



Office of the City Manager

ACTION CALENDAR

July 7, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Wahid Amiri, Interim Director, Public Works

Subject: Five-Year Street Rehabilitation and Measure FF Plans for Fiscal Years 2027-2031

RECOMMENDATION

Adopt a Resolution adopting the Five-Year Street Rehabilitation Plan for Fiscal Years 2027-2031 and the Measure FF 5-Year CIP Plan for Fiscal Years 2027-2031.

SUMMARY

Public Works is bringing forward an integrated five-year street infrastructure program that aligns the City's ongoing street rehabilitation funding with the voter-approved Measure FF SAFE STREETS investment. Together, these coordinated programs will improve pavement conditions and repair long-deferred streets while creating a significant opportunity to reduce fatal and severe crashes and make Berkeley's transportation network safer and more accessible for people walking, bicycling, rolling, using mobility devices, and other vulnerable road users. Measure FF will allow the City to pair paving work with safety improvements consistent with the adopted Vision Zero, Bicycle, and Pedestrian plans, including traffic calming, improved crossings, accessible curb ramps, bikeway improvements, and other treatments where appropriate.

The Five-Year Street Rehabilitation Plan establishes the City's baseline paving investment, while the Measure FF Five-Year Plan provides additional and complementary funding to accelerate street, sidewalk, pathway, safety, and environmental improvements. The two programs are being coordinated to avoid duplication, advance the City's dig-once approach, and incorporate multimodal safety improvements as streets are repaired. Staff are especially enthusiastic about the opportunity not only to deliver smoother, more durable streets, but also to use these investments to create safer, more comfortable streets for people who are most vulnerable when traveling in Berkeley.

The action before Council adopts two related components of this integrated program:

- (1) the Five-Year Street Rehabilitation Plan for FY 2027-2031, required by the City's Street Rehabilitation and Maintenance Policy; and

- (2) the Measure FF Five-Year CIP Plan for FY 2027-2031, which identifies the first five years of Measure FF investments and establishes the framework for ongoing engagement, oversight, and performance reporting.

The proposed Five-Year Street Rehabilitation Plan includes 353 street sections totaling 55.15 centerline miles at an estimated cost of \$88.6 million. The Measure FF Five-Year CIP Plan adds 54 street sections totaling 9.51 centerline miles, while also funding sidewalk and pedestrian path accessibility improvements, safety projects, and environmental enhancements. Public Works will coordinate these investments through a network-level planning approach that considers pavement condition, equity, utility coordination, dig-once opportunities, Vision Zero priorities, bicycle and pedestrian improvements, ADA/PROWAG accessibility, and stormwater requirements together rather than as separate work programs.

FISCAL IMPACTS OF RECOMMENDATION

The proposed Five-Year CIP project budget for streets, including the Five-Year Street Rehabilitation Plan and Measure FF 5-Year plan, totals over \$139 million. The Five-Year Street Rehabilitation Plan (“Five-Year Paving Plan”) is funded by seven sources: State Senate Bill 1 (SB 1) transportation taxes- Fund 127, Alameda County Transportation Sales Tax Measure BB- Fund 134, County Vehicle Registration Fee Measure F- Fund 133, Zero Waste- Fund 601; Clean Storm- Fund 616; and the City of Berkeley’s General Fund (Capital Improvement Program)- Fund 501. These funding sources and their estimated annual amounts are listed in Table 1A and 1B (see below).

Table 1A: Five-Year Street Rehabilitation Plan Funding Source Allocations by Year

Fund Description	FY 2027	FY 2028	FY 2029
SB 1	\$2,195,303	\$2,195,303	\$2,195,303
Measure BB – Local Streets & Roads	\$2,980,000	\$2,980,000	\$2,980,000
Measure F Vehicle Registration Fee	\$155,000	\$155,000	\$155,000
Capital Improvement (CIP) Fund	\$1,925,000	\$1,925,000	\$1,925,000
CIP Fund / Council Policy on Adequate Street Maintenance	\$8,487,200	\$8,741,816	\$9,004,070
Zero Waste Fund	\$2,000,000	\$2,000,000	\$2,000,000
Clean Storm Fund	\$1,000,000	\$1,000,000	\$1,000,000
TOTAL	\$18,742,503	\$18,997,119	\$19,259,373

**Table 1B: Five-Year Street Rehabilitation Plan Program Funding Source
Allocations by Year (cont'd)**

Fund Description	FY 2030	FY 2031	5-Year Total
SB 1	\$2,195,303	\$2,195,303	\$10,976,515
Measure BB – Local Streets & Roads	\$2,980,000	\$2,980,000	\$14,900,000
Measure F Vehicle Registration Fee	\$155,000	\$155,000	\$775,000
Capital Improvement (CIP) Fund	\$1,925,000	\$1,925,000	\$9,625,000
CIP Fund / Council Policy on Adequate Street Maintenance	\$9,274,193	\$9,552,418	\$45,059,697
Zero Waste Fund	\$2,000,000	\$2,000,000	\$10,000,000
Clean Storm Fund	\$1,000,000	\$1,000,000	\$5,000,000
TOTAL	\$19,529,496	\$19,807,721	\$96,336,212

On July 26, 2022, City Council adopted the policy *Adequate General Fund Contribution for Street Maintenance to Prevent Deterioration of Pavement Condition* (Resolution No. 70,456-N.S.), which committed an additional \$8 million annually in General Funds for paving, adjusted annually for inflation. This source is listed in Table 1A and 1B as “CIP Fund / Council Policy on Adequate Street Maintenance” and accounts for the largest share of the program’s funding.

The Zero Waste Fund contributes \$2 million annually to offset the impact of Zero Waste collection vehicles on the City’s pavement.

The Clean Storm Fund contributes \$1 million annually toward the installation and replacement of cross drains at intersections within the paving project footprint. These are drainage structures that convey surface water across intersections and are installed in conjunction with curb ramp construction. Green infrastructure improvements required under the Municipal Regional Stormwater Permit (MRP) Provision C.3 are addressed through separate projects funded outside of this plan.

Of the \$96.3 million in total program funding, approximately \$91.3 million is available for street rehabilitation (excluding the \$5 million in Clean Storm Fund allocations dedicated to drainage infrastructure). The Five-Year Street Rehabilitation Plan selects approximately \$88.6 million in street rehabilitation projects, maintaining a roughly 3% programmatic reserve against potential construction cost escalation in asphalt materials, which remain subject to price volatility due to current conditions in global oil markets.

Measure FF, or SAFE STREETS, is a special parcel tax generating approximately \$15 million annually for 14 years. This measure provides funding to be allocated as follows:

- 60 percent for streets and sidewalks, of which roughly three quarters (45 percent) is for streets and one quarter (15 percent) is for sidewalks and pedestrian paths until backlog eliminated;
- 30 percent for safety improvements; and,
- 10 percent for environmental enhancements, required fees to the County, and any permitted uses as specified in BMC Chapter 7.11.

Table 1C: Five-Year FF Program Project Funding Allocations by Year

Project type	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Streets & sidewalks	\$15,669,266	\$ 8,808,515	\$10,513,835	\$8,816,579	\$11,517,933
Safety improvements	\$8,870,000	\$ 8,172,000	\$5,325,000	\$4,275,000	\$1,450,000
Environmental Enhancements	\$1,150,000	\$ 2,650,000	\$1,100,000	\$1,750,000	\$2,214,688
TOTAL	\$25,689,266	\$19,630,515	\$16,938,835	\$14,841,579	\$15,182,621

The Measure FF 5-year plan and the Five-Year Street Rehabilitation Plan in their entirety are part of the proposed Five-Year Capital Improvement Program. The Five-Year Street Rehabilitation Plan and the Measure FF 5-year plan are independent but complementary programs. Public Works used a coordinated planning approach so that baseline paving funds, Measure FF funds, utility coordination, Vision Zero priorities, bicycle and pedestrian improvements, equity considerations, and stormwater requirements were evaluated together across the City’s entire street network. This network-level planning approach is a dynamic, iterative process. Staff regularly evaluate the Five-Year Street Rehabilitation Plan and the Measure FF 5-year plan to reflect new information, risks, or priorities not identified at the time of adoption. Staff present updates to Council as part of its biennial budget process.

CURRENT SITUATION AND ITS EFFECTS

The City Council adopted a Street Rehabilitation and Maintenance Policy (Street Maintenance Policy), Resolution No. 70,204-N.S., on January 25, 2022. The policy requires a Five-Year Street Rehabilitation Plan be adopted by Council biennially in line with the City’s budgeting process, and that it do so after staff presents it to the Transportation and Infrastructure Commission (TIC).

Upon City Council approval of these plans, Public Works will be on track to design, bid, and award the construction contract to begin paving FY 2027 streets in the summer of 2027, well ahead of less favorable weather conditions. Approval of the proposed Five-Year Street Rehabilitation Plan also ensures proper coordination with utilities and related projects and delivers on the commitment to longer planning horizons in the Street Maintenance Policy and Vision 2050 Framework. If future changes are needed in the

adopted Five-Year Street Rehabilitation Plan, those changes would be made in September – December 2027 as staff develop the next five-year plan.

Status of the FY 2024-2028 Five-Year Street Rehabilitation Plan

Council adopted the Five-Year Street Rehabilitation Plan for FY 2024-2028 on November 28, 2023. Table 2 (following page) shows the centerline miles paved by fiscal year.

Table 2: Centerline Miles Paved

Fiscal Year	Centerline Miles Paved
FY 2019 (includes FY 2018)	5.3 (avg 2.7 annually)
FY 2020	2.6
FY 2021	1.9
FY 2022	2.6
FY 2023	7.0
FY 2024	10.7
FY 2025	8.4
FY 2026 (projected)	10.3

Public Works paved approximately 29.4 centerline miles during FY 2024 through FY 2026, a substantial increase over the historical average of approximately 2 to 3 miles per year. This acceleration was made possible by the commitment of additional General Fund resources in 2022.

Several streets from the FY 2024-2028 plan have been deferred due to coordination with planned capital projects, including Claremont Avenue (Claremont Complete Streets), Oxford Street (Oxford for All), and Telegraph Avenue (CAR FREE Telegraph referral). as noted below in the Transportation and Infrastructure Commission Recommendation section, the Commission voted to recommend the Five-Year Street Rehabilitation Plan with the addition of Measure FF-funded safety improvements on Claremont, Oxford and Telegraph. Staff response to the Commission is included in the Commission Recommendation section. In addition, some street segments designated for reconstruction from the prior Five-Year Street Rehabilitation Plan were deferred to manage the City's annual green infrastructure obligations under MRP Provision C.3, as described in the Stormwater section below.

These corridors are not being removed. They are being sequenced through separate corridor-level capital projects because repaving them before the scope, geometry, utility conflicts, and complete-streets design are resolved could either waste public funds or lock in an unsafe/obsolete configuration for another pavement cycle. Staff will return these corridors to the paving program once the corridor scope, funding, and construction timing are sufficiently defined to support dig-once delivery.

Developing the Proposed Five-Year Street Rehabilitation Plan and Measure FF 5-Year CIP Plan for FY 2027-2031

The Five-Year Street Rehabilitation Plan's street selection is built on the Weighted Effectiveness Ratio (WER), a cost-effectiveness metric generated by the pavement management software StreetSaver. WER ranks every street section and treatment option by the amount of pavement life gained per dollar spent. The core strategy is "critical point management" delivering the right treatment at the right time. Pavement treatments fall into distinct tiers based on a street's condition; missing the window to treat a street before it drops into a lower tier results in a non-linear, often exponential, increase in repair costs. WER targets streets approaching the bottom of each tier, intervening before they cross into the next, more expensive treatment category. This approach directs limited funding towards the treatments that produce the greatest network-wide improvement per dollar. Streets that have already deteriorated to the point where full reconstruction is the only option rank lower under WER because they are substantially more expensive to repair for the same gain in pavement life. The distinction between WER-driven selection and the Measure FF program's approach is discussed later in this section.

For the Five-Year Street Rehabilitation Plan staff began with the last two years of the existing FY 2024-2028 plan (FY 2027 and FY 2028). The City inspects its street network on a biennial cycle, assigning a PCI score to each street section based on observed surface distresses. These condition scores feed directly into StreetSaver, which calculates a WER for every section. Staff used the WER results to validate the street selections carried forward from the prior plan and identify additional streets for the remaining plan years, then applied the priorities in the adopted Street Maintenance Policy, including Equity Zone, bikeway network coverage, bus routes, and contiguity, and further adjusted the street selection to coordinate with known utility work (e.g., East Bay Municipal Utility District (EBMUD), Pacific Gas & Electric (PG&E), and other capital improvement projects, and to stay within the annual MRP C.3 reconstruct constraint described below. The proposed plan includes 353 street sections totaling 55.15 centerline miles at an estimated cost of \$88.6 million over five years.

Table 3: Proposed Plan Summary by Fiscal Year

Fiscal Year	Sections	Centerline Miles	Estimated Cost
FY 2027	60	9.97	\$17,360,697
FY 2028	67	9.84	\$17,051,650
FY 2029	63	8.28	\$17,870,774
FY 2030	66	11.33	\$17,957,460
FY 2031	97	15.72	\$18,380,381
Total	353	55.15	\$88,620,962

Fiscal year 2027 is the first year staff will scope, plan, and deliver projects under Measure FF¹. In alignment with measure language and to reflect public input for the projects and priorities funded by this measure, staff reviewed community requests and related City Council adopted plans². This approach benefited from community member input and the robust public engagement process reflected in plans adopted by the City Council. By utilizing these existing resources, staff accelerated Measure FF program development to align with the development of the citywide CIP by efficiently identifying and prioritizing projects for implementation in its first five years. Moving forward, in accordance with the measure language, future Measure FF program work will include at least three workshops every three years, beginning in 2027. These planned workshops, in addition to regular TIC meetings, will provide community members additional opportunities to share their input and insights for projects and priorities funded by Measure FF (BMC 7.11.050 (A)).

The Five-Year Street Rehabilitation Plan and Measure FF use different but complementary approaches to select streets. As stated, the Five-Year Street Rehabilitation Plan uses StreetSaver's WER. This approach maximizes the pavement life gained per dollar invested and prioritizes streets at the optimal point in their deterioration curve, typically streets in fair condition where a timely treatment can prevent more costly rehabilitation later.

The Measure FF program takes a different approach, consistent with the Measure's stated intent to "allow long-deferred repairs to be made so that the overall condition of the roads and sidewalks will be made acceptable and safe within 14 years" (BMC Section 7.11, Section 2(G)), with the goal of raising the citywide PCI to 70 "ideally with no streets having a PCI below 50" (BMC Section 7.11.010(K)(1)). Measure FF prioritizes streets with a PCI below 50, which represents the long-deferred segments that most directly affect

¹ In FY25-26, Public Works staff used Measure FF funds to implement Daylighting, a 2023 California law prohibiting parking within the 20 feet of curb space approaching an intersection.

² Any project funded by proceeds of the tax which includes safety improvements must be consistent with one or more of the following plans and policies: Vision Zero Action Plan; Pedestrian Plan; Berkeley Bicycle Plan; Complete Streets Policy; Safe Routes to Schools Safety Assessment and/or Improvement Plan (BMC 7.11.60)

community members’ daily quality of life. These are streets that a pure cost-effectiveness algorithm would deprioritize because the cost per unit of pavement life gained is higher on severely deteriorated pavement. These are also the streets where community members experience the most immediate impacts: poor ride quality, bicycle and vehicle damage, accessibility barriers, and safety hazards. Additionally, by providing stable funding for Vision Zero implementation, traffic calming, safer crossings, bikeway improvements, and safety treatments incorporated into paving projects, the Measure FF program is expected to accelerate implementation of adopted safety plans and contribute to reducing fatal and severe crashes, particularly for people walking, bicycling, rolling, and using mobility devices. Progress will be evaluated through annual reporting on completed projects, collision trends, fatalities, and severe injuries.

