



P **BayArea** **Plan**

Maintenance and Regional Programs Needs and Investment Strategies

**Partnership TAC
October 17, 2011**

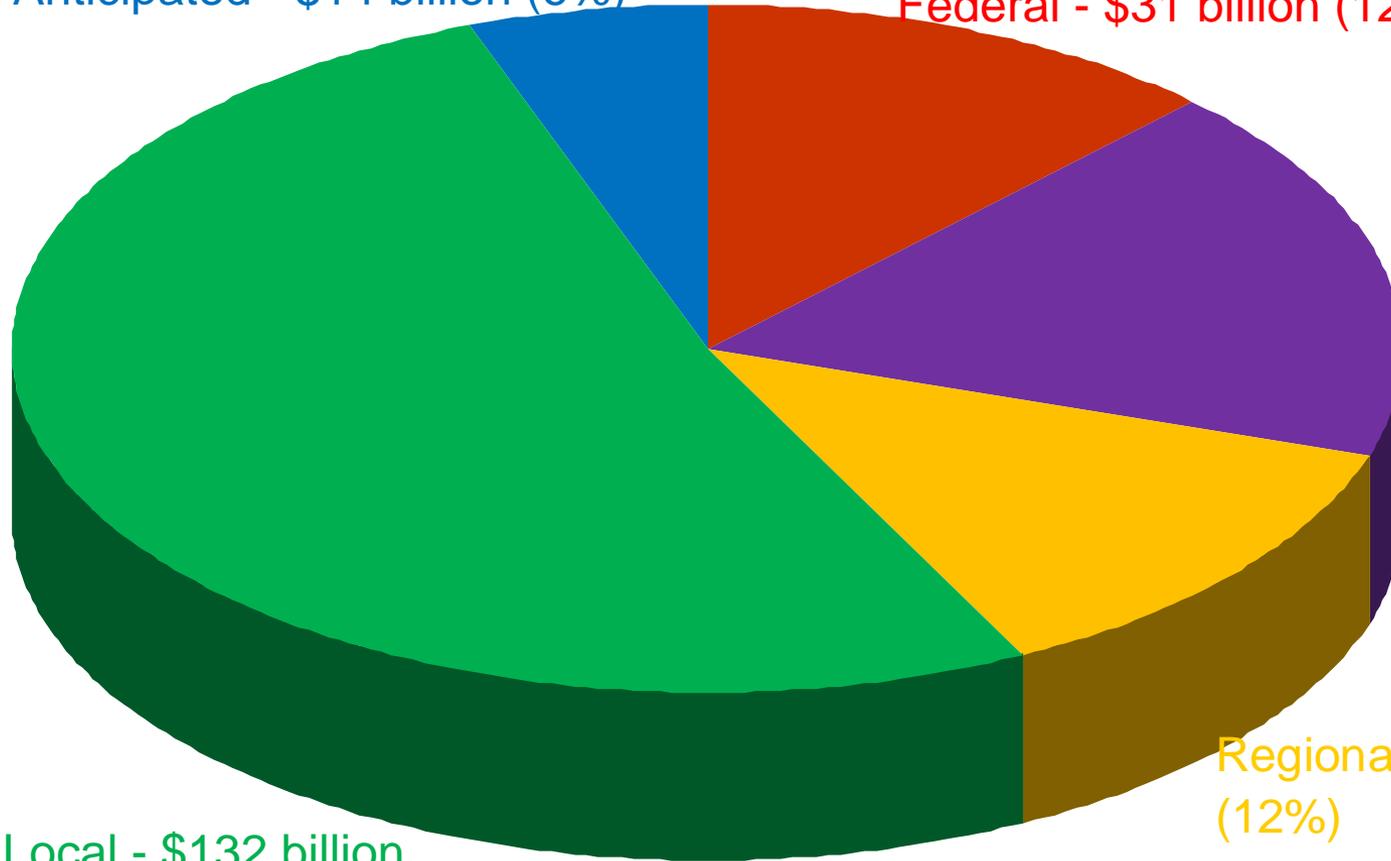
Plan Bay Area 28-Year Revenue

\$254 Billion Plan Revenue

Anticipated - \$14 billion (6%)

Federal - \$31 billion (12%)

State - \$45 billion (18%)

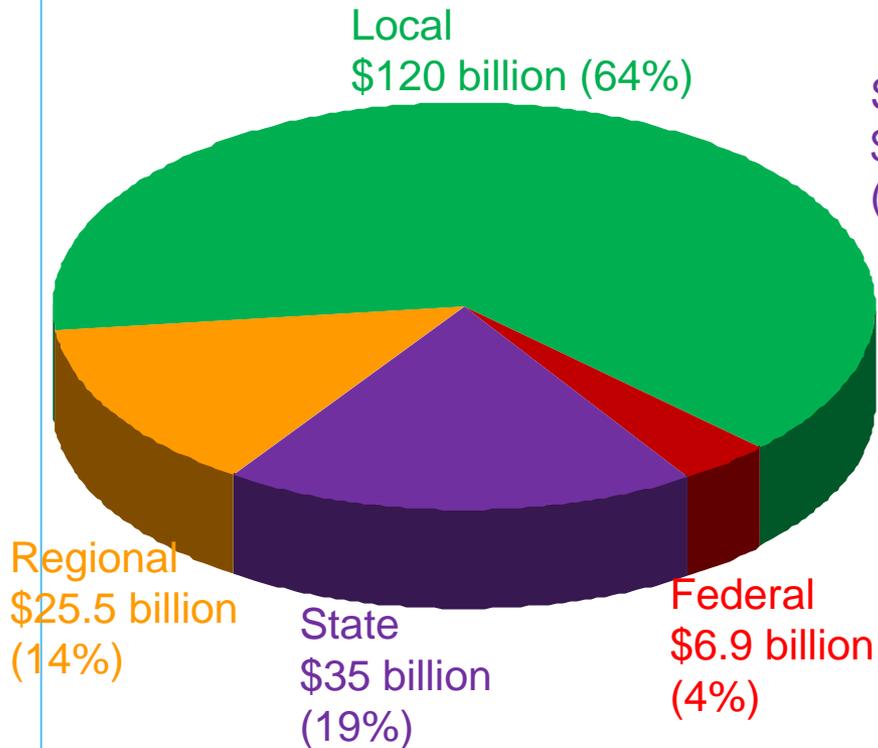


Local - \$132 billion (52%)

