



# *Basic Maintenance: The Foundation for Prosperity*



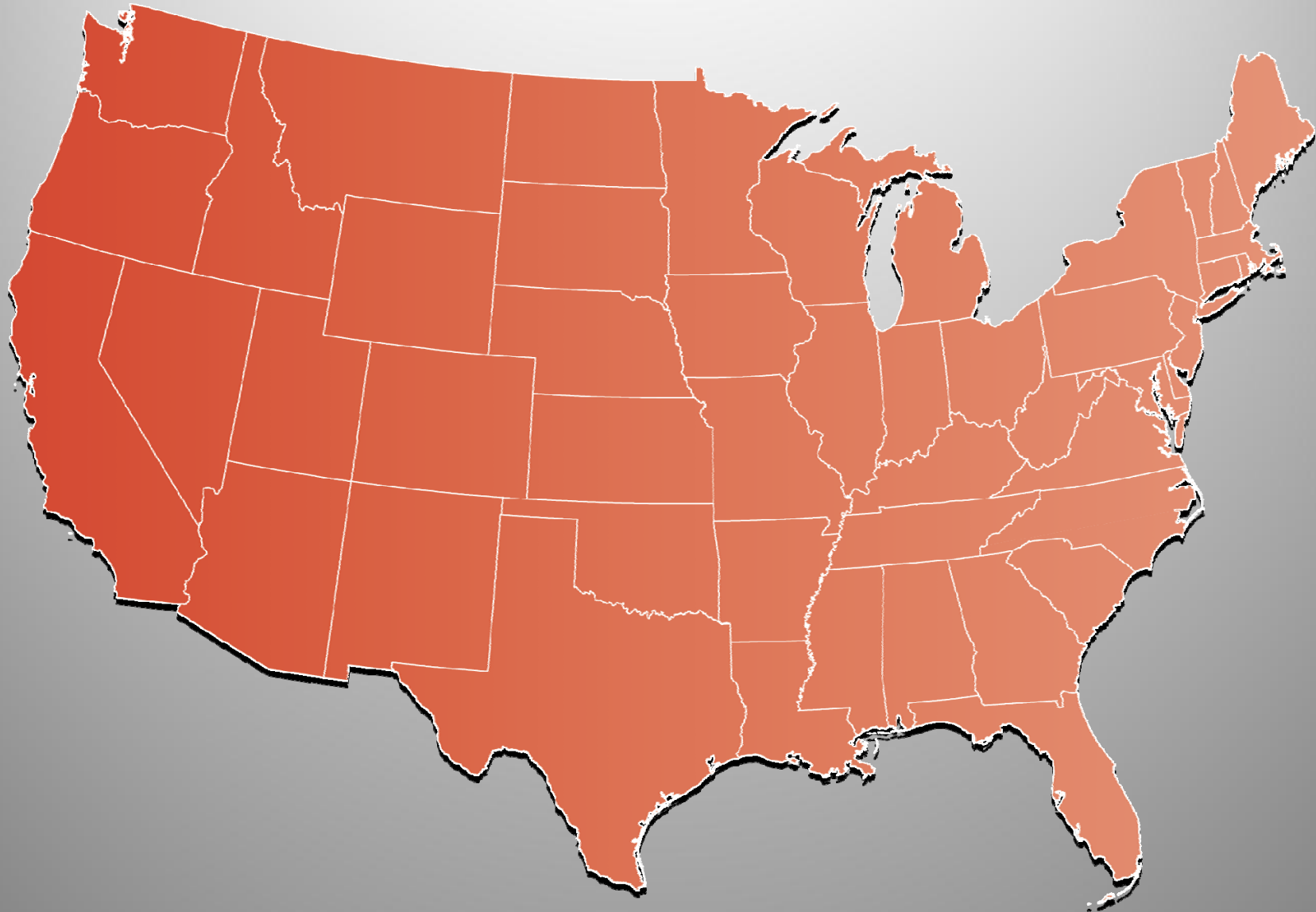
**Presentation for Senate Budget Subcommittee #2  
Jim Beall, Chair**

**December 16, 2013**

**Steve Heminger  
Executive Director  
Metropolitan Transportation Commission**

METROPOLITAN TRANSPORTATION COMMISSION

# *National Context*



# *20 Largest U.S. Metropolitan Areas*

36%

**of Total U.S. Population**

45%

**of Gross National Product**

62%

**of U.S. Goods Movement Activity**

76%

**of Total U.S. Transit Boardings**

# *Metropolitan Areas are America's Economic Engine*

- The largest U.S. metropolitan areas generate substantially greater levels of per-capita economic output when compared to the nation as a whole.
- 15 of the 20 largest metropolitan areas have above-average per-capita gross regional product.

Top-Performing Metros	% of GDP/capita
San Francisco Bay Area	158%
Washington, DC	144%
Seattle, WA	137%
Houston, TX	137%
Boston, MA	136%

