

**Citizens' Infrastructure Oversight Commission
Annual Report to the Orinda City Council
2014**

May 19, 2015

This report summarizes the activities of the Citizens Infrastructure Oversight Commission (CIOC) for 2014. Provided is an update of the condition of Orinda's roads, the on-going pavement management program, use of Measure L funds, use of Measure J bond funds as well as other key infrastructure activities. In addition we have provided input on remaining infrastructure issues still facing our community.

Arterial and Collector Roads (State Gas Tax and Contra Costa Transportation Authority (CCTA) County Sales Tax Return to Source)

The policy of putting arterials and collectors first (Exhibit 1) continues to be successful in managing our most heavily used roads. During 2014 the following segments of roads were rehabilitated or repaired:

Street Name	Class	Beginning Location	Ending Location
Tara Road	Collector	Nonie Rd.	Overhill Rd.
Rheem Blvd.	Collector	Glorietta Blvd.	Hall Dr.
Orindawoods Dr.	Collector	Village View Ct.	Graystone Terr.
El Toyonal	Collector	Loma Vista Dr. (west)	Chaparral Pl.

Residential Roads (Measure L)

The FY 2014 road improvement projects which were re-constructed in the spring and fall and were the first roads that were repaired using Measure L funds (see table below). These roads were selected using criteria developed by the CIOC and approved by the City Council (Exhibit 2)

Street Name	Class	Beginning Location	Ending Location
Charles Hill Rd,	Residential	Honey Hill Rd.	1000 Ft. north of Soule
Lost Valley Rd.	Residential	Don Gabriel	Approx. #19 Lost Valley

The Measure L revenue and expense summary as of the end of calendar year 2015 is shown below. It should be noted that the City's Fiscal Year (July 1 to June 30) and the usual summer construction season do coincide. While it appears that very little work was performed in FY 2014 (the first year of Measure L funded projects) the construction work and expenses overlapped into the following year, FY 2015.

**Measure L Sales Tax - Revenue and Expense Summary
January 14, 2015**

	FY 2014		FY 2015	
	Budgeted	Actual	Budgeted	Actual
Revenue				
Measure L	\$ 963,700	\$1,052,045	\$ 992,691	\$ 316,650
Carryover Balance from Previous Year (1)	\$ 150,000	\$ 69,647	\$ 175,465	\$ 1,070,761
Total Revenue	\$ 1,113,700	\$1,121,692	\$ 1,168,156	\$ 1,387,411
Expense				
Design	\$ 49,150	\$ 50,931	\$ 100,000	\$ 9,655
Construction Mgt.	\$ 42,083		\$ 50,000	\$ 44,020
Const.	\$ 847,002		\$ 828,971	\$ 652,322
Total Exp.	\$ 938,235	\$ 50,931	\$ 978,971	\$ 666,377
Balance	\$ 175,465	\$1,070,761	\$ 189,185	\$ 721,034

(1) Revenue received starting on April 1, 2013.

Budgeted amounts are for the full fiscal year (July - June)

Actual amounts are actual revenue received and expenditures as of January 14, 2015.

Measure J Bond Funds for Residential Roads

In June of 2014 voters approved a new source of road repair funding by voting in favor of selling \$20 million of bonds to be used to improve the City's worst residential roads. The CIOC listened to input for residents and recommended to City Council criteria for

selection of those roads (Exhibit 2). Over the next four years the bond funds will be used to repair the residential roads with a PCI less than 25 and prioritized by traffic volume.

The list below summarizes the roads in all categories from each source of funding that will be repaired in 2015.

2015 Paving Programs Summary List

Road Name	Begin Location	End Location
-----------	----------------	--------------

ANNUAL PAVING PROGRAM (APPROVED FEBRUARY 12, 2014)

OVERHILL ROAD (2744G)	MORAGA WAY	WESTWOOD COURT
OVERHILL ROAD (2744G)	WESTWOOD COURT	HIGHLAND COURT
OVERHILL ROAD (2744G)	HIGHLAND COURT	BROADVIEW TERRACE
ST. STEPHENS DR.	NORTH SIDE HWY 24	LA ESPIRAL

MEASURE L .5% SALES TAX (APPROVED MARCH 12, 2014)

EL CAMINO MORAGA	DONNA MARIA WAY	DON GABRIEL WAY
CAMINO SOBRANTE	LA NORIA (SOUTH)	LA ESPIRAL
VALLEY DRIVE	ORCHARD ROAD	HEATHER LANE
BROOKSIDE DRIVE	ORCHARD ROAD	MORAGA WAY