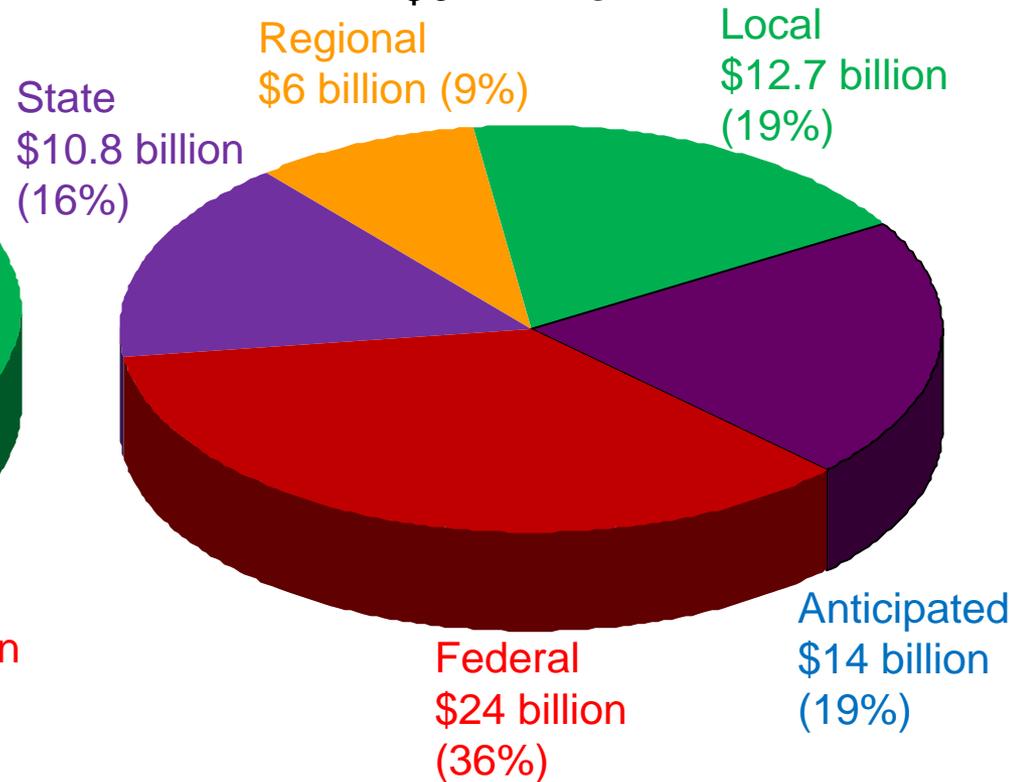
Regional - \$32 billion (12%)

