



## Local Streets, Local Problem, Local Control: How the Town of Moraga Passed Measure K

By Christina Hohorst, MTC, and Edric Kwan, Public Works Director/Town Engineer, Town of Moraga

The Town of Moraga is a small, affluent suburban city (pop. 16,016), located in Contra Costa County. In 2011, the town's streets and roads were in poor condition and its annual pavement condition index (PCI) was in the bottom 15 percent of all jurisdictions in the nine Bay Area counties – number 93 of 109 jurisdictions.

With a PCI consistently at or below 50 for years, and with most of its network classified as “at risk,” Moraga needed to find funding to turn the situation around. Moraga residents rarely pass local tax measures, but the community managed to pass Measure K, a locally-supported sales tax measure focused on pavement maintenance. As a result, Moraga's PCI increased from 48 to 59 in 2014 and hundreds of thousands of dollars per year have been saved on construction costs because there is funding to maintain streets and roads before they fail.

### How Did They Do It?

In 2009, town staff asked volunteers who were concerned about the deteriorating condition of their streets and roads to participate on a committee to look into how other jurisdictions successfully pay for maintenance and rehabilitation of infrastructure. The Revenue Enhancement Committee (REC) was established and ultimately recommended that the Town Council consider voter-approved funding mechanisms based on the following findings:

- Moraga received substantially less in property and sales taxes per capita than neighboring and peer cities.
- Moraga spent less than \$500,000 – but needed to spend \$2 - \$3 million annually – to achieve “fair” and “good” PCI rating.



- Funding for the town's storm drain system and other infrastructure was also needed.

In 2010, Moraga's Revenue Enhancement & Community Outreach to Neighborhoods (RECON) group was created to investigate the community's willingness to approve a revenue measure to improve local streets and roads. RECON conducted focus groups, reviewed research and surveyed residents online. An April 2010 community poll revealed that 60 percent of residents supported a bond measure for street repair, but they wanted more information about the state of the town's streets and finances.

The community's need for information kicked RECON's efforts into overdrive. Before a measure was put on the ballot, informational meetings were held and direct mailers were sent out to educate the community about Moraga's roadway maintenance and rehabilitation needs and the need for a local tax measure.

In May 2012, another community survey was issued and 54 percent of those surveyed said they would support a one cent sales tax. The respondents' priorities for funding were improving road safety, repairing aging storm drains, “ensuring that proposed plan maintains local control, with no funds for Sacramento,” and building up reserves for long-term maintenance.

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**User Week  
Starts  
March 30,  
2015**

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for details**

# State Budget Update: Lower Fuel Prices Will Hamper Maintenance Resources

By MTC Staff

The fiscal year 2015-16 state budget proposal released by Governor Brown in January contained bad news for transportation interests that rely heavily on gasoline tax revenue. It was not entirely a surprise, given the recent prolonged reduction in gasoline prices, that the portion of the gas tax that is based on gasoline sales would be depressed. The decline, however, highlights the vulnerability of our transportation infrastructure to the price and consumption level of fuel.

## Planned Gasoline Excise Tax Reduction

In fiscal year 2010-11 a new motor vehicle fuel tax was added that replaced the previous allocations made under the Proposition 42 sales tax on gasoline. The new tax is allocated to local streets and roads (44 percent), the State Transportation Improvement Program (44 percent) and the State Highway Operation and Protection Program (12 percent), and may be adjusted annually to mimic what would have been generated through the previous sales tax. Due to a 39 percent decline in gasoline prices over the last nine months, the Department

of Finance forecasts that the State Board of Equalization will reduce this variable portion of the state's gas tax by 6 cents, resulting in a statewide revenue decrease of approximately \$800 million. That amount would represent about a 25 percent decrease in overall gasoline excise tax funding for transportation.

The summary below includes the latest estimates, prepared by the League of California Cities and the California State Association of Counties, of gasoline tax revenue subvented to counties and cities for local streets and roads. Overall, jurisdictions in the Bay Area can expect an approximate \$90 million decrease in gasoline excise tax revenue in fiscal year 2015-16 over the previous year.

## Road Usage Charge Pilot Program

As if on cue, the fiscal year 2015-16 budget proposal includes \$9.4 million and five new Caltrans positions to accelerate the Road Usage Charge pilot program. Senate Bill 1077 established a 15-member Road Usage Charge Technical Advisory Committee to guide the development of a pilot program to study the

potential for a road usage charge as an alternative to the gas tax. The additional funding is intended to help expedite the pilot program, which the California State Transportation Agency is required to implement by January 1, 2017. A report to the Legislature is due by June 30, 2018. Supporters say a road-usage charge would minimize the impact of fuel price reductions and lower consumption due to more fuel efficient vehicles on revenues generated, and better distribute the tax burden among all users of the roadways.