The complementary Measure FF 5-Year CIP Plan includes 54 street sections totaling over 9 centerline miles at an estimated cost of \$42.1 million over five years.

Table 4: Proposed FF Plan Summary by Fiscal Year

Fiscal Year	Sections	Centerline Miles	Estimated Cost
FY 2027	20	3.80	\$13,198,842
FY 2028	6	1.05	\$6,822,998
FY 2029	11	1.42	\$7,805,256
FY 2030	9	1.19	\$5,524,906
FY 2031	8	2.05	\$8,767,933
Total	54	9.51	\$42,119,935

The FF plan’s sidewalk projects include remediation of non-compliant ADA conditions in the public right of way alongside Measure FF-funded street rehabilitation projects. This approach follows measure language that “any project funded by the proceeds of the tax which includes street repair, repaving, and/or reconstruction shall implement safety improvements concurrently, unless the City Council adopts a written finding based on substantial evidence that there are no improvements which would materially increase safety and are consistent with an adopted City plan or policy.” (BMC Section 7.11.060(B)). For the full list of Measure FF projects, including sidewalk projects, refer to Attachment 2.

Staff reviewed adopted plans and updates, community requests, and Council referrals to identify safety improvement projects corresponding to Measure FF street rehabilitation projects and standalone safety projects to be delivered in FY27-31. We expect these safety improvements to reduce harm and enhance joy for people traversing the city. These projects include:

- 4 safety projects expected to result in constructed improvements related to proposed street rehabilitation projects (e.g. Cedar Street median crossing to support Grant Street Bike Boulevard crossing). *Note: These identified projects do*

not reflect all accessibility and safety improvements considered or to be implemented in areas related to proposed street rehabilitation projects

- 14 site-specific projects, ten of which are expected to result in constructed improvements (e.g. Cedar Street Pedestrian Safety Crossing Improvement, Claremont Eton rectangular rapid flashing beacon)
- Stable funding for high demand/high visibility programs that historically have been implemented using single or limited term sources (e.g. Vision Zero Quick Build Program and Implementation, Citywide Traffic Calming Program). The intent of these allocations is to allow for rapid response to incidents on high injury streets and implementation of pedestrian and bicycle safety improvements alongside routine paving treatments.

For the full list of Measure FF projects, including safety projects, refer to Attachment 2. *Note: Examples of project types listed are not mutually exclusive and may be referenced more than once (e.g., Vision Zero Quick Build Program is a citywide program that has historically been implemented using single or limited term sources).*

Dig Once and Stormwater Management

These plans incorporate several features that advance the City's efforts in our Dig Once approach, stormwater management, and long-term planning.

Dig Once. The Street Maintenance Policy requires a "dig once" approach to street rehabilitation, coordinating paving with sewer, water, electrical, telecom, and undergrounding work to minimize repeated disturbance of the street surface. The proposed Five-Year Street Rehabilitation Plan and proposed Measure FF Five-Year CIP Plan coordinate with external utilities (e.g. East Bay MUD and PG&E) the City's own non-paving related capital improvement programs and with other agencies whose projects affect City streets, such as the Alameda County Transportation Commission (ACTC) and Alameda County Flood Control & Water Conservation District. Streets with active or near-term utility or capital project conflicts are scheduled to follow project completion. Later-year assignments carry more uncertainty, as firm capital project schedules typically extend only two to three years into the future.

Clean Storm Fund. As described under Fiscal Impacts, the Clean Storm Fund contributes \$1 million annually toward cross drains at intersections, installed in conjunction with curb ramp construction.

Municipal Regional Stormwater Permit Provision C.3. Pavement reconstruction projects can trigger green infrastructure requirements under the Municipal Regional Stormwater Permit (MRP), Provision C.3. To keep the City's green infrastructure obligations sustainable within available physical space and budget, staff have limited the proposed reconstruction areas to approximately 24,200 square yards over the five year street rehabilitation plan period. The plan identifies street sections proposed for reconstruction that trigger MRP requirements in the MRP REQ column. Green infrastructure projects

required under C.3 will be addressed through separate projects funded outside of this plan. One such funding source is Measure FF. Per the measure language, Measure FF allocates 10 percent of the tax proceeds to environmental enhancements, including green infrastructure projects. For the full list of Measure FF projects, including environmental enhancement projects, refer to Attachment 2.

The Proposed Five-Year Street Rehabilitation and Measure FF 5-Year CIP plan's Compliance with the Street Maintenance Policy

Maps of the street rehabilitation plans are included as Exhibit B, showing each street segment color-coded by proposed fiscal year, with Council district boundaries and Equity Zone boundaries.

Table 5: FY 2027-2031 Five-Year Street Rehabilitation Plan Totals by Policy Category

Category	Mileage	Estimated Cost	% of Plan Cost	% of Plan Mileage
Arterials	5.87	\$13,404,978	15%	11%
Collectors	8.93	\$15,313,159	17%	16%
Residentials	40.35	\$59,902,827	68%	73%
Bikeways*	24.00	\$45,081,067	51%	44%
Bus Routes	13.04	\$26,595,767	30%	24%
High-Injury Streets	12.52	\$23,376,183	26%	23%
Equity Zone	11.79	\$28,762,650	32%	21%

*Bikeways include streets with existing and proposed bicycle facilities per the 2026 Bicycle Plan.

Note: Categories are not mutually exclusive. A street segment may be counted under multiple categories (e.g., an arterial that is also a bus route in the Equity Zone).

The Five-Year Street Rehabilitation Plan prioritizes funding consistent with the Policy's goals. Arterials and collectors are prioritized consistent with the Policy's emphasis on maintaining the primary transportation network. The plan treats 11.79 miles of streets in the Equity Zone, accounting for 21% of the plan's mileage and consistent with the Policy's direction to prioritize Equity Zone streets. The plan also includes 12.52 miles of streets on the City's High-Injury Network (2020), representing 23% of the plan's mileage.

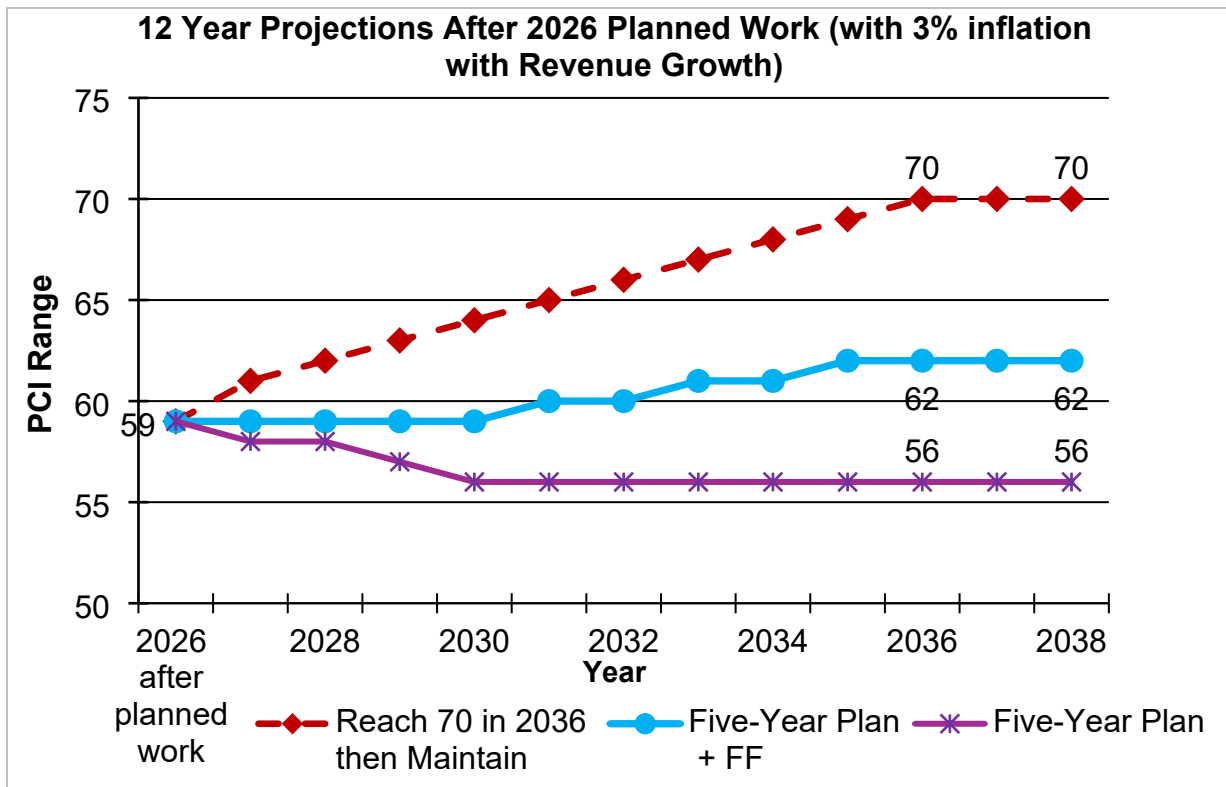
For streets selected in the Five-Year Street Rehabilitation Plan, the Engineering and Transportation Divisions coordinate to incorporate transportation and safety improvements recommended in the City's adopted Vision Zero Action Plan, Pedestrian Plan, and Bicycle Plan. Some improvements, such as striping modifications, signage, quick-build safety elements, and traffic calming measures are incorporated directly into the annual paving project. Recent examples of this coordination include a traffic diverter

at Virginia Street and Acton Street, constructed as part of the FY 2025 paving project, and traffic circles and speed cushions along Addison Street between 6th Street and San Pablo Avenue and quick-build median refuges at Martin Luther King Jr. Way and Virginia Street, both planned for implementation as part of the FY 2026 paving project. Measure FF funds allocated to the Citywide Traffic Calming and Vision Zero Implementation programs are anticipated to increase the number of safety improvements implemented within the scope of these annual paving projects. When improvements require a more robust planning and design effort, they are programmed as independent capital projects.

PCI Projections

The City modeled 12-year PCI projections under multiple funding scenarios, shown in Figure 1. The current citywide PCI is 57 as of the most recent condition assessment (2025). After completion of the FY 2026 paving project, the projected citywide PCI is 59.

Figure 1: 12-Year PCI Projections After FY 2026 Planned Work



Under the Five-Year Street Rehabilitation Plan baseline scenario (Figure 1, purple line), which reflects only the funding in the proposed Five-Year Street Rehabilitation Plan at an average of approximately \$20.3 million per year³, the citywide PCI is projected to decline

³ Annual funding figures are 12-year averages that account for projected revenue growth over the planning period, not flat annual amounts

modestly, from 59 to approximately 56 by 2038, as construction cost escalation outpaces growth in existing revenue. Under a combined scenario that adds Measure FF funding (Figure 1, blue line), total average investment increases to approximately \$29.6 million per year³, and the citywide PCI is projected to improve to approximately 62 by 2038. Measure FF accounts for the difference between these trajectories and materially improves the City's pavement condition over the planning period.

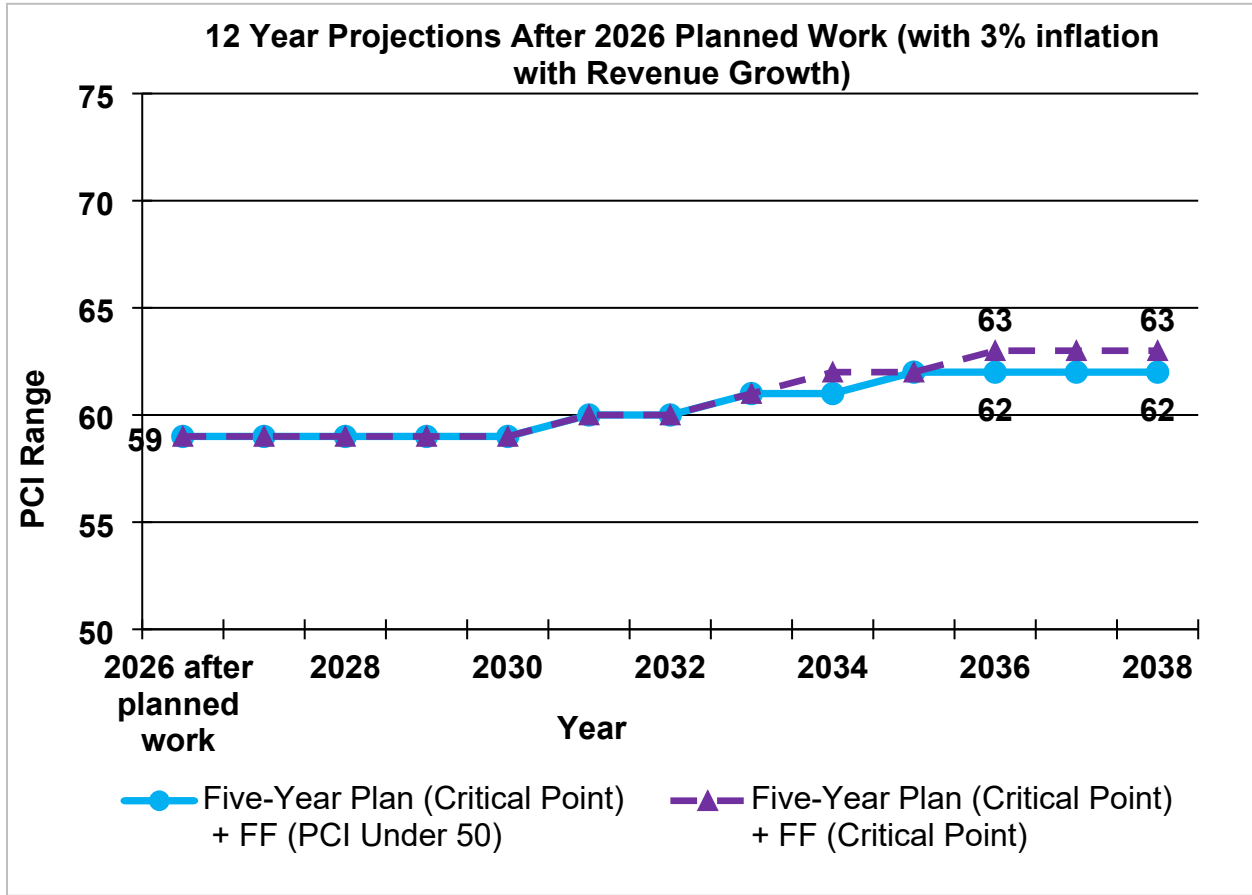
Neither scenario reaches a PCI of 70 within the 12-year projection period⁴. The City also modeled a third scenario to estimate the level of investment that would be needed to reach a PCI of 70 by 2036 and maintain a PCI of 70 through 2038 (Figure 1, red line). This scenario requires an estimated \$37.6 million per year³, approximately \$8 million per year more than the Five-Year Street Rehabilitation Plan and Measure FF currently provide, underscoring that inflation and construction cost escalation remain significant risks, and additional funding or scope adjustments may be necessary if costs continue to outpace revenue growth.

The projections account for both rising construction costs and growth in the City's funding sources. Construction costs are escalated at three percent per year, reflecting recent price trends in asphalt and related paving materials. Funding is escalated consistent with the terms of the applicable Council fiscal policy (Resolution No. 70,456-N.S.) and the Measure FF ordinance, each of which provides for annual increases based on the greater of the cost of living in the San Francisco Bay Area or per capita personal income growth in the state. The net effect is a modest real increase in construction costs relative to available funding over the projection period.

