

The Five-Year Street Rehab Plan & Measure FF Plan: FY2027-2031

City Council

Department of Public Works

July 7, 2026

Purpose of Today's Briefing



Five-Year Street Rehabilitation Plan

General Overview
Prior Plan FY 2024-2028
New Plan FY 2027-2031



Measure FF Plan

Brief Overview
Measure FF Streets Projects
Measure FF Safety Projects



Requested Action

Adopt a resolution adopting the Five-Year
Street Rehabilitation and Measure FF Plan
for FY 2027-2031

Berkeley's Street System

213

centerline miles of City
streets

57

citywide PCI: "at risk"
category

\$1.2B

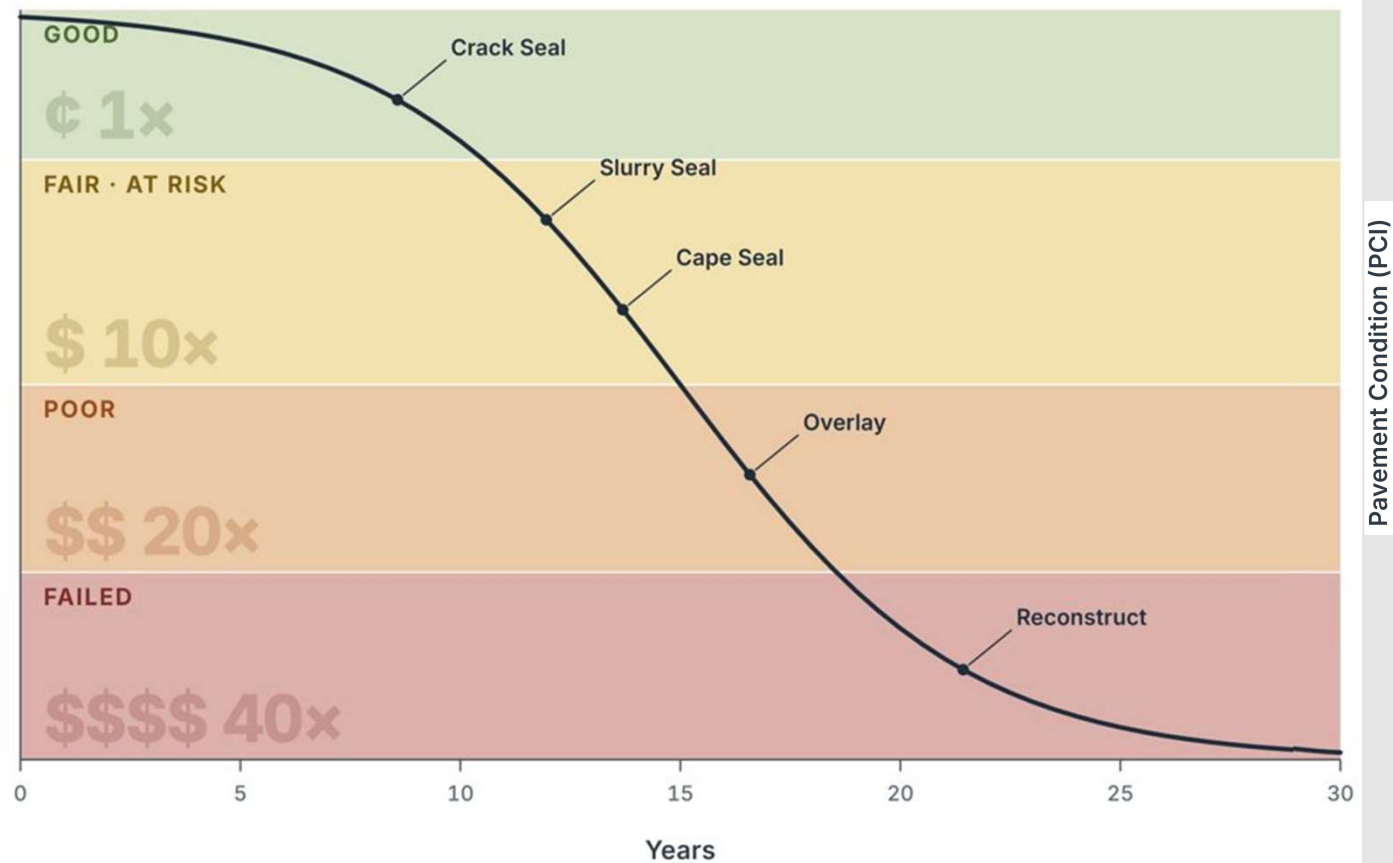
network replacement value

\$330M+

deferred maintenance
backlog as of 2025 (2024
PMP Update)

Source: 2024 Pavement Management Program Update (PTAP25). Costs of repair rise steeply the longer treatment is deferred.

