sections report for Project Selection, and increases the number of inspection slabs from 999 to 99,999.

As of this writing, we are working on a new software update that will be released in June.

Support! Support! Support!

- Check out StreetSaver™ v.8 Knowledge Base at www.mtcpms.org/cgi-bin/ultimatebb.cgi

- See additional support contacts on the back page.

More Money, More Projects in P-TAP Round Six

by Danielle Stanislaus

As the 2004–05 fiscal year gets under way, the Metropolitan Transportation Commission's Pavement Management Program (PMP) is preparing for the sixth round of Pavement Management Technical Assistance Program (P-TAP) allocations. A total of \$650,000 has been programmed for Round Six, compared to the \$500,000 available for Round Five of P-TAP. The additional \$150,000 will allow MTC to underwrite a greater number of projects than it has in prior years.

P-TAP was started in 1999 to provide Bay Area cities and counties with consultant assistance for establishing or maintaining their pavement management systems. During the first five rounds of this popular program, a total of almost \$2.5 million in federal Surface Transportation Program (STP) funds has been allocated to 97 different jurisdictions, funding a total of 163 projects.

The increase in the amount of monies available this year is paralleled by the growth in the number of jurisdictions applying for P-TAP funds. Sixty-two applications requesting a total of over \$1.1 million were submitted to MTC by the May 3, 2004, deadline. Applications were received from jurisdictions in all nine Bay Area counties, and the types of projects proposed included pavement management system reinspection projects; geographical information system linkage projects to connect MTC PMP data with a jurisdiction's centerline map; pavement rehabilitation design projects; and projects to assist jurisdictions in seeking out and applying for state and federal funds. All P-TAP Round Six projects are expected to begin this month and be completed by June 30, 2005.

Even as P-TAP continues to grow in popularity, some changes to the program are in the offing. Starting in fiscal year 2007–08, in accordance with the region's 25-year *Transportation 2030*

Plan policies, STP funds now channeled to P-TAP by MTC will be phased out. Continued contributions of flexible federal funds to this program will be a local funding decision directed by the nine congestion management agencies.

In the meantime, one important aspect of P-TAP will remain the same for Round Six. In an effort to ensure the continuity and overall quality of the services provided, P-TAP Round Six will utilize the same nine consultants that were involved in Round Five.

Note: Grant recipients will be notified by mail; results also will be posted at www.mtcpms.org.

Street Talk



METROPOLITAN
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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, July 2004

Technology Transfer Seminar

Monday, July 12 Auditorium
9 a.m. to 12 noon

To sign up for this seminar, go to www.mtcpms.org/events/events.html

Lunch will be served 12 noon to 1 p.m.

General User Meeting

Monday, July 12 Auditorium
1 p.m. to 4 p.m.

Computer Training Workshop:

MTC StreetSaver™ 8.0 — Basic Computer Skills

Tuesday, July 13
9 a.m. to 4 p.m.
Fremont Room
Alameda County Conference Center*

MTC StreetSaver™ Software Data Migration — Training

Wednesday, July 14
9 a.m. to 12 noon
Fremont Room
Alameda County Conference Center*

Surface Distress Survey Procedures for Asphalt Concrete Pavement — Training

Thursday, July 15 Room 171
9 a.m. to 4 p.m.

Computer Training Workshop: MTC StreetSaver™ 8.0 — Budget Analysis

Friday, July 16
9 a.m. to 4 p.m.
Fremont Room
Alameda County Conference Center*

** four blocks from Lake Merritt BART, at 125 – 12th Street, Oakland*

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

