



**BERKELEY CITY COUNCIL FACILITIES, INFRASTRUCTURE,
TRANSPORTATION, ENVIRONMENT & SUSTAINABILITY COMMITTEE
REGULAR MEETING**

**Wednesday, September 18, 2024
2:00 PM**

2180 Milvia Street, 6th Floor - Redwood Room

Committee Members:

Councilmembers Terry Taplin, Cecilia Lunaparra, and Mark Humbert
Alternate: Councilmember Rashi Kesarwani

This meeting will be conducted in a hybrid model with both in-person attendance and virtual participation. All Committee meetings are recorded.

To access the meeting remotely use this URL - <https://cityofberkeley-info.zoomgov.com/j/1610104717>. To request to speak, use the “raise hand” function in Zoom. To join by phone: Dial **1-669-254-5252 or 1-833-568-8864 (Toll Free)** and Enter **Meeting ID: 161 010 4717**. To provide public comment, press *9 and wait to be recognized by the Chair. To submit a written communication for the Committee’s consideration and inclusion in the public record, email policycommittee@berkeleyca.gov.

This meeting will be conducted in accordance with the Brown Act, Government Code Section 54953. Any member of the public may attend this meeting, however, if you are feeling sick, please do not attend the meeting in person.

Pursuant to the City Council Rules of Procedure and State Law, the presiding officer may remove, or cause the removal of, an individual for disrupting the meeting. Prior to removing an individual, the presiding officer shall warn the individual that their behavior is disrupting the meeting and that their failure to cease their behavior may result in their removal. The presiding officer may then remove the individual if they do not promptly cease their disruptive behavior. “Disrupting” means engaging in behavior during a meeting of a legislative body that actually disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting and includes, but is not limited to, a failure to comply with reasonable and lawful regulations adopted by a legislative body, or engaging in behavior that constitutes use of force or a true threat of force.

California Government Code Section 84308 (Levine Act) Parties to a proceeding involving a license, permit, or other entitlement for use are required to disclose if they made contributions over \$250 within the prior 12 months to any City employee or officer. Parties and participants with a financial interest are prohibited from making more than \$250 in contributions to a decisionmaker for the 12 months after the final decision is rendered on the proceeding. The above contribution disclosures and restrictions do not apply when the proceeding is competitively bid, or involves a personnel or labor contract. For more information, see Government Code Section 84308.

AGENDA

Roll Call

Public Comment on Non-Agenda Matters

Minutes for Approval

Draft minutes for the Committee's consideration and approval.

1. Minutes - July 31, 2024

Committee Action Items

The public may comment on each item listed on the agenda for action as the item is taken up. The Chair will determine the number of persons interested in speaking on each item. Up to ten (10) speakers may speak for two minutes. If there are more than ten persons interested in speaking, the Chair may limit the public comment for all speakers to one minute per speaker. Speakers are permitted to yield their time to one other speaker, however no one speaker shall have more than four minutes.

Following review and discussion of the items listed below, the Committee may continue an item to a future committee meeting, or refer the item to the City Council.

2. Discussion Item: Progress on Creating New Parkland

From: Councilmember Taplin (Author)

Contact: Terry Taplin, Councilmember, District 2, (510) 981-7120

3. Discussion Item: Southside Complete Streets Plan

From: Councilmember Lunaparra (Author)

Contact: Cecilia Lunaparra, Councilmember, District 7, (510) 981-7170

4. Street Rehabilitation Five Year Plan for Fiscal Years 2024-2028

From: City Manager

Referred: November 28, 2023

Due: September 29, 2024

Recommendation: ****On November 28 2023, the City Council referred the green infrastructure needs and the issues and criteria for the segments on the Holdover List to the Facilities Infrastructure Transportation Environment and Sustainability Committee for review and discussion.****

Adopt the Five Year Street Rehabilitation Plan for Fiscal Years 2024-2028.

Financial Implications: See report

Contact: Terrance Davis, Public Works, (510) 981-6300

Unscheduled Items

These items are not scheduled for discussion or action at this meeting. The Committee may schedule these items to the Action Calendar of a future Committee meeting.

Unscheduled Items

5. **Discussion Item: Capital Improvement Program and Unfunded Infrastructure Needs**
From: Councilmember Taplin (Author)
Contact: Terry Taplin, Councilmember, District 2, (510) 981-7120
6. **Discussion Item: State Bill Regarding Refuse and Disposal**
From: Councilmember Taplin (Author)
Contact: Terry Taplin, Councilmember, District 2, (510) 981-7120
7. **Discussion Item: Progress on the Bike and Pedestrian Plans**
From: Councilmember Harrison (Author)
Contact: Kate Harrison, Councilmember, District 4, (510) 981-7140

Items for Future Agendas

- **Requests by Committee Members to add items to the next agenda**

Adjournment

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*Written communications addressed to the Facilities, Infrastructure, Transportation, Environment & Sustainability Committee and submitted to the City Clerk Department will be distributed to the Committee in advance of the meeting and retained as part of the official record.*

*This meeting will be conducted in accordance with the Brown Act, Government Code Section 54953 and applicable Executive Orders as issued by the Governor that are currently in effect. Members of the City Council who are not members of the standing committee may attend a standing committee meeting even if it results in a quorum being present, provided that the non-members only act as observers and do not participate in the meeting. If only one member of the Council who is not a member of the committee is present for the meeting, the member may participate in the meeting because less than a quorum of the full Council is present. Any member of the public may attend this meeting. Questions regarding public participation may be addressed to the City Clerk Department (510) 981-6900.*



### COMMUNICATION ACCESS INFORMATION:

This meeting is being held in a wheelchair accessible location. To request a disability-related accommodation(s) to participate in the meeting, including auxiliary aids or services, please contact the Disability Services specialist at (510) 981-6418 (V) or (510) 981-6347 (TDD) at least three business days before the meeting date. Attendees at public meetings are reminded that other attendees may be sensitive to various scents, whether natural or manufactured, in products and materials. Please help the City respect these needs.

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I hereby certify that the agenda for this meeting of the Standing Committee of the Berkeley City Council was posted at the display case located near the walkway in front of the Maudelle Shirek Building, 2134 Martin Luther King Jr. Way, as well as on the City's website, on September 12, 2024.



Mark Numainville, City Clerk

Communications

Communications submitted to City Council Policy Committees are on file in the City Clerk Department at 2180 Milvia Street, 1st Floor, Berkeley, CA, and are available upon request by contacting the City Clerk Department at (510) 981-6908 or policycommittee@berkeleyca.gov.

**BERKELEY CITY COUNCIL FACILITIES, INFRASTRUCTURE,
TRANSPORTATION, ENVIRONMENT & SUSTAINABILITY COMMITTEE
SPECIAL MEETING MINUTES**

**Wednesday, July 31, 2024
1:00 PM**

2180 Milvia Street, 6th Floor - Redwood Room

Committee Members:

Councilmembers Terry Taplin, Cecilia Lunaparra, and Mark Humbert
Alternate: Councilmember Rashi Kesarwani

This meeting will be conducted in a hybrid model with both in-person attendance and virtual participation. If you are feeling sick, please do not attend the meeting in person.

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To submit a written communication for the Committee’s consideration and inclusion in the public record, email policycommittee@berkeleyca.gov.

