

Street Talk

StreetSaver® Statistics Strengthen Local Self-Help Measures

By MTC Staff

Cities and counties throughout California are faced with both deteriorating roadways and insufficient resources to perform needed maintenance. Increasingly, jurisdictions are finding that an asset management program like StreetSaver® – MTC’s pavement management system software – not only helps in getting the best bang for limited street and road bucks, but is a powerful tool when advocating for increased street maintenance funding.

Here in the Bay Area, several jurisdictions have turned to their voters to help address their street and road maintenance funding dilemmas. In November of 2012, local measures that contained significant funding for the maintenance of local streets and roads passed in Napa County, the City of Orinda and the Town of Moraga. The success of these measures was aided by StreetSaver’s clear communication of current conditions and the funding needed to improve the state of repair, as well as the consequences of continuing to defer needed maintenance.



Napa County passed Measure T, a county-wide half-cent sales tax measure that will go into effect in 2018. The measure is expected to raise about \$300 million over 20 years, 99 percent of which will be directed towards street and road maintenance. The measure passed with an impressive 75 percent “yes” vote, easily satisfying the two-thirds supermajority required, and mak-

ing Napa the eighth transportation funding self-help county in the nine-county Bay Area.

Napa County’s jurisdictions have varied road conditions; however, the county as a whole has repeatedly ranked last among the region’s nine counties in MTC’s annual regional pavement condition summaries. The Measure T campaign featured information generated from StreetSaver on county maintenance needs and projections of road conditions under existing funding conditions.

Kate Miller, executive director of the Napa

County Transportation Planning Authority, explained: “Showing the backlog of maintenance needs with and without Measure T helped immensely to garner business and civic support for the Measure.” In terms of next steps, Ms. Miller says, “We will be using StreetSaver for modeling our capital needs over the next 25 years as we develop our 2015 Countywide Plan. Our jurisdictions also will

be using it to identify how best to deploy Measure T funds.”

Two Contra Costa County jurisdictions also garnered strong support for local revenue measures. Voters in the City of Orinda supported Measure L – a quarter-cent sales tax – by 69 percent. And 70 percent of Town of Moraga voters supported Measure K – a full-cent sales tax. Both measures are intended to generate funds for repair and rehabilitation of local streets and roads.

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User Week Starts March 24, 2014

See page 2 for details

Self-Help

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According to Amy Rein Worth, City of Orinda Mayor and MTC Chair, the development of a comprehensive ten-year plan to repair and maintain



Amy Rein Worth

Orinda's roads was fundamental to the passage of Measure L. "StreetSaver helped us to develop paving priorities that gained voter support," said Worth. "The software provided solid engineering information that aided our Public Works Department and Citizens Infrastructure Oversight Commission in recommending a plan that made sense – both in terms of the road and street repair and in the allocation of tax dollars. As we try to raise the pavement condition of our local streets and roads, StreetSaver helps us to make the best use of our road and street repair dollars. Residents should feel confident that their streets are being repaired in a fair and objective way and that repair dollars are being spent wisely."

The Town of Moraga also used their pavement management system to justify the need for a local revenue measure and to ensure that the funds generated will be put to good use. Moraga successfully bonded against their new sales tax revenue stream, generating nearly \$8 million for a jurisdiction-wide paving program over the next three years. The town then went to work designing a multi-year paving strategy, all while communicating with citizens the rationale behind their strategy.

"StreetSaver was useful to explain the concept of preventive maintenance to the public," said Edric Kwan, the town's Public Works Director. "The initial phase of our strategy was to treat those roads that were already in relatively good condition to prevent them from deteriorating. Next, we will devote more

of the funds toward those streets that require more heavy-duty treatments. It's important to demonstrate to the public that we are making smart decisions with their money."

The town's pavement condition index (PCI) has increased significantly, moving from 49 to 58 in just one year. "We're proud of our citizens' commitment to improving the roads and we are proud of how we are going about making the most of their commitment," said Kwan.



