



Office of the City Manager

CONSENT CALENDAR

June 16, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Wahid Amiri, Interim Director, Public Works Department

Subject: Approving Proposed Projects Anticipated to be paid for by the State's Road Maintenance and Rehabilitation Account Funds for FY 2026-27

RECOMMENDATION

Adopt a Resolution approving a proposed list of projects that will utilize funding from the State of California's Road Maintenance and Rehabilitation Account (RMRA) and authorize the City Manager to submit the proposed list to the California Transportation Commission.

FISCAL IMPACTS OF RECOMMENDATION

Based on information provided by CaliforniaCityFinance.com and the League of California Cities, Berkeley can expect to collect an estimated \$3,601,256 in Road Maintenance and Rehabilitation Account (RMRA) allocated funding in Fiscal Year (FY) 2027, Fund 127-State Transportation Tax. No budgetary action is required at this time. RMRA appropriations will be allocated during the adoption of the FY 2027 Budget.

CURRENT SITUATION AND ITS EFFECTS

California Senate Bill 1 (SB1), signed into law on April 28, 2017, increased certain vehicle fuel and registration taxes and fees, and with those funds has created an RMRA, a portion of which is distributed to jurisdictions. The California Transportation Commission (CTC) requires jurisdictions to submit annual documentation that RMRA funds were specifically adopted for allowed local streets and roads purposes. In order to receive this funding, the City is required to annually submit to the State a list of projects anticipated to be completed. For FY 2027, the CTC requires the submission of a list of projects proposed to be funded with RMRA during FY 2027 by July 1, 2026. The adoption of the attached resolution by Council is a CTC requirement for RMRA funding; however, the provided project list is a plan and RMRA allows for the funding of projects not included in this list as long as projects meet RMRA's requirements. Council adoption meets the public input requirement.

Complete streets improvements such as bike lanes, curb ramps, and pedestrian crossing improvements are allowable uses of RMRA funds. In addition to the previously designated projects listed in last year's Resolution No. 71,814–N.S., which will have RMRA expenditures taking place in FY 2027, staff selected the FY 2027 Street

Rehabilitation projects for use of RMRA. The projects are summarized below, and the complete list is provided in the Resolution (Attachment 1).

Pavement maintenance or rehabilitation as part of the FY 2027 Street Rehabilitation Project. Selected segments include:

- Segment 1, 6th St from Camelia St to Cedar St (0.25 miles) – Heavy Maintenance* of the street pavement. The work will provide a seven to 10-year useful life. Construction is expected to be completed by December 2027.
- Segment 2, 6th St from Cedar St to Virginia St (0.13 miles) – Heavy Rehabilitation* of the street pavement. The work will provide a 15-year useful life. Construction is expected to be completed by December 2027.
- Segment 3, 6th St from Virginia St to University Ave (0.31 miles) – Light Rehabilitation* of the street pavement. The work will provide a seven to 13-year useful life. Construction is expected to be completed by December 2027.
- Segment 4, 8th St from Gilman St to Page St (0.20 miles) – Heavy Rehabilitation* of the street pavement. The work will provide a 15-year useful life. Construction is expected to be completed by December 2027.
- Segment 5, 8th St from Page St to University Ave (0.61 miles) – Reconstruction of the street. The work will provide a 20-year useful life. Construction is expected to be completed by December 2027.
- Segment 6, Bataan Ave from 7th St to 8th St (0.06 miles) – Reconstruction of the street. The work will provide a 20-year useful life. Construction is expected to be completed by December 2027.
- Segment 7, Belrose Ave from Derby St to Claremont Ave (0.12 miles) – Light Maintenance* of the street pavement. The work will provide a five to seven-year useful life. Construction is expected to be completed by December 2027.
- Segment 8, Bowditch St from Bancroft Way to Haste St (0.19 miles) – Reconstruction of the street. The work will provide a 20-year useful life. Construction is expected to be completed by December 2027.
- Segment 9, Bowditch St from Haste St to Dwight Way (0.06 miles) – Heavy Rehabilitation* of the street pavement. The work will provide a 15-year useful life. Construction is expected to be completed by December 2027.

