



## Funding Overview: Streets and Roads Hit by Declining Revenues

By Theresa Romell, MTC

Bay Area jurisdictions are coping with the effects of decreased sales and property taxes and revenue deferrals imposed by the state. Resources and needs have an inverse relationship: as resources have dwindled, local government service needs – including street and road maintenance – have increased. This year's federal recovery funding offered a measure of relief to cash-strapped municipalities by allowing them to maintain staff and repair roads. To meet the maintenance needs of our region's aging street and road network, the Bay Area requires a stable source of revenue. This article provides an overview of the funding picture for street and road maintenance at the state and federal levels.

### State Funding

In July, the state budget negotiations concluded and the proposed "take" of local gas tax subvention funds was defeated. The "take" of the local share of the gas tax would have diverted \$980 million in fiscal year 2009-10 and \$780 million for each subsequent year to the general fund. This would have devastated local jurisdictions; the local share of the gas tax represents the primary source of funding for operations and maintenance of streets and roads.

Instead, the legislature's final agreement deferred the distribution of the first quarter fiscal year 2009-10 local gas tax funds indefinitely. Second quarter funds are scheduled to be released December 1, 2009. SB 65 (Committee on Budget and Fiscal Review) was intended to provide a repayment schedule for the first quarter funds, as well as provide jurisdictions with the temporary ability to use Proposition 1B local street and road funding for any use eligible with local gas tax funds. While advocates of SB 65 fully expected the revision to pass in early September, the Legislature adjourned prior to passage.

### Federal Funding

#### American Recovery & Reinvestment Act (ARRA)

Of the \$662 million in regional discretionary funding that flowed to the Bay Area through the ARRA program, MTC directed \$145 million towards 134 local jurisdiction street and road rehabilitation projects. Of the \$145 million, \$140 million had been obligated and \$112 million had been encumbered in contracts with construction firms by October 1st. MTC staff expects that local jurisdictions will meet the federal obligation and award deadlines.

Additional information on ARRA project delivery and reporting requirements can be found on MTC's website at: [www.mtc.ca.gov/funding/ARRA/](http://www.mtc.ca.gov/funding/ARRA/).

#### Federal Cycle Programming

Congress has extended the Federal Transportation and Housing Act – SAFETEA – into fiscal year 2009-10, and MTC has begun preparing for the programming of the first and second cycles of the Surface Transportation Program and Congestion Mitigation & Air Quality Improvement Program (STP/CMAQ) compo-

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**User Week  
Starts  
November 2,  
2009**

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for details**

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## Funding

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nent of the federal program. The first two cycles cover the next six years of federal funding (i.e., through fiscal year 2014-15), during which time the Bay Area should receive approximately \$1.3 billion in federal funds. However, the region's actual apportionment of these funds could vary depending on the funding levels and structure of the new Transportation and Housing Act.

This initial proposal allocates a significant share of the federal funds in the first and second cycles to local streets and roads (LSR) maintenance, because the Transportation 2035 regional transportation plan identified LSR as a core program. After MTC adopts the federal programming this fall, local jurisdic-

tions should expect a call for cycle 1 projects in the spring of 2010. The call for projects for cycle 2 would likely occur in the spring of 2012.

### Performance-based Allocation of Federal Funds

MTC has adopted a distribution formula for LSR funds that includes four factors of equal weight, and guides the programming of recovery funds and STP revenues. The four factors are: population, road mileage, maintenance revenue shortfall and performance.

The performance component rewards jurisdictions that spend a certain amount of their budgets on preventive maintenance. MTC helps jurisdictions determine the appropriate level of preventive maintenance. In the long run, maintaining roads has proven to be

far more cost-effective than treating the worst streets first. Reconstructing a roadway in poor condition can cost up to ten times as much as preventively maintaining a street in good condition. Jurisdictions that spend funds on preventative maintenance will stretch their limited resources further and avoid costly reconstruction projects.

MTC sees the benefits of emphasizing performance at the local and regional levels. The region is experiencing an increase in PCI, despite declining revenues for maintenance. While improved maintenance practices cannot stop the street and road network from deteriorating without sufficient funding, preventive maintenance efforts are slowing the pace of decline.

## MTC Recognizes Great Pavement Management

by Amit Raikar, MTC

At the 2009 Regional Streets & Roads Awards Luncheon in July, MTC recognized pavement managers from around the Bay Area for their hard work, achievements and excellent pavement management. MTC's annual luncheon provided the opportunity to celebrate the region's best roads and the staff maintaining them.