Plan Bay Area Committed vs. Discretionary Revenue

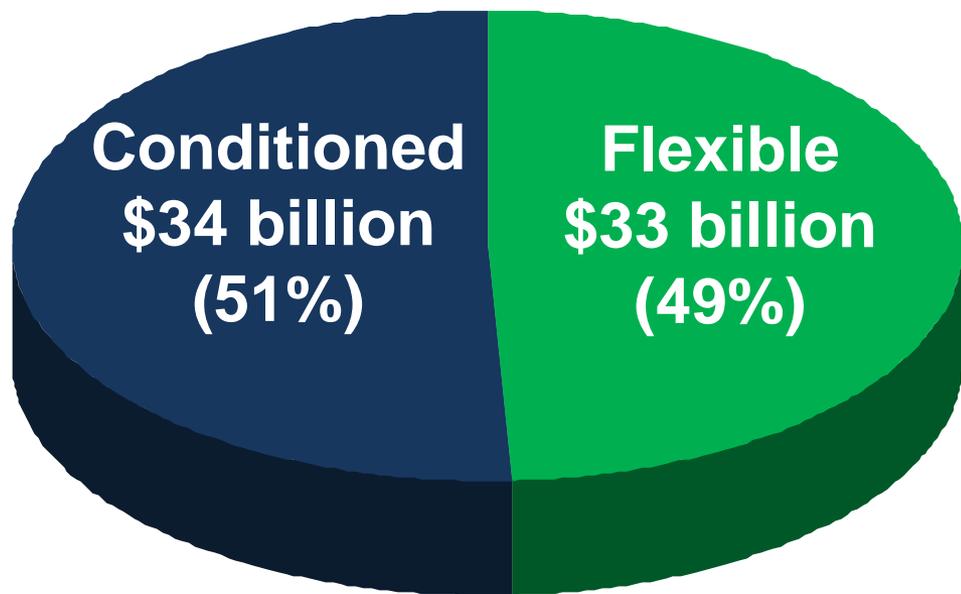
Committed Revenue \$188 Billion



Discretionary Revenue \$67 Billion

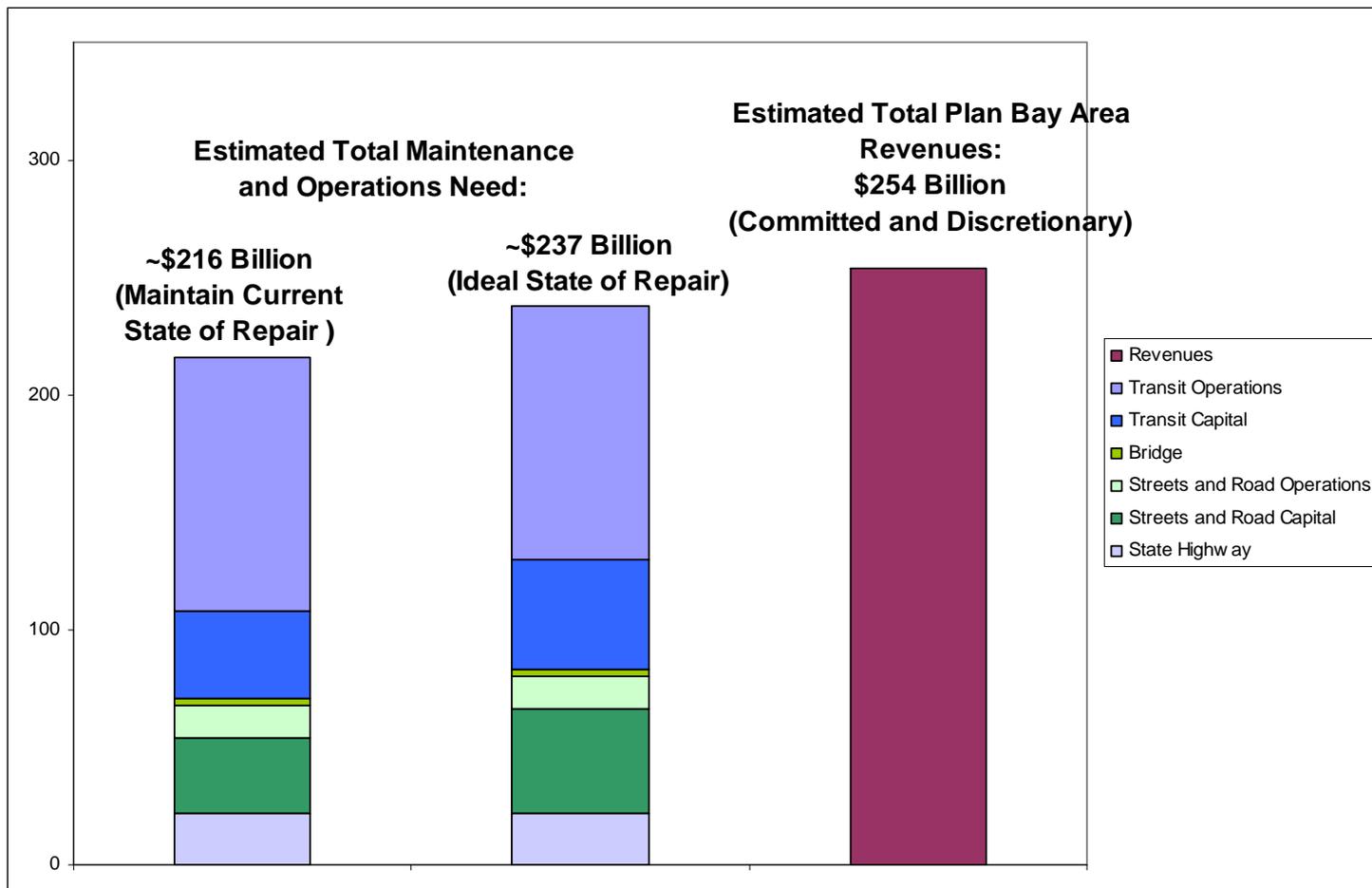


Discretionary Revenue (\$67 Billion): Flexible vs. Subject to Conditions

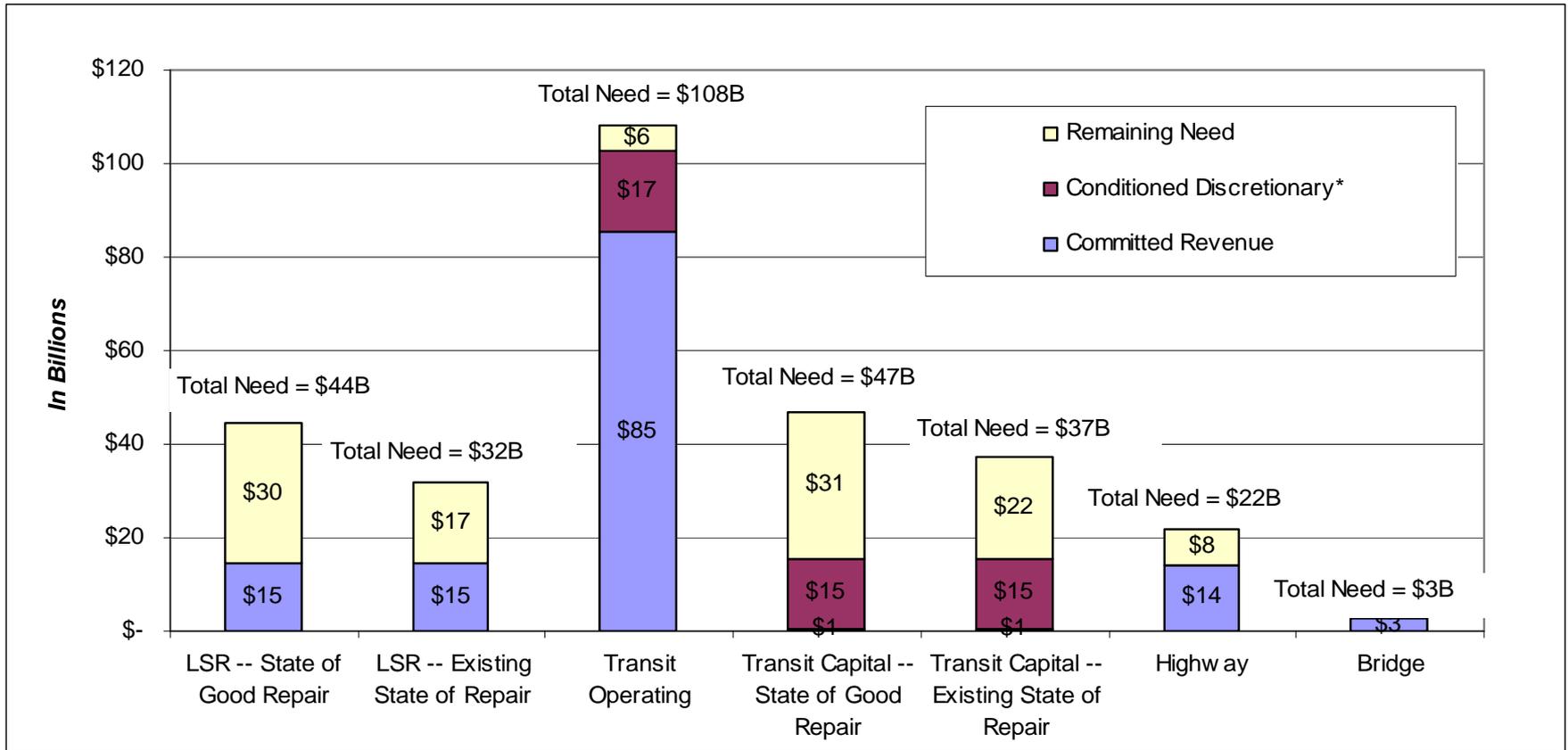


Funds Subject to Conditions	\$ in billions
FTA 5307 Urbanized Area Formula	\$16
FTA 5309 Fixed Guideway	
FTA 5311 Non-urbanized	
FTA 5316 JARC,	
FTA 5317 New Freedom	
AB 1107 ½ cent sales tax	\$2.5
Transit Toll	\$0.7
TDA/STA Population	\$15
Total	\$34
Flexible Funds	\$ in billions
STP/CMAQ	\$7
STIP	\$9
New Bridge Tolls	\$3
Anticipated	\$14
Total	\$33

Plan Bay Area Draft Total Maintenance and Operations Needs Financial Envelope 28-Year Plan Period (\$ Billions)



Plan Bay Area Operating and Capital Maintenance Needs 28-Year Plan Period (\$ Billions)



* Conditioned Revenues have been assigned according to historical practice

Local Streets and Roads

Pavement:

- 42,000 Lane Miles
- Maintenance Backlog = \$9B
- Current PCI = 66 “Fair”
- Projected 2040 PCI = 45 “Poor”
- Projected 2040 Backlog = \$35B

Non-Pavement:

- Storm Drains, Sidewalks, Street Lights, Signals, Curb & Gutter, Other LSR Essential Assets
- Accounts for 45% of Total LSR Capital Needs
- Conditions are Assumed to Correlate to Pavement Condition