- Segment 10, Camelia St from 6th St to 8th St (0.12 miles) – Reconstruction of the street. The work will provide a 20-year useful life. Construction is expected to be completed by December 2027.
- Segment 11, Channing Way from Shattuck Ave to Bowditch St (0.61 miles) – Light Maintenance* of the street pavement. The work will provide a five to seven-year useful life. Construction is expected to be completed by December 2027.
- Segment 12, Channing Way from Bowditch St to Piedmont Ave (0.25 miles) – Heavy Maintenance* of the street pavement. The work will provide a seven to 10-year useful life. Construction is expected to be completed by December 2027.
- Segment 13, Claremont Ave from East City Limit to Ashby Ave (0.19 miles) – Reconstruction of the street. The work will provide a 20-year useful life. Construction is expected to be completed by December 2027.
- Segment 14, Claremont Ave from Ashby Ave to South City Limit (0.57 miles) – Heavy Rehabilitation* of the street pavement. The work will provide a 15-year useful life. Construction is expected to be completed by December 2027.
- Segment 15, Claremont Blvd from Belrose Ave to Claremont Ave (0.17 miles) – Light Maintenance* of the street pavement. The work will provide a five to seven-year useful life. Construction is expected to be completed by December 2027.
- Segment 16, Delaware St from 6th St to San Pablo Ave (0.31 miles) – Heavy Maintenance* of the street pavement. The work will provide a seven to 10-year useful life. Construction is expected to be completed by December 2027.
- Segment 17, Derby St from College Ave to Warring St (0.18 miles) – Heavy Rehabilitation* of the street pavement. The work will provide a 15-year useful life. Construction is expected to be completed by December 2027.
- Segment 18, Derby St from Warring St to Belrose Ave (0.23 miles) – Light Maintenance* of the street pavement. The work will provide a five to seven-year useful life. Construction is expected to be completed by December 2027.
- Segment 19, Dwight Way from Milvia St to Shattuck Ave (0.13 miles) – Heavy Maintenance* of the street pavement. The work will provide a 7 to 10-year useful life. Construction is expected to be completed by December 2027.
- Segment 20, Dwight Way from Shattuck Ave to Dana St (0.36 miles) – Light Maintenance* of the street pavement. The work will provide a five to seven-year useful life. Construction is expected to be completed by December 2027.

- Segment 21, Dwight Way from Dana St to Telegraph Ave (0.13 miles) – Heavy Maintenance* of the street pavement. The work will provide a 7 to 10-year useful life. Construction is expected to be completed by December 2027.
- Segment 22, Dwight Way from Telegraph Ave to Piedmont Ave (0.41 miles) – Light Maintenance* of the street pavement. The work will provide a five to seven-year useful life. Construction is expected to be completed by December 2027.
- Segment 23, Forest Ave from College Ave to Claremont Blvd (0.36 miles) – Heavy Rehabilitation* of the street pavement. The work will provide a 15-year useful life. Construction is expected to be completed by December 2027.
- Segment 24, Francisco St from San Pablo Ave to Dead End (0.47 miles) – Reconstruction of the street. The work will provide a 20-year useful life. Construction is expected to be completed by December 2027.
- Segment 25, Grant St from North End to Rose St (0.06 miles) – Heavy Rehabilitation* of the street pavement. The work will provide a 15-year useful life. Construction is expected to be completed by December 2027.
- Segment 26, Grant St from Rose St to Cedar St (0.25 miles) – Heavy Maintenance* of the street pavement. The work will provide a seven to 10-year useful life. Construction is expected to be completed by December 2027.
- Segment 27, Grant St from Cedar St to Lincoln St (0.06 miles) – Light Rehabilitation* of the street pavement. The work will provide a seven to 13-year useful life. Construction is expected to be completed by December 2027.
- Segment 28, Grant St from Lincoln St to Virginia St (0.06 miles) – Heavy Rehabilitation* of the street pavement. The work will provide a 15-year useful life. Construction is expected to be completed by December 2027.
- Segment 29, Grant St from Virginia St to Francisco St (0.06 miles) – Reconstruction of the street. The work will provide a 20-year useful life. Construction is expected to be completed by December 2027.
- Segment 30, Grant St from Francisco St to Ohlone Park (0.10 miles) – Light Maintenance* of the street pavement. The work will provide a five to seven-year useful life. Construction is expected to be completed by December 2027.
- Segment 31, Grant St from Hearst Ave to University Ave (0.11 miles) – Heavy Maintenance* of the street pavement. The work will provide a seven to 10-year useful life. Construction is expected to be completed by December 2027.