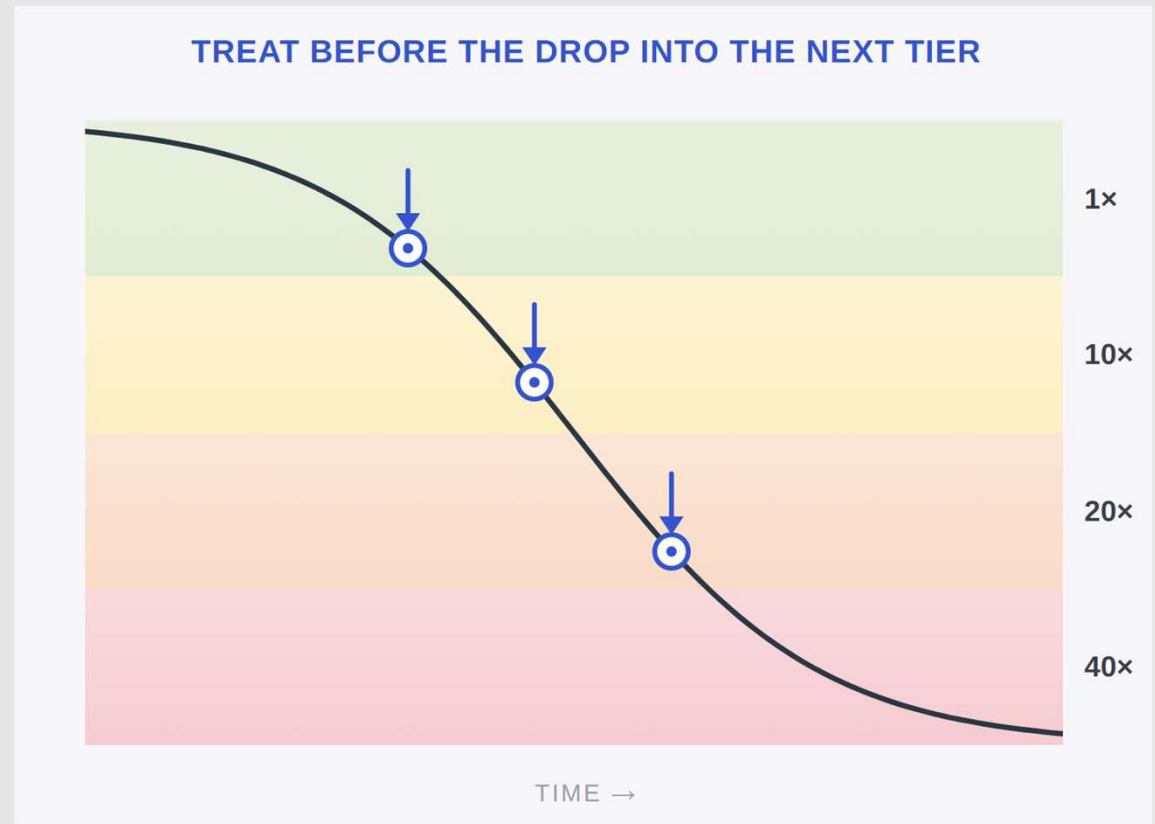
How a Street Deteriorates



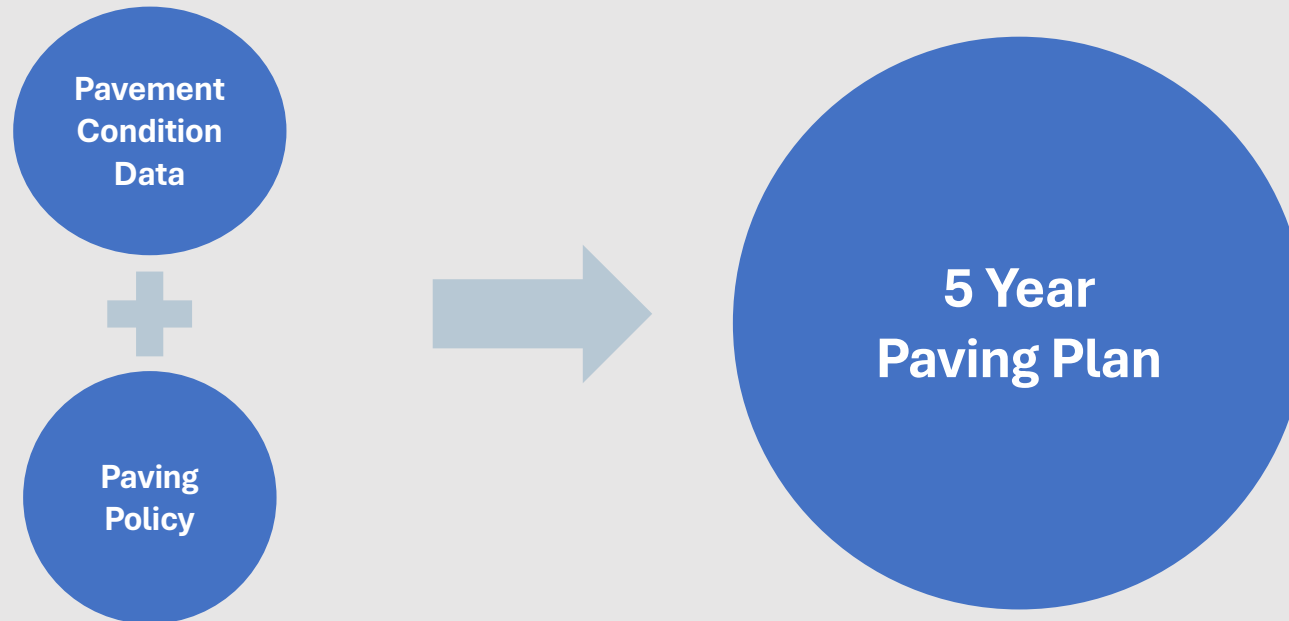
Pavement Management Approach

Critical Point Management *"Right treatment, right time"*

- Target streets sitting at bottom of each tier
- Cost-efficient way to spend paving dollars



How We Select Streets for the Five-Year Street Rehab Plan



Condition data: biennial citywide inspections; StreetSaver WER identifies the most pavement life per dollar (optimization)

Paving policy: Equity Zone, bikeways, bus routes, and contiguity priorities; dig-once utility coordination

Governed by the adopted Street Maintenance Policy (Res. 70,204-N.S., Jan 2022): goal of PCI 70 across several categories of streets