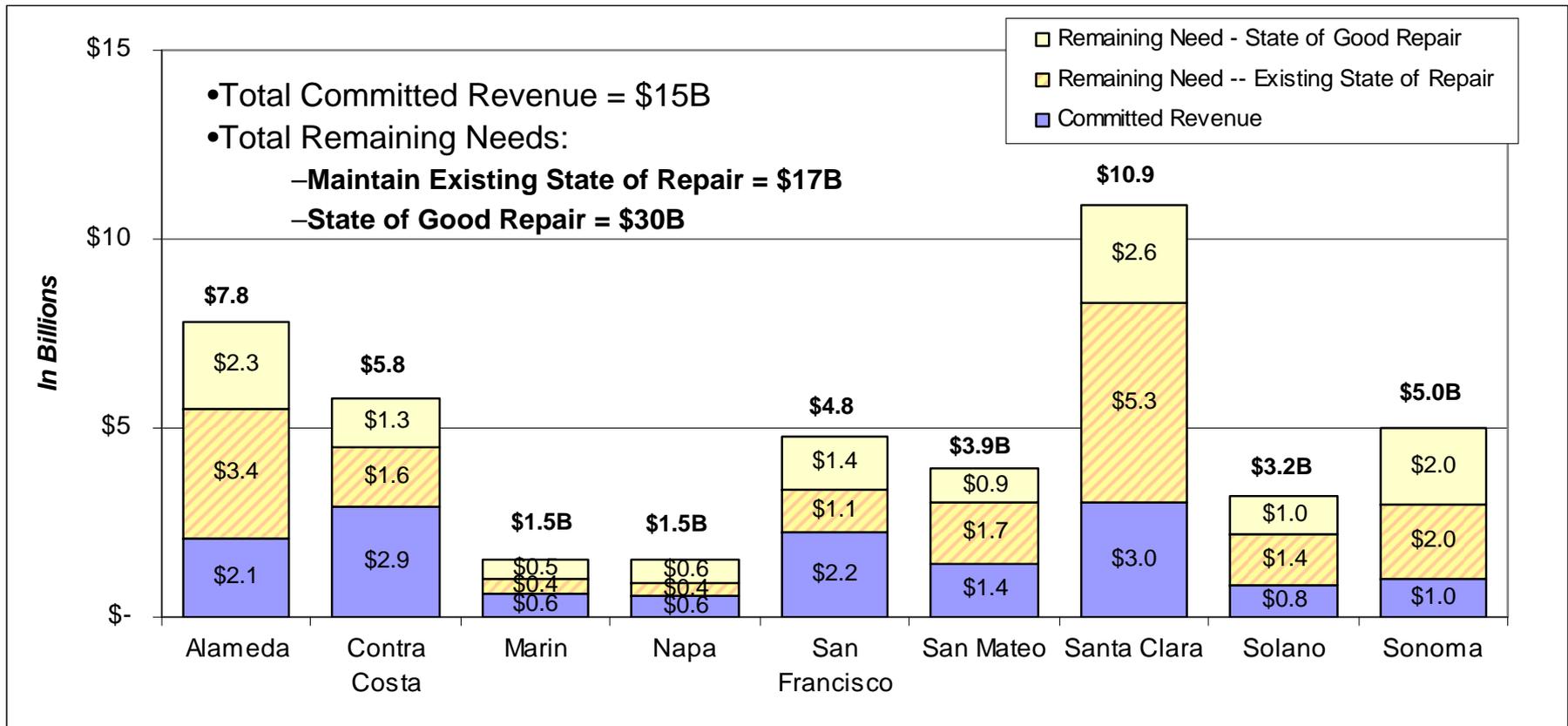
Local Streets and Roads

Needs Scenarios:

- **Ideal State of Repair**
 - PCI in All Jurisdictions = 75
 - Backlog Reduced to \$3B by Year 10
 - Remaining Need = \$30 Billion
- **Maintain Existing PCI**
 - All Jurisdictions Maintain Existing PCIs
 - Regional Average PCI = 66
 - Deferred Maintenance Costs Allowed to Grow
 - Remaining Need = \$17 Billion