- Segment 32, Grant St from University Ave to Addison St (0.06 miles) – Light Maintenance* of the street pavement. The work will provide a five to seven-year useful life. Construction is expected to be completed by December 2027.
- Segment 33, Grant St from Addison St to Allston Way (0.13 miles) – Heavy Rehabilitation* of the street pavement. The work will provide a 15-year useful life. Construction is expected to be completed by December 2027.
- Segment 34, Grant St from Allston Way to Bancroft Way (0.13 miles) – Light Maintenance* of the street pavement. The work will provide a five to seven-year useful life. Construction is expected to be completed by December 2027.
- Segment 35, Grant St from Bancroft Way to Channing Way (0.13 miles) – Heavy Rehabilitation* of the street pavement. The work will provide a 15-year useful life. Construction is expected to be completed by December 2027.
- Segment 36, Grant St from Channing Way to Dwight Way (0.13 miles) – Light Maintenance* of the street pavement. The work will provide a five to seven-year useful life. Construction is expected to be completed by December 2027.
- Segment 37, Hearst Ave from Sacramento St to Martin Luther King Jr Way (0.50 miles) – Heavy Maintenance* of the street pavement. The work will provide a seven to 10-year useful life. Construction is expected to be completed by December 2027.
- Segment 38, Piedmont Ave at End of Bancroft Way (0.14 miles) – Heavy Maintenance* of the street pavement. The work will provide a seven to 10-year useful life. Construction is expected to be completed by December 2027.
- Segment 39, Piedmont Ave from Bancroft Way to Dwight Way (0.26 miles) – Light Maintenance* of the street pavement. The work will provide a five to seven-year useful life. Construction is expected to be completed by December 2027.
- Segment 40, Piedmont Ave from Derby St to Stuart St (0.16 miles) – Heavy Rehabilitation* of the street pavement. The work will provide a 15-year useful life. Construction is expected to be completed by December 2027.
- Segment 41, Piedmont Ave from Stuart St to Ashby Ave (0.15 miles) – Light Rehabilitation* of the street pavement. The work will provide a seven to 13-year useful life. Construction is expected to be completed by December 2027.
- Segment 42, Piedmont Crescent from Dwight Way to Warring St (0.05 miles) – Light Maintenance* of the street pavement. The work will provide a five to seven-year useful life. Construction is expected to be completed by December 2027.

- Segment 43, Virginia St from 2nd St to San Pablo Ave (0.56 miles) – Heavy Rehabilitation* of the street pavement. The work will provide a 15-year useful life. Construction is expected to be completed by December 2027.
- Segment 44, Warring St from Dwight Way to Derby St (0.29 miles) – Light Maintenance* of the street pavement. The work will provide a five to seven-year useful life. Construction is expected to be completed by December 2027.
- Segment 45, Woolsey St from College Ave to Claremont Ave (0.24 miles) – Reconstruction of the street. The work will provide a 20-year useful life. Construction is expected to be completed by December 2027.

*Specific treatment will be determined by assessment, Light Maintenance typical treatment includes, Slurry Seal, or Fog Seal. Heavy Maintenance typical treatment includes Chip Seal, Slurry Seal, Thin Maintenance Overlay, Double Chip Seal then Slurry Seal. Light Rehabilitation typical treatment includes Overlay (2" and under) or Thin Mill and Fill. Heavy Rehabilitation typical treatment includes Overlay (2" and under) or Thin Mill and Fill, Cold-in-Place Recycling, Full depth Reclamation, Pulverize and Resurfacing.

BACKGROUND

On April 28, 2017, the Governor signed the Road Repair and Accountability Act (SB1) to address basic road maintenance, rehabilitation, and critical safety needs on both the state highway and local streets and road system. SB1 provides for the deposit of various funds for the program in the RMRA, which SB1 created in the State Transportation Fund, including the following:

- Revenues attributable to a \$0.12 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill with an inflation adjustment;
- 50% of a \$0.20 per gallon increase in the diesel excise tax, with an inflation adjustment;
- A portion of a new transportation improvement fee imposed under the Vehicle License Fee Law with a varying fee between \$25 and \$175 based on vehicle value and with an inflation adjustment; and
- A new \$100 annual vehicle registration fee applicable only to zero-emission vehicles model year 2020 and later, with an inflation adjustment.

The fuel excise tax increases took effect on November 1, 2017, the transportation improvement fee took effect on January 1, 2018, and the zero-emission vehicle registration fee took effect on July 1, 2020.

Similar to the Highway Users Tax Account (HUTA), the Road Maintenance and Rehabilitation Account (RMRA) is continuously appropriated, and apportioned on a

monthly basis. There is not a set monthly amount, as it is use-based. The first apportionments to the City of Berkeley were received in February 2018.

According to the applicable California Streets and Highways Code, eligible projects “shall be prioritized for expenditure on basic road maintenance and road rehabilitation projects, and on critical safety projects”. There is no use-it-or-lose-it requirement in SB1, so multi-year projects are eligible. Eligible projects include, but are not limited to:

- Road maintenance and rehabilitation
- Safety projects
- Railroad grade separations
- Complete streets components, including active transportation, bike/pedestrian, transit facilities, and stormwater capture projects, in conjunction with an allowable project
- Traffic control devices
- Match for state/federal funds for eligible projects

SB1 requires cities and counties to provide basic project reporting to the CTC annually for projects to be funded through the RMRA. On August 16, 2017, the CTC adopted annual reporting guidelines for this funding. The guidelines require jurisdictions to submit documentation annually to show that RMRA funds were specifically adopted for allowed local streets and roads purposes and requires the submission of a list of projects proposed to be funded with RMRA during the fiscal year. The legislation also requires an annual expenditure report on work completed during the previous fiscal year to be submitted no later than October 31st.