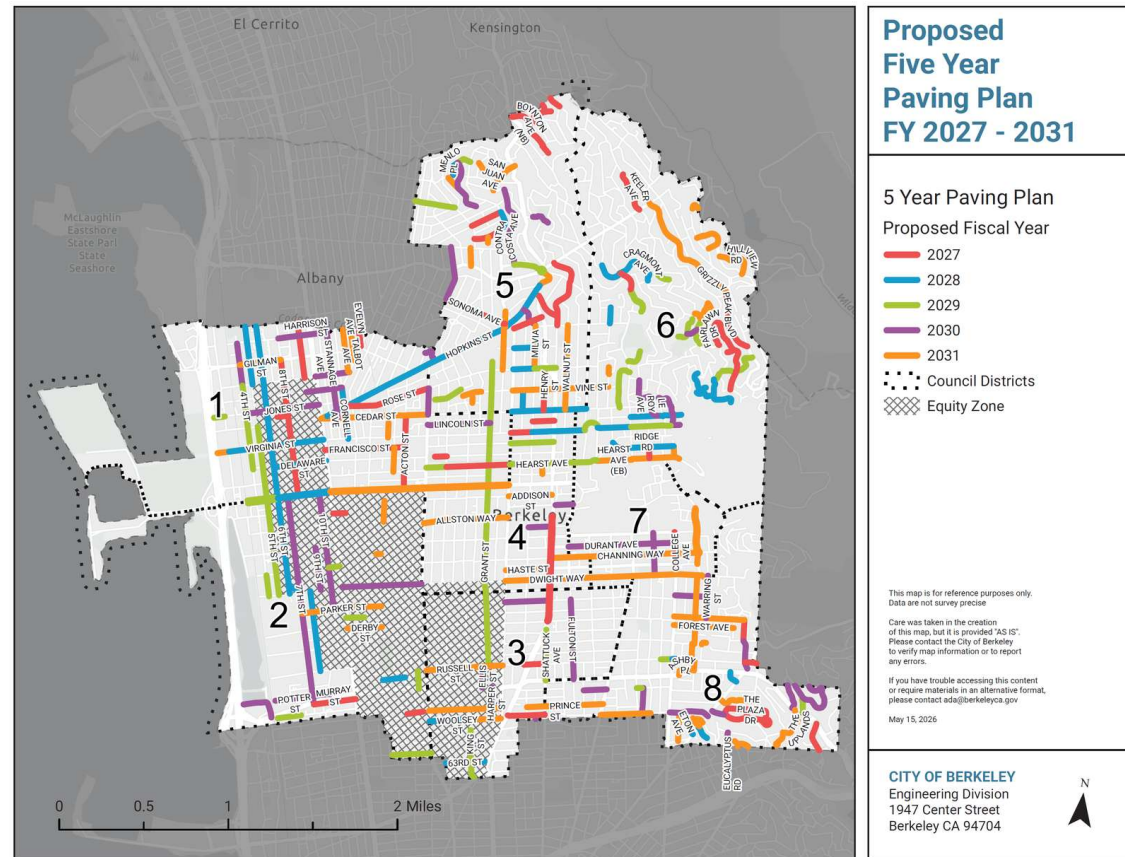
Prior 5-Year Paving Plan: What We Delivered (FY24-26)

Delivered	FY24	FY25	FY26	Total
Centerline miles paved	11.1	7.8	10.3	29.2
Bikeways (mi)	4.8	2.5	5.2	12.5 (43%)
Equity Zone (mi)	4.2	3.9	3.1	11.3 (39%)
Bus routes (mi)	3.3	3.3	4.8	11.4 (39%)
High-injury streets (mi)	0.5	2.0	3.7	6.2 (21%)
Citywide PCI	56	57	59	

- **Equity Zone PCI after FY26: 61.6 | Rest-of-City PCI after FY26: 59.3**
- **338 ADA curb ramps delivered alongside paving in FY24-26.** FY26 project awarded June 2026; construction Summer/Fall 2026 closes out the FY24-28 plan.

FY 2027–2031: 5 Year Paving Plan CIP Map

Over 350 street segments and 55 centerline miles of paving, \$88.6M over five years



FY 2027-2031 Plan: Delivery by Policy Category

Category	Miles	% Total Plan Miles	Est. Cost	% Plan Cost
Arterials	5.87	11%	\$13.4M	15%
Collectors	8.93	16%	\$15.3M	17%
Residentials	40.35	73%	\$59.9M	68%
Bikeways*	24.00	44%	\$45.1M	51%
Bus Routes	13.04	24%	\$26.6M	30%
High-Injury Streets	12.52	23%	\$23.4M	26%
Equity Zone	11.79	21%	\$28.8M	32%

**Includes streets with existing and proposed bicycle facilities per the 2026 Bicycle Plan.
Categories are not mutually exclusive; a street may appear in multiple rows.*

FY 2027–2031: 5 Year Paving Plan Funds

Fund	Source	FY27	FY28	FY29	FY30	FY31	5-Yr Total
127	State Trans. Tax	\$2.20M	\$2.20M	\$2.20M	\$2.20M	\$2.20M	\$10.98M
133	Measure F VRF	\$0.16M	\$0.16M	\$0.16M	\$0.16M	\$0.16M	\$0.78M
134	Measure BB LSR	\$2.98M	\$2.98M	\$2.98M	\$2.98M	\$2.98M	\$14.90M
501	CIP Fund	\$1.93M	\$1.93M	\$1.93M	\$1.93M	\$1.93M	\$8.43M
501	CIP - Council Ref.	\$8.49M	\$8.74M	\$9.00M	\$9.27M	\$9.55M	\$45.06M
601	Zero Waste	\$2.00M	\$2.00M	\$2.00M	\$2.00M	\$2.00M	\$10.00M
616	Clean Storm	\$1.00M	\$1.00M	\$1.00M	\$1.00M	\$1.00M	\$5.00M
	TOTAL	\$18.74M	\$19.00M	\$19.26M	\$19.53M	\$19.81M	\$96.34M

Council referral 501 funding increases each year based on inflation escalator. Total program revenue: \$96.3M. Approximately \$91.3M available for street rehabilitation (excludes \$5M Clean Storm Fund for drainage infrastructure). Plan selects \$88.6M in projects, maintaining a ~2% programmatic reserve.