Written communications submitted by mail or e-mail to the Facilities, Infrastructure, Transportation, Environment & Sustainability Committee by 5:00 p.m. the Friday before the Committee meeting will be distributed to the members of the Committee in advance of the meeting and retained as part of the official record.

Pursuant to the City Council Rules of Procedure and State Law, the presiding officer may remove, or cause the removal of, an individual for disrupting the meeting. Prior to removing an individual, the presiding officer shall warn the individual that their behavior is disrupting the meeting and that their failure to cease their behavior may result in their removal. The presiding officer may then remove the individual if they do not promptly cease their disruptive behavior. “Disrupting” means engaging in behavior during a meeting of a legislative body that actually disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting and includes, but is not limited to, a failure to comply with reasonable and lawful regulations adopted by a legislative body, or engaging in behavior that constitutes use of force or a true threat of force.

MINUTES

Roll Call: 1:12 p.m.

Present: Councilmembers Lunaparra, Humbert, and Taplin.

Public Comment on Non-Agenda Matters: 1 speaker.

Minutes for Approval

Draft minutes for the Committee's consideration and approval.

1. **Minutes - July 3, 2024**

Action: M/S/C (Lunaparra/Humbert) to approve the July 3, 2024 minutes.

Vote: All Ayes.

Committee Action Items

The public may comment on each item listed on the agenda for action as the item is taken up. The Chair will determine the number of persons interested in speaking on each item. Up to ten (10) speakers may speak for two minutes. If there are more than ten persons interested in speaking, the Chair may limit the public comment for all speakers to one minute per speaker. Speakers are permitted to yield their time to one other speaker, however no one speaker shall have more than four minutes.

Following review and discussion of the items listed below, the Committee may continue an item to a future committee meeting, or refer the item to the City Council.

2. **Discussion Item: Stormwater Master Plan Update**

From: Councilmember Taplin (Author)

Contact: Terry Taplin, Councilmember, District 2, (510) 981-7120

Action: 4 speakers. Presentation made and discussion held. The Committee completed its consideration of this item.

Items for Future Agendas

- **State Bill Regarding Refuse and Disposal**
- **Capital Improvement Program and Unfunded Infrastructure Needs**
- **Progress on Creating New Parkland**
- **Southside Complete Streets Plan**

Adjournment

Action: M/S/C (Humbert/Lunaparra) to adjourn the meeting.

Vote: All Ayes.

Adjourned at 1:58 p.m.

I hereby certify that the foregoing is a true and correct record of the Facilities, Infrastructure, Transportation, Environment & Sustainability Committee meeting held on July 31, 2024.

Rose Thomsen, Deputy City Clerk

Communications

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No Material
Available for
this Item

There is no material for this item.

City Clerk Department
2180 Milvia Street
Berkeley, CA 94704
(510) 981-6900

The City of Berkeley Facilities, Infrastructure, Transportation, Environment & Sustainability Policy Committee Webpage:

<https://berkeleyca.gov/your-government/city-council/council-committees/policy-committee-facilities-infrastructure-transportation-environment-sustainability>



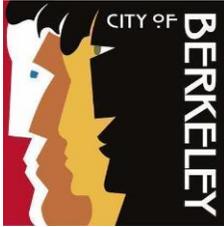
No Material
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The City of Berkeley Facilities, Infrastructure, Transportation, Environment & Sustainability Policy Committee Webpage:

<https://berkeleyca.gov/your-government/city-council/council-committees/policy-committee-facilities-infrastructure-transportation-environment-sustainability>



Councilmember Sophie Hahn
City of Berkeley, District 5

On November 28, 2023, the City Council referred the green infrastructure needs and the issues and criteria for the segments on the Holdover List to the Facilities Infrastructure Transportation Environment and Sustainability Committee for review and discussion.

SUPPLEMENTAL AGENDA MATERIAL for Supplemental Packet 2

Meeting Date: November 28, 2023

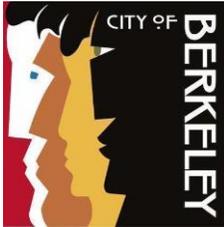
Item Number: 17

Item Description: Street Rehabilitation Five Year Plan for Fiscal Years 2024-2028

Submitted by: Councilmembers Sophie Hahn and Susan Wengraf

Recommended actions with respect to rehabilitation/paving of Hopkins Street.

Internal



Councilmember Sophie Hahn
City of Berkeley, District 5

ACTION CALENDAR
November 28, 2023

TO: Honorable Mayor and Members of the City Council

FROM: Councilmembers Sophie Hahn and Susan Wengraf

SUBJECT: Supplemental 2 Regarding Recommendations for Street Rehabilitation Five Year Plan for Fiscal Years 2024-2028 – Hopkins Street

RECOMMENDATION

This supplemental recommends taking segments of Hopkins Street from The Alameda to Gilman Street off of the holdover list and placing them on the current 2024-2028 Five Year Street Rehabilitation Plan, for paving in FY 2025, using only the previously allocated and currently available T1 funds associated with Hopkins Street for paving of this segment. The remaining holdover segments of Hopkins Street, from Gilman to San Pablo and from The Alameda to Sutter Street would remain on the holdover list and either be paved in FY 2025 along with other Hopkins segments or be programmed for paving in the context of the subsequent five-year Street Rehabilitation plan, to be adopted in 2025, covering fiscal years 2026 - 2030.

BACKGROUND

All segments of Hopkins Street from San Pablo Avenue (to the West), to Sutter (to the East) have been scheduled for paving in some or all Council-approved paving plans for 2016-2020, 2020-2024, 2021-2025, and 2023-2027. The attached chart documents the progression of each segment of Hopkins through these paving plans and the Pavement Condition Index (PCI), and recommended treatment for each segment. Costs for each treatment were not reported for every year and every segment; where costs were provided they are shown. Public Works staff has informed us that the PCI and treatment shown for San Pablo to Stannage for the 2024-2028 recommended treatment is incorrect as the pavement quality is higher than indicated and treatments will be less significant/costly than expected. Unusually high costs associated with the Sutter to Alameda segment also warrant re-evaluation.

The current Staff report suggests a project budget of approximately \$8 million to complete all paving on Hopkins Street. This figure includes costs for more expensive

treatments assigned to the San Pablo to Stannage segment, based on an incorrect PCI rating that staff will be re-evaluating, as well as an extremely high cost (\$6.4 Million) currently shown for the segment from The Alameda to Sutter streets – a segment that just one year prior was estimated to cost only \$876,500. Costs associated with each of these segments will benefit from further clarification and likely will be revised down. Neither of these segments is proposed to be taken off the holdover list at this time.

According to the Staff report, of the approximately \$11.5 million originally assembled for Hopkins, \$6.75 million were T1 paving funds. From this information, it can be inferred that \$4.75 million was available from other sources. In a meeting with the City Manager and Public Works Staff this past Wednesday, November 22, Staff clarified that \$3.9 million of T1 funds remain allocated for Hopkins paving (approximately \$2.8 million of the original \$6.75 million in Hopkins Street T1 funds were re-allocated to fill gaps in other T1 projects during the June budget process) and are sufficient to cover paving Hopkins from The Alameda to Gilman Street. These funds are not subsumed into the larger Street Rehabilitation plan as presented and are currently available to pave this critically important segment.