A total of seven awards were presented to Bay Area jurisdictions for their Local Streets & Roads (LS&R) programs. The first went to Foster City for the "Best All-Around Pavement Management Program." Foster City has consistently maintained its streets with an average pavement condition index (PCI) of 81 over the last five years. The next award for "Best Bay Area Roads" –



Brian Chan of Foster City



"Most Improved Roads" — San Mateo's Otis Chan and Larry Patterson with Alix Bockelman, MTC

given to the jurisdiction with the best three-year moving average PCI score – was presented to the City of Brentwood, which achieved a score of 84. The City of San Mateo was awarded the "Most Improved Roads." Not only did San Mateo have the greatest increase in PCI over a one-year period (nine points), but they also had a 19-point increase from a PCI of 54 in 2004 to 73 in 2007. Such high

PCI scores or improvements can only be achieved with consistent maintenance strategies and a long-term commitment to funding preventative maintenance.

The next set of awards recognized four individuals' commitment and dedication to strong LS&R. Contra Costa County Public Works Director Julie Bueren received the "Regional Streets and Roads MVP" for her successful efforts on behalf of the region's street and road network. In addition to being a great advocate for increased funding for local streets and roads maintenance, she was chair of the LS&R Working Group last year.



Margot Yapp, "Best Consultant"

A strong advocate for LS&R and one of the founders of the LS&R Working Group, Brian Lee received the "Lifetime Achievement Award." Lee was the first Chair of the LS&R Working Group and has invested (continued on page 4)

# Software Updates and News

By Sui Tan, MTC

## MobileRater™ Debuts

MTC recently introduced new software – dubbed MobileRater™ – for hand-held computers to help city and county public works departments and others improve the maintenance of local streets and roads by accelerating the collection of pavement distress data. MobileRater™ is fully compatible with MTC’s popular StreetSaver® Online program used by nearly 400 municipalities nationwide to efficiently invest their limited maintenance funds.

MobileRater™ is a portable version of a pavement condition data collection program and a pavement condition index (PCI) calculator all in one. The application runs on Microsoft Windows Mobile 6, which is installed widely in smartphones and PDAs. Designed to assist street inspectors recording data, MobileRater™ calculates PCI quickly and accurately. The software can record multiple distresses simultaneously. At the end of an inspection day, the device goes back into its cradle or USB port, and the distress data easily imports to the StreetSaver® Online server.



## Pricing

MobileRater™ is available either as a la carte software or as a PDA bundle (i.e., HP iPAQ 111 Classic handheld) with MobileRater™ pre-installed.

Quantity	MobileRater™ Software Only	PDA Bundle
1	\$750	\$1350
2 - 5	\$700	\$1300
6 - 15	\$650	\$1250
16+	\$600	\$1200

**Note: Shipping and handling fee not included. Add \$10 s/h for each copy ordered.**

Please visit  
[www.mtcpms.org](http://www.mtcpms.org)  
 for more information.

## GIS Training Class

The GIS Toolbox, a new feature in StreetSaver® Online version 9, is beginning to assume an important role in how users present their results. Users can now graphically display, plot and print pavement results directly from StreetSaver®. The April 2009 issue of Street Talk outlines how the GIS Toolbox works, and is available at:

[www.mtcpms.org/publications](http://www.mtcpms.org/publications)

MTC will be offering a GIS Toolbox training class at the upcoming November User Week. This half-day course will provide training on how to link your pavement data automatically and manually to the GIS base map. The course also will introduce users to the GIS mapping and reporting options, and printing customized maps. MTC encourages users who are new to GIS to attend; no prior GIS experience or knowledge is necessary. Make sure to sign up and learn how to use this robust, powerful and user-friendly feature.

## StreetSaver® Pavement Management Tip

### Remaining Life:

You can easily find a street’s remaining life, the number of years a treatment could extend the life of your pavement, and the PCI both before and after treatment from the “Remaining Life Report” section within Scenarios.