Needs Assessment Survey Deadline Is Fast Approaching

The 2014 California Local Streets and Roads Needs Assessment update is now underway! Your help is needed to provide the information to complete the project. By now, most cities and counties should have completed the survey located at www.savecaliforniastreet.org. The deadline to do so is March 31, 2014.

A majority of cities and counties throughout the state as well as regional transportation planning agencies contributed funding for this statewide assessment of local street and road conditions and maintenance needs. The goal of the needs assessment update is to protect and increase funding for local street and road maintenance.

If you need assistance with logging into the survey, please contact Theresa Romell at tromell@mtc.ca.gov.

Upcoming Events

StreetSaver User Week March 24 – 27, 2014

Location:

**MetroCenter, 1st Floor, Auditorium
101 Eighth Street
Oakland, CA 94607**

Technology Transfer Workshop

Monday, March 24
9 a.m. to 12 noon

General Users Meeting

Monday, March 24
1 p.m. to 4 p.m.

Workshop I: Distress Survey

Tuesday, March 25
8 a.m. to 4 p.m.

Location:

**Alameda County Conference Center
4th Floor, Fremont Room
125 Twelfth Street
Oakland, CA 94607**

Workshop II: StreetSaver Essential Skills

Wednesday, March 26
8 a.m. to 4 p.m.

Workshop III: StreetSaver GIS Mapping

Thursday, March 27
8 a.m. to 12 noon.

Workshop IV: StreetSaver Project Selection

Thursday, March 27
1 p.m. to 4 p.m.

Next User Week:

November 17 – 20, 2014

Contact Kimberly Hughes

<khughes@mtc.ca.gov>

for more information on User Week.

Software Updates and News

By Sui Tan, MTC



StreetSaver Rebranding

Some of you might have noticed that StreetSaver has a new logo, which is part of a rebranding effort that also includes the following:

- Revamping the MTCPMS.org website to focus more on StreetSaver products, services and training
- Improving the invoicing experience through PayPal and the MTCPMS.org website
- Adjusting the pricing strategy based on size of the agency to achieve greater equity
- Rolling out StreetSaver Plus, the long-awaited roadway asset management software
- Working with industry experts to offer advisory and strategic development services related to pavement management and preservation
- Providing regular webinars on pavement management and preservation strategy
- Blogging on pavement management best practices



StreetSaver Plus Asset Management

Two years of work are coming to fruition with our new asset management module — StreetSaver Plus. “Plus” includes roadway assets like signs, traffic signals, street lights, curbs and gutters, curb ramps, sidewalks, storm drains and pavement marking.

A soft launch will be available in late March for a limited number of agencies. StreetSaver Plus will be officially released by the end of June with Sign, Traffic Signal, Sidewalk and Curb Ramp asset capabilities.

Pricing for StreetSaver Plus will be effective on July 1, 2014, and will be based on centerline miles, categorized into four tiers. It is anticipated that the annual subscription fees will range from \$1,500 for an agency with less than 20 miles to \$4,500 for agency with greater than 500 miles. During the introductory period, a 30-percent-off discount will be offered to existing and new users.

StreetSaver Price Increase Effective July 1

MTC prides itself on customer service, quality products and value added. Over the course of the last few years, our costs to provide this quality have increased. Effective July 1, 2014, the StreetSaver Online annual subscription fee will be adjusted equitably based on the size of the agency.

About 60 percent of our current users will not see a price increase, thanks to the tier-pricing that we are introducing with the price adjustment. We hope that the new pricing will be more equitable for smaller agencies.



For example, the city of St. Albans, Vermont has 24 centerline miles and 113 management sections. The new cost will be \$750 per year which represents a 50 percent reduction in price. On the other hand, Seattle, Washington — with 2,085 centerline miles and 30,000 sections — will see an increase from \$1,500 to \$3,500 per year. Consultants’ pricing remains unchanged at \$2,000 per year.