Figure 2 (next page) compares 12-year PCI projections of two approaches for selecting streets to pave with Measure FF funds. The "Critical Point" scenario (Figure 2, purple line) selects Measure FF streets using the same WER-driven methodology as the Five-Year Plan. The "PCI Under 50" scenario (Figure 2, blue line) selects Measure FF streets by targeting streets with a PCI below 50, consistent with the measure's goals of addressing long-deferred repairs. The difference in citywide PCI outcome is approximately one point: 63 under the WER-driven approach versus 62 under the under-50 approach by 2038.

⁴ One goal of the Measure FF parcel tax is to raise the City PCI to or above 70, ideally with no streets having a PCI below 50 by December 31, 2036 (BMC 7.11.010. (K))

Figure 2: Comparing Two Approaches for Street Selection with FF Funds



This analysis demonstrates that the citywide PCI outcome is not materially different between the two selection methods. Using the complementary Measure FF funds to target long-deferred streets comes at a modest cost to the aggregate PCI trajectory while directly addressing the condition of streets that have been overlooked for decades. This result is likely driven by a combination of network size, the magnitude of available funding, and the existing distribution of pavement conditions within the network. The two-pronged approach, using WER for the Five-Year Plan and focusing Measure FF on long-deferred streets, honors the intent of the measure, delivers visible improvements to the communities most affected by poor pavement conditions, and still achieves meaningful citywide PCI improvement.

Transportation and Infrastructure Commission Recommendation

The Transportation and Infrastructure Commission reviewed the proposed FY 2027-2031 Five-Year Street Rehabilitation plan and maps identifying Measure FF street rehabilitation projects at its May 21, 2026, meeting and took the following action:

It was moved/seconded (Zaro/Fike) to recommend the Five-Year Street Maintenance and Rehabilitation Plan for Fiscal Years 2027-2031 with amendments that integrate Measure FF and paving dollars and include Claremont Avenue, Oxford Street, and northern Telegraph Avenue for paving and multimodal safety improvements.

Vote:

Ayes: Budimir, Fike, Hothi, Gattu, Leung, Lutzker, Zaro;

Noes: None;

Abstain: None;

Absent: Walton;

Excused: Scheider.

Motion passed: 7-0-0-1-1

Staff's response to the TIC's recommendation is as follows:

Regarding Measure FF integration: the Measure FF program was developed on a separate but complementary track, as described in this report. The Five-Year Street Rehabilitation Plan and Measure FF 5-Year CIP Plan will be coordinated to maximize the combined investment and avoid duplication.

Regarding Claremont Avenue: this corridor was scheduled for paving in FY 2027 under the prior Five-Year Street Rehabilitation Plan and is identified as a high-injury street in the Vision Zero Action Plan. A fatal collision on the corridor in 2025 prompted the City to implement interim safety measures through a quick-build project while long-term plans are developed. Separately, the Alameda County Flood Control & Water Conservation District's Line A-1 bypass project, projected to begin by the end of 2026, will trench the Claremont roadway to install approximately 3,700 linear feet of 60-inch reinforced concrete pipe between Tanglewood Road and Mystic Street, with completion estimated in 2031. Paving ahead of that work would violate the City's dig-once practice. Claremont paving will be programmed in the Five-Year Street Rehabilitation Plan once the Complete Streets corridor study and flood control work are completed.

Regarding Oxford Street: this corridor is on the City's High-Injury Network and is identified in the 2026 Bicycle Plans as a candidate for a Class IV cycle track. On June 3, 2025, Council approved the Oxford for All referral (Tregub/Lunaparra) at \$400,000 for quick-build Class IV bike facilities and pedestrian safety improvements on Oxford/Fulton between Bancroft Way and Hearst Avenue. On December 2, 2025, Council approved an amended referral (Tregub) at \$2.5 million for full design, engineering, and construction. The corridor was in the FY 2024-2028 plan for FY 2028 and has been deferred from the FY 2027-2031 plan pending the capital project to avoid dig-once conflicts as the project scope develops. Staff recommend deferring Oxford Street from the Five-Year Street Rehabilitation Plan pending further development of the Oxford for All project scope. Staff

will evaluate the corridor for inclusion in the paving program as the project's scope, funding, and timeline are determined.

Regarding Telegraph Avenue (Bancroft Way to Dwight Way): this segment has been the subject of pedestrianization proposals for years. On February 22, 2022, Council adopted Resolution No. 70,241-N.S. approving the Southside Complete Streets Project conceptual designs. As part of that action, Council also adopted a supplemental referral (Robinson) directing the City Manager to explore limits on private automobiles on Telegraph Avenue between Bancroft Way and Dwight Way. Telegraph was removed from the Southside Complete Streets Project scope so as to not preclude that direction. On January 27, 2026, Council approved a \$1.325 million budget referral (Lunaparra) for CAR FREE Telegraph, seeking LRDP and Measure FF funds for feasibility, CEQA/NEPA, public outreach, and conceptual design, with construction estimated at \$12 to \$17 million in later phases. Staff recommend deferring Telegraph Avenue from the Five-Year Street Rehabilitation Plan pending resolution of the corridor's future configuration.

Performance Measures and New Technologies

The Street Maintenance Policy requires the use of performance measures. Public Works tracks measures on pavement condition, mileage treated by functional class and policy category, treatment type distribution, and other metrics.

Measure FF requires staff to prepare and submit to City Council and SAFE STREETS Citizen Oversight Committee (SSCOC) an annual report of the following performance metrics:

- Streets paved, cost per mile, changes to the citywide average PCI, the PCI of all streets, and a schedule that estimates which streets will be paved in the next 5 years; and
- Progress on sidewalks and pedestrian paths; and
- Safety projects implemented, and fatal and severe injuries over time; and
- Progress on green infrastructure, tree planting, climate resiliency measures, and changes in trip modality; and
- Awarded and in-progress grants

The SSCOC will also prepare an annual independent report of Measure FF progress and performance. The SSCOC's first annual report is anticipated in fall 2026.

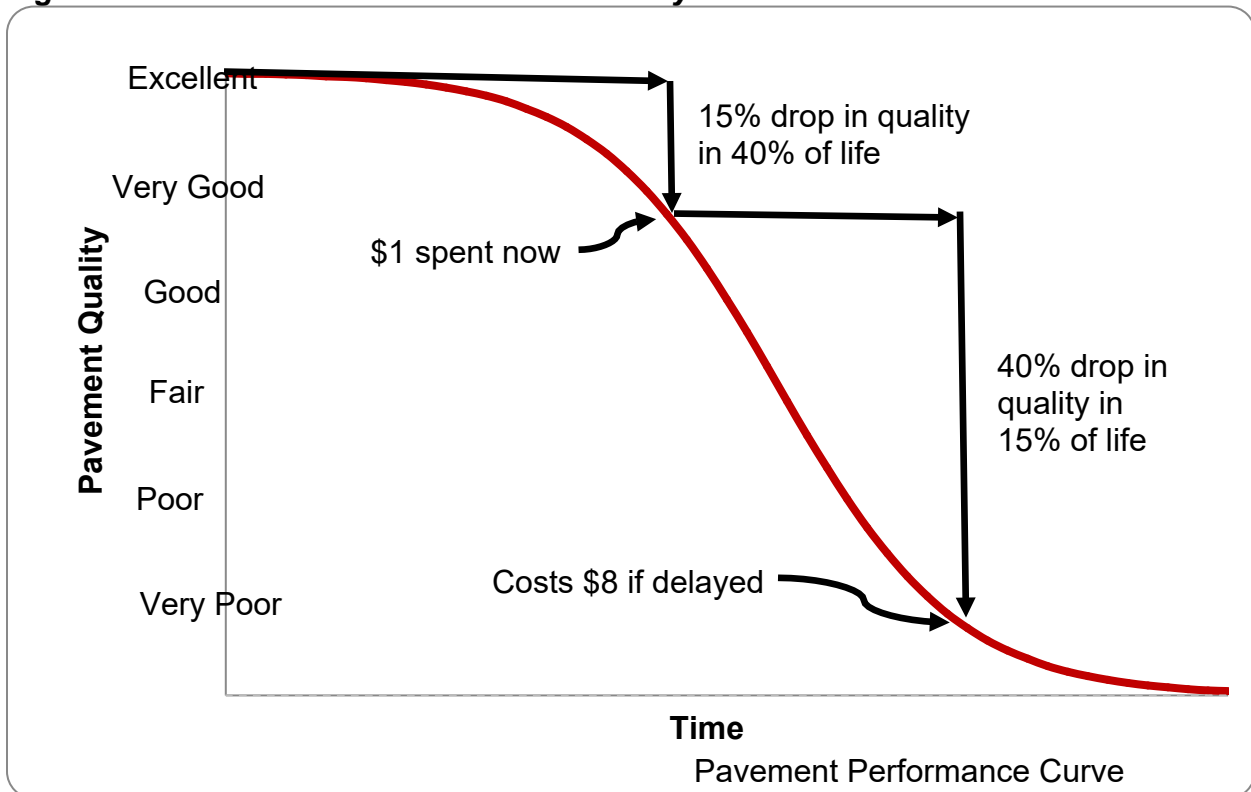
The Street Maintenance Policy also encourages evaluation of new technologies that may offer greater durability, lower cost, or environmental benefits. Since the last Five-Year Street Rehabilitation Plan, Public Works has deployed two new treatment methods on appropriate candidate streets. Rubberized cape seal combines a rubberized emulsion membrane with a slurry seal or micro-surfacing wearing course, extending pavement life on streets in fair condition at a lower cost per square yard than traditional mill-and-overlay. Staff have also deployed fiberglass-reinforced paving mat interlayers (GlasPave 50, Tensar) on select overlay sections, including Derby Street between College Avenue and

Sacramento Street as part of the FY 2024 paving project. These interlayers are installed between the leveling and surface courses to delay reflective cracking and limit moisture infiltration into the pavement structure, with the goal of extending overlay service life. Performance of the GlasPave interlayer will be monitored over the coming years. Staff continue to evaluate preservation and rehabilitation treatments that maximize the return on the City’s paving investment.

BACKGROUND

The City maintains 213 centerline miles of streets with a total replacement value in excess of \$1.2 billion. The citywide Pavement Condition Index (PCI) is 57, placing the network in the 'at risk' category. The City's 2024 Pavement Management Program Update projected a deferred maintenance backlog of over \$330 million as of 2025, growing to over \$406 million by 2029. As shown in Figure 3, the cost of treating a street increases significantly as its condition declines, making timely investment essential to avoiding far higher costs in the future.

Figure 3: Pavement Deterioration and Life Cycle Costs



More information on the condition of Berkeley’s streets can be found in the City Auditor’s November 19, 2020, report, *Rocky Road: Berkeley Streets at Risk and Significantly Underfunded*, and in the City’s 2024 *Pavement Management Program Update* (PTAP25).

The Street Maintenance Policy and Vision 2050 Framework both encourage integrated planning. Public Works continues to incorporate features such as ADA-compliant curb ramps, high-visibility crosswalks, speed tables and cushions and, improvements recommended by the City's adopted Pedestrian and Bicycle Plans. After Council adoption of this proposed Five-Year Street Rehabilitation Plan, the Engineering and Transportation Divisions will coordinate to identify specific transportation improvements from Council's adopted plans that could be incorporated into the approved street repair projects.

In response to not only the deferred street maintenance backlog but also the estimated backlog of sidewalk repairs and delayed implementation of the Vision Zero Action Plan, community members voted to establish a Sustainable and Accountable Funding for Equitable Street Transformation, Revitalization, Enhancements, and Essential Traffic Safety (SAFE STREETS) Tax. SAFE STREETS also known as Measure FF, establishes funding for streets and sidewalks, safety improvements, and environmental enhancements. The intent of this measure is to augment current city funding for paving and sidewalk repair for a temporary period and allow long-deferred repairs to be made so that the overall condition of the roads and sidewalks will be made acceptable and safe within 14 years, and maintenance costs will be reduced (BMC 7.11This will accelerate delivering safety improvements in adopted safety plans and contribute to reducing fatal and severe crashes, particularly for people walking, bicycling, rolling, and using mobility devices.

Adoption of a Five-Year Street Rehabilitation Paving and Measure FF Five-Year CIP plans advances the City's Strategic Plan Priority goals to provide well-maintained infrastructure, amenities, and facilities and to create a resilient, safe, connected, and prepared city.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

Streets in good condition provide a smoother, safer surface for people who bike, walk, or use public transit, promoting non-automobile trips and reducing greenhouse gas emissions consistent with the City's Climate Action Plan and Climate Emergency Declaration. The Measure FF parcel tax provides funding to accelerate Vision Zero Action, Pedestrian, and Bicycle Plan implementation. These safety improvements are anticipated to increase pedestrian and bicyclist confidence and further spur changes in travel modality away from single-occupancy vehicles. Measure FF also provides funds for environmental enhancements, that are anticipated to increase green infrastructure to reduce flooding incidents, improve water quality, and recharge groundwater. The majority of pavement material removed from streets is returned to the material supplier for processing and recycling as aggregate base or pavement aggregate.

RATIONALE FOR RECOMMENDATION

The proposed action advances one coordinated Public Works street infrastructure program for FY 2027-2031. Adoption allows Public Works to maintain the City's accelerated paving delivery schedule, begin the first five years of Measure FF

implementation, coordinate street rehabilitation with sidewalks, ADA/PROWAG accessibility, safety, stormwater, and utility work, and provide Council, SSCOC, and the public with a transparent framework for annual reporting and future refinement. The Five-Year Street Rehabilitation Plan is complemented by the Measure FF program, which will supplement baseline investments with additional dedicated funding. Together, the baseline paving program and Measure FF are projected to improve the citywide PCI from 59 to approximately 62 by 2038. While the combined investment does not reach a PCI of 70 within the 12-year projection period, Measure FF materially improves the City's pavement trajectory, and staff will continue to evaluate additional funding sources and scope adjustments to close the remaining gap.

Measure FF's dedicated investments in sidewalks and pathways, safety improvements, and environmental enhancements will deliver meaningful community benefits both alongside street rehabilitation projects and through stand-alone projects. Staff are especially enthusiastic about using these resources not only to reduce long-standing maintenance backlogs, but also to accelerate improvements that make it safer and easier for people to walk, bicycle, roll, and use mobility devices. By advancing adopted Vision Zero, Pedestrian, and Bicycle Plan priorities -- particularly where people face the greatest risk -- these investments will help reduce fatal and severe crashes, improve accessibility, and create safer, more comfortable streets while supporting the City's environmental and stormwater objectives.

ALTERNATIVE ACTIONS CONSIDERED

No alternative actions were considered. The Street Maintenance Policy requires Council to update the Five-Year Plan biennially and Measure FF is required to estimate the streets to be paved in a five-year period (BMC 7.11.050 (B)). If these plans are not approved, Public Works will have no streets to design for summer 2027 and no paving will occur. If only a portion of the years are approved, that will conflict with the Policy and Vision 2050 Framework, which both encourage longer-term planning horizons.

