

Opening Remarks

- **Why Now?**

- Prior to 2012, almost no money was spent on maintaining residential streets
- We are now obligated to pay off millions for residential road bonds and taxes over the next 20 years while we have to pay for our own street maintenance
- This is not what being a City is about.

- **Workshop Goals**

- Create a City Policy that states road maintenance is a Basic Public Service for all Orinda roads.
- Create a methodology to
 - a) Determine what legal means exist to remedy the situation. Dedication is not the only method.
 - b) Determine repair and maintenance costs for roads and storm drain systems
 - c) Explore the means to finance the expenses

- **Storm Water Drainage System - Deferred**

- **Working for the Common Good**

- This is the reason that Orinda incorporated in 1985.
- Vehicular access to private residences is a Basic Public Service
- 20 percent of Orinda families, live on residential streets that are denied public maintenance funding.

- **Differences between a Private and a Public Residential Street**

- * None, other than the ownership of the land under the street
- * They both exclusively provide access to private residences
- * On average, they have both been doing so for over a half a century
- * The property owners on both pay the same taxes and always have
- * The only difference is we have just spent over \$50 million bringing the public residential streets up reasonable standards and plan to spend \$2 million a year maintaining them while denying these benefits to the private streets.

- **The Benefit of Maintaining Residential Streets**

- * Maintaining a residential street is a Basic Public Service providing a public benefit
- * It is irrelevant if the street is built on public land or private land as long as it provides public access
- * It is irrelevant if the street is a through street or a cul de sac:
 - 193 public streets are cul de sac or loops
 - While open to the public, they essentially serve the private residences on them
 - They cover 29 miles
 - One quarter of them have 5 or fewer homes on them
 - We have just spent over 20 million public tax dollars to rehabilitate them

The Cost to Service Private Streets

- **There are three elements of street expenses:**
 - Deferred maintenance; bringing a street up to community standards
 - Long term maintenance
 - Liability for catastrophic failure or lawsuit
- **Deferred maintenance**
 - A survey is needed to confirm how much is required
 - A visual survey, equivalent to the City's PTAP would be sufficient
 - One third of the 30 miles are maintained by well-funded HOA's
 - It is likely only five miles of the remainder require serious work
- **Long Term Maintenance**
 - 90 percent of private streets are lightly used cul de sacs
 - \$20,000 per mile annually would be a sufficient amount for maintenance
 - County Measure J could contribute \$50,000 annually for an additional 30 miles
 - Net cost; \$550,000 per year equal to 22 cents per day per Orinda household
- **Liability**
 - Most liabilities, law suits and road failures, are due to poor maintenance
 - The City owns 29 miles of small cul de sacs and has a 34 year history of understanding the liability for this type of street