## MAP-21: Notice of Proposed Rulemaking

The Moving Ahead for Progress in the 21st Century Act (MAP-21) established performance management requirements to ensure efficient investment of federal transportation funds. On January 5, 2015, the Federal Highway Administration published a Notice of Proposed Rulemaking (NPRM) to propose performance management regulations related to assessing the condition of bridges on the National Highway System (NHS), pavements on the Interstate and pavements on the non-Interstate NHS, as required by MAP-21. The NPRM outlines six new performance measures to monitor pavement and bridge condition, data collection and reporting requirements, target setting processes and penalties. The comment period closes on May 8, 2015. For additional information on the NPRM, please visit:

[www.fhwa.dot.gov/tpm/rule.cfm](http://www.fhwa.dot.gov/tpm/rule.cfm)

MTC is coordinating regional comments through the Local Streets and Roads Working Group.

## Bay Area County and City Gas Tax Subvention Estimates

COUNTY	FY 2014-15*	FY2015-16	% Change
ALAMEDA	\$74,354,841	\$56,099,621	-25%
CONTRA COSTA	\$52,081,064	\$39,348,451	-24%
MARIN	\$12,411,571	\$9,319,308	-25%
NAPA	\$7,865,353	\$5,858,043	-26%
SAN FRANCISCO	\$37,746,665	\$28,095,508	-26%
SAN MATEO	\$37,936,059	\$28,664,709	-24%
SANTA CLARA	\$91,236,951	\$68,782,572	-25%
SOLANO	\$22,244,438	\$16,632,396	-25%
SONOMA	\$25,554,997	\$19,036,748	-26%
<b>BAY AREA TOTAL</b>	<b>\$361,431,939</b>	<b>\$271,837,356</b>	<b>-25%</b>
<b>STATE TOTAL</b>	<b>\$1,904,092,607</b>	<b>\$1,427,316,654</b>	<b>-25%</b>

\*Includes \$100 million in one-time repayment funding

## Software Updates and News

By Sui Tan, MTC

### Meeting Your Sign Retroreflectivity Requirements With StreetSaver Plus - Sign

The newly released StreetSaver Plus is designed as a robust tool for transportation asset management. The traffic sign asset is the first in a series of assets that will roll out over the next two years.

Traffic signs provide critical information to the general motoring public. It is important that signs are effectively maintained and provide visibility during daytime and nighttime. FHWA has mandated that by June 14, 2014, all local agencies establish an assessment or management method designed to maintain regulatory and warning signs above the minimum retroreflectivity levels. StreetSaver Plus is designed not only to meet the retroreflectivity requirements, but also to assist local agencies in setting up an effective maintenance program for sign replacement as well as routine maintenance.

#### Key Features of the Sign Asset

Some of the key features include:

- Asset Management – Sign assets are integrated with pavement and other non-pavement assets in one platform that will enhance systemwide planning and needs assessment.
- Inventory Management - Provides a robust and comprehensive system for tracking and updating sign inventories.
- Minimum Retroreflectivity Compliance – Meets FHWA and MUTCD requirements for maintaining minimum level of retroreflectivity.
- GIS Mapping – Easy-to-create maps based on key parameters of sign data that can be fine-tuned with a filter and displayed alongside pavement section data.

- Maintenance Needs Assessment – Develops maintenance plans for routine maintenance and replacement. Performs investment analysis based on remaining service life and expected service life up to 30 years.
- Condition Assessment – Tracks work and condition to help keep sign data current.
- Database Import Tool – User friendly import tool to transfer and update your existing sign database. It is designed to make populating and updating inventory, retroreflectivity evaluations, condition rating and work history data easy.

#### Key Benefits

- Timely, accurate and complete cloud-based data
- Improved efficiency through use of GIS maps
- Improved safety through faster response to customer service requests
- Peace of mind with secure database storage and nightly backup
- Needs assessments help to justify and secure funding for maintenance and rehabilitation



#### StreetSaver Plus Development

Following the release of Sign, our developers are busy integrating the next assets: ADA Ramps and Sidewalks. These assets are tentatively scheduled for release in late summer. ADA ramps also have a regulatory mandate. The U.S. Department of Justice has ruled that any roadway maintenance strategies that involve microsurfacing and cape

seals are considered alteration and therefore require the installation of ADA ramps if none are available. This new requirement can increase maintenance costs up to 50 percent.