We understand that price increases may impact your budget, but be assured that our software development team is continuing to develop additional features to further the benefits of StreetSaver. For our current valued users, we are offering a “price lock” savings program that locks in the current price for a year when you renew.

We strive to continue our excellent relationship with our users and to maintain the superior standard of our products and services.

Miles	Sections	Annual Cost
(whichever is fewer)		
< 20	< 200	\$750
20-200	201 -1000	\$1,500
200-500	1001-2000	\$2,500
>500	>2000	\$3,500

Why is Pavement Management Program Certification Status Important?

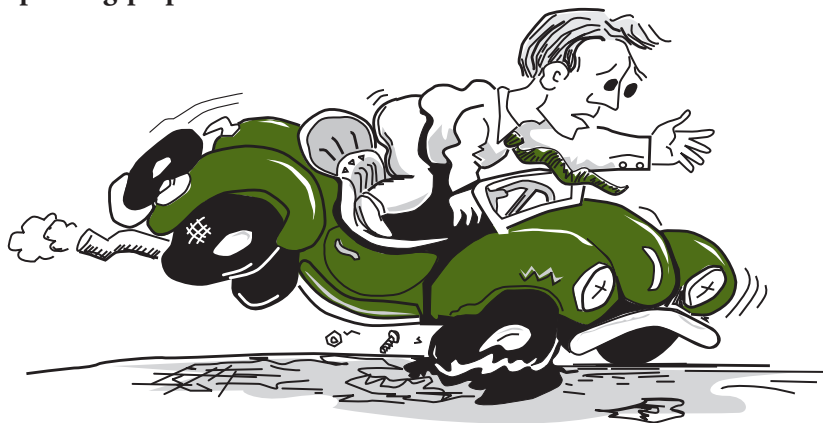
By MTC Staff

Section 2108.1 of the Streets and Highway Code requires that cities and counties submitting pavement maintenance and rehabilitation projects to MTC for funding have a Pavement Management Program (PMP) with jurisdiction certification renewal every two years. MTC cannot approve funding under the state transportation improvement program for jurisdictions that are not certified.

The code reads:

By July 1, 1990, the City, County, State Cooperation Committee in the department shall develop and adopt a pavement management program to be utilized on local streets or highways that receive funding under the state transportation improvement program. The pavement management program shall be transmitted to every county or city for possible adoption or incorporation into an existing pavement management program. The City, County, State Cooperation Committee shall solicit recommendations from transportation planning agencies and any other entity the committee deems appropriate.

Check your jurisdiction's status at:
www.mtcpms.org/ptap/cert.html



State Budget Update

By MTC Staff

Some good news for local streets and roads came in the form of the Governor's proposed fiscal year 2014-2015 budget, which proposes early repayment of \$351 million in transportation funds that had been loaned to the General Fund and were not due to be repaid until 2020. The payback of what were primarily State Highway Account funds is focused on preservation and maintenance of the existing system and includes \$100 million to cities and counties for local street and road preservation. The Bay Area is expected to receive approximately \$19 million of these funds.

Other big news in the Governor's budget is his proposal for spending of Cap and Trade revenues. Of the \$400 million Cap and Trade revenues proposed to be spent on transportation-related expenditures, \$300 million is for high-speed rail (including \$50 million to provide local rail connectivity to high-speed rail). The other \$100 million is for a Sustainable Communities program to be administered by the Strategic Growth Council. Stay tuned as the budget works its way through the legislative process.

Two Ways to Pay for StreetSaver

MTC has contracted with DevMecca as the third-party payment solutions provider for StreetSaver products and services. All StreetSaver subscribers will receive an email for renewal. Please follow the prompts to pay online or with a check. If paying by check, please print your invoice and mail it with a check made payable to the Metropolitan Transportation Commission to the following address:

Metropolitan Transportation
Commission
Attn: DevMecca.com, LLC
3760 Market St NE, Ste #308
Salem, OR 97301

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