Major Corridor Status

Corridor	Limits	Status	Basis
Claremont Ave	Ashby - S. City Limit	2027 in FY24-28 Plan; Deferred	- Vision Zero safety improvements underway (incl. RRFBs at Claremont/Eton); - ACFCD Line A-1 bypass (4,080 LF of 60-in storm drain, Tanglewood-Mystic) begins by end of 2026, completion est. 2031; - FF complete streets corridor study forthcoming in FY 27 (\$350K)
Telegraph Ave	Bancroft - Dwight	2023 Holdover in FY24-28 Plan; Deferred	- Res. 70,241-N.S. (2/22/22) w/ supplemental referral re: limiting private autos; - CAR FREE Telegraph budget referral, \$1.325M (1/27/26); - Telegraph Multimodal Corridor Study (Dwight to South City Limit) underway (\$1.349M); staff is pursuing grants for construction & completion of the project - Dwight Triangle placemaking is included in the proposed Infrastructure Bond; - PCI of 33 as of 2024—deferring paving will not result in a significant cost increase
Oxford / Fulton St	Hearst - Bancroft	2028 in FY24-28 Plan; Deferred	- Oxford for All referral, \$400K quick-build (6/3/25); - Amended referral to \$2.5M SOSIP funding for design & construction (12/2/25) - CIP project funding – \$900K (UC Settlement) and \$1M in Measure FF - PCI ranges in the 60s-70s as of 2024—deferring paving will not result in a significant cost increase

Major Corridors in the FY 2027-2031 Plan

Corridor	Limits	Status	Basis
Hopkins St	San Pablo - Sutter	2023 Holdover in FY24-28 Plan; In FY27-31 plan - FY 2028	• Included in proposed plan at standard paving costs; • Corridor approach pending Council direction
Hearst St	California – MLK Jr	New in FY27-31 plan – FY 2027	• 2026 Bicycle Plan cycle track recommendation is Tier II (lower priority); • Study not currently funded or in the PW work plan • PCI 58 (2024 inspections): near the bottom of its treatment tier Heavy maintenance today est. \$500K; • Multi-year deferral escalates to rehabilitation at est. \$1.3M+, roughly 2-3x • Paving in FY 2027 does not preclude future bikeway improvements

Two Complementary Programs

Streets Program: Baseline 5-Year Plan

- ~\$88.6M over five years, ongoing revenues
- StreetSaver Weighted Effectiveness Ratio: most pavement life per dollar, network-wide
- Prioritizes streets at the optimal point on the deterioration curve: right treatment, right time
- Governed by the adopted Street Maintenance Policy (Res. 70,204-N.S.)

Measure FF Program

- ~\$40M over the same five years, voter-approved parcel tax; Additive to baseline spending; separate candidate list, separate oversight (SSCOC)
- Targets long-deferred streets as written in the ballot measure and the goals per ballot language (BMC 7.11) *"Allow long-deferred repairs... acceptable and safe within 14 years," "ideally with no streets having a PCI below 50"*
- Includes several other types of projects (safety, sidewalks and environmental) which will also complement the 5-Year Plan

Exact Stated Goals of the Ballot Measure

Raise citywide PCI to 70 (rated as Good), ideally no streets having a PCI < 50

Eliminate backlog of damaged sidewalks and pedestrian paths

Significantly reduce or eliminate fatal or severe traffic crashes (particularly involving pedestrians or cyclists)

Achieve goals in line with current best practices, ensures accessibility for all, enhances sustainability & resiliency, provides benefits to entire Berkeley community

Ballot Measure Language – Funding splits

- Tax proceeds shall be allocated approximately as follows:
 - Funding 60% for streets and sidewalks, of which roughly three quarters (45%) will be for streets and one quarter (15%) will be for sidewalks and pedestrian paths until **backlog eliminated**
 - 30% for safety improvements
 - 10% shall include environmental enhancements, any required fees to the County, and any permitted uses as specified in [Section 7.11.010](#)

Ballot Measure Language – Funding limitations

F. Proceeds of the tax may be used to pay or reimburse the City **for actual, verifiable costs of City staff when they are performing work** on, or necessary and incidental to, projects funded by the tax, or public input, oversight, and accountability elements required by this chapter. Proceeds of the tax may also be used to pay or reimburse the City for the costs of **City Auditor staff time** spent auditing the tax expenditures of this measure.

G. Proceeds of the tax may be used to pay or reimburse the City for the **costs of updating the Transportation Element of the General Plan, once every ten years**, to integrate and reflect all relevant adopted plans and policies.

H. Proceeds of the tax may be used to pay or reimburse the City for the **costs of reviewing and updating the City's public works project delivery process, once every ten years**.

I. Proceeds of the tax may be used **for public art**, limited to no more than 1.75% of applicable project budgets and consistent with Section 6.13.020. Public art funded by this tax shall be in public spaces.

J. Proceeds of the tax **may not be used to fund bicycle-specific safety improvements** (such as cycletracks or protected bike lanes) **on Hopkins Street between McGee and Gilman**.