Given that \$3.9 million in T1 funds remain fully available to pave Hopkins, and on the recommendation of Public Works Staff that segments of Hopkins from The Alameda to Gilman are in most critical need of repaving, *this supplemental recommends that Hopkins Street from The Alameda to Gilman Streets be added to the current Five Year Rehabilitation Plan – with funds for paving coming exclusively from the previously approved T1 allocation.* The reasons for selecting FY 2025 rather than FY 2024 are discussed below.

All of the remaining funds currently allocated to repave Hopkins Street - calculated to be approximately \$4.75 million - are slated to be reallocated to paving other streets in the current Five Year Rehabilitation plan, per the proposal in the Staff report.

Selection of the segment from The Alameda to Gilman Streets to be paved using currently existing and previously allocated T1 funds reflects Staff's recommendation for use of these funds. This segment encompasses blocks with the lowest PCI ratings and also corresponds with all areas traversed by AC Transit busses. This segment also encompasses the shopping district and King pool and playing fields - areas that are heavily used by community members throughout Berkeley.

Placement of the segment of Hopkins from The Alameda to Gilman Streets on the current Five Year Rehabilitation Plan is requested for FY 2025 (rather than FY 2024) to allow Staff to document and confirm sources of funds for the upgraded street light at

Sacramento Street, possible placemaking and landscaping elements, and potential funds to pave additional segments simultaneously. It also provides time needed to design required stormwater management features (see below). The San Pablo to Stannage and Alameda to Sutter segments that will remain on the holdover list can be re-evaluated as well, to ensure PCI ratings and recommended treatments and estimated costs remain appropriate. It is anticipated that costs for rehabilitation of both segments will be found to be lower than current projections.

The Staff report clarifies the need for green infrastructure for the entirety of the Sutter to Gilman segment (see page 3) with an estimated cost of \$500,000 - \$775,000. \$1.125 million of Stormwater Funds are allocated to FY2025 and can easily cover green infrastructure needs for the shorter segment of The Alameda to Gilman. No Stormwater Funds are programmed to be allocated for FY 2024 in the Staff report. The availability of Stormwater Management Funds in FY2025 solves the problem of needing funds to cover necessary stormwater improvements for the segment of Hopkins for which T1 Funds are already allocated and available, and is another reason for the selection of FY2025 as the appropriate year for rehabilitation of the Alameda to Gilman segment.

The Staff Report also states (see page 11) that paving will continue to “include integrated features, such as...curb ramps, high visibility crosswalks, pervious concrete, speed humps, diverters, pedestrian refugees, [and] traffic circles.” Integrating all of these into a cohesive paving program for Hopkins from The Alameda to Gilman streets will require a longer planning timeline than is possible for paving in FY2024.

Concerning the segments of Sutter to The Alameda and Gilman to San Pablo that are recommend to remain on the holdover list, it is hoped that the forensic research into previously allocated funds and potential funding reserves/overages (as mentioned in the Staff report), combined with expected lower costs after re-evaluation of PCI and appropriate treatments, will allow these segments to either be paved simultaneously in FY 2025 – which would offer economies of scale by grouping all Hopkins segments into a single paving year – or will be programed for future paving in the 2026 -2030 paving plan that will be adopted in FY 2025.

It must be emphasized that funding to pave all these Hopkins segments has been previously allocated. Adoption of the currently recommended Street Rehabilitation Plan as presented in the Staff Report reallocates all the non-T1 funds previously allocated to Hopkins paving into other projects. This supplemental does not change the reallocation of non-T1 dollars to other streets; it simply places the segments for which paving can be funded through already-allocated T1 monies onto the plan in FY2025, ensuring paving of the segment during the FY2025 paving season.

Over several years, Staff has stated that paving and re-stripping of Hopkins does not preclude future installation of a larger project. Our office has also received confirmation that the 5-year moratorium on post-paving projects does not apply to City of Berkeley projects. While the potential broader Hopkins project is delayed under the City Manager's action, paving of the most critical segment of Hopkins Street, using previously-allocated and currently available T1 funds, should not be further delayed. With known cost escalations for paving treatments, every year T1 funds are not deployed for the purpose for which they have already been allocated risks reducing the positive impact of those dollars.

Our office has received a large volume of requests from cyclists, pedestrians, residents, businesses, neighbors, customers, and visitors to repave crumbling, potholed, and dangerous segments of the Hopkins corridor - all of which have been previously approved and funded for rehabilitation. Paving in and of itself is a significant safety upgrade for all users, especially when coupled with high visibility crosswalks, speed humps, curb ramps, pedestrian refuges, new traffic signals, and stop signs.

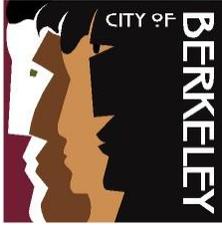
We urge moving Hopkins Street from The Alameda to Gilman Streets from the holdover list to the FY 2025 paving program to be paved using already-allocated T1 funds, and maintenance of other all other segments on the holdover list - with the hope that funds will be identified for the rehabilitation of these additional segments in FY 2025 or in the early years of the 2026 - 2030 paving plan.

Sutter to Alameda			
Year	PCI	Treatment	Cost
2016-2020	Not on Paving Plan		
2018-2022	Not on Paving Plan		
2020-2024	Not on Paving Plan		
2021-2025	Not on Paving Plan		
2023-2027	30	Heavy Rehab	\$876,500
2024-2028	26	Reconstruct	\$6.4M
Alameda to Josephine			
Year	PCI	Treatment	Cost
2016-2020	47	Overlay	
2018-2022	Not on Paving Plan		
2020-2024	Not on Paving Plan		
2021-2025	Not on Paving Plan		
2023-2027	49	Heavy Rehab	\$216,700
2024-2028	40	Reconstruct	
Josephine to Beverley Place			
Year	PCI	Treatment	Cost
2016-2020	58	Overlay	
2018-2022	Not on Paving Plan		
2020-2024	60	Heavy Rehab	
2021-2025	50	Heavy Rehab	
2023-2027	50	Heavy Rehab	\$874,580
2024-2028	40	Reconstruct	

Beverly Place to Carlotta			
Year	PCI	Treatment	Cost
2016-2020	58	Overlay	
2018-2022	Not on Paving Plan		
2020-2024	60	Heavy Rehab	
2021-2025	50	Heavy Rehab	
2023-2027	50	Heavy Rehab	\$874,580
2024-2028	40	Reconstruct	
Carlotta to McGee			
Year	PCI	Treatment	Cost
2016-2020	41	Overlay	
2018-2022	Not on plan		
2020-2024	47	Heavy Rehab	
2021-2025	45	Heavy Rehab	
2023-2027	47	Heavy Rehab	\$149,680
2024-2028	42	Reconstruct	
McGee to Monterey			
Year	PCI	Treatment	Cost
2016-2020	55		
2018-2022	Not on plan		
2020-2024	Not on plan		
2021-2025	Not on plan		
2023-2027	47	Heavy Rehab	\$119,167
2024-2028	42	Reconstruct	