CITY OF ANYWHERE							Scenarios - Section Remaining Life			
							Scenario: Class Scenario			
							Printed: 09/16/2009			
Year	Street ID	Section ID	Street Name	Functional Class	Surface	Treatment	PCI before	PCI after	Life Ext.	Remaining Life
2009	15TH	020	15TH AV - 15TH	C - Collector	C - AC/PCC	THICK AC OVERLAY(2.5 INCHES)	49.55	100.00	16.18	30.05
	HILLSI	10	HILLSIDE BLVD - HILLSI	A - Arterial	O - AC/AC	THICK AC OVERLAY(2.5 INCHES)	43.64	100.00	24.04	29.37
	HILLSI	20	HILLSIDE BLVD - HILLSI	A - Arterial	O - AC/AC	THICK AC OVERLAY(2.5 INCHES)	40.03	100.00	25.19	29.37
	LAWNDA	10	LAWNDALE BLVD - LAWNDA	C - Collector	A - AC	SLURRY SEAL	83.58	90.56	3.26	20.05
	MISSIO	20	MISSION RD - MISSIO	C - Collector	A - AC	SLURRY SEAL	88.27	94.04	2.97	22.78
	MISSIO	50	MISSION RD - MISSIO	C - Collector	A - AC	SLURRY SEAL	78.83	88.66	3.76	18.94

## MTC Recognizes...

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over thirty years in the field of public works. Although now retired from the County of San Mateo, he continues to consult on transportation funding and other public works decisions.

MTC named Margot Yapp from Nichols Consulting Engineers the "Best Consultant." Since 1996, Yapp has been valued partner and consultant to MTC. She is an integral part of MTC's pavement management training program as well as a key contributor in StreetSaver® development efforts.

The "Power User" award went to Laurie Kozisek, a civil engineer with the city of Alameda. Kozisek has demonstrated an extensive knowledge of how StreetSaver® works. Congratulations to the 2009 Regional Streets & Roads Awards winners!

## Update on P-TAP Round 11

Revised as of 10/8/09

MTC staff has revised the schedule for P-TAP Round 11, which will kick off in February, 2010. Milestones in the schedule are listed below:

Jurisdictions submit applications to MTC	<b>October 9, 2009</b>
MTC reviews jurisdiction applications	<b>October 9 to 30, 2009</b>
MTC issues revised RFQ	<b>October 16, 2009</b>
MTC holds bidders conference	<b>October 22, 2009</b>
RFQ submittal deadline	<b>November 16, 2009</b>
MTC runs pre-qualification test*	<b>November 18-19, 2009</b>
MTC sends conditional award letters to agencies	<b>November 30, 2009</b>
MTC Administration Committee reviews staff recommendations	<b>January 2010</b>
MTC adopts program	<b>January 2010</b>
Kick off P-TAP meeting	<b>February 15, 2010</b>

\*Pre-qualification consists of a set number of pavement inspection sites that consultants will rate. MTC staff plans to use the results of the inspections, in addition to other criteria, to evaluate consultants. Firms that pre-qualified for Task 1 under the initial RFQ issued on August 14, 2009, are not required to be pre-qualified again under the RFQ issued on October 16, 2009.

Feel free to contact Amy Burch at 510-817-5735 or [aburch@mtc.ca.gov](mailto:aburch@mtc.ca.gov) with any questions regarding P-TAP.

## Upcoming Events

### StreetSaver® User Week November 2 – 5, 2009

#### Technology Transfer Workshop

Monday, November 2  
MetroCenter, 1st Floor, Auditorium  
9 a.m. to 12 noon  
(101 Eighth Street, Oakland 94607)

#### General Users Meeting

Monday, November 2  
MetroCenter, 1st Floor, Auditorium  
1 to 4 p.m.  
(101 Eighth Street, Oakland 94607)

#### Workshop I: PMP Concepts

Tuesday, November 3  
MetroCenter, 2nd Floor, Claremont Room  
9 a.m. to 12 noon  
(101 Eighth Street, Oakland 94607)

#### Workshop II: StreetSaver® Training: GIS Toolbox

Tuesday, November 3  
Alameda Conference Center, 4th Floor,  
Fremont Room  
1 to 4 p.m.  
(125 Twelfth Street, Oakland 94607)

#### Workshop III: StreetSaver® Training: Basic Skills

Wednesday, November 4  
Alameda Conference Center, 4th Floor, Fremont Room  
9 a.m. to 4 p.m.  
(125 Twelfth Street, Oakland 94607)

#### Workshop IV: StreetSaver® Training: Budget Analysis

Thursday, November 5  
Alameda Conference Center, 4th Floor, Fremont Room  
9 a.m. to 4 p.m.  
(125 Twelfth Street, Oakland 94607)

Space is limited. Reservations required.

### Southern California User Meeting November 4 – 5, 2009

Ramada Burbank Airport  
2900 N San Fernando/I-5  
Burbank, CA 91504

### Next User Week: March 2010 (date TBD)

Contact Kimberly Hughes <[khughes@mtc.ca.gov](mailto:khughes@mtc.ca.gov)> for more information on User Week.

## Street Talk



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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