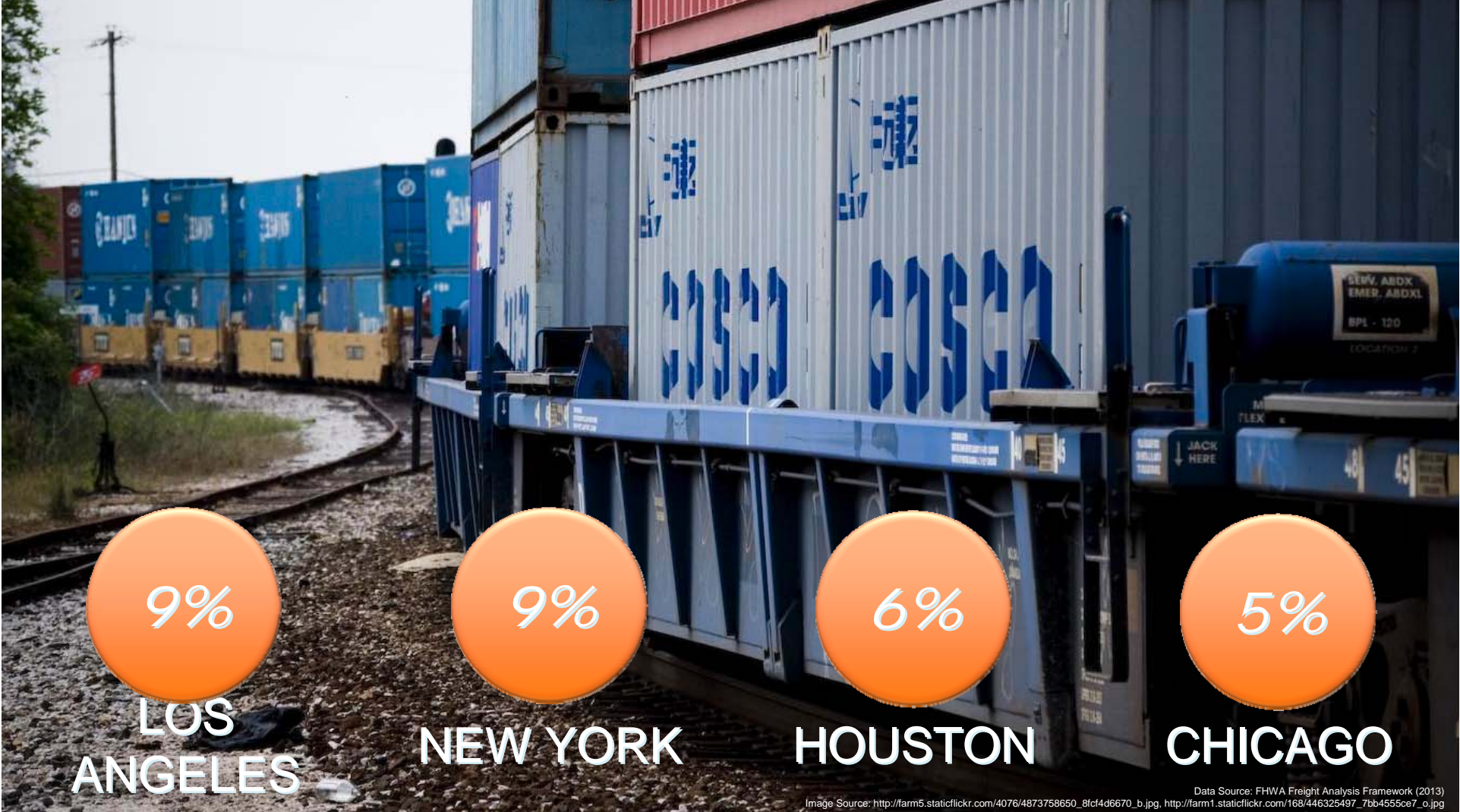


# Just Four Metro Areas Account for

29%

of U.S. Goods Movement Activity

as measured in dollars of freight flows



9%

LOS ANGELES

9%

NEW YORK

6%

HOUSTON

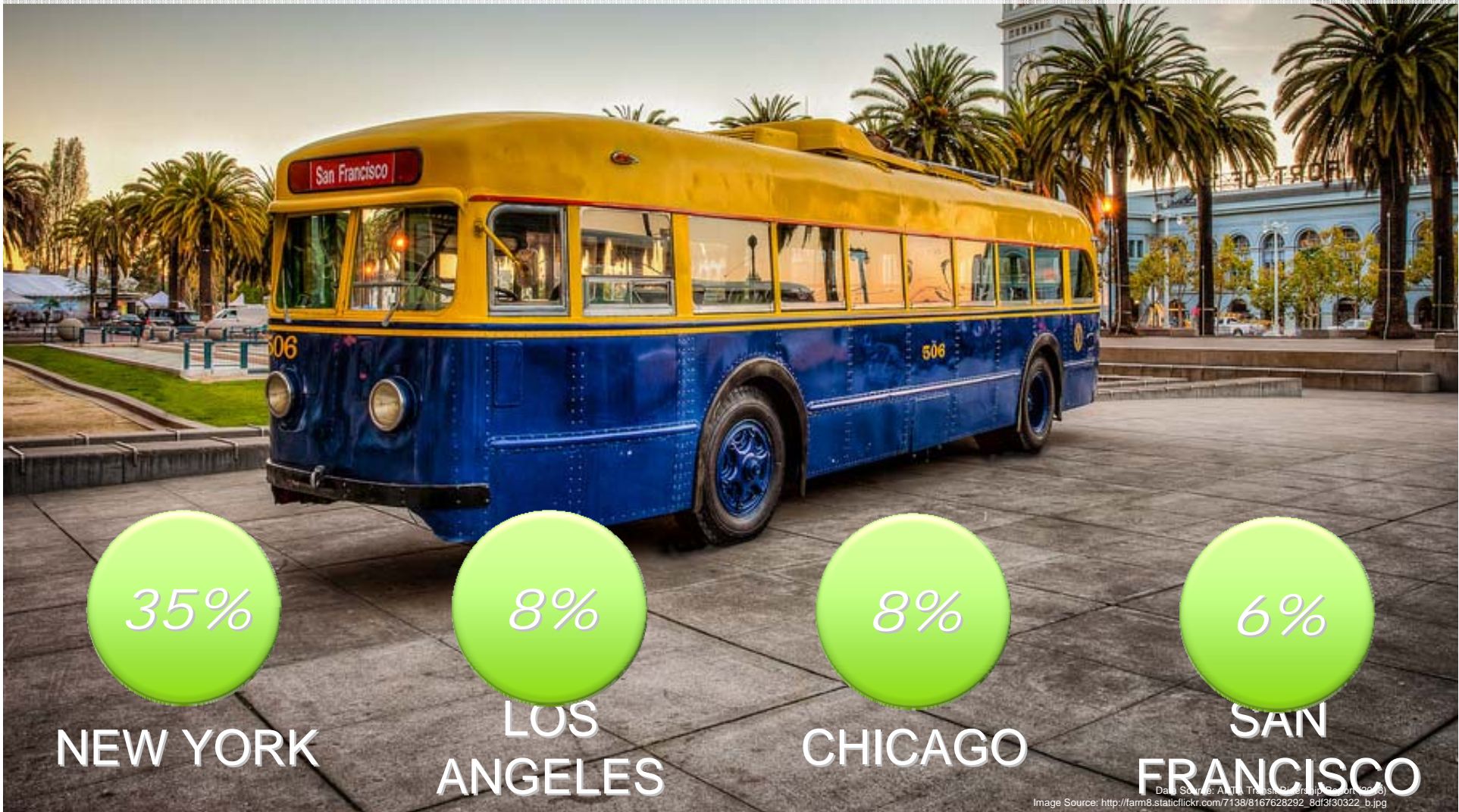
5%

CHICAGO

# JUST Four METRO AREAS ACCOUNT FOR

54%

Of Total U.S. Transit Boardings



Data Source: A.T.U. Transit Boarding Report 2013  
Image Source: [http://farm8.staticlickr.com/7138/8167628292\\_8d3f30322\\_b.jpg](http://farm8.staticlickr.com/7138/8167628292_8d3f30322_b.jpg)