Monterey to Hopkins Court			
Year	PCI	Treatment	Cost
2016-2020	Not on Paving Plan		
2018-2022	Not on Paving Plan		
2020-2024	71	Heavy Rehab	
2021-2025	47	Heavy Rehab	
2023-2027	47	Heavy Rehab	
2024-2028	41	Reconstruct	
Sacramento to Gilman			
Year	PCI	Treatment	Cost
2016-2020	19	Reconstruct	
2018-2022	Not on Paving Plan		
2020-2024	0	Heavy Rehab	
2021-2025	32	Heavy Rehab	
2023-2027	32	Heavy Rehab	
2024-2028	23	Reconstruct	
Gilman to Peralta			
Year	PCI	Treatment	Cost
2016-2020	79	Surface Seal	
2018-2022	N/A	N/A	
2020-2024	64	Heavy Maintenance	
2021-2025	58	Heavy Maintenance	
2023-2027	58	Heavy Maintenance	\$493,031
2024-2028	47	Heavy Rehab	

Peralta to Northside			
Year	PCI	Treatment	Cost
2016-2020	83	Surface Seal	
2018-2022	N/A	N/A	
2020-2024	78	Light Maintenance	
2021-2025	78	Light Maintenance	
2023-2027	78	Light Maintenance	\$239,587
2024-2028	70	Heavy Rehab	
Northside to <u>Stannage</u>			
Year	PCI	Treatment	Cost
2016-2020	79	Surface Seal	
2018-2022	N/A	N/A	
2020-2024	80	Heavy Maintenance	
2021-2025	69	Heavy Maintenance	
2023-2027	69	Heavy Maintenance	\$181,658
2024-2028	63	Heavy Rehab	
<u>Stannage</u> to San Pablo			
Year	PCI	Treatment	Cost
2016-2020	76	Surface Seal	
2018-2022	N/A	N/A	
2020-2024	73	Light Maintenance	
2021-2025	74	Light Maintenance	
2023-2027	74	Light Maintenance	\$37,188
2024-2028	52	Reconstruct	



Office of the City Manager

REVISED AGENDA MATERIAL for Supplemental Packet #2

Meeting Date: November 28, 2023

Item Number: 17

Item Description: Street Rehabilitation Five Year Plan for Fiscal Years 2024-2028

Submitted by: LaTanya Bellow, Interim Director, Public Works

The purpose of this supplemental update is to provide an update to Table 1 “Five Year Paving Program Funding Source Allocations by Year” included in the Fiscal Impacts of Recommendation section of the report. The revised table is needed to correct the beginning year of CPI growth assumption for the “CIP Fund/Council Policy on Adequate Street Maintenance” funding line and update the annual funding and total funding amounts resulting from this update.

The “CIP Fund/Council Policy on Adequate Street Maintenance” Fund Source was established by Council Resolution 70,456-N.S. on July 26, 2022, establishing a commitment to increase the General Fund contribution to streets paving by \$8,000,000 annually, to be adjusted annually for inflation using the greater of cost of living in the SF Bay Area or statewide CPI. While the amounts appropriated in FY 2023 (\$5,100,000) and FY 2024 (\$9,000,000) under this policy combine to be less than the desired \$8,000,000 plus inflation, they were made based on available funding in the FY 2023 – 2024 biannual budget cycle. For the purposes of planning over the life of the five-year paving plan, staff does assume that the full amount of the new funding source is available, beginning with the FY 2025 year building off of two years of assumed CPI increases from the intended \$8,000,000 allocation in FY 2023.

The previous version of this table applied the CPI calculation prematurely to FY 2023. The updated Table 1 in this supplemental packet shifts the first year of applied CPI adjustments to FY 2024. Staff has applied a 5.3% CPI increase for FY 2024, based on the February 2022 – February 2023 SF Bay Area CPI, with all future years assuming a 3% CPI increase. All funding from FY 2025 and beyond is subject to appropriation by City Council.

Table 1: Five Year Paving Program Funding Source Allocations by Year					
Fund Description	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
State Transportation Tax	495,303	495,303	495,303	495,303	495,303
Road Repair and Accountability Act of 2017	1,700,000	1,700,000	1,700,000	1,700,000	1,700,000
Measure BB – Local Streets & Roads	2,980,000	2,980,000	2,980,000	2,980,000	2,980,000
Measure F Vehicle - Registration Fee	155,000	155,000	155,000	155,000	155,000
Capital Improvement (CIP) Fund	2,127,562	1,925,000	1,925,000	1,925,000	1,925,000
CIP Fund/ Council Policy on Adequate Street Maintenance	5,996,598	8,676,720	8,937,022	9,205,132	9,481,286
Zero Waste Fund	1,000,000	1,000,000	1,000,000	2,000,000	2,000,000
Storm Water Fund	0	1,125,000	0	1,500,000	1,500,000
TOTAL	14,454,463	18,057,023	17,192,325	19,960,435	20,236,589



Office of the City Manager

ACTION CALENDAR
November 28, 2023

To: Honorable Mayor and Members of the City Council
From: Dee Williams-Ridley, City Manager
Submitted by: LaTanya Bellow, Interim Director, Public Works
Subject: Street Rehabilitation Five Year Plan for Fiscal Years 2024-2028

RECOMMENDATION

Adopt a Resolution adopting the Five Year Street Rehabilitation Plan for Fiscal Years 2024-2028.

SUMMARY

The Street Rehabilitation and Maintenance Policy requires a *Five Year Street Rehabilitation Plan (Five Year Plan)* be adopted by City Council on a biennial basis. The existing plan is nearly complete as City Council's additional paving funding enabled more streets to be paved more quickly than planned, and some streets from the existing plan are being held over for various reasons. Staff are proposing the City Council adopt a new *Five Year Plan* so that Public Works can stay on track to pave next summer.

FISCAL IMPACTS OF RECOMMENDATION

The available funds for the *Five Year Plan* are derived from estimated available funding from the following: State Transportation (Gas) Taxes, Alameda County Transportation Sales Tax Measure BB, County Vehicle Registration Fee Measure F, Zero Waste, Storm Water, and the City of Berkeley's General Fund. These funding sources and their estimated annual amounts are listed in Table 1 below.

The proposed *Five Year Plan* includes three important new revenue sources. First, on July 26, 2022, Council adopted the policy, *Adequate General Fund Contribution for Street Maintenance to Prevent Deterioration of Pavement Condition*, which committed an additional \$8 million annually in General Funds for paving in perpetuity and adjusted the amount annually for inflation. The purpose of this policy was to prevent further deterioration of the City's streets. This new source and its annual amount (\$8M plus annual escalator) are listed in the table below as "CIP Fund/ Council Policy on Adequate Street Mtce."

Second, Council included \$1-\$2 million annually in rate revenue from the Zero Waste Fund to offset the impact of Zero Waste collection vehicles on the City's pavement. This revenue will transfer out of the Zero Waste Fund annually and into the City's annual paving project.

Table 1: Five Year Paving Program Funding Source Allocations by Year					
Fund Description	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
State Transportation Tax	495,303	495,303	495,303	495,303	495,303
Road Repair and Accountability Act of 2017	1,700,000	1,700,000	1,700,000	1,700,000	1,700,000
Measure BB – Local Streets & Roads	2,980,000	2,980,000	2,980,000	2,980,000	2,980,000
Measure F Vehicle - Registration Fee	155,000	155,000	155,000	155,000	155,000
Capital Improvement (CIP) Fund	2,127,562	1,925,000	1,925,000	1,925,000	1,925,000
CIP Fund/ Council Policy on Adequate Street Mtce	5,996,598	8,937,022	9,205,132	9,481,286	9,765,725
Zero Waste Fund	1,000,000	1,000,000	1,000,000	2,000,000	2,000,000
Storm Water Fund	0	1,125,000	0	1,500,000	1,500,000
TOTAL	14,454,463	18,317,325	17,460,435	19,236,589	20,521,028

Third, the funding sources include the “Storm Water Fund” given the new Municipal Regional Permit (MRP) will require additional green infrastructure as described below.