Local Streets and Roads Needs vs. Committed Revenue by County

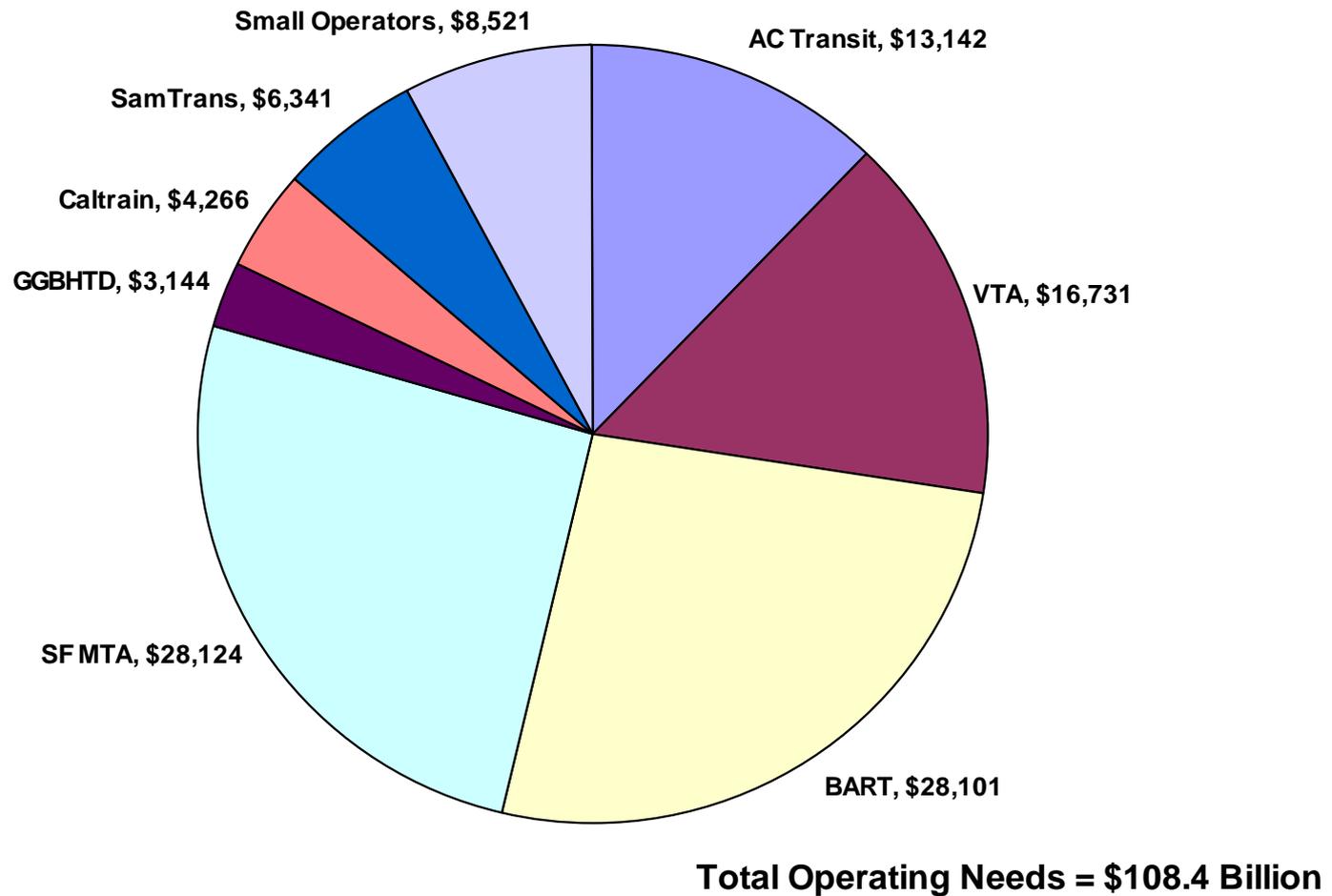


Transit Operating

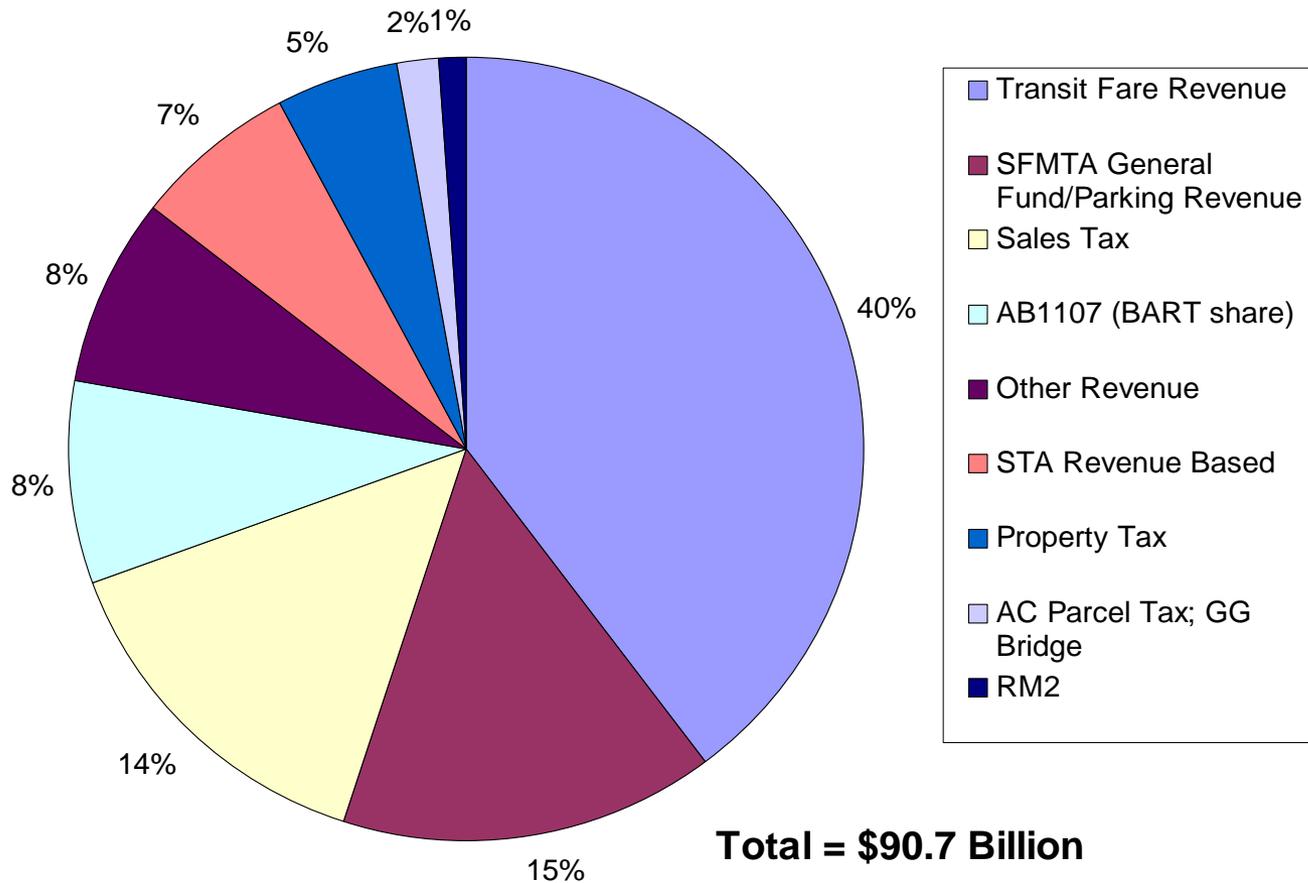
- **\$108.4 Billion in Transit Operating Needs**
 - Continues 2010 service levels
 - Includes service increases associated with committed projects
- **Roughly 12 million annual revenue vehicle hours in 2040**



Transit Operating Needs - Distribution (continues 2010 transit service levels)