# Examining Funding Allocations for the 20 Largest MPOs

*Public Transit*

*Roads & Bridges*

*O&M*

Operations & maintenance for existing transit systems

Transit enhancements

Operational improvements (e.g. BRT upgrade) to existing transit lines

Operations & maintenance for existing roads/bridges

Road enhancements (e.g. non-motorized facilities)

Non-capacity-increasing operational improvements

*Expansion*

New transit lines

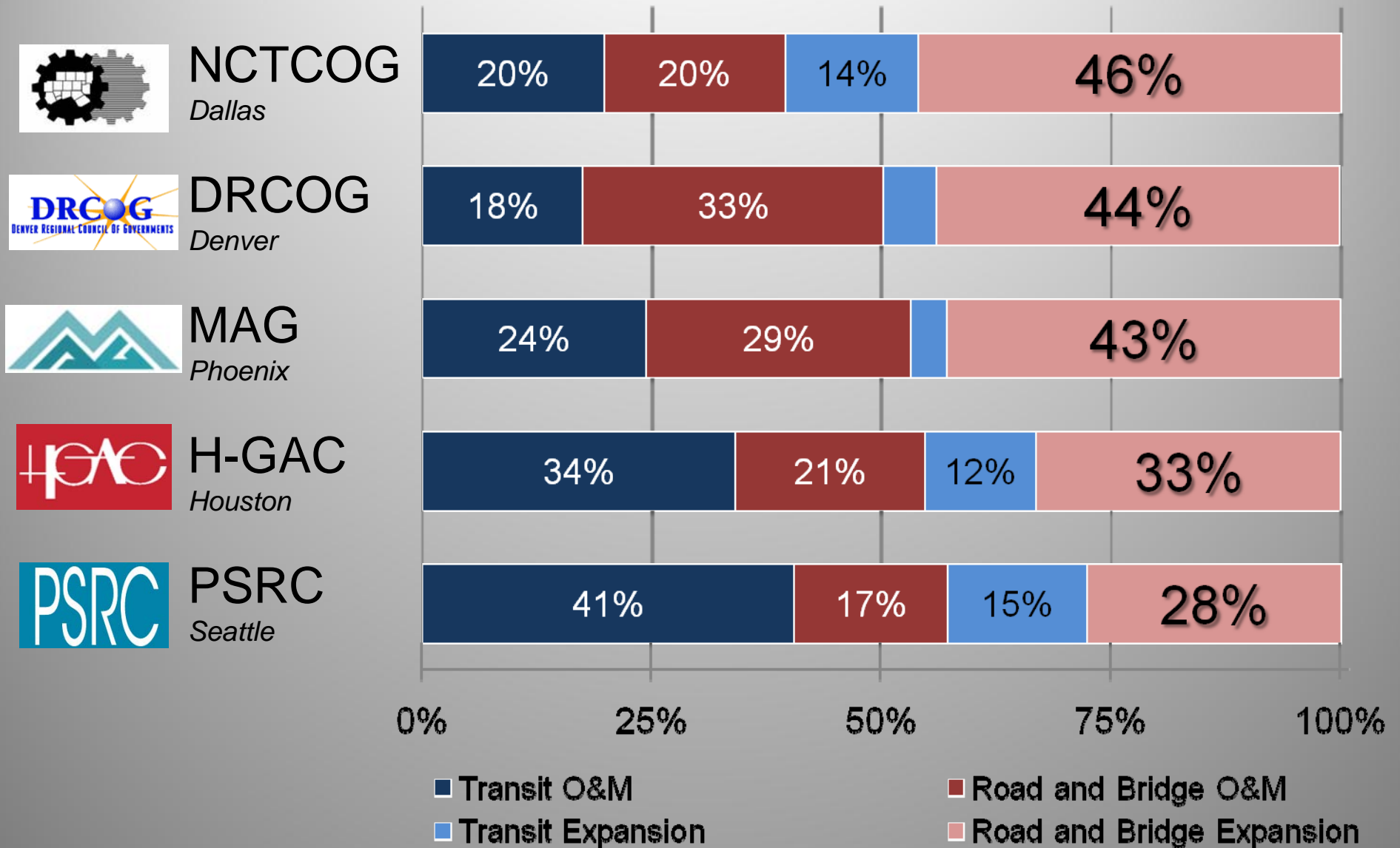
Extensions or infill stations for existing transit lines

New highways or arterials

Widening of existing highways or arterials

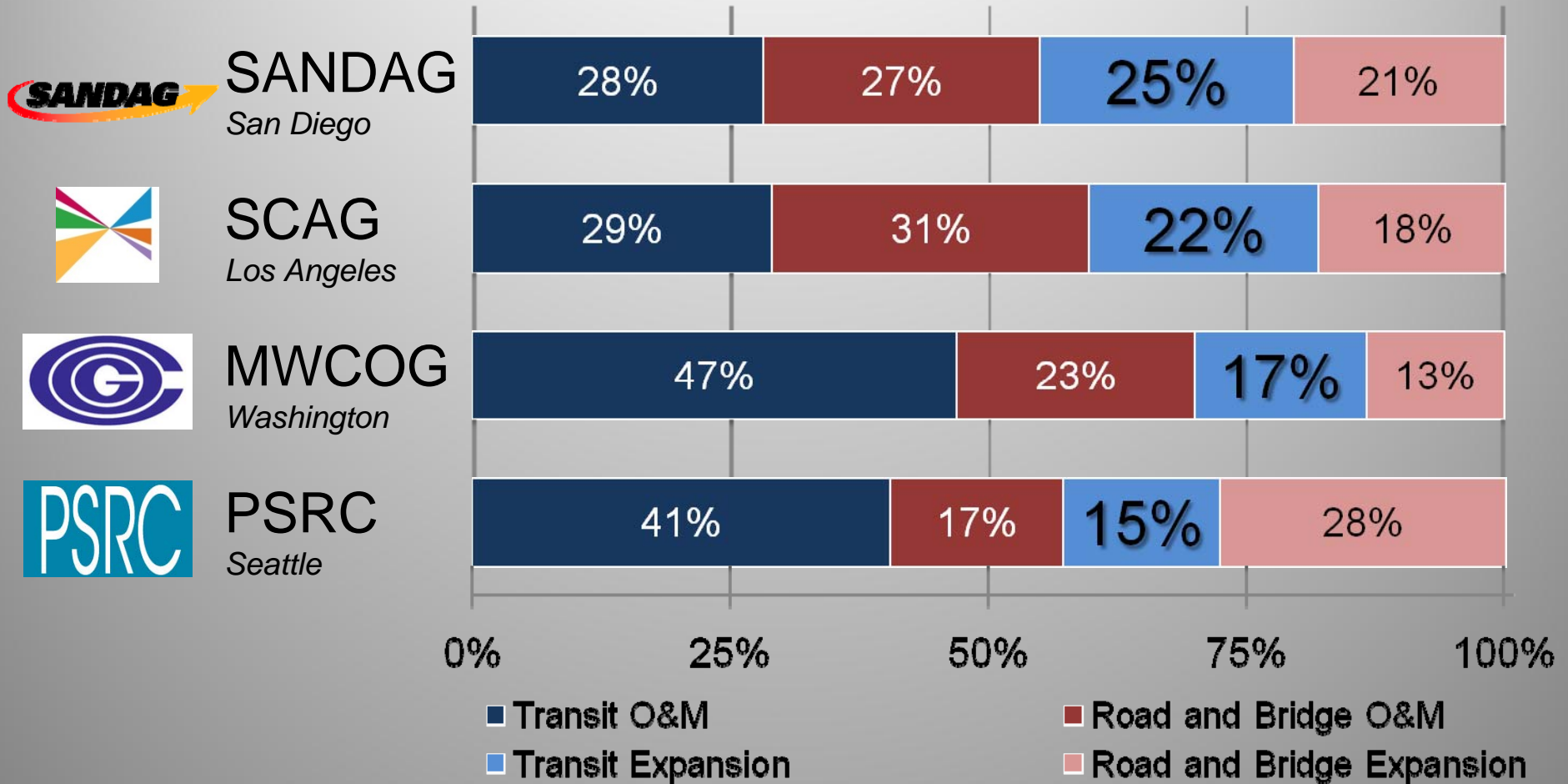
Capacity-increasing highway interchanges