CONTACT PERSON

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Terrence Salonga, Supervising Civil Engineer, 510-981-6447
Manoj Madhavan, Principal Program Manager, 510-542-6153

Attachments:

1: Resolution

Exhibit A: Proposed Five-Year Street Rehabilitation and Measure FF Plans for
FY 2027 to FY 2031

Exhibit B: Proposed Five-Year Street Rehabilitation and Measure FF Plans Maps

2: Proposed Measure FF Five-Year Plan project list for FY 2027 to FY 2031

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

ADOPTION OF THE FIVE-YEAR STREET REHABILITATION AND MEASURE FF
PLANS FOR FISCAL YEARS 2027 TO 2031

WHEREAS, the Street Rehabilitation and Maintenance Policy, Resolution No. 70,204-N.S., approved on January 25, 2022, requires a Five-Year Street Rehabilitation Plan for the entire City to be adopted by the City Council on a biennial basis, in line with the City's budgeting process; and

WHEREAS, Measure FF, the Sidewalk and Street Repairs Parcel Tax, approved by Berkeley voters in November 2024, established the SAFE STREETS Citizen Oversight Committee to review expenditures and progress reports from the City Manager and City Auditor to ensure compliance with the intent of Measure FF, evaluating the impacts and outcomes of tax expenditures on stated goals and prepare public reports on the Committee's findings; and,

WHEREAS, the previously adopted Five-Year Street Rehabilitation Plan covered Fiscal Years 2024 through 2028 and was adopted by City Council on November 28, 2023; and

WHEREAS, per Resolution No. 70,2040-N.S, the Five-Year Street Rehabilitation Plan is required to be reviewed and updated by the City Council, with advice from the Transportation and Infrastructure Commission; and

WHEREAS, the Transportation and Infrastructure Commission reviewed the proposed Five-Year Street Rehabilitation and Measure FF plans for FY 2027-2031 at its May 21, 2026, meeting and recommended approval of the plans with amendments; and

WHEREAS, the SAFE STREETS Citizen Oversight Committee reviewed the Measure FF plans and proposed Five-Year Street Rehabilitation Plan for FY 2027-2031 at its meeting on June 10, 2026; and

WHEREAS, Public Works may reorder the timing of approved pavement segments for operational reasons, including utility coordination, weather, or construction sequencing; and

WHEREAS, Public Works recommends City Council adopt the Five-Year Street Rehabilitation and Measure FF Plans for FY 2027 to FY 2031.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the Five-Year Street Rehabilitation and Measure FF plans for FY 2027 to FY 2031, attached here as Exhibit A with full maps of the plans as Exhibit B, are hereby adopted.

Exhibits

A: Proposed Five-Year Street Rehabilitation and Measure FF Plans for FY 2027 to FY 2031

B: Proposed Five-Year Street Rehabilitation and Measure FF Plans Maps

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2027

60 Sections | \$17,360,697 | 9.97 miles

Street Name	From	To	PCI	Mile age	Treat ment	Estimated Cost
10TH ST	HARRISON ST	CAMELIA ST	81	0.24	Light Mtce	\$40,640
10TH ST	NORTH CITY LIMIT	HARRISON ST	87	0.09	Light Mtce	\$14,400
8TH ST	CAMELIA ST	PAGE ST	32	0.08	Heavy Rehab	\$272,049
8TH ST	GILMAN ST	CAMELIA ST	28	0.12	Heavy Rehab	\$397,500
8TH ST	JONES ST	VIRGINIA ST	18	0.21	Recons truct	\$1,132,628
8TH ST	PAGE ST	JONES ST	13	0.09	Recons truct	\$475,608
8TH ST	VIRGINIA ST	UNIVERSITY AVE	17	0.31	Recons truct	\$1,729,000
ACTON ST	CEDAR ST	UNIVERSITY AVE	34	0.43	Heavy Rehab	\$1,437,360
AMADOR AVE	SUTTER ST	SHATTUCK AVE	50	0.17	Heavy Rehab	\$520,089
BATAAN AVE	7TH ST	8TH ST	11	0.06	Recons truct	\$214,573

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2027

60 Sections | \$17,360,697 | 9.97 miles

Street Name	From	To	PCI	Mile age	Treat ment	Estimated Cost
BELROSE AVE	DERBY ST	CLAREMONT BLVD/ GARBER ST	87	0.12	Light Mtce	\$34,656
BOYNTON AVE	COLORADO AVE	FLORIDA AVE	45	0.05	Heavy Rehab	\$128,472
BOYNTON AVE (NB)	ARLINGTON AVE	COLORADO AVE	41	0.29	Heavy Rehab	\$435,183
CATALINA AVE	COLUSA AVE	THE ALAMEDA	92	0.19	Light Mtce	\$20,904
COLLEGE AVE	BANCROFT WAY	DWIGHT WAY	83	0.23	Light Mtce	\$57,600
COLUMBIA CIRCLE	COLUMBIA PATH	FAIRLAWN DR	75	0.04	Light Rehab	\$66,464
COWPER ST	SAN PABLO AVE	BYRON ST	80	0.07	Light Mtce	\$9,864
DELAWARE ST	DEAD END WEST OF CALIFORNIA	CALIFORNIA ST	82	0.07	Light Mtce	\$12,000
ENCINA PL	THE PLAZA DR	THE UPLANDS	79	0.07	Light Mtce	\$12,440

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2027

60 Sections | \$17,360,697 | 9.97 miles

Street Name	From	To	PCI	Mile age	Treat ment	Estimated Cost
EUCLID AVE	CRAGMONT AVE	BEG OF DIVIDED ROAD	67	0.12	Heavy Mtce	\$177,667
FAIRLAWN DR	AVENIDA DR	OLYMPUS DR	36	0.10	Heavy Rehab	\$223,395
FAIRLAWN DR	QUEENS RD	AVENIDA DR	86	0.49	Light Mtce	\$48,064
FRANCISCO ST	CHESTNUT ST	DEAD END	23	0.20	Recons truct	\$1,001,756
FRANCISCO ST	SAN PABLO AVE	CHESTNUT ST	16	0.26	Recons truct	\$1,214,556
GRIZZLY PEAK BLVD	ARCADE AVE	HILL RD	76	0.15	Light Rehab	\$346,084
GRIZZLY PEAK BLVD	SHASTA RD (S)	ARCADE AVE	69	0.20	Heavy Mtce	\$227,200
HEARST AVE	CALIFORNIA ST	MC GEE AVE	58	0.13	Heavy Mtce	\$158,400
HEARST AVE	MC GEE AVE	MARTIN LUTHER KING JR WAY	58	0.26	Heavy Mtce	\$325,200
HENRY ST	ROSE ST	VINE ST	90	0.13	Light Mtce	\$21,120

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2027

60 Sections | \$17,360,697 | 9.97 miles

Street Name	From	To	PCI	Mile age	Treat ment	Estimated Cost
HENRY ST	VINE ST	CEDAR ST	90	0.12	Light Mtce	\$20,960
KEELER AVE	GRIZZLY PEAK BLVD	MARIN AVE	84	0.26	Light Mtce	\$24,000
LE ROY AVE	RIDGE RD	HEARST AVE	87	0.07	Light Mtce	\$11,504
LINCOLN ST	MILVIA ST	SHATTUCK AVE	73	0.13	Light Rehab	\$293,136
MASONIC AVE	NORTH CITY LIMIT	SANTA FE AVE	76	0.09	Light Mtce	\$12,800
MURRAY ST	7TH ST	SAN PABLO AVE	87	0.25	Light Mtce	\$34,072
NOGALES ST	THE PLAZA DR	PARKSIDE DR	76	0.05	Light Mtce	\$10,128
PARKSIDE DR	ENCINA PL	THE PLAZA DR	75	0.32	Light Mtce	\$42,304
PRINCE ST	ACTON ST	STANTON ST	85	0.10	Light Mtce	\$11,152

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2027

60 Sections | \$17,360,697 | 9.97 miles

Street Name	From	To	PCI	Mile age	Treat ment	Estimated Cost
ROBLE RD	TUNNEL RD	SOUTH CITY LIMIT (ROBLE CT)	84	0.17	Light Mtce	\$19,624
ROSE ST	CHESTNUT ST	ORDWAY ST	86	0.12	Light Mtce	\$20,960
ROSE ST	HOPKINS ST	CHESTNUT ST	84	0.13	Light Mtce	\$22,496
ROSE ST	ORDWAY ST	SACRAMENT O ST	85	0.24	Light Mtce	\$40,000
RUGBY AVE	NORTH CITY LIMIT (VERMONT)	VERMONT AVE	82	0.04	Light Mtce	\$4,664
RUSSELL ST	ADELINE ST	SHATTUCK AVE	40	0.09	Heavy Rehab	\$295,740
RUSSELL ST	CLAREMONT BLVD	EAST CITY LIMIT (DOMINGO AVE)	98	0.06	Light Mtce	\$10,720
RUSSELL ST	MILVIA ST	ADELINE ST	93	0.02	Light Mtce	\$3,680
SHATTUCK AVE	ALLSTON WAY	DWIGHT WAY	45	0.38	Heavy Rehab	\$2,273,700

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2027

60 Sections | \$17,360,697 | 9.97 miles

Street Name	From	To	PCI	Mile age	Treat ment	Estimated Cost
SHATTUCK AVE	DWIGHT WAY	WARD ST	44	0.32	Heavy Rehab	\$1,420,400
SHATTUCK AVE	LOS ANGELES AVE	EUNICE ST	69	0.30	Heavy Mtce	\$318,000
SHATTUCK AVE	MARIN AVE	LOS ANGELES AVE	76	0.18	Light Mtce	\$20,264
SONOMA AVE	WEST CITY LIMIT (TULARE AVE)	JOSEPHINE ST	69	0.37	Heavy Mtce	\$474,000
TACOMA AVE	COLUSA AVE	THE ALAMEDA	51	0.19	Heavy Rehab	\$463,803
THE PLAZA DR	ENCINA PL	PARKSIDE DR	76	0.26	Light Mtce	\$49,064
VASSAR AVE (NB)	NORTH CITY LIMIT (KENTUCKY)	KENTUCKY AVE	73	0.07	Heavy Mtce	\$47,460
VERMONT AVE	NORTH WEST DEAD END (RUGBY)	MARYLAND AVE	93	0.15	Light Mtce	\$15,736
VIRGINIA ST	MARTIN LUTHER KING JR WAY	MILVIA ST	64	0.13	Heavy Mtce	\$163,200

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2027

60 Sections | \$17,360,697 | 9.97 miles

Street Name	From	To	PCI	Mile age	Treat ment	Estimated Cost
WOOLSEY ST	ADELINE ST	TREMONT ST	82	0.11	Light Mtce	\$22,400
WOOLSEY ST	TREMONT ST	SHATTUCK AVE	51	0.11	Heavy Rehab	\$429,618
YOLO AVE	MILVIA ST	SUTTER ST	85	0.07	Light Mtce	\$12,000
YOLO AVE	THE ALAMEDA	MILVIA ST	85	0.11	Light Mtce	\$18,240
TOTAL				9.97		\$17,360,697

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2027

60 Sections | \$17,360,697 | 9.97 miles

Functional Class	Cost	% Cost	Miles	% Miles
Arterials	\$3,694,100	21%	0.69	7%
Collectors	\$1,149,140	7%	1.08	11%
Residentials	\$12,517,457	72%	8.20	82%

Policy Category	Cost	% Cost	Miles	% Miles
Equity Zone	\$3,844,874	22%	0.92	9%
Bikeways	\$8,164,586	47%	3.91	39%
Bus Route	\$4,760,702	27%	1.62	16%
High-Injury Streets	\$5,080,427	29%	2.33	23%

District	Cost	% Cost	Miles	% Miles
District 1	\$8,521,926	49%	3.12	31%
District 2	\$55,088	0%	0.42	4%
District 3	\$2,171,838	13%	0.65	7%
District 4	\$2,730,036	16%	0.63	6%
District 5	\$2,520,895	15%	2.44	24%
District 6	\$1,124,378	6%	1.43	14%
District 7	\$57,600	0%	0.23	2%
District 8	\$178,936	1%	1.06	11%

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2028

67 Sections | \$17,051,650 | 9.84 miles

Street Name	From	To	PCI	Mile age	Treat ment	Estimated Cost
5TH ST	HARRISON ST	CAMELIA ST	77	0.25	Light Mtce	\$41,760
5TH ST	NORTH CITY LIMIT	HARRISON ST	74	0.08	Heavy Mtce	\$109,320
63RD ST	WEST CITY LIMIT (CALIFORNIA)	ADELINE ST	35	0.19	Heavy Rehab	\$636,000
6TH ST	ALLSTON WAY	DWIGHT WAY	86	0.37	Light Mtce	\$125,112
6TH ST	CAMELIA ST	CEDAR ST	71	0.25	Heavy Mtce	\$422,400
6TH ST	CEDAR ST	VIRGINIA ST	50	0.13	Heavy Rehab	\$703,575
6TH ST	GILMAN ST	CAMELIA ST	79	0.12	Light Mtce	\$40,956
6TH ST	NORTH CITY LIMIT	GILMAN ST	76	0.22	Light Mtce	\$42,560
6TH ST	UNIVERSITY AVE	ALLSTON WAY	75	0.19	Light Mtce	\$64,000
6TH ST	VIRGINIA ST	UNIVERSITY AVE	57	0.31	Light Rehab	\$1,320,848
8TH ST	CARLETON ST	PARDEE ST	35	0.06	Heavy Rehab	\$182,532
8TH ST	DWIGHT WAY	PARKER ST	82	0.13	Light Mtce	\$21,120
8TH ST	PARDEE ST	HEINZ AVE	76	0.18	Light Mtce	\$30,784
8TH ST	PARKER ST	CARLETON ST	69	0.10	Light Rehab	\$247,752
BERRYMAN ST	MARTIN LUTHER KING JR WAY	MILVIA ST	75	0.12	Light Mtce	\$20,480
BONITA AVE	VINE ST	CEDAR ST	77	0.12	Light Mtce	\$20,960

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2028

67 Sections | \$17,051,650 | 9.84 miles

Street Name	From	To	PCI	Mile age	Treat ment	Estimated Cost
BROOKSIDE AVE	CLAREMONT AVE	DEAD END (CLAREMONT AVE)	88	0.08	Light Mtce	\$9,816
BURNETT ST	MABEL ST	ACTON ST	69	0.13	Light	\$349,184
CAMPUS DR	AVENIDA DR	PARNASSUS RD	83	0.10	Light Mtce	\$11,520
CAMPUS DR	PARNASSUS RD	DEAD END, U C PLOT 82	83	0.14	Light Mtce	\$12,832
CEDAR ST	MARTIN LUTHER KING JR WAY	MILVIA ST	83	0.13	Light Mtce	\$31,920
CEDAR ST	MILVIA ST	SHATTUCK AVE	83	0.13	Light Mtce	\$31,680
CEDAR ST	OXFORD ST	SPRUCE ST	80	0.06	Light Mtce	\$16,080
CEDAR ST	SHATTUCK AVE	OXFORD ST	80	0.12	Light Mtce	\$32,172
CLAREMONT CRESCENT	CLAREMONT AVE	ASHBY AVE	81	0.08	Light Mtce	\$8,744
CORNELL AVE	CEDAR ST	VIRGINIA ST	91	0.13	Light Mtce	\$17,600
CORNELL AVE	HOPKINS ST	CEDAR ST	91	0.07	Light Mtce	\$8,888
CORNELL AVE	PAGE ST	HOPKINS ST	67	0.12	Light Rehab	\$258,292
CRAGMONT AVE	EUCLID AVE	BRET HARTE RD	77	0.27	Light Mtce	\$25,240
CRAGMONT AVE	SANTA BARBARA RD	EUCLID AVE	81	0.16	Light Mtce	\$16,224
DELAWARE ST	6TH ST	9TH ST	67	0.18	Heavy Mtce	\$305,580
DELAWARE ST	9TH ST	SAN PABLO AVE	67	0.13	Heavy Mtce	\$214,400

