

[Click here](#) to download the Measure B Pavement Plan Map.

[Click here](#) to view the letter sent to residents living on roads in our Year 1 Schedule.

10/1/18 - [Measure B, Group 1 - Public Workshop Agenda](#)

10/1/18 - [Measure B, Group 1 - Public Workshop Presentation](#)

The Tentative Paving Schedule for the Streets is:

2019 – project 1, curb ramp project and patching project

2020 – projects 2, Recon 1 and Recon 2

2021 – projects 3, R3, SS Project and SFD Project

2022 – project 4

A spreadsheet is available detailing the streets included in each project. [Click here](#) to download.

About the 5-Year Plan: Staff has worked with our paving consultant and utility providers to develop a plan that will allow the City to fix all of Larkspur's roads over the next five years. Please note that the plan takes many factors into account in addition to the condition of the street.

Factors include:

- Coordinating with utility work happening in the neighborhoods.
- Grouping streets by treatment type.
- Grouping streets by geography.

These additional factors have two major benefits:

- Construction cost is greatly reduced, ensuring that pavement funding goes as far as possible.
- This strategy helps minimize the impact construction has on residents.

By using this strategy, the City will fix some roads that are in better condition (but still in great need of repair) before some of the roads in the poorest condition.

5 YEAR PLAN TIMELINE

Public Works staff developed a timeline for implementation of the road program using Measure B funds. City Council adopted the Plan in May of 2018.

Previous Presentations

[2014 Pavement Presentation](#)

[2013 Pavement Presentation](#)

Other infrastructure work required as part of the 5-Year Plan:

Patch Paving: The City has developed a plan to “patch pave” streets that will be paved in later years of the plan during the first year of the 5-year plan. This patch paving will bring these streets into better condition before they are fully repaired in later years. Additional information about this project will be released when details become available.

ADA and Wheelchair Access: A separate project to install mandated wheelchair ramps where required on all streets to be paved will take place in the first year. This will make our streets more accessible to all of our residents. Additional information about this project will be released when details become available.

In November of 2017, Larkspur voters approved the extension of the Larkspur Street Repair and Essential Services Measure, a sales tax that will allow the City to accelerate repairs to our streets, roads and potholes, with the goal of being able to address these infrastructure needs over the next five years.

At the December 20, 2017 meeting, the City Council accepted the results of the November 7 election.

Measure B, the *Larkspur Street Repair and Essential Services Measure*, passed with a final vote count as follows:

Yes: 1945 (66.59%)

No: 976 (33.41%)

The City thanks everyone who participated in the public process and the election. The passage of Measure B will allow the City to accelerate repairs to our streets, roads and potholes, with the goal of being able to address these infrastructure needs over the next five years. Measure B renews and extends the sales tax at the 3/4-cent rate until ended by voters. Under these terms, the City can fix our roads and address other needs prioritized by our community, including 9-1-1 emergency response times and ensuring that our storm drains function properly and keep our waterways free of contaminants.

Our City prides itself on its fiscally conservative budgetary practices and accountability. Measure B maintains [Independent Citizens' Oversight](#) to ensure that all voter-approved funds continue to be spent consistently, towards priorities identified by voters.

HOW HAS THE CITY USED ITS LOCAL SALES TAX MONEY?

Measure C was approved in November 2013. The sales tax began being charged in April 2014. As a result, the City did not have Measure C revenue to spend until the later part of Fiscal Year 2014-15. The approved expenditure plan for capital projects (including road repair) is the City's Capital Improvement Plan. Information is on this page: <http://www.cityoflarkspur.org/CIP>. The budgeted amounts for the road repair program for the past several years:

FY17-18: \$1.502M, with \$1.002M contributed by Measure C (pg 17 of the PDF)

FY16-17: \$1.825M, with \$1.35M contributed by Measure C (pg 8 of the PDF)

FY15-16: \$1.309M, with \$855k contributed by Measure C (pg 24 of the PDF)

FY14-15: \$1.019M, with \$855k contributed by Measure C (pg 9 of the PDF)

Some points worth noting:

1. We were very conservative with our estimates for Measure C revenues in the first two years. Sales tax revenue proved better than anticipated. In the third year, we spent the additional revenues that had accumulated, resulting in a higher contribution from Measure C and a larger project budget.
2. Before Measure C was approved, the City would have to save revenue over two or three years to have sufficient cash to pay for a full road repair season. In FY13-14 (pre-Measure C), the City spent slightly more than a million dollars on road repair. To build up the cash for this expenditure, the City spent very little on its road repair program in FY11-12 and FY12-13.
3. The CIP documents are budgets, not the memorialization of actual expenditures. Actual expenditures are reviewed and verified by an independent auditor and the Finance Director. Their determinations are summarized in the City's financial statements, which are reviewed by the Citizens Oversight Committee. The information you have been reviewing on the Citizens Oversight Committee reflects the role of the members to act on the taxpayers' behalf to review these statements and report on whether Measure C is being used appropriately.

The other uses of Measure C have been:

FY14-15: \$45,000 was set aside for the Fire Chief and the Public Works Director to use for vegetation management. Our program has focused primarily on working with private property owners to take responsibility for their vegetation, so costs have been modest. We have a bit less than \$20,000 left in the account.

FY15-16: \$45,000 was set aside for repairs to our fire station, but the repairs were postponed and the money has not yet been spent.

FY16-17: \$98,000 was used to make the annual lease payment on a new fire truck.

FY17-18: \$98,000 is scheduled to be used to make the annual lease payment on the fire truck.

Should you have any questions or comments about the Measure B Five-Year Paving Plan you may contact Public Works Director Julian Skinner at jskinner@cityoflarkspur.org.

USES AND SOURCES OF ROAD REPAIR FUNDING

Larkspur is committed to improving the safety and quality of our roadway system. In recent years, the City Council has taken steps to increase revenues and direct monies to our roads.

How are funds used

Roadway and infrastructure maintenance funds from the funding sources shown below are used to maintain pavement, storm drains, street signs and pavement markings, and concrete in the public right of way.

Funds are used for engineering, permitting, staff time, city crews to repair streets and storm drains, contractors to perform work and inspection and testing services.

Vehicle Impact Fees (VIF)

The City has fees, called vehicle impact fees (VIF), in place that charge garbage and large construction trucks for their impact to our roads.

Partnering with Utility Agencies

The City coordinates with utilities such as RVSD, MMWD and PG&E, for their improvement projects that require road excavation. These agencies pay the City for in-lieu pavement restoration fees, which are then applied to future year's pavement project. Partnering with utilities allows us to get a road repaired for fewer Larkspur dollars, leaving more money to spend on other roads.

Measure C

In November 2013, the citizens of Larkspur approved Measure C, an increase of a half-cent to our general sales tax revenue. The Measure C half-cent sales tax went into effect on April 15, 2014.

City Council adopted a policy to expend a minimum of 80% of Measure C funds toward pavement maintenance. Each year, a Citizen's Oversight Committee works with City staff to recommend a specific funding level for the coming year.

For Fiscal Years 2014-15 and 2015-16, the funding level is 95% of Measure C revenue. (The other 5% is being used to establish a fund for the Fire Department to work with property owners who live on our hillside roads and have vegetation that is a fire threat and affects the ability for vehicles to pass.)

The strategy on road maintenance for use of Measure C funds is, "direct use of funds only to repair aging and deteriorating neighborhood streets and roads, repair potholes, clear hazardous and flammable brush to prevent fires and improve emergency vehicle access, and maintain police and fire protection."