# Top Metros for Road Expansion

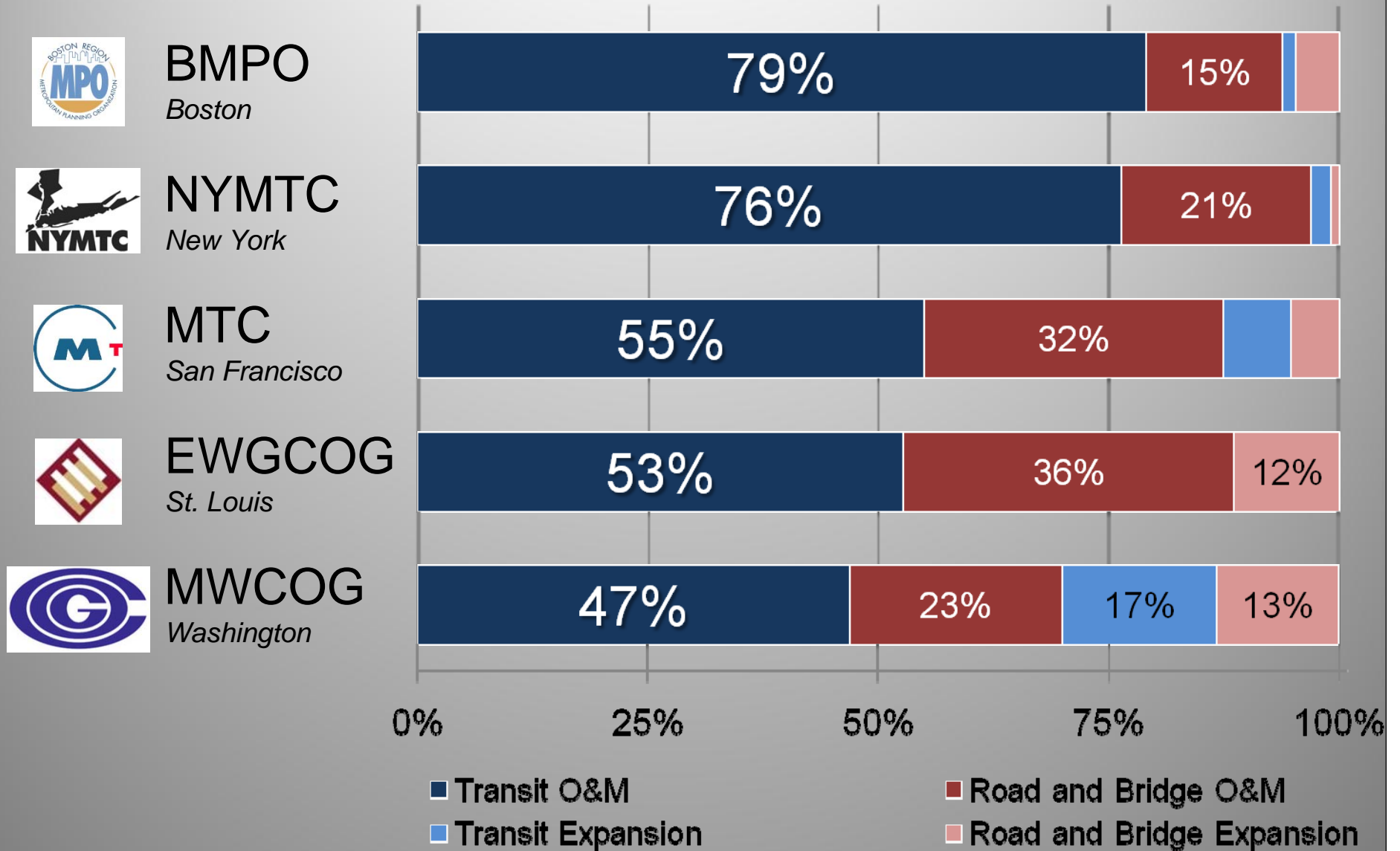




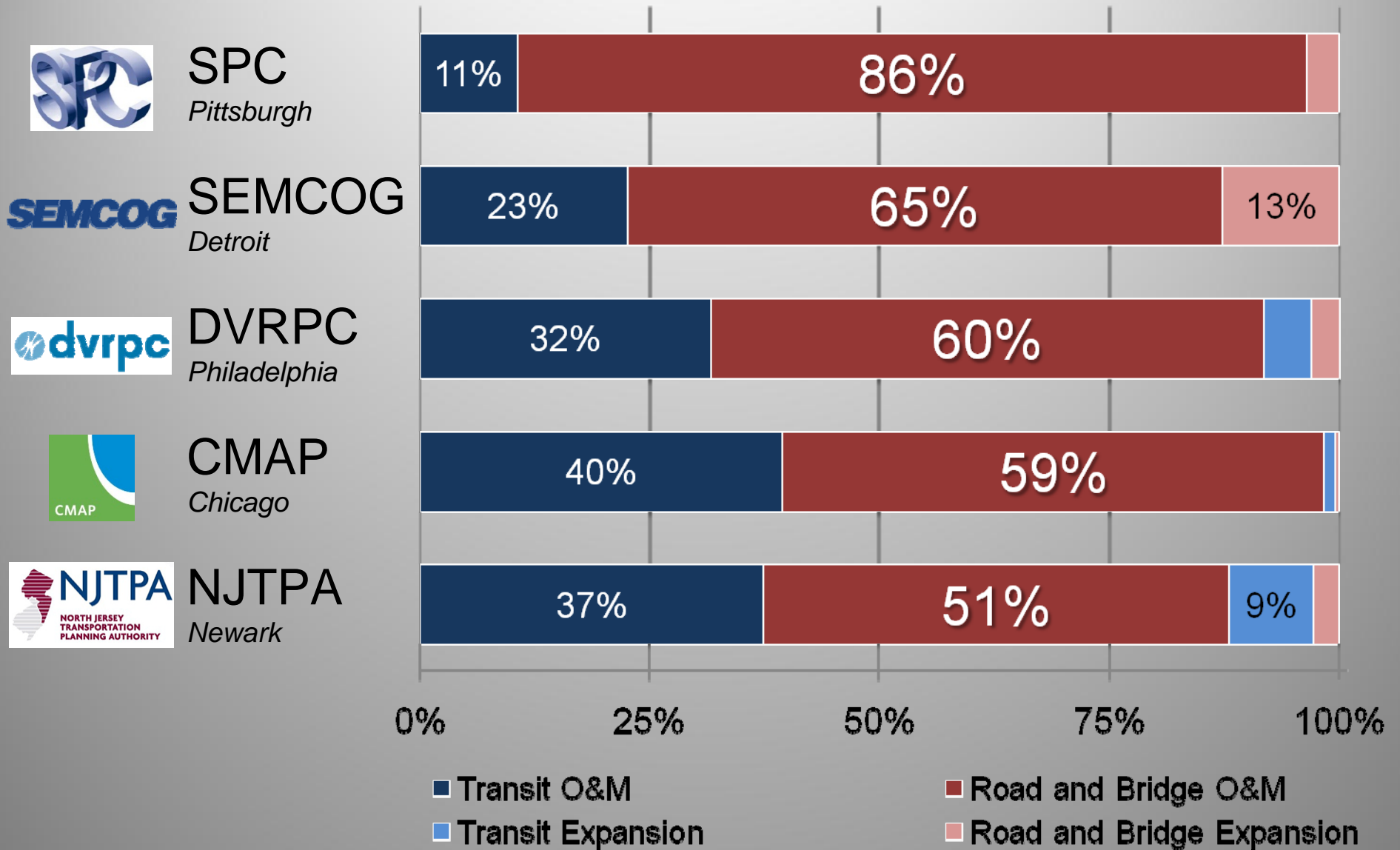
# Top Metros for Transit Expansion



# Top Metros for "Fix It First" (Transit)



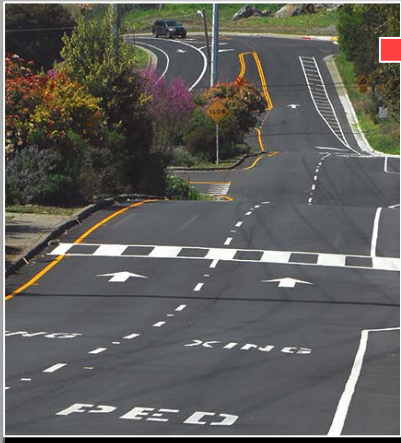
# Top Metros for "Fix It First" (Road)



# *Back to The Golden State*



# Local Streets and Roads Stuck in "Fair" Territory



<b>Very Good-Excellent</b> (PCI = 80-100)	Pavements are newly constructed or resurfaced and have few if any signs of distress.
<b>Good</b> (PCI = 70-79)	Pavements require mostly preventive maintenance and have only low levels of distress, such as minor cracks or spalling, which occurs when the top layer of asphalt begins to peel or flake off as a result of water permeation.
<b>Fair</b> (PCI = 60-69)	Pavements at the low end of this range have significant levels of distress and may require a combination of rehabilitation and preventive maintenance to keep them from deteriorating rapidly.
<b>At Risk</b> (PCI = 50-59)	Pavements are deteriorated and require immediate attention including rehabilitative work. Ride quality is significantly inferior to better pavement categories.
<b>Poor</b> (PCI = 25-49)	Pavements have extensive amounts of distress and require major rehabilitation or reconstruction. Pavements in this category affect the speed and flow of traffic significantly.
<b>Failed</b> (PCI = 0-24)	Pavements need reconstruction and are extremely rough and difficult to drive.