CURRENT SITUATION AND ITS EFFECTS

The 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 Plan* be adopted by Council biennially in line with the City’s budgeting process, and that it do so after the advice of the Transportation and Infrastructure Commission (TIC). When Council adopted the Policy, it also adopted the first three years of a *Five Year Plan, Equity Alternative* (FY 22-25 Plan).

It is important that a new *Five Year Plan* be approved soon. With approval, Public Works will be on track to design, bid, and award the construction contract to pave FY 2024 streets in the summer of 2024 despite the Engineering Division’s 20%+ vacancy rate. Given this vacancy rate’s effect on staff capacity, any delay in Council’s approval of this plan might risk either the FY 2024 annual paving project not proceeding or the project’s substantial delay. Approval of the proposed *Five Year Plan* also ensures proper coordination with utilities and related projects, and delivers on the commitment to longer planning horizons made in the *Street Maintenance Policy* and *Vision 2050 Framework*. If future changes are needed in the adopted *Five Year Plan*, those changes would be made in September – December 2025 as the next *Five Year Plan* is being developed and adopted.

FY 2022-2025 Plan and Held Over Segments

On January 25, 2022, Council adopted the *Five Year Plan, Equity Alternative*. On June 28, 2022, Council adopted a budget that increased baseline paving funding from the General Fund by \$5.1M in FY 2023 and \$9.0M in FY 2024. These were historic and unprecedented investments in paving from the General Fund. Given the additional General Funds and staff’s ability to advance street segments from FY 2024 and FY 2025 to earlier years, Public Works will have paved all the segments of the current plan by the end of this current paving project albeit with some important exceptions. Several segments of the existing plan are being held over. Some segments had to be held over due to utility conflicts with EBMUD. The segment on Telegraph between Dwight and Bancroft was split into a different project and is awaiting funding for the design phase so is not ready to enter construction. In addition, the Hopkins project is on hold per the City Manager’s April 5, 2023 off agenda memo. These held over segments are listed at page 1 of Attachment 1, Proposed *Five Year Plan*, and staff are committed to ensuring these held over segments are completed as soon as possible and ideally no later than this five year period.

Each of the holdover segments are in different budget situations. The segments due to utility conflicts either have sufficient funding or can be funded out of the proposed utility coordination line discussed below. Staff are attempting to complete the segment on Woodmont from Rosemont to Woodmont Court in the current paving contract. If existing funds are not found for the Vistamont segments, these segments would be completed in the next summer or two using the utility coordination funds in the proposed *Five Year Plan*. The Telegraph Avenue segment between Dwight and Bancroft has no design or construction funding. This segment has been the subject of an unsuccessful 2022 federal earmark request for design funding. The Hopkins Project’s budget has changed significantly in the last few months. On June 13, Council removed \$2,800,000 in budget from the Hopkins project in order to close the Measure T1 funding gap, and removed another \$900,000 from the project’s budget in its adoption of the FY 2024 budget. Given these reductions, staff are aiming to find available funds in the amount of \$2-2.5M to increase the current Hopkins project’s budget to ~\$8 million, which would be roughly equal to the amount of funds to complete this project’s paving elements. However, the segment of Hopkins between Gilman and Sutter would trigger green infrastructure requirements and would require an additional \$500,000-\$775,000.

<i>Fiscal Year</i>	<i>Centerline Miles Paved</i>
2019 (includes 2018)	5.3 (avg 2.15 annually)
2020	2.6
2021	1.9
2022	2.6
2023 (includes Southside)	7

This table shows a dramatic increase in centerline miles paved in FY 2023, nearly 2-3 times the annual rate for the preceding four years. The increase in FY 2023 miles paved explains why the FY 2022-2025 plan is nearly complete early, all of which was enabled by Council's increase to baseline paving funding.

Developing the proposed *Five Year Plan* (FY 2024-2028)

The proposed plan was developed in the following way. Staff began with years 4 and 5 of the existing *Five Year Plan*. Staff then looked at the arterial alternative that was part of the discussion in the last approved plan, and incorporated the segments from that arterial alternative in this proposed plan. Then staff fed funding assumptions into the City's Streetsaver program. This program, based on the street's condition, its point in its lifecycle, and the costs and effects of various treatments, strives to maximize the impact of every paving dollar invested so the dollar is stretched for the biggest impact. After Streetsaver's proposed list of streets, staff run that list against utility conflicts, including sewer, water, electrical, telecom, or undergrounding. Then staff adjust the list in order to meet the various goals of the *Street Maintenance Policy*.

Proposed *Five Year Plan* (FY 2024-2028): Utility Coordination, Green Infrastructure, Daylighting

This plan incorporates new features that significantly advance the City's efforts in utility coordination, green infrastructure deployment, and intersection daylighting.

First, the proposed plan includes funding reserves for use in coordinating with utility work, such as that performed by EBMUD and PG&E ("Utility Coordination" on the proposed Plan). These funds would be used to address the pavement in areas, not necessarily in the Plan, where the utilities are constructing large underground utility projects. In this way the utilities would be contributing funds that would have been used to pave their utility trench and the City would contribute funds to pave the remainder of the street width. Typically, the utilities are resurfacing a 4 foot wide strip above their utility trench (per City standard trench resurfacing detail) leaving the rest of the street in its original condition.

If Council adopts the plan, staff would work with the utility companies, where appropriate, to maximize pavement funds through cooperation. Depending on the situation, this could be accomplished in the following three ways:

- Enter into reimbursement agreements with the utilities, on a case by case basis, whereby the City would perform the utilities' trench resurfacing while paving the full width of the pavement. In this case, the utility would reimburse the City.
- Enter into reimbursement agreements with the utilities, on a case by case basis, whereby the utility would perform the utilities' trench resurfacing while paving the full width of the pavement. In this case, the City would reimburse the utility.
- The City and the utility contract separately with the same contractor to pave the section of street for which each is responsible to construct. This would be similar to the way the City of Oakland cooperates with EBMUD.

This change advances the Street Maintenance Policy's focus on *Dig Once*, and it responds to a frequent complaint from residents that streets should be fully paved once utility work is complete. Future utility coordination may include the City recouping funds from the utilities to address the damage to paving caused by the utilities' trucks operation on City streets, as the City is currently doing with its own Zero Waste collection vehicles.

Second, the City's Municipal Regional Permit (MRP) requires as of July 1, 2023 that pavement reconstruction over one acre will require the installation of green infrastructure sufficient to treat that acreage. Staff estimate this cost to be approximately \$750,000 per acre. This requirement is only triggered by "reconstructed" segments, i.e., where the paving project will touch the base of the roadway rather than merely resurface the roadway. Many cities, including Berkeley, are finding implementation of this rule challenging. Yet Public Works has identified the segments believed to be subject to this rule, as noted in the *Treatment* column of the plan as "Reconstruct." The plan further proposes that the Storm Water Fund contribute up to a cap of \$1.5 million in any individual year toward the costs of such treatments with the remainder contributed from the paving funds. These costs are included as a line item "MRP Requirements" on the proposed Plan.