Utilization of the RMRA funding will support the City's Strategic Plan goal of creating a resilient, safe, connected, and prepared city and providing state-of-the-art, well maintained infrastructure, amenities, and facilities.

The designation of the streets listed in this report are driven by State reporting requirements and were adopted by Council as a part of the Five-Year (2024-2028) Paving Plan on November 28, 2023 (Resolution No. 71,120–N.S). Subsequently, street or transportation projects in the City Capital Improvement Plan (CIP) that may be funded by City of Berkeley Measure FF or Alameda County Measure BB funds, are not included.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

RMRA funds will benefit all modes of transportation by improving road surfaces for bicyclists and transit riders as well as for auto riders, which could result in lessening greenhouse gas emissions.

RATIONALE FOR RECOMMENDATION

A project list is required to be adopted by City Council in order for the City to receive

RMRA disbursements from the State Controller's office. Staff proposes use of RMRA funds for maintenance or rehabilitation of local streets as part of the FY 2027 Street Rehabilitation (PWENST2701). It should be noted that the provided project list is a plan; in the end-of-year reporting on actual spending of RMRA funds, the CTC allows for the completion of projects not included in this list as long as they meet RMRA requirements.

ALTERNATIVE ACTIONS CONSIDERED

No reasonable alternative exists as the City's pavement condition is currently in the "at risk" category as defined by the Metropolitan Transportation Commission and is in need of continued maintenance and rehabilitation.

CONTACT PERSON

Terrence Salonga, Supervising Civil Engineer, Public Works (510) 981-6447
Pejman Mehrfar, Manager of Engineering, Public Works (510) 981-6439

Attachments:
1: Resolution

RESOLUTION NO. ##,###-N.S.

RESOLUTION APPROVING PROPOSED PROJECTS ANTICIPATED TO BE PAID FOR BY THE STATE'S ROAD AND MAINTENANCE AND REHABILITATION ACCOUNT (RMRA) FUNDS FOR THE CITY OF BERKELEY FISCAL YEAR 2026-27

WHEREAS, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 (Chapter 5, Statutes of 2017) was passed by the Legislature and signed into law by the Governor in April 2017 to address the significant multi-modal transportation funding shortfalls statewide; and

WHEREAS, SB 1 includes accountability and transparency provisions that will ensure the residents of our City are aware of the projects proposed for funding in our community and which projects have been completed each fiscal year; and

WHEREAS, the City must approve by resolution a list of projects proposed to receive fiscal year funding from the Road Maintenance and Rehabilitation Account (RMRA), created by SB 1, which must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement; and

WHEREAS, the City, will receive an estimated \$3,601,256 in RMRA funding in Fiscal Year 2026-27 from SB 1; and WHEREAS, this is the tenth year in which the City is receiving SB 1 funding and will enable the City to continue essential road maintenance and rehabilitation projects, safety improvements, repairing and replacing aging bridges, and increasing access and mobility options for the traveling public that would not have otherwise been possible without SB 1; and

WHEREAS, the City has undergone a public process to ensure public input into the community's street priorities and the project list; and

WHEREAS, the City used a Pavement Management System to develop the SB 1 project list to ensure revenues are being used on the most high-priority and cost-effective projects that also meet the community's priorities for transportation investment; and

WHEREAS, the funding from SB 1 will be used by the City for basic street maintenance and rehabilitation, critical safety projects on local roadways, and pedestrian safety and transportation projects throughout the City this year and for similar projects into the future; and

WHEREAS, the 2022 California Statewide Local Streets and Roads Needs Assessment found that the City's streets and roads are in the low end of the fair condition category,

and this revenue will help us increase the overall quality of our road system, and improve their bicycle and pedestrian mobility and safety; and

WHEREAS, the SB 1 project list and overall investment in our local streets and roads infrastructure with a focus on basic maintenance and safety, investing in complete streets infrastructure, and using cutting-edge technology, materials and practices, will have significant positive co-benefits statewide; and

WHEREAS, the following list of proposed projects is anticipated to be funded in-part or solely with Fiscal Year 2026-27 Road Maintenance and Rehabilitation Account revenues:

Pavement maintenance or rehabilitation as part of the FY 2027 Street Rehabilitation Project. Selected segments include:

- Segment 1, 6th St from Camelia St to Cedar St (0.25 miles) – Heavy Maintenance of the street pavement. The work will provide a seven to 10-year useful life. Construction is expected to be completed by December 2027.
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NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager is authorized to submit the list of proposed projects to the California Transportation Commission as required by Senate Bill 1, Road Repair and Accountability Act of 2017.