**66 Statewide & Bay Area Average**



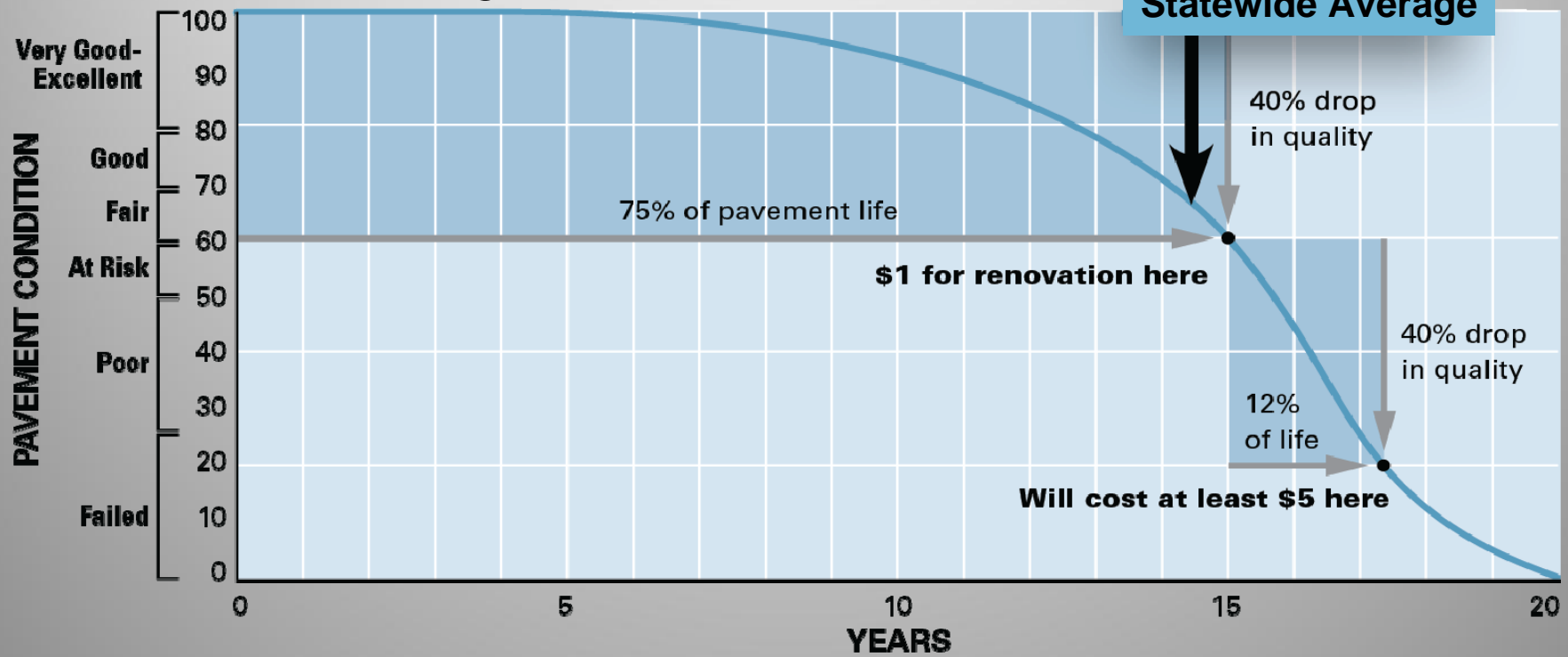
# *Statewide Average PCI = 66*



**This doesn't look too bad ...**

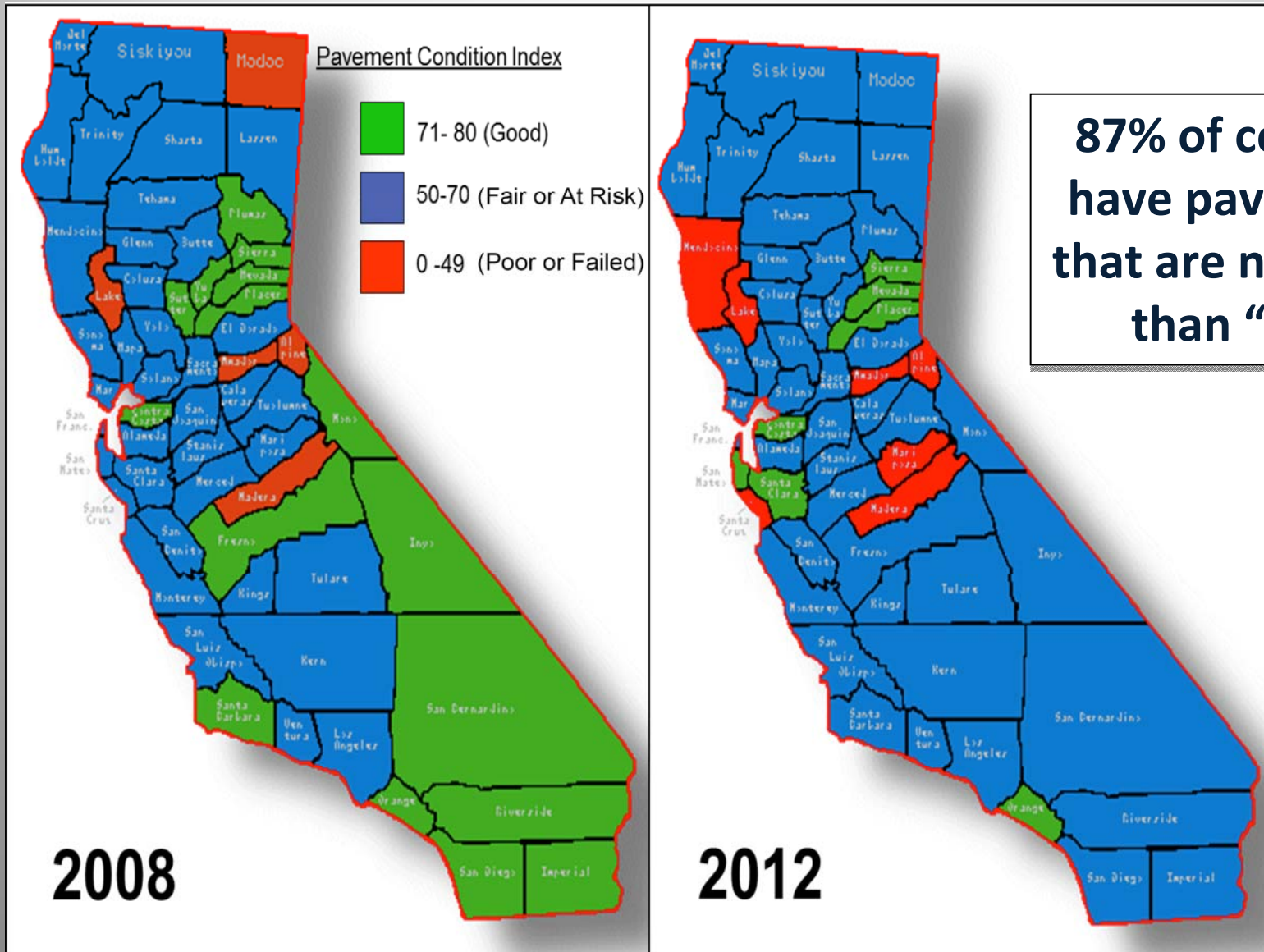
# So Why Is 66 Critical?