Like the Sign asset, ADA Ramps and Sidewalk asset integration will assist local agencies in tracking ADA compliance and effectively planning maintenance work for ADA ramp improvements.

#### Weathering and Raveling

We are ready to separate the weathering and raveling distresses from the MTC 7-Distress protocol. This means that for this protocol, there will be eight Asphalt Concrete (AC) distresses and seven Portland Cement Concrete (PCC) distresses. This improvement meets the new ASTM D6433-11 compliance standards.

To make sure users will be able to rate weathering and raveling separately, MTC is working on revising the distress manuals. The new manuals will be easy-to-carry pocket-sized editions in full color for easy identification.

MTC also will provide live webinars to discuss the implementation, how the changes will impact the PCI values, and the impact on network pavement conditions. It is anticipated the webinars will take place in September.

#### Climatic Performance Curves

Finally, our developers are working with the University of Texas at El Paso and Texas A&M University in developing climatic performance curves to more accurately track pavement performance in different geographic regions. This enhancement is designed to allow current and new users to fine-tune their pavement performance curves to match their local climate, which affects the rate of deterioration of pavement.

# Moraga

(Continued from page 1)

Town staff decided to seek a sales tax instead of a bond measure to allow Moraga to maintain local control and create accountability through the creation of an independent residents' oversight committee. The funding options considered by Moraga are shown below. Measure K, as it came to be known, asked residents to "enact a one cent sales tax for 20 years with the authority to incur debt to accelerate infrastructure projects, with annual audits, residents' oversight, no funds for Sacramento and all funds spent only in Moraga."

Local residents formed a volunteer organization called Moragans for Measure K and conducted door-to-door campaigns, created mailers and presentations, and even made a YouTube video.

On November 6, 2012, Measure K passed with 70.5 percent approval. And almost two years after implementation, annual revenues are approximately \$1.5 million. Instead of using a

pay-as-you-go funding plan, Moraga chose a leveraged revenue financing plan that raised \$7.7 million over three years with \$600,000 required for debt service. There are \$25 million in needed repairs in Moraga; however, the lever-



aged bond, unleveraged annual funds and other funding sources should provide \$11 million in maintenance and repair funding.

With funding in place, Moraga implemented a three-year intensive pavement repair program that allowed residents to experience the immediate impacts of Measure K. StreetSaver software

helped pavement engineers objectively select candidate streets for the Town based on the Council-approved budget to maximize the overall Town average PCI in a cost-effective and systematic manner.

## What types of funding options did the Town of Moraga consider?

Type	Definition	Vote Required to Pass
Ad Valorem Tax	Bond measure based on assessed value of property	2/3 vote
Benefit Assessment District	Property owners pay a share of the costs of improvements over a period of years	Majority of district
Community Facility District (CFD)	Allows for variation in the rate collected based on broad categories of land use (single family, multi family, public and private streets, commercial and vacant property)	2/3 vote
Sales Tax (1/2 cent vs. 1 cent)	General tax measure Specific tax measure	50% + 1 vote 2/3 vote

# Street Talk



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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# Upcoming Events

## StreetSaver User Week March 30 – April 2, 2015

*Technology Transfer Workshop:  
Getting Rid of Your Fiscal Pothole –  
Case Studies in Raising Money and  
Getting Results for Road Maintenance*  
Monday, March 30  
8:30 a.m. to 12 p.m.  
MetroCenter, 1st Floor, Auditorium  
101 Eighth Street, Oakland 94607

*General Users Meeting*  
Monday, March 30  
1 to 4 p.m.  
MetroCenter, 1st Floor, Auditorium  
101 Eighth Street, Oakland 94607

*Workshop I:  
Pavement Distress Survey*  
Tuesday, March 31  
8:30 a.m. to 4 p.m.  
MetroCenter, 1st Floor, Auditorium  
101 Eighth Street, Oakland 94607

*Workshop II:  
StreetSaver® Online v9.0 - Essential Skills*  
Wednesday, April 1  
8:30 a.m. to 4 p.m.  
Alameda Conference Center, 4th Floor  
Fremont Room  
125 12th Street, Suite 400  
Oakland 94607

*Workshop III:  
StreetSaver® Online v9.0 – Budget Analysis*  
Thursday, April 2  
8:30 a.m. to 4 p.m.  
Alameda Conference Center, 4th Floor  
Fremont Room  
125 12th Street, Suite 400  
Oakland 94607

## Next User Week: Fall 2015

Contact Kimberly Ward  
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for more information on User Week.