Ballot Measure Language – Project selection/priorities

- Any project funded by the proceeds of the tax must be consistent with **one** or more adopted City of Berkeley plans or policies
- Any project funded by the proceeds of the tax which includes street repair, repaving, and/or reconstruction shall implement safety improvements concurrently
- Any project funded by proceeds of the tax which includes safety improvements must be consistent with **one** or more of the following City of Berkeley plans and policies, as may be amended from time to time, or their successor plans as adopted by City Council: Vision Zero Action Plan; Pedestrian Plan; Berkeley Bicycle Plan; Complete Streets Policy; Safe Routes to Schools Safety Assessment and/or Improvement Plan
- 17 additional plans or policies shall be considered as appropriate when identifying or evaluating projects

Ballot Measure Language – Types of projects

- Types of projects:
 - **Street/Sidewalk Projects** will be interventions **designed to restore and upgrade** the **physical integrity and functionality including all** ordinary and necessary expenses and **features as required by applicable law**.
 - “**Safety improvements**” shall **mean improvements to sidewalks, streets, and highways** inclusive of state highways that implement features designed to reduce collisions, injuries, and fatalities, including traffic calming measures.
 - Safety improvements shall include **features recommended by** the Urban Street Design **Guide** published by the National Association of City Transportation Officials (NACTO), features recommended by the Proven Safety Countermeasures initiative published by the Federal Highway Administration, and/or other similar features to reduce collisions, injuries, and fatalities recommended by national organizations of planning or transportation experts.

Ballot Measure Language – Types of projects

- Types of projects:
 - Safety improvements shall also include **improvements to emergency vehicle access** and response times, such as fire/emergency evacuation lanes, transit lanes that also serve emergency vehicles, cycle tracks that can accommodate emergency vehicles, traffic signal controls for emergency vehicles, retractable bollards, curb management, and signage for evacuation routes.
 - “Traffic calming measures” shall mean safety improvements specifically designed to **reduce vehicle speeds**, including horizontal or vertical deflections (such as chicanes and speed bumps), width reductions (such as bulb-outs and medians), and routing restrictions (such as diverters and bollards), or other similar measures recommended by the Institute of Traffic Engineers, the Federal Highway Administration, or other national organizations of transportation experts.

Ballot Measure Language – Types of projects

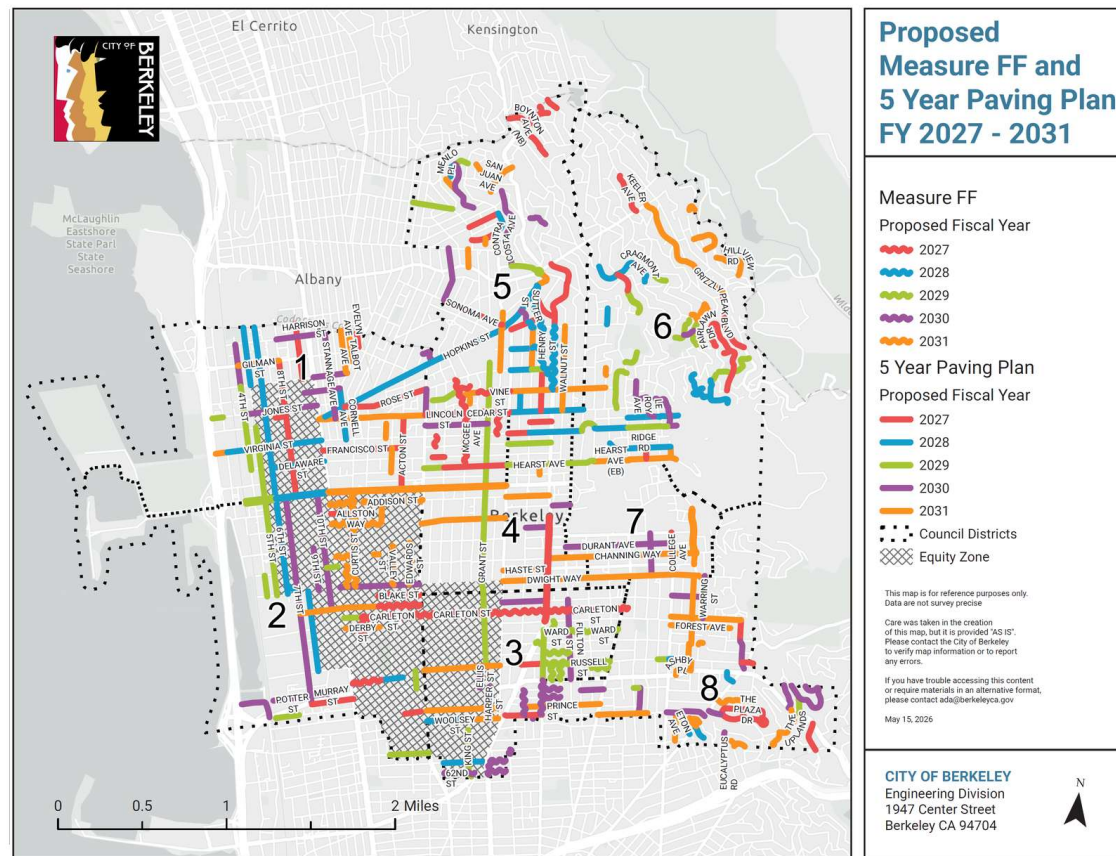
- Types of projects:
 - **Environmental enhancements** to streets, sidewalks and pedestrian paths including:
 - Green infrastructure
 - Permeable Surfaces
 - Use of native plants and tree plantings
 - Community spaces, benches, bus shelters and other appropriate uses to improve the environment and adapt to a changing climate