The MRP requirements are beneficial to the City's goal to add green infrastructure and detrimental to City's goal to reach good, safe streets, given already insufficient funds for paving now will be diverted into green infrastructure. Public Works is exploring whether signature green infrastructure projects that treat large areas may better meet the City's green infrastructure and paving goals, and reduce the tradeoffs given limited funding. For example, staff is working with the Regional Water Quality Control Board (RWQCB) to determine what large signature projects (and the methods employed within those projects) may enable the City to determine an area within which paving is occurring as already treated. Overall, the City has treated 29 acres in the right of way through green infrastructure and has a total of 41 green infrastructure installations.

Third, staff are not in this action seeking approval on a new daylighting intersection policy, but instead will return to Council in early 2024 with a draft daylighting intersection policy that implements daylighting as paving occurs. On February 28, 2023, Council unanimously adopted a referral to the City Manager to develop a comprehensive intersection daylighting policy. On April 25, 2023, Council prioritized this as their highest ranked new, unstarted referral. Given the priority and consistency with the City's existing plans, staff will seek the Transportation and Infrastructure Commission's input on the draft policy in November and return to Council for approval in early 2024. The draft policy will likely include that any street in the *5 Year Paving Plan* "shall be" daylighted within 20 feet of the intersection, meaning the addition of red curb and/or removal of parking, to improve all users' safety on the street. Staff had been considering focusing on arterials and collectors at first, but the new state law, AB 413, requires daylighting within 20 feet of any marked or unmarked crosswalk. Most intersections in Berkeley will be subject to this law.

Given the new state law’s reach, daylighting and its associated red curbing in all paved segments will both improve safety for all users of these streets, and assist parkers in properly complying with the new state law and avoiding parking tickets.

The Proposed *Five Year Plan* and Its Compliance with the *Street Maintenance Policy*

A map of the *5 Year Plan* is included as Attachment 2. The map shows each street segment, color coded by year proposed for paving, and includes both Council district boundaries and Equity Zone boundaries.

The *5 Year Plan* complies with the *Street Maintenance Policy* in the following ways:

- Advances the Dig Once approach
- Advances the Green Infrastructure Plan
- Consistent with Vision 2050 in moving toward long-term planning and focusing on maintenance
- Incorporates new funding sources from impacts of heavy vehicles
- Shows percent of overall funding dedicated arterials, collectors, bus routes, existing and proposed low-street bikeway network, equity zone, and residential streets
- Shows how funding is prioritized to meetings the policy’s goals, including:
 - prioritizes funding for arterials, treating 23% of miles even though arterials comprise 10% of City streets and, per our adopted Vision Zero Action Plan, where severe injuries and fatal traffic crashes are more likely to occur;
 - prioritizes funding for collectors, treating 29% of miles even though collectors comprise 17% of City streets, and, per our adopted Vision Zero Action Plan, where severe injuries and fatal traffic crashes are more likely to occur;
 - prioritizes funding for bikeways, treating 50% of miles even though bikeways comprise 30% of City streets; and
 - prioritizes funding for the Equity Zone, treating 32% of miles even though streets in the Equity Zone comprise 21% of City streets

In addition, the Plan also advances the purpose of Council’s *Adequate General Fund Contribution for Street Maintenance to Prevent Deterioration of Pavement Condition* policy. The policy’s purpose is to prevent further deterioration of the City’s streets. While Berkeley’s streets deterioration has occurred steadily over decades, this proposed plan maintains the citywide PCI in the mid 50’s.

Below are the projected PCI’s for these categories of streets.

Table 3: PCI Projections	Current PCI	PCI after Five Year Plan is Complete
Citywide	55	57

Arterials	58.7	55.1
Collectors	64.4	64.0
Bikeways	63.7	65.5
Bus Route	63	62
Equity Zone	53.2	65.5

The PCI projections for these categories have not been updated to reflect changes made to the Plan since reporting to the TIC (and reported below). In addition, these PCI projections for subcategories under project the PCI at end of plan as they do not include the Plan’s significant investment in paving via new utility coordination.

The *Five Year Plan* does not achieve the *Street Maintenance Policy’s* goal of good, safe streets. As defined by the Metropolitan Transportation Commission, “good” street condition is a PCI of 70 or above. Per the PCI projections above, neither the citywide network nor any of the subcategories of streets attain “good” street condition in the next five years. But the citywide PCI improves slightly, which is a first in many years; the PCIs for the equity zone and bike network do improve; and funding for arterials and collectors is at or near double the proportion of those streets to the overall street network. More funding is the only means by which the policy’s goal of good condition be attained and more progress be shown in the specific street categories.

Transportation and Infrastructure Commission’s Advice on the *Five Year Plan* and Changes to Staff’s Proposed Plan

At the September 21, 2023 Transportation and Infrastructure Commission (TIC) meeting, the following recommendation to City Council was adopted:

It was Moved / Seconded (Hedlund/Blackaby) to recommend that Council approve the *Five Year Plan* presented by City staff, with the following recommendations:

- Add Milvia from Hearst to Rose St., as a critical section of the bike boulevard network
- Create a “contingency list” to be ready if there are ever unused contingency funds available.
- Add these two segments to that contingency list: o Camelia St from 4th St to 6th St to 9th St from Heinz to Pardee

Ayes: Blackaby, Ghosh, Fixler, Hedlund, Lutzker, Parolek; Noes: Nesbitt; Abstain: None; Absent: Raffanti, Walton (left meeting at 8:11pm); Recused: None

Staff reviewed all three of the TIC’s proposed additions. Paving of Milvia from Hearst to Rose (PIC between 24 and 31) and 9th Street from Heinz to Pardee (PCI of 24) both would be consistent with the City’s adopted plans and *Street Maintenance Policy*. Camelia Street from 4th to 6th Street (PCI of 46) would be consistent with the City’s adopted plans as it would provide a low stress connection between the Gilman Interchange project’s bicycle improvements and the existing bicycle boulevard connection

at Camelia and 8th Street. (Camelia between 8th and San Pablo is already a bicycle boulevard and included for paving in the proposed *5 Year Plan*.) The inclusion of these three segments would be beneficial, however the existing plan does not have sufficient money to pay for these additions. Staff have included a clause in this item's resolution by which Council grants staff the authority to pave these street segments if either Council allocates additional funding for them, sufficient contingency remains on the City's annual paving project, or grant funding frees up existing funds to pave one or more of these segments. If funding does not become available for these street segments, then staff will incorporate these segments in the development and adoption of the *5 Year Plan* returning to Council in September to November 2025.

In addition, staff have updated the list of held over segments to include Telegraph between Bancroft and Dwight. This segment was on the existing *5 Year Plan* as part of the bundle of streets for the Southside Complete Streets Project, but was separated from the project by Council on February 22, 2022, to explore limits on private automobiles on this segment.

Staff added Keeler (from Marin to Poppy) and deleted Wildcat from Spiral to East City Limit. Staff added Shattuck between Vine and Hearst and deleted McKinley. The funding for these added segments is offset by the savings from the corresponding subtracted segment.

Performance Measures

The *Street Maintenance Policy* requires the use of performance measures. Beside the reports on PCI above, Public Works updates its annual performance measures here: <https://berkeleyca.gov/your-government/about-us/departments/public-works> (scroll down and press *Performance and Work Measures Report*). These measures are not limited to the condition of paving surface. They include our progress on implementing green infrastructure and measures important for all users of the street, e.g., the sidewalk repair backlog, percent of commute trips by solo vehicle occupant, miles of bicycle infrastructure, history of lane miles paved, and electrification of the City's fleet.