## Pavement Life Cycle



*Time varies depending on traffic, climate, pavement design, etc.*

# Statewide Trends



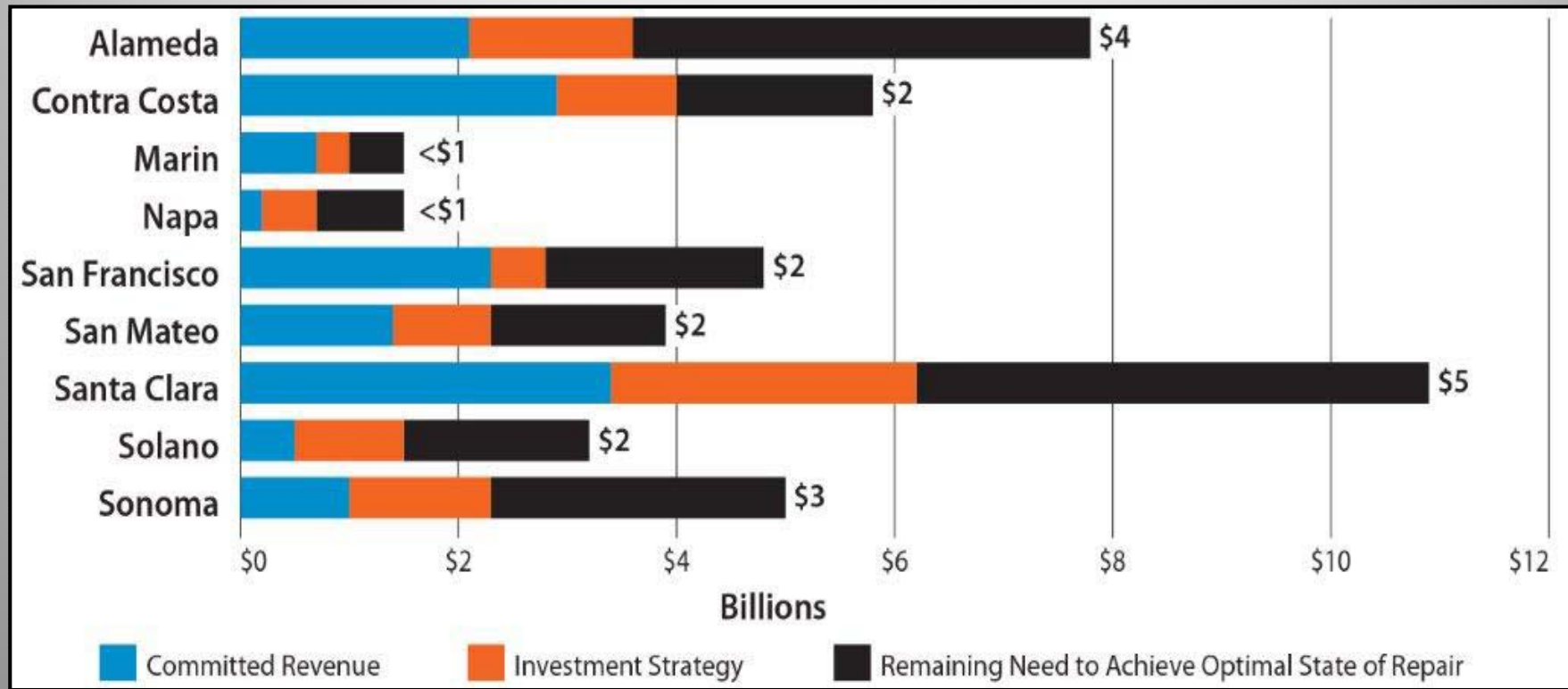
**87% of counties have pavements that are no better than “fair”**



# *Bay Area PCI Numbers*

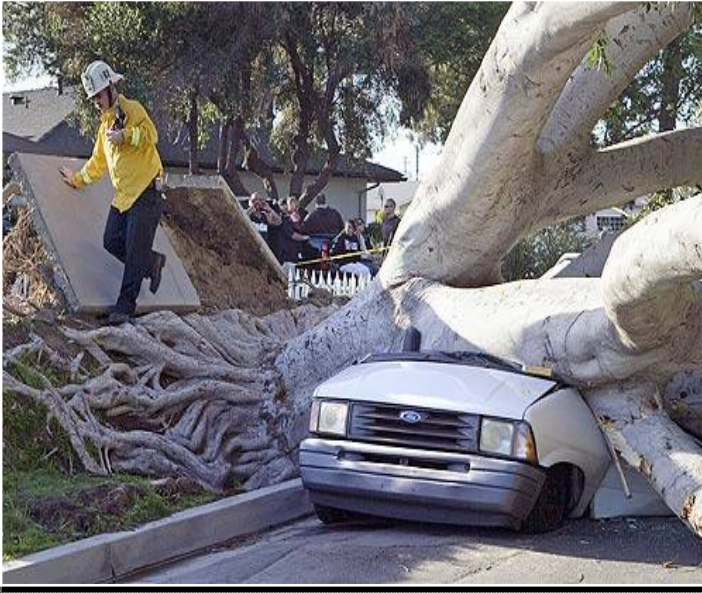
County	Total Lane Miles	Total Centerline Miles	% Poor or Failed	% Excellent or Very Good	2012 PCI			
					Arterial	Collector	Residential	Network
Alameda	7954	3534	20%	33%	72	67	65	67
Contra Costa	7023	3363	18%	39%	74	68	67	69
Marin	2048	1027	29%	28%	72	64	60	63
Napa	1502	737	34%	22%	76	63	56	61
San Francisco	2121	939	31%	27%	72	68	62	65
San Mateo	3874	1855	17%	38%	77	72	67	70
Santa Clara	9867	4426	15%	29%	75	72	67	69
Solano	3465	1638	22%	35%	72	69	62	66
Sonoma	4919	2377	49%	21%	69	57	44	61
<b>Bay Area Total (Weighted)</b>	<b>42,788</b>	<b>20,634</b>	<b>24%</b>	<b>31%</b>	<b>73</b>	<b>66</b>	<b>63</b>	<b>66</b>

