

Local Street and Roads—“Need”, “Revenue”, and “Shortfall” Projection Methodology:

Needs:

The Local Streets and Roads “need” for the purposes of the 2005 Regional Transportation Plan consists of three categories of maintenance:

- Pavement—including major maintenance of the existing street/road network such as overlays and rehabilitation or reconstruction, as well as preventative maintenance treatments that significantly extend the life of the pavement.
- Non-Pavement—including the maintenance of such items as storm drains, traffic lights and safety, pedestrian walkways, retaining walls, storm damage, ADA compliance, etc...all of the non-pavement items that are necessary for a functioning local street and road network.
- Local Bridges—maintenance of bridges that are locally owned.

No new construction / expansion or operations / routine maintenance is included in the estimates of need. All “need” values will be reported in 2004-dollar values.

Pavement Need:

104 out of the 109 Bay Area jurisdictions utilize MTC’s Pavement Management Program software. The software allows jurisdictions to inventory their street network, determine the maintenance needs of that network, and devise maintenance programs based on available revenues and recommendations made by the software. Jurisdictions are required to submit a copy of their Pavement Management Program software to MTC on a bi-annual basis. The 25-year pavement need estimate was determined by running an “unconstrained budget needs analysis” for each jurisdiction using the Pavement Management Program software model. For those few jurisdictions that do not utilize the MTC Pavement Management Program, their pavement need was determined by utilizing the ratio of the jurisdiction’s centerline miles to the total county centerline miles, and assigning those jurisdictions a proportionate amount of need based on that ratio.

Non-Pavement Need:

Non-Pavement need is much more difficult to estimate than pavement need, since there is not a single management software that covers all of the non-pavement maintenance items, as there is with pavements. For the 2005 RTP, MTC surveyed the 109 Bay Area jurisdictions in order to get an estimate of their 25-year Non-Pavement needs. Approximately 50% of the surveys were returned and the estimates of non-pavement need submitted on those surveys varied drastically from jurisdiction to jurisdiction. In order to determine the most accurate estimate possible, MTC decided to determine average ratios of pavement to non-pavement need, with the assumption being that the ratio of pavement to non-pavement need should be fairly consistent between jurisdictions with similar population density make-ups. The ratios were determined for both “urban” and “rural” jurisdictions based on the survey data that was submitted, and the appropriate ratio was applied against the jurisdictions’ 25 year pavement need in order to determine the 25-year non-pavement need.

AGENDA ITEM #3A

Local Bridge Need:

MTC contracted with a consultant, Cambridge Systematics, to provide us with the 25-year estimate of local bridge need. The consultant worked with Caltrans and utilized the bridge management system, Pontis, in order to generate the 25-year estimates of local bridge need for the 2005 RTP.

Revenues:

Revenues available for Local Streets and Roads maintenance were determined by once again surveying the 109 Bay Area jurisdictions. Approximately 70% of the jurisdictions returned a survey. The survey information used to determine the 25-year revenues consisted of historical and projected budget information for local streets and roads maintenance. We asked for five years worth of past budget information as well as five years worth of projected information. We also asked for the information to be broken down by expenditure category—pavement, non-pavement, bridge, new construction, and operations / other. Lastly, we asked the jurisdictions to indicate what portion of their budget revenue came from gas tax, sales tax, or other local resources. For each jurisdiction, we determined an annual average amount of revenue available (in 2004 dollar values) for their pavement, and non-pavement maintenance needs. From the revenue source information that was submitted on the surveys, MTC determined a regional weighted average growth rate (real growth without inflation) that was applied to each jurisdiction's annual average, for the 25-year period covered by the RTP. The 25-years were summed in order to derive the total revenues available for pavement and non-pavement need. For those jurisdictions that did not provide us with a survey, we determined an average amount of revenue available per centerline mile for each county. That county average amount was applied to the centerline mileage for those jurisdictions that did not submit data in order to estimate their 25-year pavement and non-pavement revenue.

Prop 42 revenues were estimated separately by MTC's Programming and Allocations Department, and added to the revenues estimated for pavement and non-pavement maintenance from gas tax, sales tax, and other local sources.

Local bridge revenues were determined by looking at the historical amount of HBRR funds applied for and received for local bridge maintenance in each county, and applying those historical trends to the amount of HBRR funding estimated to be available for the period covered by the 2005 RTP. Since each jurisdiction is required to provide a 20% match in order to receive HBRR funding, the estimated amount of that match was deducted from the estimates of revenue available for pavement maintenance, in order to avoid double counting.

Shortfalls:

Shortfalls were determined by subtracting the amount of revenue available for maintaining pavements and non-pavements from the amount needed, for each jurisdiction. Where a surplus existed (revenues were greater than need), the revenue was made to equal the need so that the resulting shortfall would be "0". The assumption in doing this is that any excess revenues will be diverted to other local needs.