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2028

67 Sections | \$17,051,650 | 9.84 miles

Street Name	From	To	PCI	Mile age	Treat ment	Estimated Cost
DWIGHT CRESCENT	6TH ST	7TH ST	91	0.08	Light Mtce	\$25,200
EAST PARNASSUS CT	PARNASSUS RD	DEAD END (PARNASSUS RD)	79	0.04	Light Mtce	\$4,104
ETON AVE	WOOLSEY ST	CLAREMONT AVE	78	0.14	Light Mtce	\$24,000
GLEN AVE	OAK ST	EUNICE ST	83	0.10	Light Mtce	\$12,688
HILGARD AVE	EUCLID AVE	LA LOMA AVE	77	0.20	Light Mtce	\$32,664
HILGARD AVE	LA LOMA AVE	LA VEREDA RD	85	0.09	Light Mtce	\$12,032
HILGARD AVE	LA VEREDA RD	DEAD END	87	0.04	Light Mtce	\$4,688
HOPKINS ST	CARLOTTA AVE	JOSEPHINE ST	34	0.29	Heavy Rehab	\$1,212,375
HOPKINS ST	GILMAN ST	SACRAMENTO ST	19	0.10	Reconstruct	\$563,920
HOPKINS ST	HOPKINS CT	MONTEREY AVE	40	0.05	Heavy Rehab	\$159,000
HOPKINS ST	JOSEPHINE ST	THE ALAMEDA	39	0.06	Heavy Rehab	\$355,047
HOPKINS ST	MC GEE AVE	CARLOTTA AVE	33	0.06	Heavy Rehab	\$254,400
HOPKINS ST	MONTEREY AVE	MC GEE AVE	38	0.05	Heavy Rehab	\$176,649
HOPKINS ST	NORTHSIDE AVE	PERALTA AVE	66	0.08	Heavy Mtce	\$127,140
HOPKINS ST	PERALTA AVE	GILMAN ST	43	0.25	Heavy Rehab	\$842,700
HOPKINS ST	SACRAMENTO ST	HOPKINS CT	39	0.04	Heavy Rehab	\$127,200

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2028

67 Sections | \$17,051,650 | 9.84 miles

Street Name	From	To	PCI	Mile age	Treat ment	Estimated Cost
HOPKINS ST	SAN PABLO AVE	STANNAGE AVE	46	0.09	Heavy Rehab	\$353,298
HOPKINS ST	STANNAGE AVE	NORTHSIDE AVE	61	0.17	Heavy Mtce	\$244,020
HOPKINS ST	THE ALAMEDA	SUTTER ST	39	0.26	Reconstruc t	\$2,438,422
MENLO PL	THOUSAND OAKS BLVD	SANTA ROSA AVE	82	0.09	Light Mtce	\$10,448
PARNASSUS RD	DEL MAR AVE	CAMPUS DR	83	0.22	Light Mtce	\$24,424
RIDGE RD	EUCLID AVE	LA LOMA AVE	83	0.18	Light Mtce	\$31,200
RIDGE RD	LA LOMA AVE	HIGHLAND PL	81	0.06	Light Mtce	\$9,664
RIDGE RD	SCENIC AVE	EUCLID AVE	76	0.13	Light Mtce	\$21,440
ROSE ST	MARTIN LUTHER KING JR WAY	MILVIA ST	85	0.13	Light Mtce	\$35,460
RUSSELL ST	COLLEGE AVE	PIEDMONT AVE	52	0.11	Heavy Rehab	\$372,060
THE ALAMEDA	TACOMA AVE	SOLANO AVE	86	0.24	Light Mtce	\$40,000
UNIVERSITY AVE	6TH ST	SAN PABLO AVE	65	0.31	Heavy Mtce	\$677,040
VIRGINIA ST	2ND ST	6TH ST	33	0.25	Heavy Rehab	\$842,700
VIRGINIA ST	6TH ST	SAN PABLO AVE	28	0.31	Heavy Rehab	\$1,049,400
VIRGINIA ST	ARCH ST	EUCLID AVE	64	0.20	Heavy Mtce	\$254,400

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2028

67 Sections | \$17,051,650 | 9.84 miles

Street Name	From	To	PCI	Mile age	Treat ment	Estimated Cost
VIRGINIA ST	MILVIA ST	SHATTUCK AVE	66	0.12	Light Mtce	\$22,140
VIRGINIA ST	SHATTUCK AVE	SPRUCE ST	58	0.19	Light Rehab	\$496,000
WEST PARNASSUS CT	PARNASSUS PATH	PARNASSUS RD	78	0.04	Light Mtce	\$4,496
WOOLSEY ST	SACRAMENTO ST	KING ST	46	0.24	Heavy Rehab	\$810,900
TOTAL				9.84		\$17,051,650

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2028

67 Sections | \$17,051,650 | 9.84 miles

Functional Class	Cost	% Cost	Miles	% Miles
Arterials	\$804,240	5%	0.35	4%
Collectors	\$7,965,276	47%	3.08	31%
Residentials	\$8,282,134	49%	6.41	65%

Policy Category	Cost	% Cost	Miles	% Miles
Equity Zone	\$8,028,527	47%	3.54	36%
Bikeways	\$12,233,084	72%	4.20	43%
Bus Route	\$6,227,722	37%	2.40	24%
High-Injury Streets	\$6,310,326	37%	2.78	28%

District	Cost	% Cost	Miles	% Miles
District 1	\$7,911,477	46%	3.40	35%
District 2	\$1,384,204	8%	1.40	14%
District 3	\$1,446,900	8%	0.43	4%
District 4	\$318,026	2%	0.40	4%
District 5	\$4,842,767	28%	1.71	17%
District 6	\$733,656	4%	2.11	21%
District 8	\$414,620	2%	0.41	4%

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2029

63 Sections | \$17,870,774 | 8.28 miles

Street Name	From	To	PCI	Mile age	Treat ment	Estimated Cost
4TH ST	CAMELIA ST	CEDAR ST	64	0.25	Light	\$659,680
4TH ST	CEDAR ST	VIRGINIA ST	50	0.13	Heavy Rehab	\$422,940
4TH ST	CHANNING WAY	DWIGHT WAY	61	0.12	Heavy Rehab	\$391,140
4TH ST	VIRGINIA ST	DELAWARE ST	80	0.13	Light Mtce	\$21,280
5TH ST	CEDAR ST	VIRGINIA ST	64	0.13	Light	\$409,200
5TH ST	UNIVERSITY AVE	DWIGHT WAY	23	0.57	Reconst ruct	\$3,004,470
5TH ST	VIRGINIA ST	UNIVERSITY AVE	64	0.29	Heavy Mtce	\$454,667
ALCATRAZ AVE	WEST CITY LIMIT	SACRAMENTO ST	80	0.19	Light Mtce	\$54,660
AVENIDA DR	CAMPUS DR	QUEENS RD	71	0.08	Light	\$405,604
AVENIDA DR	QUEENS RD	GRIZZLY PEAK BLVD	37	0.25	Heavy Rehab	\$557,454
BRIDGE RD	ALVARADO RD	TUNNEL RD	81	0.09	Light Mtce	\$9,600
BUENA AVE	WEST DEAD END (HOLLY ST)	MCGEE AVE	81	0.17	Light Mtce	\$29,728
CAMPUS DR	QUAIL AVE	GLENDALE AVE	41	0.09	Heavy Rehab	\$190,800
CAMPUS DR	SHASTA RD	QUAIL AVE	38	0.07	Heavy Rehab	\$143,736
CARLETON ST	SAN PABLO AVE	MATHEWS ST	68	0.09	Light Rehab	\$248,000
CHANNING WAY	10TH ST	SAN PABLO AVE	42	0.06	Heavy Rehab	\$209,880
CODORNICES RD	DEAD END (EUCLID AVE)	EUCLID AVE	66	0.11	Light Rehab	\$124,000
EUCLID AVE (NB)	BEG OF DIVIDED ROAD	END OF DIVIDED ROAD	70	0.16	Heavy Mtce	\$102,000

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2029

63 Sections | \$17,870,774 | 8.28 miles

Street Name	From	To	PCI	Mile age	Treat ment	Estimated Cost
EUCLID AVE (SB)	BEG OF DIVIDED ROAD	END OF DIVIDED ROAD	64	0.16	Light Rehab	\$360,840
FOLGER AVE	WEST END	HOLLIS ST	90	0.07	Light	\$13,624
FRANCISCO ST	MARTIN LUTHER KING JR	MILVIA ST	24	0.13	Reconst ruct	\$712,880
FRANCISCO ST	MILVIA ST	SHATTUCK AVE	23	0.13	Reconst ruct	\$712,880
GRANT ST	ADDISON ST	ALLSTON WAY	29	0.13	Heavy Rehab	\$493,377
GRANT ST	ALLSTON WAY	BANCROFT WAY	81	0.13	Light Mtce	\$28,134
GRANT ST	BANCROFT WAY	CHANNING WAY	36	0.13	Heavy Rehab	\$497,034
GRANT ST	CEDAR ST	LINCOLN ST	45	0.06	Light	\$157,728
GRANT ST	CHANNING WAY	DWIGHT WAY	71	0.13	Light Mtce	\$27,927
GRANT ST	DWIGHT WAY	OREGON ST	29	0.43	Heavy Rehab	\$1,441,176
GRANT ST	FRANCISCO ST	OHLONE PARK	95	0.10	Light Mtce	\$18,900
GRANT ST	HEARST AVE	UNIVERSITY AVE	64	0.11	Heavy Mtce	\$144,000
GRANT ST	LINCOLN ST	VIRGINIA ST	41	0.06	Heavy Rehab	\$203,520
GRANT ST	NORTH END (GROVE PARK)	ROSE ST	42	0.06	Heavy Rehab	\$197,160
GRANT ST	NORTH END (GROVE PARK)	RUSSELL ST	37	0.04	Heavy Rehab	\$124,656
GRANT ST	ROSE ST	CEDAR ST	57	0.25	Heavy	\$318,000
GRANT ST	UNIVERSITY AVE	ADDISON ST	87	0.06	Light Mtce	\$14,067
GRANT ST	VIRGINIA ST	FRANCISCO ST	22	0.06	Reconst ruct	\$338,352
HAWTHORNE TERRACE	EUCLID AVE	CEDAR ST	76	0.28	Light Mtce	\$31,248

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2029

63 Sections | \$17,870,774 | 8.28 miles

Street Name	From	To	PCI	Mile age	Treat ment	Estimated Cost
HEARST AVE	HENRY ST	SHATTUCK AVE	85	0.06	Light Mtce	\$26,208
HEARST AVE	MARTIN LUTHER KING JR	MILVIA ST	42	0.13	Heavy Rehab	\$402,447
HEARST AVE	MILVIA ST	HENRY ST	90	0.06	Light	\$23,218
HEARST AVE	OXFORD ST	SPRUCE ST	89	0.05	Light	\$20,943
HEARST AVE	SACRAMENTO ST	CALIFORNIA ST	56	0.11	Heavy Mtce	\$144,000
HEARST AVE	SHATTUCK AVE	WALNUT ST	85	0.06	Light Mtce	\$26,754
HEARST AVE	SPRUCE ST	ARCH ST	84	0.08	Light	\$34,372
HEARST AVE	WALNUT ST	OXFORD ST	80	0.07	Light	\$29,224
JONES ST	EASTSHORE HWY	2ND ST	90	0.05	Light Mtce	\$12,192
KEELER AVE	STERLING AVE	BRET HARTE RD	36	0.08	Heavy Rehab	\$141,192
KING ST	FAIRVIEW ST	SOUTH CITY LIMIT (62ND ST)	72	0.28	Heavy Mtce	\$369,960
LOS ANGELES AVE	CONTRA COSTA AVE	THE CIRCLE	66	0.16	Light Rehab	\$279,372
MENLO PL	SANTA ROSA AVE	THE ALAMEDA	86	0.09	Light Mtce	\$9,600
NORTHGATE AVE	DEAD END (NORTHGATE PATH)	SHASTA RD	85	0.17	Light Mtce	\$16,424
PORTLAND AVE	WEST CITY LIMIT (NEILSON)	COLUSA AVE	50	0.24	Heavy Rehab	\$795,000
ROSE ST	MILVIA ST	SHATTUCK AVE	82	0.13	Light Mtce	\$36,000
RUSSELL ST	BENVENUE AVE	COLLEGE AVE	85	0.07	Light Mtce	\$11,200
SHATTUCK AVE	WARD ST	ASHBY AVE	41	0.29	Heavy Mtce	\$463,020
STANTON ST	RUSSELL ST	ASHBY AVE	69	0.11	Heavy	\$97,020

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2029

63 Sections | \$17,870,774 | 8.28 miles

Street Name	From	To	PCI	Mile age	Treat ment	Estimated Cost
THE CIRCLE	INTERSECTI ON MARIN AVE, ETC.	INTERSECTI ON ARLINGTON AVE	70	0.05	Light Rehab	\$169,384
UNIVERSITY AVE	3RD ST	5TH ST	64	0.10	Light Rehab	\$651,000
UNIVERSITY AVE	5TH ST	6TH ST	63	0.04	Heavy Mtce	\$123,200
VIRGINIA ST	EUCLID AVE	LA LOMA AVE	43	0.19	Heavy Rehab	\$600,543
VIRGINIA ST	LA LOMA AVE	DEAD END (AT LA VEREDA)	80	0.04	Light Mtce	\$3,320
VIRGINIA ST	SPRUCE ST	ARCH ST	59	0.09	Heavy	\$108,000
WEBSTER ST	REGENT ST	DEAD END	77	0.03	Light	\$2,840
TOTAL				8.28		\$17,870,774

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2029

63 Sections | \$17,870,774 | 8.28 miles

Functional Class	Cost	% Cost	Miles	% Miles
Arterials	\$1,506,750	8%	0.70	8%
Collectors	\$1,088,820	6%	0.83	10%
Residentials	\$15,275,205	85%	6.75	82%

Policy Category	Cost	% Cost	Miles	% Miles
Equity Zone	\$6,413,689	36%	2.19	26%
Bikeways	\$9,183,510	51%	4.38	53%
Bus Route	\$3,278,331	18%	1.54	19%
High-Injury Streets	\$1,792,226	10%	1.40	17%

District	Cost	% Cost	Miles	% Miles
District 1	\$3,373,559	19%	1.56	19%
District 2	\$4,405,894	25%	1.28	15%
District 3	\$2,398,812	13%	1.04	13%
District 4	\$2,994,150	17%	1.20	15%
District 5	\$1,936,244	11%	1.30	16%
District 6	\$2,710,819	15%	1.66	20%
District 7	\$27,658	0%	0.06	1%
District 8	\$23,640	0%	0.18	2%

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2030

66 Sections | \$17,957,460 | 11.33 miles

Street Name	From	To	PCI	Mile age	Treat ment	Estimated Cost
10TH ST	DWIGHT WAY	PARKER ST	17	0.13	Reconstr uct	\$702,240
10TH ST	UNIVERSITY AVE	DWIGHT WAY	84	0.57	Light Mtce	\$96,160
4TH ST	HARRISON ST	GILMAN ST	73	0.13	Light Rehab	\$327,360
7TH ST	BANCROFT WAY	DWIGHT WAY	35	0.25	Heavy Rehab	\$845,880
7TH ST	DWIGHT WAY	GRAYSON ST	63	0.35	Heavy Mtce	\$504,000
7TH ST	GRAYSON ST	HEINZ AVE	65	0.13	Heavy Mtce	\$188,580
7TH ST	HEINZ AVE	ASHBY AVE	69	0.19	Light Mtce	\$61,944
7TH ST	UNIVERSITY AVE	BANCROFT WAY	22	0.32	Reconstr uct	\$1,776,880
9TH ST	BANCROFT WAY	CHANNING WAY	75	0.13	Light Mtce	\$30,080
9TH ST	CHANNING WAY	DWIGHT WAY	84	0.13	Light Mtce	\$28,368
ALVARADO RD	BRIDGE RD	NORTH CITY LIMIT AB WILLOW WK	38	0.36	Heavy Rehab	\$801,360
ALVARADO RD	NORTH CITY LIMIT	BRIDGE RD	85	0.09	Light Mtce	\$9,600
ALVARADO RD	TUNNEL RD	NORTH CITY LIMIT	84	0.15	Light Mtce	\$15,056
BATEMAN ST	108 N/O PRINCE ST	WOOLSEY ST	79	0.06	Light Mtce	\$5,736
BATEMAN ST	NORTH END	108 N/O PRINCE ST	79	0.09	Light Mtce	\$7,600
BAY ST	ASHBY AVE OVERPASS	POTTER ST	87	0.11	Light Mtce	\$21,021
BOWDITCH ST	BANCROFT WAY	DURANT AVE	25	0.06	Reconstr uct	\$351,120
BOWDITCH ST	DURANT	HASTE ST	17	0.11	Reconstr	\$702,240