FY 2027–2031: 5 Year Paving Plan & Measure FF CIP

5 YEAR PLAN: Over 350 street segments and 55 centerline miles of paving, \$88.6M over five years

MEASURE FF: Over 50 street segments & 9 Centerline miles of anticipated heavy rehabilitation at 6 proposed project areas based on community input

COMBINED: Over 400 street segments and 64 centerline miles of paving



2024 VOTER APPROVED MEASURE FF

Infrastructure Investments

- Over the next five years improving:
 - Over 9 centerline miles of roadway rehabilitation
 - Over 20 transportation safety projects leading to safer streets and mobility improvements
 - Green Infrastructure compliance projects

Program Outcomes

- Work towards raising Citywide PCI to 70, ideally no streets having PCI less than 50
- Improved sidewalks and reduced tripping hazards which will result in backlog reduction
- Compliance with funding levels by end of Measure FF lifecycle (60%/30%/10%)

Project type	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total	%
Streets & Sidewalks	\$15,669,266	\$ 8,808,515	\$10,513,835	\$8,816,579	\$11,517,933	\$55,326,128.04	60%
Safety improvements	\$8,870,000	\$ 8,172,000	\$5,325,000	\$4,275,000	\$1,450,000	\$28,092,000.00	30%
Environmental Enhancements	\$1,150,000	\$ 2,650,000	\$1,100,000	\$1,750,000	\$2,214,688	\$8,864,688.00	10%
Total	\$25,689,266	\$19,630,515	\$16,938,835	\$14,841,579	\$15,182,621	\$92,282,816.04	100%

Measure FF - Estimated \$15M Annual Local Investment | Streets • Sidewalks • Safety • Environment

FY 2027-2031: Measure FF 5 Year CIP

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
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

“Safety improvements” shall mean improvements to sidewalks, streets, and highways inclusive of state highways that implement features designed to reduce collisions, injuries, and fatalities, including traffic calming measures.

Will be addressing safety within these projects through sidewalk improvements to remediate identified accessibility violations in compliance with public right of way guidelines and any feasible transportation projects

FY 2027 – FY 2031: Measure FF 5 Year CIP

Shattuck Ward Street Rehab Project with related sidewalk and safety projects (FY 2029)

Council District: 3

Related plans and priorities: Vision

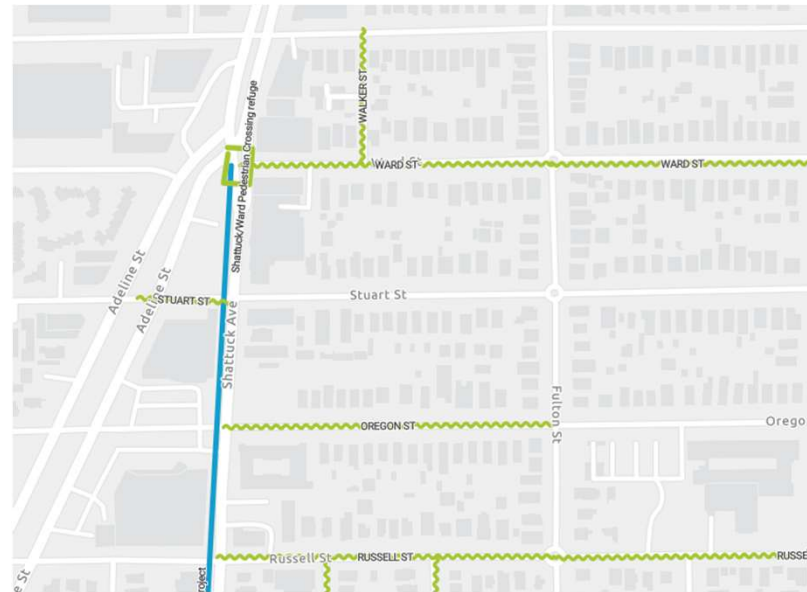
Zero, Pedestrian Plan, ADA sidewalk
compliance backlog, street maintenance backlog

Proximal projects: Woolsey-Fulton

Bike Boulevard, Telegraph Avenue Multi-
Modal Corridor Project

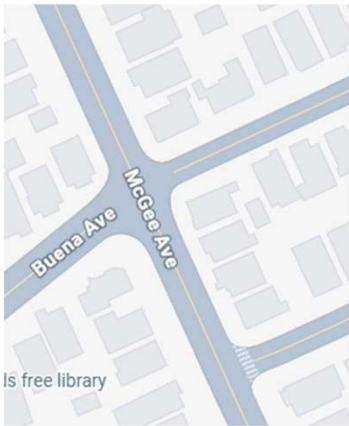
Related Measure FF safety project: Shattuck/Ward
Pedestrian crossing refuge

Summary: In addition to repaving 1.5 centerline miles of streets ≤ 40 PCI, it remedies over 700 reported ADA violations and will install a pedestrian crossing refuge on the high injury network. This project has segments on and intersecting the high injury network. This project also intersects with the Woolsey-Fulton Bike Boulevard project currently underway.



Community Voices: Measure FF Segments

McGee Ave, Cedar to Rose



"If McGee Ave. is not included... it seems unlikely to be paved until at least 2032. We 55 McGee Ave. residents think that would be unfair, dangerous, and legally risky."

Ward St, Fulton to Ellsworth



"We call upon you to recognize the urgency of Ward Street's need for total repaving."