Orinda Infrastructure – The Big Picture

Measure J&L	EXPENSES									REVENUE					
	Pavement Management Program	Public Residential Street Maintenance	Storm Drain Bond	\$35,000,000		\$5,000,000		Residential Streets			General Fund	New Funding Required	Total Revenue	Residential Streets	
				Private Street Upgrade Bond	Private Residential Street Maintenance	Public & Private Infrastructure Cost	Public Street Share	Private Street Share	Public Street Share of	Private Street Share of					
2021	2,642,538	1,600,000	1,200,000	1,585,420	226,489	550,000	7,804,446	49%	10%	2,642,538	1,600,000	3,561,908	7,804,446	34%	22%
2022	2,836,738	1,648,000	1,236,000	1,617,128	231,018	566,500	8,135,384	50%	10%	2,836,738	1,648,000	3,650,647	8,135,384	34%	22%
2023	2,911,888	1,697,440	1,900,000	1,649,471	235,639	583,495	8,977,932	54%	9%	2,911,888	1,697,440	4,368,605	8,977,932	43%	19%
2024	2,980,138	1,748,363	1,957,000	1,682,460	240,351	601,000	9,209,312	54%	9%	2,980,138	1,748,363	4,480,812	9,209,312	44%	19%
2025	3,085,188	1,800,814	2,015,710	1,716,109	245,158	619,030	9,482,009	54%	9%	3,085,188	1,800,814	4,596,008	9,482,009	44%	19%
2026	3,028,238	1,854,839	2,076,181	1,750,432	250,062	637,601	9,597,351	53%	9%	3,028,238	1,854,839	4,714,275	9,597,351	44%	19%
2027	3,060,038	1,910,484	2,138,467	1,785,440	255,063	656,729	9,806,220	53%	9%	3,060,038	1,910,484	4,835,699	9,806,220	44%	19%
2028	3,121,788	1,967,798	2,202,621	1,821,149	260,164	676,431	10,049,950	53%	9%	3,121,788	1,967,798	4,960,365	10,049,950	44%	19%
2029	3,186,938	2,026,832	2,268,699	1,857,572	265,367	696,724	10,302,132	53%	9%	3,186,938	2,026,832	5,088,362	10,302,132	45%	19%
2030	3,241,538	2,087,637	2,336,760	1,894,724	270,675	717,625	10,548,959	53%	9%	3,241,538	2,087,637	5,219,784	10,548,959	45%	19%
2031	3,239,688	2,150,266	2,406,863	1,932,618	276,088	739,154	10,744,677	53%	9%	3,239,688	2,150,266	5,354,723	10,744,677	45%	19%
2032	3,306,888	2,214,774	2,479,069	1,971,270	281,610	761,329	11,014,940	53%	9%	3,306,888	2,214,774	5,493,278	11,014,940	45%	19%
2033	3,362,838	2,281,217	2,553,441	2,010,696	287,242	784,168	11,279,603	52%	9%	3,362,838	2,281,217	5,635,548	11,279,603	45%	19%
2034	3,427,244	2,349,654	2,630,044	2,050,910	292,987	807,694	11,558,532	52%	10%	3,427,244	2,349,654	5,781,635	11,558,532	45%	19%
2035	3,493,550	2,420,144	2,708,946	2,091,928	298,847	831,924	11,845,338	52%	10%	3,493,550	2,420,144	5,931,645	11,845,338	46%	19%
2036	3,513,088	2,492,748	2,790,214	2,133,766	304,824	856,882	12,091,522	52%	10%	3,513,088	2,492,748	6,085,686	12,091,522	46%	19%
2037	3,532,888	2,567,530	2,873,920	2,176,442	310,920	882,589	12,344,289	52%	10%	3,532,888	2,567,530	6,243,871	12,344,289	46%	19%
2038		2,644,556	2,960,138	2,219,971	317,139	909,066	9,050,870	33%	14%	0	2,644,556	6,406,314	9,050,870	46%	19%
2039		2,723,893	3,048,942	2,264,370	323,481	936,338	9,297,025	33%	14%	0	2,723,893	6,573,132	9,297,025	46%	19%
2040		2,805,610	3,140,411	2,309,657	329,951	964,428	9,550,057	33%	14%	0	2,805,610	6,744,447	9,550,057	47%	19%
2041		2,889,778	3,234,623	2,355,851	336,550	993,361	9,810,163	33%	14%	0	2,889,778	6,920,385	9,810,163	47%	19%
2042		2,976,471	3,331,662	2,402,968	343,281	1,023,162	10,077,543	33%	14%	0	2,976,471	7,101,072	10,077,543	47%	19%
2043		3,065,765	3,431,611	2,451,027	350,147	1,053,857	10,352,407	33%	14%	0	3,065,765	7,286,642	10,352,407	47%	19%
2044		3,157,738	3,534,560	2,500,047	357,150	1,085,473	10,634,968	33%	14%	0	3,157,738	7,477,229	10,634,968	47%	19%
2045		3,252,471	3,640,596	2,550,048	364,293	1,118,037	10,925,445	33%	14%	0	3,252,471	7,672,974	10,925,445	47%	19%
2046		3,350,045	3,749,814	2,601,049	371,578	1,151,578	11,224,065	33%	14%	0	3,350,045	7,874,020	11,224,065	48%	19%
2047		3,450,546	3,862,309	2,653,070	379,010	1,186,125	11,531,060	33%	14%	0	3,450,546	8,080,514	11,531,060	48%	19%
2048		3,554,062	3,978,178	2,706,132	386,590	1,221,709	11,846,671	34%	14%	0	3,554,062	8,292,609	11,846,671	48%	19%
2049		3,660,684	4,097,523	2,760,254	394,322	1,258,360	12,171,144	34%	14%	0	3,660,684	8,510,460	12,171,144	48%	19%
2050		3,770,505	4,220,449	2,815,460	402,209	1,296,111	12,504,733	34%	14%	0	3,770,505	8,734,228	12,504,733	48%	19%
2051		3,883,620	4,347,063			1,334,994	9,565,677	45%	14%	0	3,883,620	5,682,057	9,565,677	77%	23%
2052		4,000,129	4,477,474			1,375,044	9,852,647	45%	14%	0	4,000,129	5,852,519	9,852,647	77%	23%
2053		4,120,132	4,611,799			1,416,296	10,148,227	45%	14%	0	4,120,132	6,028,094	10,148,227	77%	23%
2054		4,243,736	4,750,153			1,458,784	10,452,673	45%	14%	0	4,243,736	6,208,937	10,452,673	77%	23%
2055		4,371,048	4,892,657			1,502,548	10,766,254	45%	14%	0	4,371,048	6,395,205	10,766,254	77%	23%

A Method to Arrive at a Solution

- (1) Create a policy that treats all streets equally
- (2) Define what constitutes road maintenance
 - a) Deferred maintenance
 - b) Long term maintenance
 - c) Coverage for catastrophic failure
- (3) Determine the cost to repair and provide road maintenance
- (4) Evaluate financial options for providing road maintenance as a basic public service
- (5) Employ the Workshop Format to move the process forward
- (6) Discuss the options with the community

Conclusion

- Private streets are used by the public, so it is completely legal to use public funds for their upkeep.
- Private street residents are not benefitting from taxes they are paying and are additionally burdened by having to maintain the streets that anyone can use.
- This is the City Council's opportunity to serve all residents equally and not ignore 20% of the voters

WE CAN DO THIS!