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2030

66 Sections | \$17,957,460 | 11.33 miles

Street Name	From	To	PCI	Mile age	Treat ment	Estimated Cost
BOWDITCH ST	HASTE ST	DWIGHT WAY	40	0.06	Heavy Rehab	\$209,880
CAMELIA ST	SAN PABLO AVE	SANTA FE AVE	81	0.20	Light Mtce	\$33,600
CENTER ST	KALA BAGAI WAY	OXFORD ST	78	0.09	Light Mtce	\$20,888
CLAREMONT BLVD	BELROSE AVE	CLAREMONT AVE	89	0.17	Light Mtce	\$43,164
CONTRA COSTA AVE	SOLANO AVE	LOS ANGELES AVE	88	0.04	Light Mtce	\$4,104
CONTRA COSTA AVE	YOSEMITE RD	SOLANO AVE	82	0.45	Light Mtce	\$42,216
DURANT AVE	BOWDITCH ST	COLLEGE AVE	61	0.13	Heavy Rehab	\$568,107
DURANT AVE	FULTON ST	BOWDITCH ST	52	0.50	Heavy Rehab	\$2,247,200
DWIGHT WAY	SAN PABLO AVE	SACRAMENT O ST	51	0.46	Heavy Rehab	\$1,545,480
ELLIS ST	RUSSELL ST	ASHBY AVE	38	0.12	Heavy Rehab	\$424,848
EUCALYPTUS RD	HILLCREST RD	SOUTH CITY LIMIT	51	0.08	Heavy Rehab	\$194,298
FULTON ST	PARKER ST	STUART ST	94	0.25	Light	\$42,176
FULTON ST	STUART ST	ASHBY AVE	78	0.22	Light	\$37,312
HARPER ST	ASHBY AVE	WOOLSEY ST	51	0.18	Heavy Rehab	\$594,660
HARRISON ST	8TH ST	SAN PABLO AVE	74	0.19	Heavy Mtce	\$231,000
HARRISON ST	SAN PABLO AVE	STANNAGE AVE	73	0.09	Heavy Mtce	\$118,800
HOPKINS CT	ALBINA AVE	HOPKINS ST	79	0.09	Light	\$11,104
JONES ST	4TH ST	6TH ST	93	0.13	Light	\$21,920
JONES ST	6TH ST	SAN PABLO AVE	65	0.31	Light Rehab	\$818,400
KITTREDGE ST	MILVIA ST	SHATTUCK AVE	40	0.13	Heavy Rehab	\$448,380

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2030

66 Sections | \$17,957,460 | 11.33 miles

Street Name	From	To	PCI	Mile age	Treat ment	Estimated Cost
LA VEREDA RD	CEDAR ST	DEAD END ABOVE VIRGINIA ST	70	0.14	Light Rehab	\$203,360
LA VEREDA RD	LA LOMA AVE	CEDAR ST	71	0.10	Light Rehab	\$136,400
LE ROY AVE	CEDAR ST	HILGARD AVE	75	0.06	Light Mtce	\$8,000
LE ROY AVE	HAWTHORNE TERRACE	CEDAR ST	82	0.23	Light Mtce	\$32,928
LINCOLN ST	SACRAMENTO ST	GRANT ST	78	0.37	Light Mtce	\$61,920
MILVIA ST	HOPKINS ST	YOLO AVE	80	0.08	Light	\$12,368
PAGE ST	10TH ST	SAN PABLO AVE	48	0.06	Heavy Rehab	\$177,444
PAGE ST	SAN PABLO AVE	CORNELL AVE	36	0.14	Heavy Rehab	\$486,540
PARKER ST	374' E/O MARTIN LUTHER KING JR	MILVIA ST	76	0.06	Light Mtce	\$12,222
PARKER ST	COLLEGE AVE	PIEDMONT AVE	87	0.13	Light Mtce	\$21,280
PARKER ST	MARTIN LUTHER KING JR WAY	374' E/O MARTIN LUTHER KING JR	60	0.07	Light Rehab	\$216,421
PARKER ST	MILVIA ST	SHATTUCK AVE	77	0.14	Light Mtce	\$26,800
PARKER ST	PIEDMONT AVE	WARRING ST	84	0.06	Light Mtce	\$10,400
POTTER ST	3RD ST (WEST END)	9TH ST	80	0.32	Light Mtce	\$51,376
POTTER ST	BAY ST	I-80 FREEWAY RAMP	85	0.13	Light Mtce	\$26,286
QUAIL AVE	NORTHGATE AVE	CAMPUS DR	80	0.06	Light Mtce	\$6,344

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2030

66 Sections | \$17,957,460 | 11.33 miles

Street Name	From	To	PCI	Mile age	Treat ment	Estimated Cost
SANTA ROSA AVE	MENLO PLACE	THOUSAND OAKS BLVD	78	0.09	Light Mtce	\$8,896
SANTA ROSA AVE	THOUSAND OAKS BLVD	SAN LORENZO AVE	78	0.24	Light Mtce	\$27,304
SOMERSET PL	SOUTHAMPTON AVE	DEAD END (JOHN HINKEL PARK)	78	0.08	Light Mtce	\$8,304
STANNAGE AVE	GILMAN ST	HOPKINS ST	73	0.34	Heavy Mtce	\$360,000
STANNAGE AVE	HOPKINS ST	CEDAR ST	50	0.04	Heavy Rehab	\$111,300
STANNAGE AVE	NORTH CITY LIMIT	GILMAN ST	79	0.13	Light Mtce	\$18,664
THE UPLANDS	CLAREMONT AVE	ENCINA PL	38	0.06	Heavy Rehab	\$316,569
TULARE AVE	SOLANO AVE	SONOMA AVE	93	0.32	Light Mtce	\$54,880
WARRING ST	DWIGHT	DERBY ST	88	0.24	Light	\$73,092
WEBSTER ST	DEAKIN ST	TELEGRAPH AVE	77	0.13	Light Mtce	\$21,440
WHITNEY ST	WOOLSEY ST	SOUTH CITY LIMIT	96	0.02	Light Mtce	\$4,160
WOOLSEY ST	COLLEGE AVE	CLAREMONT AVE	28	0.24	Reconstr uct	\$1,330,000
TOTAL				11.33		\$17,957,460

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2030

66 Sections | \$17,957,460 | 11.33 miles

Functional Class	Cost	% Cost	Miles	% Miles
Arterials	\$1,592,787	9%	0.70	6%
Collectors	\$3,686,087	21%	1.71	15%
Residentials	\$12,678,586	71%	8.93	79%

Policy Category	Cost	% Cost	Miles	% Miles
Equity Zone	\$7,062,360	39%	2.79	25%
Bikeways	\$6,313,558	35%	3.45	30%
Bus Route	\$5,252,455	29%	2.26	20%
High-Injury Streets	\$2,858,471	16%	0.79	7%

District	Cost	% Cost	Miles	% Miles
District 1	\$2,778,052	15%	2.23	20%
District 2	\$5,878,295	33%	3.21	28%
District 3	\$1,358,599	8%	1.06	9%
District 4	\$469,268	3%	0.23	2%
District 5	\$158,072	1%	1.30	11%
District 6	\$387,032	2%	0.60	5%
District 7	\$4,078,547	23%	0.86	8%
District 8	\$2,849,595	16%	1.84	16%

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2031

97 Sections | \$18,380,381 | 15.72 miles

Street Name	From	To	PCI	Mile age	Treat ment	Estimated Cost
ADDISON ST	MARTIN LUTHER KING JR	MILVIA ST	43	0.13	Heavy Rehab	\$437,886
ADDISON ST	MILVIA ST	SHATTUCK AVE	44	0.13	Heavy Mtce	\$144,667
ALLSTON WAY	SACRAMENT O ST	MARTIN LUTHER KING JR	79	0.46	Light Mtce	\$77,600
ASHBY PL	ASHBY AVE & ELMWOOD AVE	ASHBY AVE & PIEDMONT AVE	83	0.07	Light Mtce	\$11,328
BROOKSIDE CT	DEAD END NR BROOKSIDE DR	BROOKSIDE DR	92	0.02	Light Mtce	\$2,344
BROOKSIDE DR	CLAREMONT AVE (N)	CLAREMONT AVE (S)	88	0.10	Light Mtce	\$11,408
CEDAR ST	ACTON ST	SACRAMENT O ST	86	0.13	Light Mtce	\$30,144
CEDAR ST	CHESTNUT ST	ACTON ST	83	0.22	Light Mtce	\$56,232
CEDAR ST	SAN PABLO AVE	CHESTNUT ST	74	0.28	Light Rehab	\$757,020
CHABOLYN TERRACE	SOUTH CITY LIMIT (W)	SOUTH CITY LIMIT (E)	79	0.08	Light Mtce	\$9,704
CHANNING WAY	BOWDITCH ST	COLLEGE AVE	64	0.13	Heavy Mtce	\$165,240
CHANNING WAY	COLLEGE AVE	PIEDMONT AVE	54	0.12	Heavy Mtce	\$151,200
CHANNING WAY	DANA ST	BOWDITCH ST	67	0.25	Light Mtce	\$53,595
CHANNING WAY	FULTON ST	DANA ST	72	0.25	Light Mtce	\$48,240
CHANNING WAY	SHATTUCK AVE	FULTON ST	85	0.11	Light Mtce	\$20,160
DEL NORTE ST	THE CIRCLE	SUTTER ST	85	0.13	Light Mtce	\$25,752
DERBY ST	COLLEGE AVE	PIEDMONT AVE	25	0.12	Heavy Rehab	\$426,756

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2031

97 Sections | \$18,380,381 | 15.72 miles

Street Name	From	To	PCI	Mile age	Treat ment	Estimated Cost
DERBY ST	MATHEWS ST	MABEL ST	93	0.12	Light Mtce	\$19,456
DERBY ST	PIEDMONT AVE	WARRING ST	24	0.06	Heavy Rehab	\$210,481
DERBY ST	SAN PABLO AVE	MATHEWS ST	93	0.09	Light Mtce	\$14,560
DERBY ST	WARRING ST	BELROSE AVE & TANGLEWOOD RD	87	0.23	Light Mtce	\$62,660
DWIGHT WAY	BOWDITCH ST	COLLEGE AVE	69	0.13	Light Mtce	\$34,320
DWIGHT WAY	COLLEGE AVE	PIEDMONT AVE (E)	80	0.15	Light Mtce	\$40,300
DWIGHT WAY	DANA ST	TELEGRAPH AVE	69	0.13	Heavy Mtce	\$178,620
DWIGHT WAY	FULTON ST	DANA ST	78	0.25	Light Mtce	\$76,544
DWIGHT WAY	MARTIN LUTHER KING JR	MILVIA ST	50	0.13	Heavy Rehab	\$422,940
DWIGHT WAY	MILVIA WAY	SHATTUCK AVE	50	0.13	Heavy Mtce	\$170,400
DWIGHT WAY	SHATTUCK AVE	FULTON ST	80	0.11	Light Mtce	\$34,658
DWIGHT WAY	TELEGRAPH AVE	BOWDITCH ST	78	0.13	Light Mtce	\$34,320
EL CAMINO REAL	THE UPLANDS	DEAD END ABOVE THE UPLANDS	78	0.09	Light Mtce	\$10,344
EVELYN AVE	NORTH CITY LIMIT	SANTA FE AVE	83	0.17	Light Mtce	\$26,128
FOREST AVE	COLLEGE AVE	CLAREMONT BLVD	30	0.36	Heavy Rehab	\$1,192,500
FRANKLIN ST	FRANCISCO ST	HEARST AVE	76	0.14	Light Mtce	\$25,160
GILMAN ST	4TH ST	6TH ST	46	0.15	Heavy Rehab	\$661,440

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2031

97 Sections | \$18,380,381 | 15.72 miles

Street Name	From	To	PCI	Mile age	Treat ment	Estimated Cost
GILMAN ST	6TH ST	8TH ST	52	0.12	Heavy Rehab	\$555,387
GRIZZLY PEAK BLVD	MARIN AVE	SHASTA RD (S)	77	0.77	Light Mtce	\$184,272
HASTE ST	MILVIA ST	MARTIN LUTHER KING JR	50	0.13	Heavy Rehab	\$426,120
HASTE ST	SHATTUCK AVE	MILVIA ST	61	0.13	Heavy Rehab	\$448,380
HEARST AVE	ARCH ST	EUCLID AVE	87	0.22	Light Mtce	\$33,501
HEARST AVE	EUCLID AVE	LA LOMA AVE	90	0.18	Light Mtce	\$54,925
HEARST AVE	HIGHLAND PL	DEAD END (COP @ PARKING LOT)	76	0.03	Heavy Mtce	\$21,420
HEARST AVE	LA LOMA AVE	HIGHLAND PL	81	0.06	Light Mtce	\$17,186
HENRY ST	HEARST AVE	BERKELEY WAY	50	0.06	Heavy Rehab	\$201,135
HIGHLAND PL	RIDGE RD	HEARST AVE	81	0.07	Light Mtce	\$9,808
HILLVIEW RD	WOODSIDE RD	PARK HILLS RD	80	0.24	Light Mtce	\$24,736
JOSEPHINE ST	HOPKINS ST	ROSE ST	75	0.24	Light Mtce	\$41,280
JOSEPHINE ST	THE ALAMEDA	HOPKINS ST	94	0.11	Light Mtce	\$18,400
LEWISTON AVE	WOOLSEY ST	ALCATRAZ AVE	76	0.17	Light Mtce	\$28,160
MILVIA ST	BERRYMAN ST	ROSE ST	82	0.13	Light Mtce	\$21,280
MILVIA ST	EUNICE ST	BERRYMAN ST	85	0.13	Light Mtce	\$15,480
MODOC ST	SOLANO AVE	MARIN AVE	95	0.11	Light Mtce	\$17,920
NORTH ST	NORTH DEAD END (JAYNES ST)	JAYNES ST	82	0.03	Light Mtce	\$3,304