MEASURE J (APPROVED NOVEMBER 5, 2014)

NORMANDY LN.(2555M)	SLEEPY HOLLOW LN.	RIDGE LN.
RIDGE LN. (2555N)	NORMANDY LN.	BULB BOTH ENDS
CAMINO SOBRANTE (2544C)	LA ESPIRAL	EL RIBERO (NORTH)
LOST VALLEY DRIVE	2014 ENDPOINT/19 LOST VALLEY DRIVE	EDGEWOOD DR
CHARLES HILL ROAD	2014 ENDPOINT/APPROX. 74 CHARLES HILL	DIABLO VIEW CIR.
DONALD DRIVE	HALL DRIVE	ALICE LANE
CREST VIEW DR.	CREST VIEW COURT	CULVER COURT
DONALD DRIVE	DOVER COURT	CUL-DE-SAC
DONALD DRIVE	DUNCAN COURT	DOVER COURT
DONALD DRIVE	HALL DRIVE	DUNCAN COURT
KITE HILL RD. (2545AN)	ORINDAWOODS DR.	LA CUESTA
CAMINO SOBRANTE (2544C)	EL RIBERO (NORTH)	LA NORIA (SOUTH)
CALVIN DRIVE	LIND COURT	CALVIN COURT

CALVIN DRIVE	RHEEM BLVD.	LIND COURT
CANON DR. (2345D)	EL TOYONAL	#187 CANON
MEADOW VIEW RD. (2745Q)	GLORIETTA BLVD	CUL DE SAC WEST OF GLORIETTA BLVD
ARROYO DRIVE	IVY DRIVE	CITY LIMITS
ARDOR DRIVE	MORAGA WAY	LOMA LINDA COURT
KNICKERBOCKER LN(2645G)	SPRING RD.	STEIN WAY
WOODLAND ROAD	MORAGA WAY	VALLEY VIEW DRIVE
MINER RD. (2444C)	LONGWORTH	DIABLO VIEW DR
MINER RD. (2444C)	HONEY HILL RD.	LONGWORTH
DONNA MARIA WAY	RITA WAY	EL CAMINO MORAGA
MORAGA VIA	GLORIETTA BLVD.	VIRGINIA DRIVE
MIRA LOMA	CAMINO SOBRANTE	LINDA VISTA
CHARLES HILL CIR.	CHARLES HILL ROAD	CHARLES HILL ROAD
ZANDER DRIVE	ZANDER COURT	ALICE LANE

Grant Projects

Designs for Ivy Drive and Camino Pablo were completed in 2014. These two projects will be funded by grants from the OBAG program and Countywide transportation project funds through the Contra Costa Transportation Authority and will be constructed in the summer of 2015.

Other significant developments in 2014 are as follows:

- While the systemwide condition of the City's roads, as measured by the PCI, has not seen improvement we are beginning to see improvement in the condition of the arterial and collector streets. In 2014 the systemwide PCI was 48 (Poor) while the arterial system has a PCI of 78 (Good) and the collector system has a PCI of 66 (Fair). This is currently being offset by the system condition of the residential roads at a PCI of 36 (Poor). The revenue from Measures L & J should start to improve the overall PCI in the coming years.
- Urgent road repairs continued to be made in 2014 to remediate conditions on residential roads which pose significant safety concerns. The City spent \$24,790 of a budgeted \$100,000 on urgent repairs in 2014. Projects were selected using the criteria established in the City's Urgent Repair Policy, and reviewed and approved by the CIOC.

Urgent repairs were made on the following roads:

Monte Vista Road
Del Mar Court
Overhill Road

- No new proposals were submitted in 2014 by citizens under the Neighborhood initiated road repair policy

- In 2014 the Chairman, Mr. Dennis Fay, moved to a neighboring community and had to step down from the CIOC after many years of service to Orinda. He was recognized by Mayor Steve Glazer and the CIOC for his years of service at the February meeting. His leadership will be missed.
- The CIOC, in conjunction with the City's communication staff, continues to contribute written articles giving updates on the road improvements for publication in multiple newsletters and newspapers in Orinda to help ensure the public is well informed of the progress being made.