# Local Street & Road Investments and Remaining Needs, 2013–2040



- **\$21 billion shortfall**

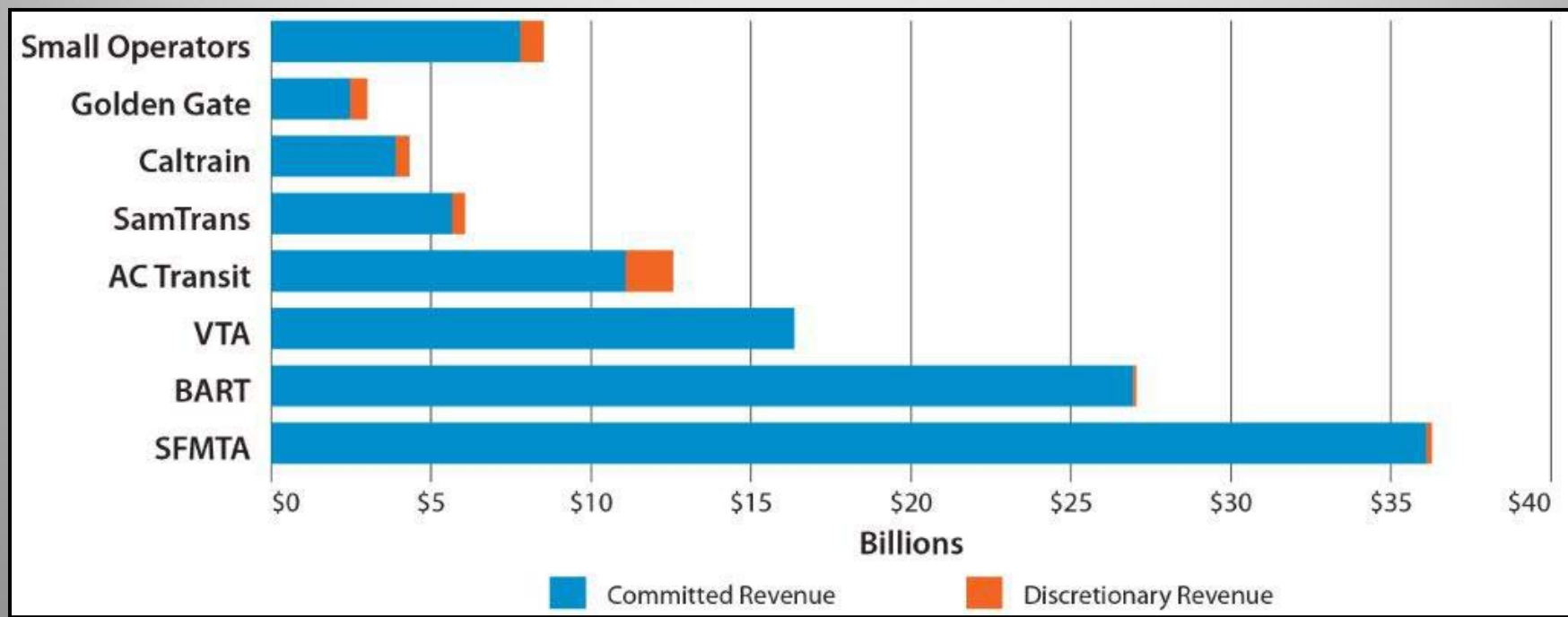
# *It's Not Just Pavement*



- Sidewalks
- Curb ramps
- Curb & Gutter
- Storm drains
- Street lights
- Signs
- Retaining walls

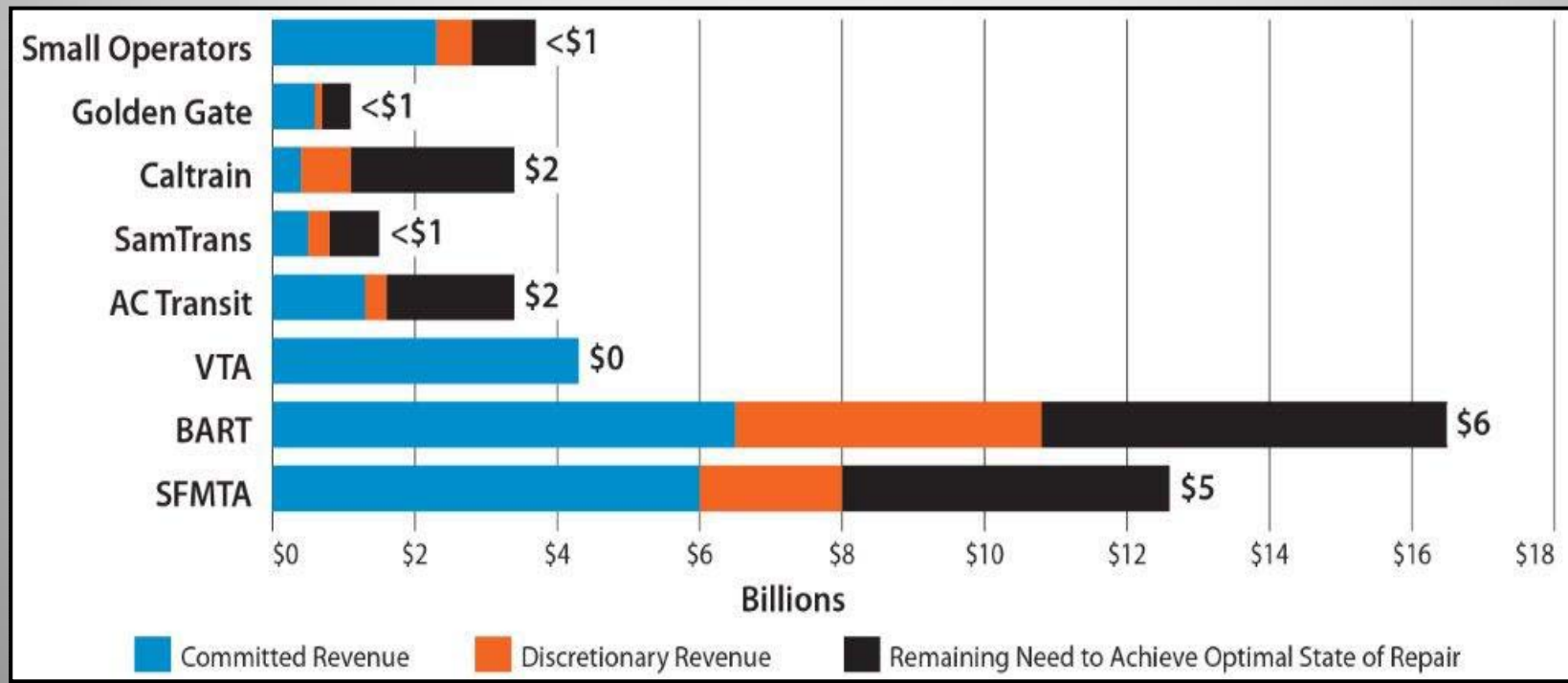


# *Transit Operating Funding by Operator, 2013-2040*



- **No unfunded shortfall**

# *Transit Capital Funding and Remaining Needs, 2013–2040*



- **\$17 billion shortfall**

# *Pavement Funding Scenarios*

1. **Existing funding (\$1.3 billion/year)**
2. **Transportation CA measure**
  - Local Streets and Roads \$1.4 billion/yr
  - State Highway \$1.2 billion/yr
  - Transit \$300 million/yr
3. **Local sales tax renewals**
4. **Additional local general funds**
5. **Raise the state gas tax**



# *Our Grandchildren's Legacy?*





**For more information go to:**

**[www.mtc.ca.gov](http://www.mtc.ca.gov)**