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2031

97 Sections | \$18,380,381 | 15.72 miles

Street Name	From	To	PCI	Mile age	Treat ment	Estimated Cost
OAKVALE AVE	CLAREMONT AVE	DOMINGO AVE	82	0.23	Light Mtce	\$31,728
PALM CT	KELSEY ST	DEAD END (KELSEY ST)	75	0.03	Light Rehab	\$51,584
PARKER ST	7TH ST	SAN PABLO AVE	76	0.26	Light Mtce	\$43,200
PARKER ST	MATHEWS ST	MABEL ST	93	0.11	Light Mtce	\$17,920
PARKER ST	SAN PABLO AVE	MATHEWS ST	94	0.11	Light Mtce	\$17,920
PIEDMONT AVE	AT END OF GAYLEY RD	BANCROFT WAY	47	0.14	Heavy Mtce	\$221,700
PIEDMONT AVE	BANCROFT WAY	DWIGHT WAY	65	0.26	Light Mtce	\$85,368
PIEDMONT AVE	DERBY ST	STUART ST	41	0.16	Heavy Rehab	\$524,700
PIEDMONT AVE	DWIGHT WAY	PARKER ST	79	0.12	Light Mtce	\$19,904
PIEDMONT AVE	PARKER ST	DERBY ST	58	0.13	Light Rehab	\$351,168
PIEDMONT AVE	RUSSELL ST	ASHBY AVE	74	0.06	Light Rehab	\$161,200
PIEDMONT AVE	STUART ST	RUSSELL ST	41	0.09	Light Rehab	\$225,680
PIEDMONT CRESCENT	DWIGHT WAY	WARRING ST	90	0.05	Light Mtce	\$21,276
POE ST	BONAR ST	DEAD END (BONAR ST)	88	0.04	Light Mtce	\$6,000
PRINCE ST	SACRAMENTO ST	MARTIN LUTHER KING JR	37	0.42	Heavy Rehab	\$1,411,920
PRINCE ST	SHATTUCK AVE	TELEGRAPH AVE	78	0.34	Light Mtce	\$57,088
PRINCE ST	TREMONT ST	SHATTUCK AVE	91	0.11	Light Mtce	\$19,232
ROSLYN CT	THE SOUTH CROSSWAYS	CHABOLYN TERRACE	77	0.03	Light Mtce	\$2,664

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2031

97 Sections | \$18,380,381 | 15.72 miles

Street Name	From	To	PCI	Mile age	Treat ment	Estimated Cost
RUSSELL ST	SACRAMENT O ST	MARTIN LUTHER KING JR	77	0.45	Light Mtce	\$76,000
SAN FERNANDO AVE	ARLINGTON AVE	YOSEMITE RD	79	0.20	Light Mtce	\$22,504
SAN JUAN AVE	SANTA CLARA AVE	SAN FERNANDO AVE	83	0.16	Light Mtce	\$18,128
SAN MIGUEL AVE	THOUSAND OAKS BLVD	SANTA ROSA AVE	80	0.09	Light Mtce	\$9,184
SHASTA RD	KEELER AVE	QUEENS RD	79	0.25	Light Mtce	\$42,072
SPRING WAY	DEAD END	SCENIC AVE	77	0.04	Light Mtce	\$3,520
STATION PL	CATALINA AVE	SOUTH DEAD END (CATALINA AVE)	92	0.04	Light Mtce	\$6,720
TALBOT AVE	NORTH CITY LIMIT	SANTA FE AVE	79	0.24	Light Mtce	\$34,000
THE CRESCENT	PARK HILLS RD (NORTH)	PARK HILLS RD (SOUTH)	78	0.19	Light Mtce	\$20,848
THE SHORT CUT	MIDDLEFIELD RD	PARK HILLS RD	80	0.04	Light Mtce	\$3,552
THE SPIRAL	DEAD END	WILDCAT CANYON RD	78	0.06	Light Mtce	\$6,776
THE UPLANDS	EL CAMINO REAL	TUNNEL RD	37	0.20	Heavy Rehab	\$462,849
UNIVERSITY AVE	MCGEE AVE	MARTIN LUTHER KING JR	64	0.25	Heavy Mtce	\$558,180
UNIVERSITY AVE	SACRAMENT O ST	MCGEE AVE	68	0.25	Heavy Mtce	\$644,820
UNIVERSITY AVE	SAN PABLO AVE	SACRAMENT O ST	53	0.56	Heavy Mtce	\$1,352,400
VINE ST	MARTIN LUTHER KING JR	MILVIA ST	45	0.13	Heavy Rehab	\$422,940
VINE ST	MC GEE AVE	EDITH ST	78	0.11	Light Mtce	\$13,288

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2031

97 Sections | \$18,380,381 | 15.72 miles

Street Name	From	To	PCI	Mile age	Treat ment	Estimated Cost
VINE ST	MILVIA ST	SHATTUCK AVE	36	0.13	Heavy Rehab	\$426,120
VINE ST	SHATTUCK AVE	WALNUT ST	37	0.06	Heavy Rehab	\$213,060
VINE ST	SPRUCE ST	SCENIC AVE	49	0.12	Heavy Rehab	\$403,860
VINE ST	WALNUT ST	SPRUCE ST	52	0.13	Heavy Rehab	\$399,408
VIRGINIA GARDENS	NORTH DEAD END (CEDAR)	VIRGINIA ST	82	0.09	Light Mtce	\$8,352
VIRGINIA ST	EAST FRONTAGE RD (STATE P/L)	2ND ST	90	0.07	Light Mtce	\$11,504
WALNUT ST	EUNICE ST	CEDAR ST	39	0.50	Heavy Rehab	\$1,682,220
WEST ST	ADDISON ST	DEAD END	86	0.05	Light Mtce	\$4,944
WOOLSEY ST	KING ST	MARTIN LUTHER KING JR WAY	69	0.17	Light Rehab	\$448,880
WOOLSEY ST	TELEGRAPH AVE	HILLEGASS AVE	81	0.28	Light Mtce	\$47,200
TOTAL				15.72		\$18,380,381

5-YEAR STREET REHABILITATION PLAN: FY 2027-2031 | Fiscal Year 2031

97 Sections | \$18,380,381 | 15.72 miles

Functional Class	Cost	% Cost	Miles	% Miles
Arterials	\$5,807,101	32%	3.44	22%
Collectors	\$1,423,836	8%	2.23	14%
Residentials	\$11,149,444	61%	10.06	64%

Policy Category	Cost	% Cost	Miles	% Miles
Equity Zone	\$3,413,200	19%	2.36	15%
Bikeways	\$9,186,328	50%	8.06	51%
Bus Route	\$7,076,557	39%	5.21	33%
High-Injury Street	\$7,334,733	40%	5.21	33%

District	Cost	% Cost	Miles	% Miles
District 1	\$3,443,067	19%	2.13	14%
District 2	\$800,200	4%	1.04	7%
District 3	\$1,956,032	11%	1.16	7%
District 4	\$3,047,838	17%	2.03	13%
District 5	\$3,356,988	18%	2.41	15%
District 6	\$765,513	4%	1.96	12%
District 7	\$1,033,549	6%	1.79	11%
District 8	\$3,977,196	22%	3.21	20%

MEASURE FF PLAN: FY 2027-2031 | Fiscal Year 2027 20 Sections | \$13,560,042
| 3.80 miles

Cedar McGee Street Rehab Project – Fiscal Year 2027						
Street Name	Begin	End	PCI	Mileage	Treatment	Estimated Cost
Cedar Street	Martin Luther King Jr Way	Sacramento Street	23	0.49	Heavy Rehab	\$ 1,617,777.78
McGee Avenue	Rose Street	Cedar Street	10	0.21	Reconstruct	\$ 1,038,700.00
McGee Avenue	Cedar Street	Virginia Street	36	0.12	Heavy Rehab	\$ 361,200.00
McGee Avenue	Virginia Street	Ohlone Park	39	0.16	Heavy Rehab	\$ 474,880.00
Vine Street	Edith Street	Grant Street	25	0.06	Heavy Rehab	\$ 187,600.00
Vine Street	Grant Street	Martin Luther King Jr Way	24	0.13	Heavy Rehab	\$ 372,400.00
Josephine Street	Cedar Street	Virginia Street	22	0.13	Heavy Rehab	\$ 369,600.00
Eola Street	Virginia Street	Francisco Street	24	0.06	Heavy Rehab	\$ 111,222.22
Buena Avenue	McGee Avenue	Cypress Street	23	0.08	Heavy Rehab	\$ 155,555.56

Parker Carleton Street Rehab Project – Fiscal Year 2027						
Road	Begin	End	PCI	Mileage	Treatment	Estimated Cost
Carleton Street	Mathews Street	Sacramento Street	23	0.36	Heavy Rehab	\$ 1,070,720.00
Carleton Street	Sacramento Street	Martin Luther King Jr Way	26	0.48	Heavy Rehab	\$ 1,422,400.00
Carleton Street	Martin Luther King Jr Way	Milvia Street	21	0.13	Heavy Rehab	\$ 434,466.67
Carleton Street	Milvia Street	Shattuck Avenue	65	0.13	Heavy Maintenance	\$ 346,500.00
Carleton Street	Shattuck Avenue	Fulton Street	45	0.12	Heavy Rehab	\$ 348,320.00
Carleton Street	Fulton Street	Telegraph Avenue	15	0.33	Reconstruct	\$ 1,616,800.00
Carleton Street	Telegraph Avenue	Dead End	25	0.03	Heavy Rehab	\$ 67,200.00
Burnett Street	San Pablo Avenue	Mabel Street	22	0.17	Heavy Rehab	\$ 489,440.00
Mathews Street	Carleton Street	Ward Street	14	0.12	Reconstruct	\$ 591,260.00
Parker Street	Mabel Street	Sacramento Street	19	0.25	Heavy Rehab	\$ 739,200.00
Blake Street	Mabel Street	Sacramento Street	30	0.25	Heavy Rehab	\$ 744,800.00

MEASURE FF PLAN: FY 2027-2031 | Fiscal Year 2028 6 Sections | \$6,822,998 | 1.05 miles

Henry Sutter Street Rehab Project – Fiscal Year 2028						
Road	Begin	End	PCI	Mileage	Treatment	Estimated Cost
Shattuck Avenue	Rose Street	Vine Street	26	0.13	Heavy Rehab	\$ 616,000
Shattuck Pl	Rose Street	Shattuck Avenue	22	0.10	Heavy Rehab	\$ 1,167,500
Henry Street	Eunice Street	Rose Street	29	0.26	Heavy Rehab	\$ 1,326,111
Sutter Street	Del Norte Street	Eunice Street	36	0.25	Heavy Rehab	\$ 1,042,222
Shattuck Avenue	Eunice Street	Rose Street	39	0.25	Heavy Rehab	\$ 830,667
Berryman Street	Milvia Street	Henry Street	39	0.06	Heavy Rehab	\$ 169,680

MEASURE FF PLAN: FY 2027-2031 | Fiscal Year 2029 11 Sections | \$7,805,256
| 1.42 miles

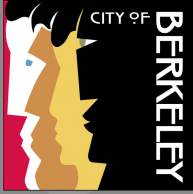
Shattuck Ward Street Rehab Project – Fiscal Year 2029						
Road	Begin	End	PCI	Mileage	Treatment	Estimated Cost
Ward Street	Shattuck Avenue	Fulton Street	27	0.15	Heavy Rehab	\$ 436,800
Ward Street	Fulton Street	Ellsworth Street	12	0.13	Reconstruct	\$ 620,400
Ward Street	Ellsworth Street	Telegraph Avenue	12	0.17	Reconstruct	\$ 827,200
Walker Street	Derby Street	Ward Street	27	0.06	Heavy Rehab	\$ 92,400
Stuart Street	Adeline Street	Shattuck Avenue	32	0.05	Heavy Rehab	\$ 557,200
Oregon Street	Shattuck Avenue	Fulton Street	28	0.16	Heavy Rehab	\$ 476,000
Russell Street	Shattuck Avenue	Fulton Street	24	0.16	Heavy Rehab	\$ 478,800
Russell Street	Fulton Street	Telegraph Avenue	24	0.24	Heavy Rehab	\$ 708,400
Lorina Street	Russell Street	Ashby Avenue	40	0.10	Heavy Rehab	\$ 256,667
Wheeler Street	Russell Street	Ashby Avenue	21	0.10	Heavy Rehab	\$ 498,200
Howe Street	Ellsworth Street	Telegraph Avenue	16	0.10	Heavy Rehab	\$ 512,300

MEASURE FF PLAN: FY 2027-2031 | Fiscal Year 2030 9 Sections | \$5,524,906 |
1.19 miles

63rd Emerson Street Rehab Project – Fiscal Year 2030						
Road	Begin	End	PCI	Mileage	Treatment	Estimated Cost
63 rd Street	Martin Luther King Jr Way	East City Limit	20	0.10	Heavy Rehab	\$ 493,500
Dover Street	Alcatraz Avenue	South City Limit	17	0.03	Heavy Rehab	\$ 108,622
62 nd Street	Martin Luther King Jr Way	East City Limit	22	0.12	Heavy Rehab	\$ 587,500
62 nd Street	West City Limit	Adeline Street	33	0.23	Heavy Rehab	\$ 672,000
Martin Luther King Jr Way	63 rd Street	Martin Luther King Jr Way	31	0.10	Heavy Rehab	\$ 325,867
Emerson Street	Shattuck Avenue	Wheeler Street	20	0.11	Heavy Rehab	\$ 540,500
Essex Street	Shattuck Avenue	Wheeler Street	20	0.11	Heavy Rehab	\$ 549,900
Shattuck Avenue	Ashby Avenue	South City Limit	44	0.23	Heavy Rehab	\$ 865,822
Tremont Street	Emerson Street	South City Limit	26	0.18	Heavy Rehab	\$ 821,194

MEASURE FF PLAN: FY 2027-2031 | Fiscal Year 2031 8 Sections | \$8,767,933 |
2.05 miles

Edwards Byron Street Rehab Project – Fiscal Year 2030						
Road	Begin	End	PCI	Mileage	Treatment	Estimated Cost
Edwards Street	Bancroft Way	Dwight Way	49	0.25	Heavy Rehab	\$ 744,800
Byron Street	Channing Way	Dwight Way	12	0.13	Reconstruct	\$ 517,000
Valley Street	North Dead End	Dwight Way	31	0.24	Heavy Rehab	\$ 1,170,300
Chaucer Street	San Pablo Avenue	Curtis Street	18	0.10	Heavy Rehab	\$ 430,833
Curtis Street	University Avenue	Dwight Way	14	0.57	Reconstruct	\$ 2,810,600
Addison Street	San Pablo	Curtis Street	19	0.14	Heavy Rehab	\$ 686,200
Addison Street	Browning Street	Sacramento Street	41	0.36	Heavy Rehab	\$ 1,064,000
Allston Way	San Pablo Avenue	Strawberry Creek Park	26	0.27	Heavy Rehab	\$ 1,344,200