Use of New Technologies

The *Street Maintenance Policy* suggests review of whether new technology "may provide enhanced durability, lower cost, and more environmentally beneficial impacts." Staff will incorporate proven and cost-effective methods of pavement preservation, some that have never been used in the City, into the light maintenance streets. This potentially includes fiber seal, rubberized cape seal with micro-surfacing, and traditional rubberized cape seals. These methods are traditionally installed by specialized sub-contractors to the City's larger paving projects, and staff are considering a separate procurement intended to save costs by reducing sub-contractors' markup.

Pavement Condition, Vision 2050, and Asset Management

The City has 214 miles of streets with a total replacement value of over \$790 million. Our Pavement Condition Index (PCI) is in the mid-50s, which means that the condition of our streets is very much “at risk.” Total deferred maintenance in the City’s streets is in excess of \$250 million. Many of the City’s streets have been neglected for so long that they are at the very expensive end of the life-cycle cost curve, as shown in Table 4 below. Without a significant infusion of more new revenue into street maintenance, street improvements will only become more expensive.

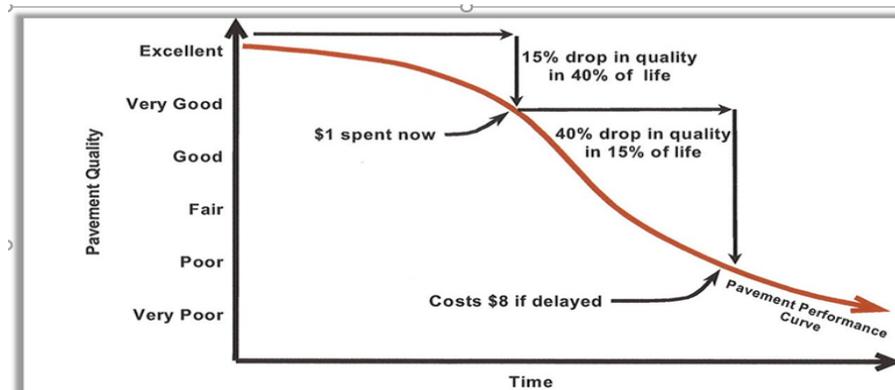
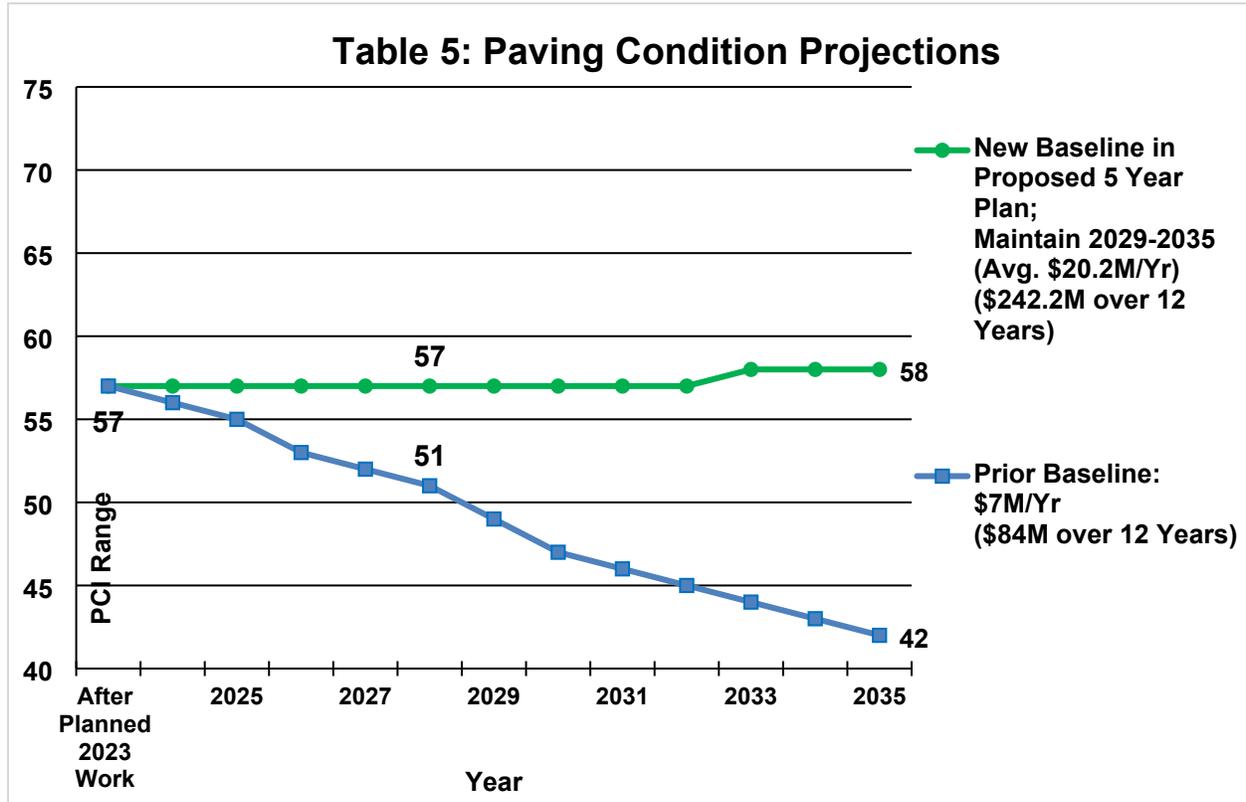


Table 4: Pavement Deterioration and Life Cycle Costs

Table 5 below shows the pavement condition index (PCI) projections under the draft 5 Year Plan, or new baseline, and prior plan, or prior baseline. This table shows the impact of Council’s approval of new revenue for paving. Under the prior baseline reflected by the blue line, the citywide PCI at the end of the plan would be 51, a decline of 5 points, and 42 by 2035.

The green line shows the PCI projection based on the proposed plan’s investments. The PCI will be 57 at the plan’s end and 58 by 2035.

Each of these scenarios also has an effect on the deferred maintenance in our pavement (some refer to this as a paving backlog). The prior baseline (blue line) results in projected deferred maintenance of \$545 million by 2035. The new baseline (green) reduces deferred maintenance to \$267 million by 2035. This shows that Council’s increased investments in paving over this time period reduce the deferred maintenance in paving by \$278 million.



Staff continue to review the information and assumptions in Table 5, so future versions of this chart may reflect more accurate and improved estimates.

After the Council adoption of this proposed *Five Year 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. Where necessary, the Transportation Division’s Planning Unit may lead additional public engagement, design, environmental clearance processes, and/or potentially identify supplemental sources of funding for the transportation improvements.

Adoption of a *Five Year Paving Plan* advances the City’s Strategic Plan Priority goals to provide state-of-the-art, well-maintained infrastructure, amenities, and facilities and to create a resilient, safe, connected, and prepared city.

BACKGROUND

The current state of Berkeley’s streets continues to be unacceptable. More information can be found in the City Auditor’s November 19, 2020 report, *Rocky Road: Berkeley Streets at Risk and Significantly Underfunded*. In addition, Public Works provides a biennial *Pavement Management Program Update*, which provides a description of pavement maintenance treatments, condition data by street segment, and funding scenarios to address deferred street maintenance. The *Update* is available at:

<https://berkeleyca.gov/city-services/streets-sidewalks-sewers-and-utilities/street-repair>.