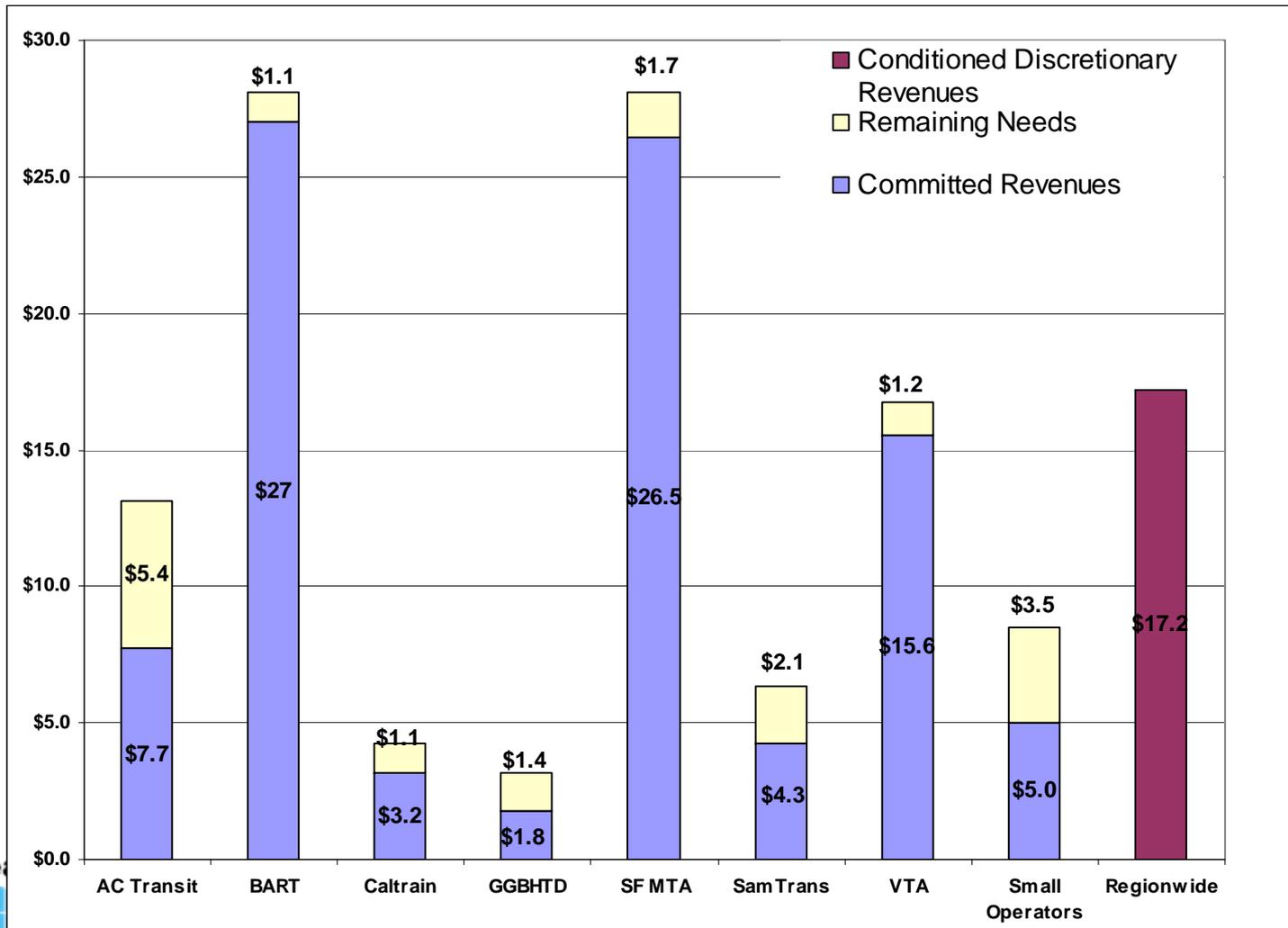


Transit Operating Revenues – Distribution of Committed Revenues



Transit Operating Needs: After Assigning Committed Revenues

- Total Committed Revenue = \$90.7B
- Total Remaining Needs = \$17.7B



Transit Capital Replacement & Rehabilitation

Capital costs of maintaining current system

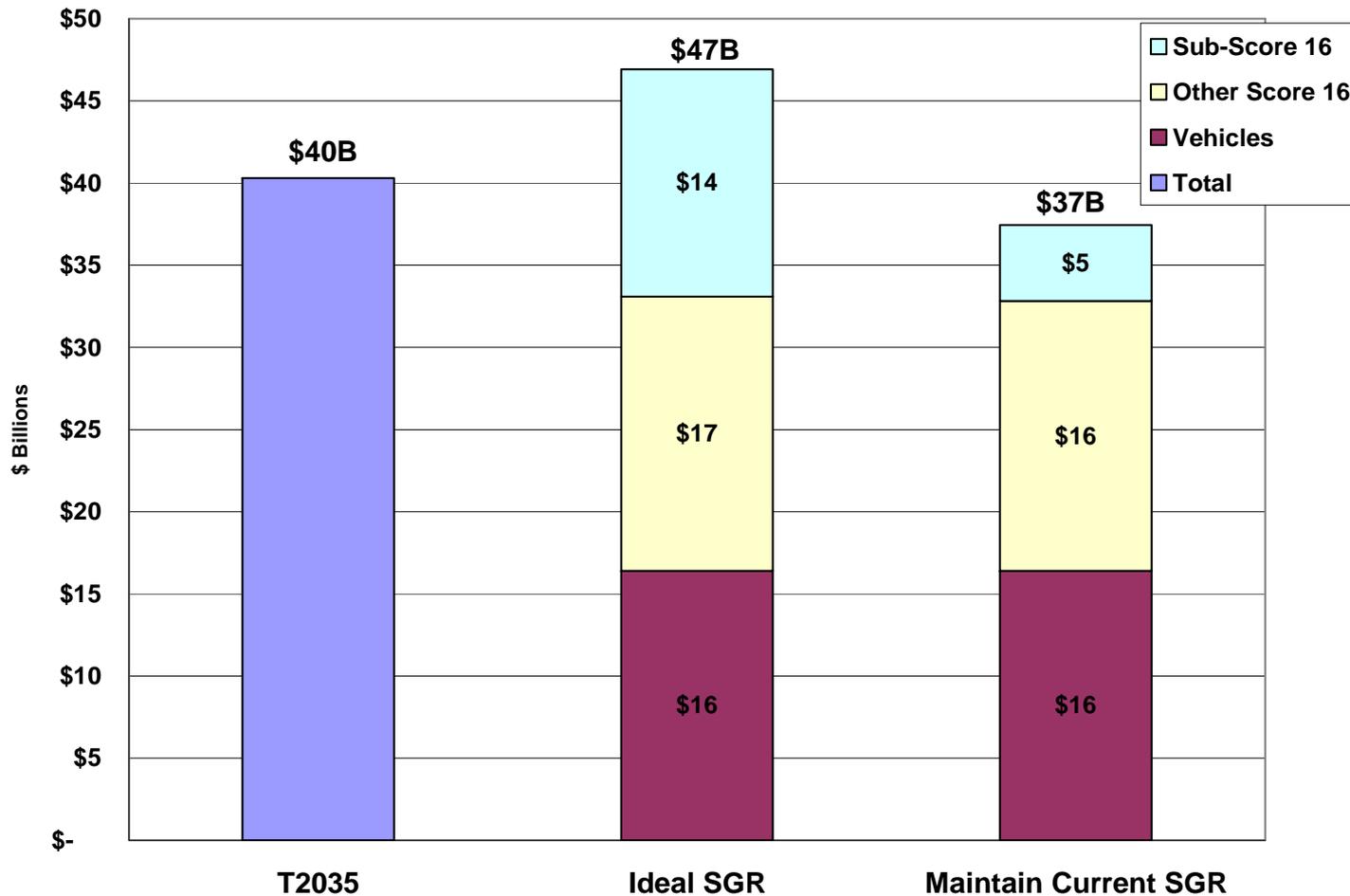
- **1st priority: Revenue Vehicles – Railcars, buses, ferry vessels**
- **2nd priority: Fixed Guideway & Other Score 16 – Tracks, bridges, tunnels, train control & power, communications, fare collection, ferry docks & dredging**
- **3rd priority: Sub-Score 16 – Stations, maintenance & administrative facilities & equipment**