El Cerrito

Kensington

McLaughlin
Eastshore
State Parl
State
Seashore

Albany

Proposed Five Year Paving Plan FY 2027 - 2031

5 Year Paving Plan Proposed Fiscal Year

- 2027
- 2028
- 2029
- 2030
- 2031

- Council Districts
- Equity Zone

This map is for reference purposes only. Data are not survey precise

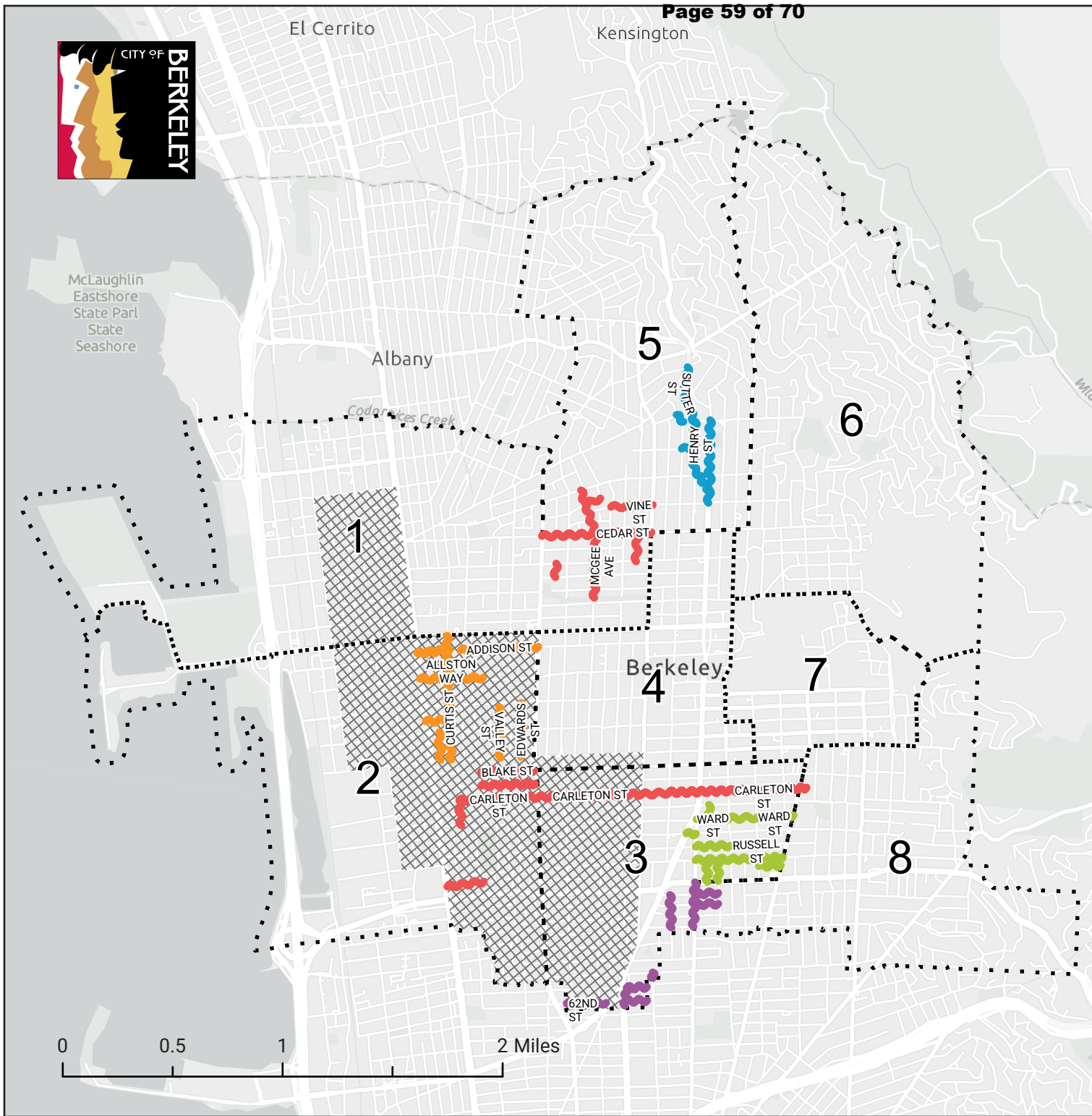
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May 15, 2026

CITY OF BERKELEY
Engineering Division
1947 Center Street
Berkeley CA 94704





Proposed Measure FF Paving Plan FY 2027 - 2031

Measure FF

Proposed Fiscal Year

- 2027
- 2028
- 2029
- 2030
- 2031

- Council Districts
- Equity Zone

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May 15, 2026

CITY OF BERKELEY
Engineering Division
1947 Center Street
Berkeley CA 94704



FY 2027-2031: Measure FF Streets & Sidewalks Projects

Project name	Brief Summary	FY	FF Budget	Expected outcome/deliverable
Cedar McGee Street Rehab Project	1.437 centerline miles on Cedar, McGee, Vine, Josephine, Eola, and Buena	27	\$ 4,688,936	Repave surfaces in the identified project area.
Parker Carleton Street Rehab Project	2.358 centerline miles on Carleton, Burnett, Mathews, Parker, and Blake	27	\$ 9,026,662	Repave surfaces in the identified project area.
Henry Sutter Street Rehab Project	1.048 centerline miles on Shattuck Ave, Shattuck Pl, Henry, Sutter, and Berryman	28	\$ 5,152,180	Repave surfaces in the identified project area.
Shattuck Ward Street Rehab Project	1.4195 centerline miles on Ward, Walker, Stuart, Oregon, Russell, Lorina, Wheeler, and Howe	29	\$ 5,464,367	Repave surfaces in the identified project area.
63rd Emerson Street Rehab Project	1.191 centerline miles on 62nd, 63rd, Dover, MLK jr, Emerson, Essex, Shattuck, and Tremont	30	\$ 4,964,906	Repave surfaces in the identified project area.
Edwards Byron Street Rehab Project	2.052 centerline miles on Edwards, Byron, Valley, Chaucer, Curtis, Addison and Allston	31	\$ 8,767,933	Repave surfaces in the identified project area.

FY 2027-2031: Measure FF Streets & Sidewalks Projects

Project name	Brief Summary	FY(s)	FF Budget	Expected outcome/deliverable
Remediation of public right of way (PROW)-related ADA issues	Address identified PROW violations on sidewalks corresponding to identified FF paving project street segments: Cedar, McGee, Vine, Josephine, Eola, and Buena Carleton, Burnett, Mathews, Parker, and Blake	27	\$ 1,359,224	Constructed sidewalk improvement
Remediation of PROW-related ADA issues	Address identified PROW violations on sidewalks corresponding to identified FF paving project street segments: Shattuck Ave, Shattuck Pl, Henry, Sutter, and Berryman	28	\$ 1,235,517	Constructed sidewalk improvement
Remediation of PROW-related ADA issues	Address identified PROW violations on sidewalks corresponding to identified FF paving project street segments: Ward, Walker, Stuart, Oregon, Russell, Lorina, Wheeler, and Howe	29	\$ 958,579	Constructed sidewalk improvement

FY 2027-2031: Measure FF Streets & Sidewalks Projects

Project name	Brief Summary	FY(s)	FF Budget	Expected outcome/deliverable
Measure FF Sidewalk Shaving project	Coordinated with the FF paving project. Adjacent sidewalk trip hazards on identified street segment for comprehensive corridor improvement.	27-31	\$ 1,250,000	Remediate obvious tripping hazards on sidewalks adjacent to street segments being repaved.
Measure FF 50-50 Sidewalk and Path Repair project	This funding will supplement 50-50 sidewalk program and reduce backlog.	27-31	\$ 6,000,000	Reduce backlog and deliver more projects from the City cost-sharing sidewalk repair program (Berkeley property owners are responsible for maintaining sidewalks adjacent to their properties)
Solano Ave Retaining Wall	Remedial work at the existing wooden retaining wall, any sidewalk/paved area behind the existing curb, explore new ADA compliant concrete sidewalk, over existing paved area	29	\$ 1,000,000	Repair retaining wall and repair/address associated paved area currently being treated as a walking pathway/sidewalk.
Pathway Repairs/Improvements	Improve identified walking pathways	30-31	\$ 1,000,000	Repair or repave walking pathways

FY 2027–2031: Measure FF Safety Projects

Project name	Brief Summary	FY(s)	FF Budget	Expected outcome/ deliverable	Related plan/priority
Vision Zero Quick Build Program	Support and expand existing Vision Zero quick build program.	27-31	\$ 2,075,000	Constructed improvement	Vision Zero Action Plan 2017 Bicycle Plan 2020 Pedestrian Plan Complete Streets Policy
Vision Zero Action Plan update Phased Implementation Roadmap	Update and expand upon Vision Zero Action Plan.	27-28	\$ 2,000,000	Plans and design	Vision Zero Action Plan 2026 Bike Plan 2020 Pedestrian Plan Complete Streets Policy Aligns w/ Council Referrals: Vision Zero Rapid Response on Bicycle Boulevards (rank 1) and Reduced Speed Limits on High-Injury Commercial Corridors (rank 1)

FY 2027–2031: Measure FF Safety Projects

Project name	Brief Summary	FY(s)	FF Budget	Expected outcome/ deliverable	Related plan/priority
City-wide Traffic Calming Program	Support and expand existing Citywide traffic calming program.	27-31	\$ 1,250,000	Public engagement Plans and design Constructed improvement	Vision Zero Action Plan 2026 Bike Plan 2020 Pedestrian Plan
Citywide Traffic Signal Master Plan	Development of a Citywide Traffic Signal Master Plan to modernize the City's traffic signal network.	27-28	\$ 500,000	Plans and design	Vision Zero Action Plan 2026 Bike Plan 2020 Pedestrian Plan Complete Streets Policy
Transporation Fiber Optic Network	Upgrade the City's traffic signal coordination network as per the Citywide Traffic Signal Master Plan.	27-31	\$ 950,000	Plans and design Constructed improvement	Vision Zero Action Plan 2026 Bike Plan 2020 Pedestrian Plan Complete Streets Policy
Traffic Signal Modernization Project	Upgrade and/or install traffic signals at selected locations as per the Citywide Traffic Signal Master Plan.	28-31	\$ 1,000,000	Constructed improvement	Vision Zero Action Plan 2026 Bike Plan 2020 Pedestrian Plan Complete Streets Policy

FY 2027–2031: Measure FF Safety Projects

Project name	Brief Summary	FY(s)	FF Budget	Expected outcome/ deliverable	Related plan/priority
Cedar Street Pedestrian Safety Crossing Improvement	Improve pedestrian safety along the Cedar Street corridor.	27	\$ 1,000,000	Plans and design Constructed improvement	Vision Zero Action Plan 2020 Pedestrian Plan Aligns w/ Council Referral: Prioritizing Pedestrians at Intersections (rank 22)
Cedar Street median crossing to support Grant Street Bike Boulevard Crossing	Improve pedestrian and bicycle safety by constructing a median refuge on Cedar Street at Grant Street.	27	\$ 100,000	Plans and design Constructed improvement - Dependent on award of grant funding	Vision Zero Action Plan 2026 Bike Plan
Transportation Nexus Study	Transportation Nexus Study to enable imposition and collection of a Transportation Impact Fee for new development projects.	27	\$ 200,000	Plans and design	Vision Zero Action Plan 2017 Bicycle Plan 2020 Pedestrian Plan Complete Streets Policy Transit First Policy Aligns w/ Council Referral: Southside Impact Fee Nexus Study (rank 27)

FY 2027–2031: Measure FF Safety Projects

Project name	Brief Summary	FY(s)	FF Budget	Expected outcome/ deliverable	Related plan/priority
Claremont Eton rectangular rapid flashing beacon	Completion of ongoing project to improve pedestrian safety across Claremont Ave. at Eton Ave.	27	\$ 70,000	Plans and design Constructed improvement	Vision Zero Action Plan
Claremont Quick Build Project	Support ongoing project to improve pedestrian safety along the Claremont Ave. corridor.	27	\$ 1,250,000	Plans and design Constructed improvement	Vision Zero Action Plan 2020 Pedestrian Plan
Claremont Complete Street Corridor	Complete streets corridor study and high-level conceptual design along the Claremont Ave. corridor.	27	\$ 350,000	Public engagement	Vision Zero Action Plan 2017 Bicycle Plan 2020 Pedestrian Plan Complete Streets Policy
Affordable Housing and Sustainable Communities (AHSC) Grant Matching funds: Sixth University Shattuck project	Matching funds for grant funded Sixth St. bikeway and University/Shattuck transit stop safety improvement project	27	\$ 200,000	Plans and design	Vision Zero Action Plan 2017 Bicycle Plan 2020 Pedestrian Plan Transit First Policy

FY 2027–2031: Measure FF Safety Projects

Project name	Brief Summary	FY(s)	FF Budget	Expected outcome/ deliverable	Related plan/priority
Washington Elementary and Berkeley High School Safe Routes to Schools	Support ongoing grant funded project to improve pedestrian, bicycle, and vehicular safety in the vicinity of Washington Elementary School and Berkeley High School.	27	\$ 400,000	Plans and design	Vision Zero Action Plan 2026 Bike Plan 2020 Pedestrian Plan Safe Routes to School
Sacramento Street Bike Boulevard safe crossings signalization	Improve pedestrian and bicycle safety at intersections on Sacramento Street.	27-28	\$ 3,500,000	Public engagement Plans and design Constructed improvement	Vision Zero Action Plan 2026 Bike Plan
South Sacramento Street Pedestrian Safety Improvements	Improve pedestrian safety along Sacramento St.	29-30	\$ 4,000,000	Public engagement Plans and design Constructed improvement	Vision Zero Action Plan 2020 Pedestrian Plan

FY 2027–2031: Measure FF Safety Projects

Project name	Brief Summary	FY(s)	FF Budget	Expected outcome/ deliverable	Related plan/priority
Shattuck/Sutter/Henry pedestrian safety crossing improvements at Rose, Vine, Eunice	Improve pedestrian safety at 3 intersections on the Shattuck/Sutter/Henry corridor at Eunice, Rose, and Vine Sts.	28	\$ 100,000	Plans and design Constructed improvement	Vision Zero Action Plan
South Shattuck Street Pedestrian Safety Improvements	Improve pedestrian safety along the Shattuck Ave. corridor.	28-29	\$ 4,000,000	Public engagement Plans and design Constructed improvement	Vision Zero Action Plan 2020 Pedestrian Plan
Shattuck/Ward Pedestrian crossing refuge	Improve pedestrian safety across Shattuck Ave. by constructing a median refuge on Shattuck Ave. at Ward St.	29	\$ 50,000	Plans and design Constructed improvement	Vision Zero Action Plan 2020 Pedestrian Plan
Addison Bicycle Boulevard Phase II	Support ongoing project to design and construct a bicycle boulevard building upon the existing Phase I.	27-28	\$ 2,747,000	Constructed improvement	Vision Zero Action Plan 2026 Bike Plan

FY 2027–2031: Measure FF Safety Projects

Project name	Brief Summary	FY(s)	FF Budget	Expected outcome/ deliverable	Related plan/priority
Transportation Design Guidelines Study	Develop Transportation Design Guidelines document.	27-29	\$ 600,000	Plans and design	Vision Zero Action Plan 2026 Bike Plan 2020 Pedestrian Plan Complete Streets Policy
Delaware Bike Lanes Refresh	Improve bicycle safety along Delaware St. by installing new pavement markings.	29	\$ 100,000	Plans and design Constructed improvement	Vision Zero Action Plan 2026 Bike Plan
Oxford Complete Street Corridor	Complete streets corridor study and conceptual design along the Oxford St. corridor.	30	\$ 1,000,000	Public engagement Some plans and design (budget allowing)	Vision Zero Action Plan 2017 and 2026 Bike Plan Complete Streets Policy Aligns w/ Council Referral: Oxford for All (rank 6)
Gilman Camelia Complete Street Corridor	Complete streets corridor study and high-level conceptual design either on Route 1 (Gilman) or Route 2 (Fourth and Camelia)	30-31	\$ 650,000	Public engagement Some plans and design (budget allowing)	Vision Zero Action Plan 2026 Bike Plan Complete Streets Policy

FY 2027–2031: Measure FF Environmental Projects

Project name	Brief Summary	FY(s)	FF Budget	Expected outcome/deliverable
Citywide transit stop amenities program (bus pads, shelters, benches, lighting, trash cans, bike racks)	Flexible funding to provide transit amenities installation or improvement	27-31	\$ 1,250,000	Transit stop improvements
Green Infrastructure Regulation Requirements for Pavement Construction	Flexible funding for stormwater permit compliance projects	27-31	\$ 5,314,688	Limited impact development (LID) projects in compliance with municipal regional stormwater permit.
Offsite LID stormwater treatment for regulated road reconstruction work on Jones and Buena Vista Way	Municipal regional stormwater permit compliance project related to reconstruction work on Jones and Buena Visita Way	27-28	\$ 2,300,000	LID project to be designed and constructed by Engineering Division