FY 2027–2031: Measure FF Unfunded Projects

Project name	Brief Summary	FY(s)	FF Budget
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
Vision Zero Action Plan update Phased Implementation Roadmap	Update and expand upon Vision Zero Action Plan.	27-28	\$ 2,000,000
Transportation Nexus Study	Transportation Nexus Study to enable imposition and collection of a Transportation Impact Fee for new development projects.	27	\$ 200,000
Transportation Design Guidelines Study	Develop Transportation Design Guidelines document.	27-29	\$ 600,000

Next Steps:

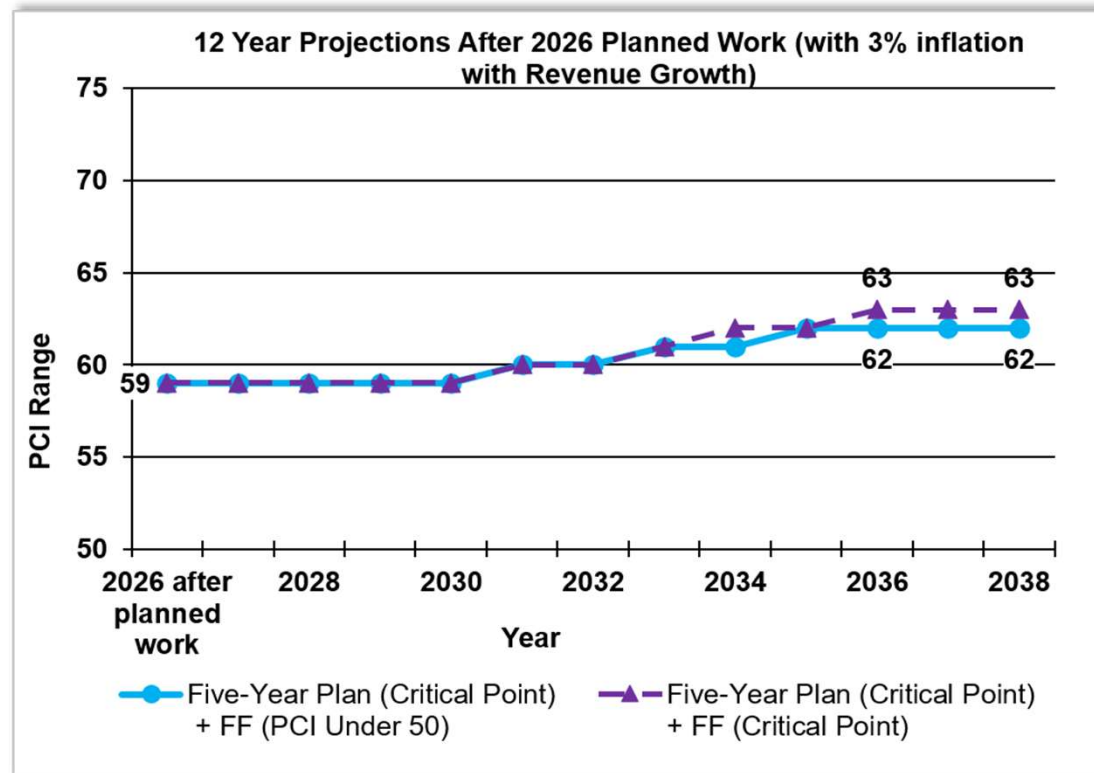
Staff is working with the City Attorney's office for legal interpretation

Per the council direction, staff will also bring these projects back to SSCOC along with City Attorney's feedback

After these steps, return to Council for consideration of feedback and recommendations

Comparing the Two Selection Approaches: Measure FF

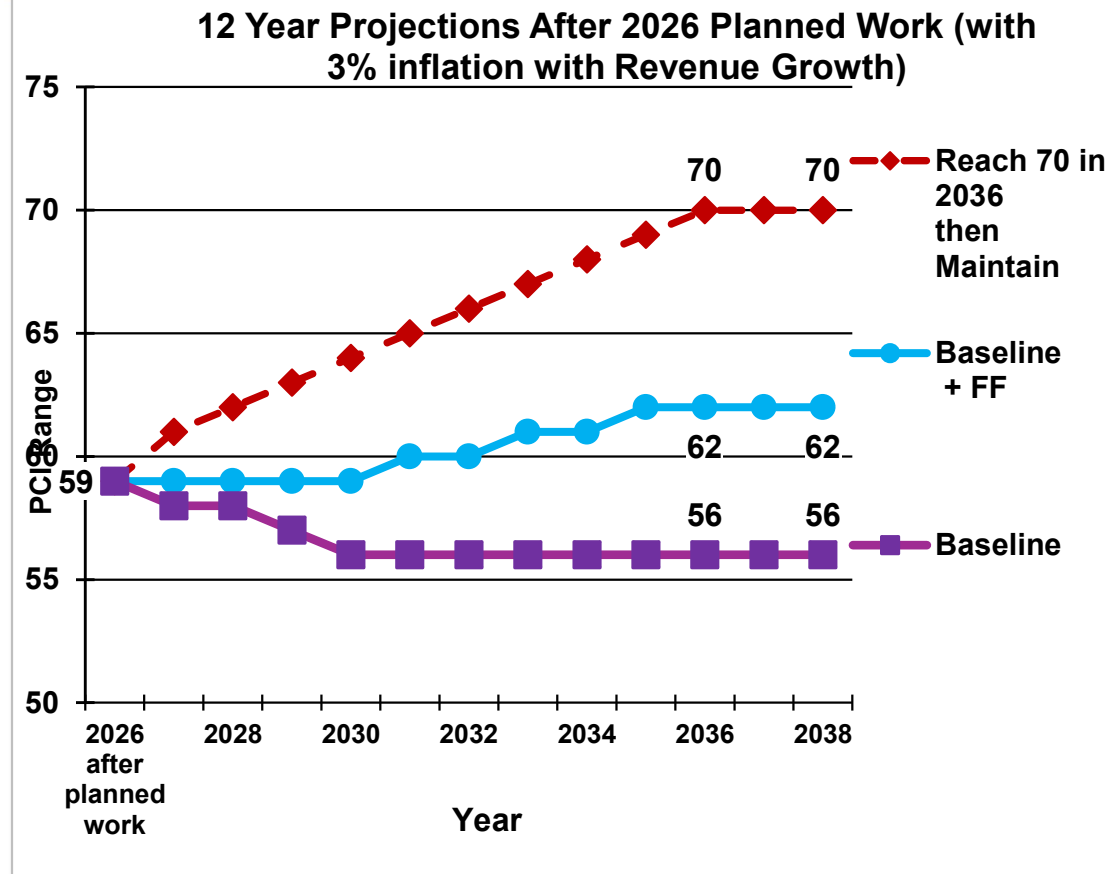
- Staff modeled PCI projections for 2 approaches for directing Measure FF funds, with the same total funding in both scenarios:
 - Approach A (purple line):** Measure FF streets selected using the same selection criteria as the Five-Year Paving Plan
 - Approach B (blue line):** Measure FF streets selected based on ballot language, targeting “long-deferred repairs”
- Citywide PCI by 2038: 63 pooled vs. 62 under the two-pronged approach. Both scenarios achieved a similar outcome.**
- One point of aggregate PCI buys paving the streets for which community members have waited decades
- The two-pronged approach honors the ballot measure, delivers visible improvements to the most affected communities, and still achieves meaningful citywide gains