Performance measures for transit capital

- **Age of assets relative to useful life**
- **Backlog of deferred replacement/rehabilitation**

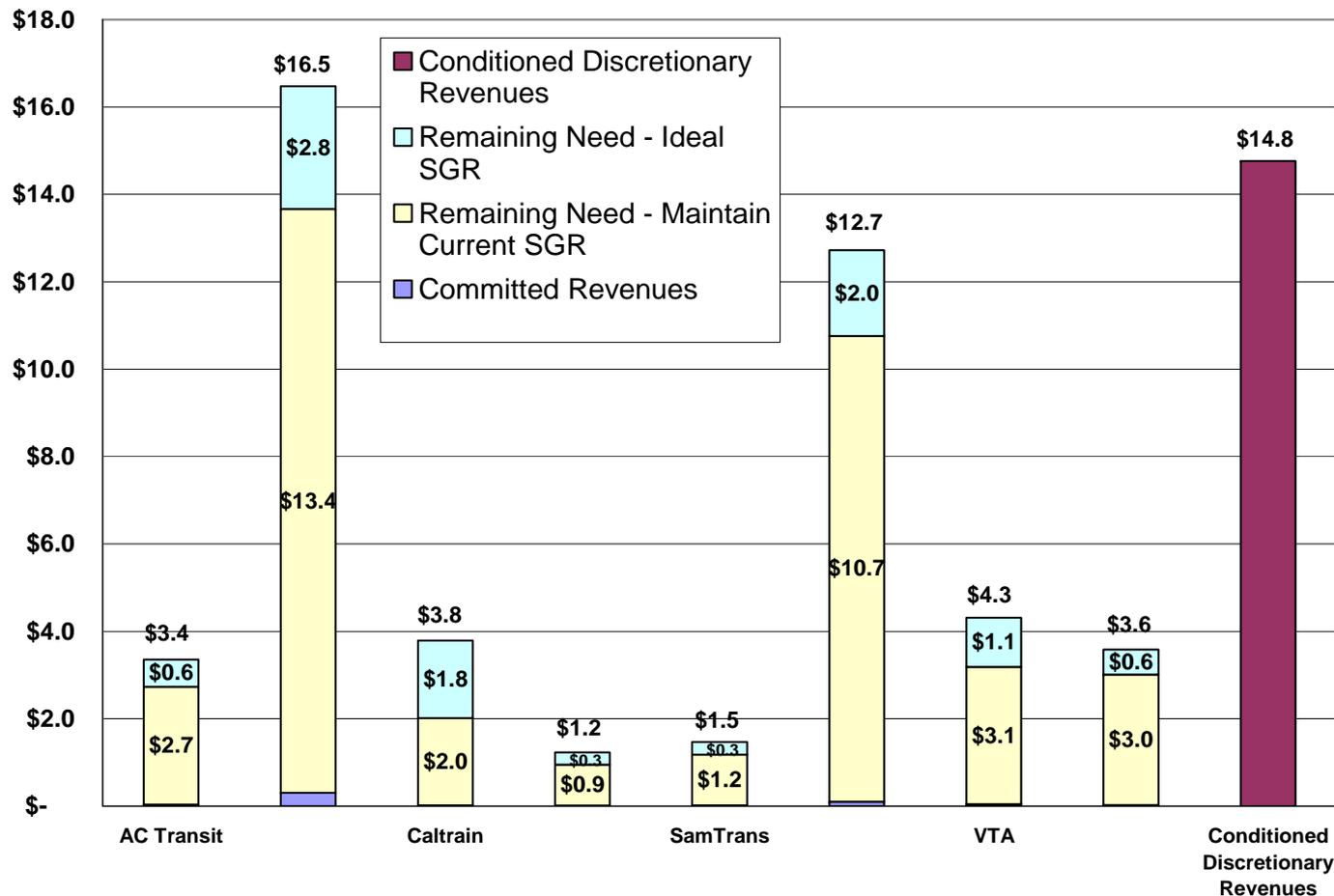


Two Scenarios for Transit Capital Replacement & Rehabilitation



Transit Capital Needs vs. Committed & Conditioned Discretionary Revenues

- Needs = \$37 - \$47B, Available Revenue = \$15B
- Remaining Need = \$22 - \$32B



Plan Bay Area Remaining Needs Beginning the Investment Discussion 28-Year Plan Period (\$ Billions)

