

**DRAFT**  
**City of Orinda**  
**Pavement Management Program (PMP)**  
**Policy and Criteria for Selecting Streets for Repair Using Measure L Sales**  
**Tax Funds**  
**November 13, 2013**

**Policy**

With the adoption of the Measure L, .5% Sales tax, the City has an additional source of funds for road repair and reconstruction. This Measure represents the first phase of a multi-year plan to repair all 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 only to those residential roads *where the most benefit for the most residents can be obtained*. With the Measure L funds the City has committed to make repair of the residential roads a priority. The goal of this program is to distribute the residential roads to be repaired throughout the City.

**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 rank 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 equitable distribution of the projects throughout the community and underground utility repair schedules, will be considered in selecting the annual list of road segments to be repaired.