PCI Projections – Measure FF complementary

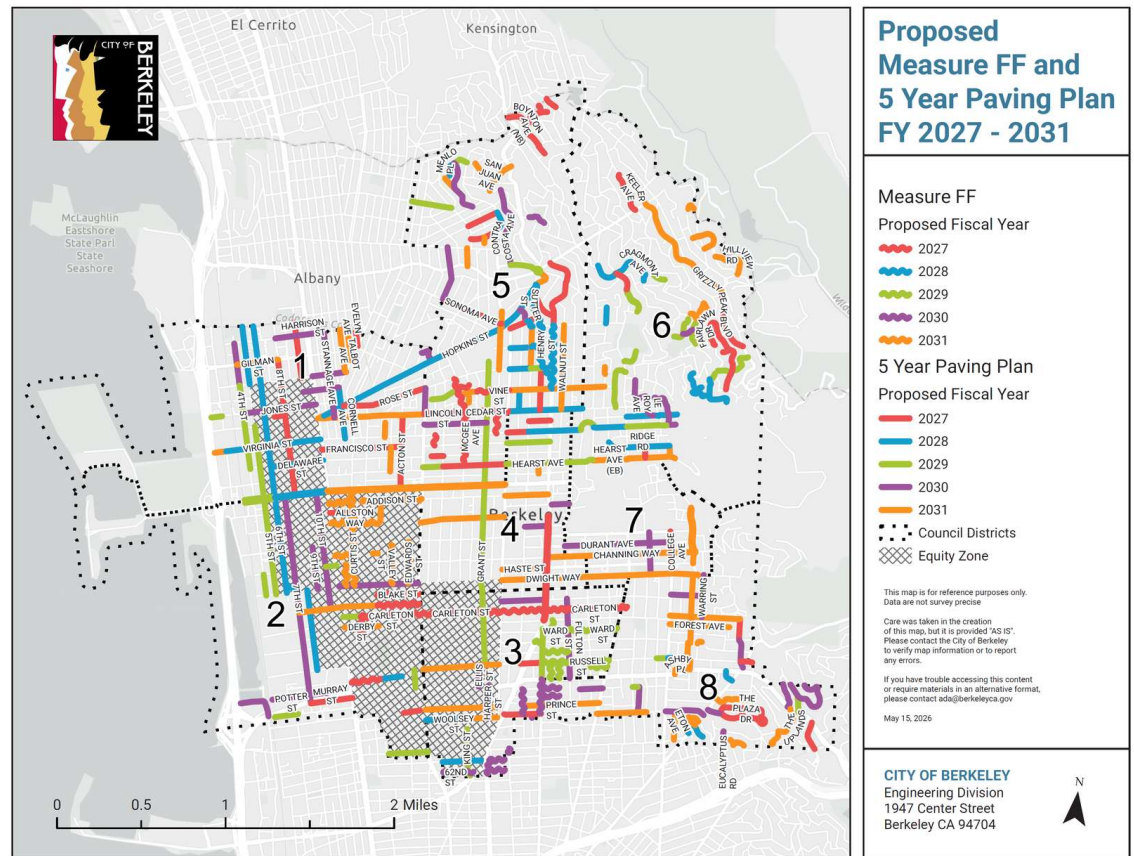
- Baseline (5-Year Paving Plan) funding levels maintained at \$~20.3M/year* result in city-wide PCI dropping to 56 in 2030 and stagnating
- Baseline funding with the addition of FF funds (\$29.6M/year* total) results in an upward trajectory of city-wide PCI—62 by 2035
- To reach PCI of 70 by 2036, would require an additional estimated \$8M/year through 2036. Beyond 2036, to maintain a PCI of 70 would require total funding of \$25M/year.

**Accounting for projected revenue growth over 12 year period, baseline funding averages out to \$20.3M/year, and baseline + FF funding averages out to \$29.6M/year*



Requested Action

Adopt a resolution adopting the Five-Year Street Rehabilitation Plan and Measure FF Plan for FY 2027-2031



Thank You

Terrence Salonga

Supervising Civil Engineer

tsalonga@berkeleyca.gov

Manoj Madhavan

Principal Program Manager

mmadhavan@berkeleyca.gov