The Commission continues to welcome participation by Orinda Citizens in its meetings and wants to thank those who have attended and offered input and suggestions. While some of the requests from the public are not in alignment with current criteria for road selection in the City's adopted policies; there have been numerous other comments and suggestions that have helped catch oversights, identify safety concerns and provide excellent input for future consideration.

Exhibits:

Exhibit 1 – Pavement Management Program (PMP), Policy and Criteria for Selecting Streets for Repair, Adopted October 18, 2011

Exhibit 2 – Pavement Management Program (PMP), Policy and Criteria for Selecting Streets for Repair Using Measure L Sales Tax Funds and Measure J Bond Funds, Approved September 2, 2014

Respectfully submitted,

Darlene K. Gee,	Chair
Terry Murphy,	Vice Chair
Gordon Bizieff,	Commissioner
Bob Hubner,	Commissioner
Bill Hurrell,	Commissioner
Marc Marchiel,	Commissioner
Richard Nelson,	Commissioner

Exhibit 1

City of Orinda Pavement Management Program (PMP) Policy and Criteria for Selecting Streets for Repair Adopted October 18, 2011

Policy:

Current budgetary constraints and the poor and deteriorating condition of Orinda's roads require the City to apply budgeted PMP funds only to those roads *where the most benefit for the most residents can be obtained*. Simply stated, this means that only Arterials, Collectors and School Routes will have repair priority; emergency repairs will be made to Residential streets only when severe safety concerns arise. Recognizing that urgent/emergency repairs on Residential streets will increase under this policy, the City should also allow for certain urgent repairs to be performed on all street classifications including residential streets that meet specific criteria.

Criteria for Priority Selection of Arterials and Collectors

1. Frequency of use, as measured by Average Annual Daily Traffic (AADT)
2. Efficiency of expenditure, as measured by the **StreetSaver®** program
3. Availability of significant cost savings through partnering, (i.e., with utilities and/or residents)
4. Proximity to schools

Criteria for Urgent Pavement Repair Selection on Arterial, Collector and Residential

City of Orinda staff should consider and evaluate pavement condition/damage relative to:

1. Safety - Pedestrian, Bicycle, and Vehicle
 - More Frequent Accidents
 - Increased Stopping Distance
 - Hazard Avoidance
 - Emergency Vehicle Access
2. Evaluation of Failure and Estimation of Repair Cost/Repair Life

Size of the failed area (larger than a pothole) and severity of the failure (i.e. base failure)

Related Drainage Issue

Weakened Sub-grade

Underground Springs

Exclude Geotechnical Recommendations of Slide Repairs (Separate Slope Stabilization Fund Source)

3. Selection process

Location will be identified by staff observation and/or complaints received

Traffic volume

Staff shall review the locations using Criteria 1 and 2 above.

Repairs will be made as locations are identified and based on the availability of funding.

The Citizens' Infrastructure Oversight Commission (CIOC) shall review and approve the recommended repair locations.

Exhibit 2

**City of Orinda
Pavement Management Program (PMP)
Policy and Criteria for Selecting Streets for Repair Using Measure L Sales Tax
Funds and Measure J Bond Funds
Approved September 2, 2014**

Policy

With the adoption of the Measure L, .5% Sales tax and the Measure J Bonds, the City has an additional source of funds for road repair and reconstruction. Measure L and Measure J represent the first and second phased of a multi-year plan to repair all of the City's streets. Even with this additional funding, current budgetary constraints and the poor and deteriorating condition of Orinda's roads require the City to apply budgeted funds first to those residential roads *where the most benefit for the most residents can be obtained*. With the Measure L and J funds the City has committed to make repair of the worst residential roads a priority as outlined in the Road and Drainage Repairs Plan approved by the City Council on April 22, 2014. The goal of this program is to distribute the road repair funds throughout the City over the course of a two year funding cycle.

The Program

Annually, funds permitting, roads to be repaired will be selected as follows:

1. The street segments must be classified as *residential*.
2. The street segments must be among the *worst residential roads*, which means the Pavement Condition Index (PCI) for that segment of road as calculated by the StreetSaver program is less than or equal to 25, and with ride quality (roughness of ride) considered using an acceptable objective measure.
3. The most *heavily used residential road segments*, based on actual traffic counts, will be repaired first. The road segments will be ranked in descending order of traffic volume, with the highest volume road segments forming a pool of candidate roads for the annual program.
4. Other factors, such as safety, important drainage work under roads, cost efficiency of repairing contiguous road segments and underground utility repair schedules, will be considered in selecting the annual list of road segments to be repaired.