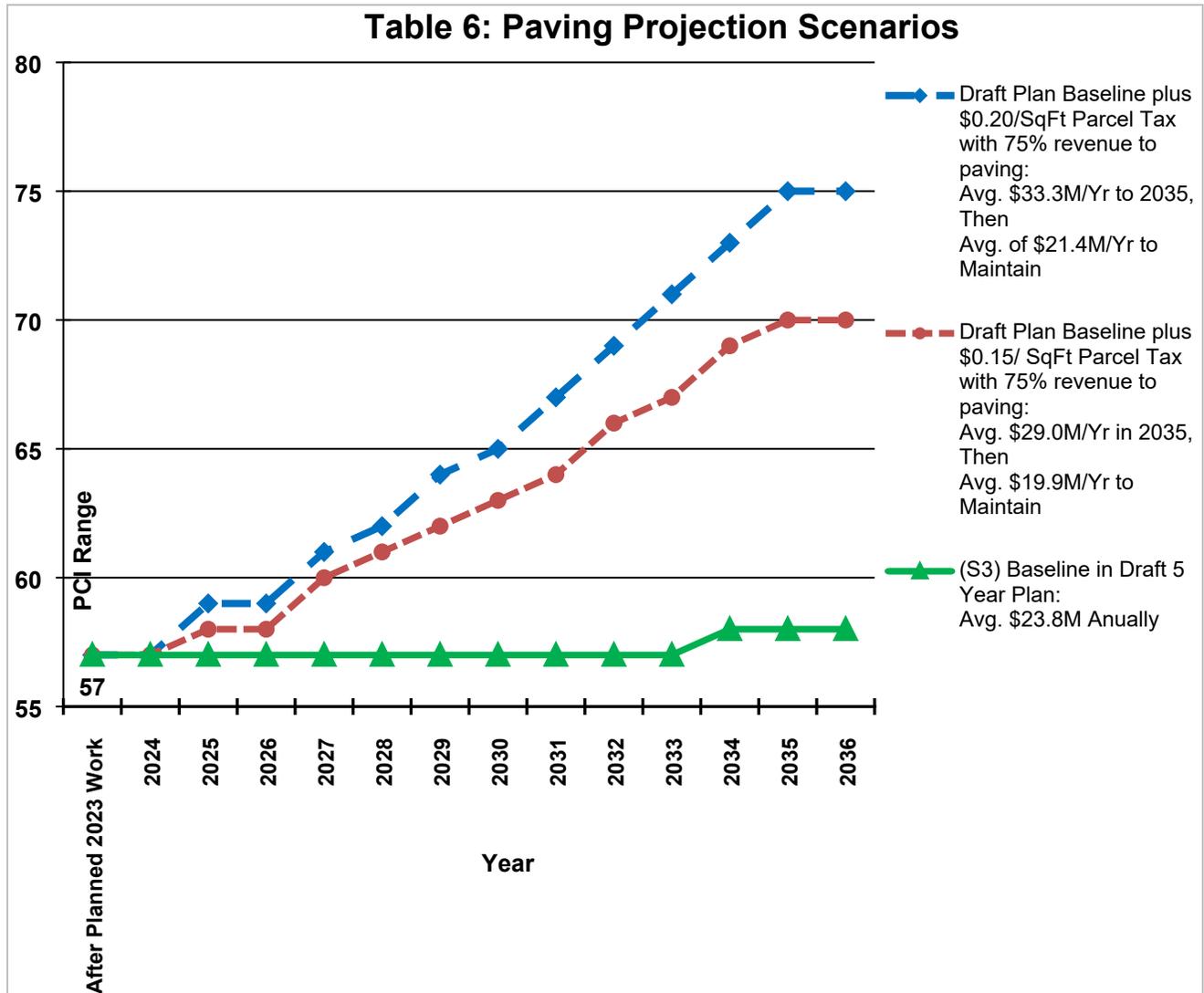
This *Update* is responsive to the *Street Maintenance Policy*'s requests for "the level of funding and activities needed to expand roadway improvements to achieve the stated goals of this policy."

By a large majority, voters approved Measure R in 2018, which proposed to develop "a 30-year plan to identify and guide implementation of climate-smart, technologically advanced, integrated, and efficient infrastructure to support a safe, vibrant and resilient future for Berkeley." A group of community volunteers drafted a *Vision 2050 Framework*, approved by Council in September 2020, and one of the recommendations of that Framework was development of a *Strategic Asset Management Plan*, which was developed and accepted by Council along with an adopted *Asset Management Policy*. That plan and policy prioritized ensuring our public assets are inventoried, condition assessed, and the use of asset management software. The street network is inventoried, has routine condition assessments, and uses asset management software.

The *Street Maintenance Policy* and *Vision 2050 Framework* both encourage integrated planning. Public Works implementation of *Five Year Plans* has and will continue to include integrated features such as American with Disabilities Act curb ramps, high visibility crosswalks, pervious concrete, speed humps, diverters, pedestrian refuges, traffic circles, and where technically and financially feasible, improvements recommended by the City's adopted Pedestrian and Bicycle Plans. One of the challenges in implementing these plans' elements is the required public processes. Should Council approve the full *5 Year Plan*, staff have enough lead time to build much more of the pedestrian and bicycle plan improvements into the annual paving plan.

The draft *Vision 2050 Program Plan*'s first outcome is: *Streets are Safer, More Sustainable, Improved to Good Condition, and Maintained*. Street condition ranked as the City's highest infrastructure need in an October 2021 scientific survey and April 2022 scientific survey, meetings with 25+ commissions and community organizations, and staff's technical review. After overlaying this input with resiliency and sustainability criteria, the *Vision 2050 Program Plan* ranked streets, bicycle and pedestrian projects, and sidewalks as top priorities. In the October 2021 scientific survey, 73% of Berkeley residents ranked repairing deteriorating streets as either extremely or very important.

In addition, at least two community groups are considering street-related, citizens-led initiatives for the November 2024 ballot. These groups have requested Public Works to generate PCI projections based on two different tax amounts. Table 6 shows those projections.



ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

Streets in good condition are lower stress and improve safety for those who bike, walk, or use public transit, thus are important for promoting non-automobile trips and lowering greenhouse gas emissions consistent with the City’s 2009 Climate Action Plan and Climate Emergency Declaration. The majority of pavement material that is removed from streets will be returned to the material supplier for processing and recycling for use as aggregate base or pavement aggregate.

RATIONALE FOR RECOMMENDATION

The proposed *Plan* complies with, and advances the priorities within, the City’s adopted *Street Maintenance Policy*, introduces more intersection daylighting and green infrastructure, and for the first time in many years, maintains the City’s paving condition over the course of the planning period.

ALTERNATIVE ACTIONS CONSIDERED

Staff did not consider alternative actions as the Council is required to update the *Five-Year Plan* per the Policy. If no plan is approved, Public Works will have no streets to design for summer 2024 and no paving will occur. If only a portion of the years are approved, then that will conflict with the priorities in the *Street Maintenance Policy* and *Vision 2050 Framework*, which both urge long term planning, and fewer traffic safety improvements will be implemented through the annual paving project because staff will not be able to plan and conduct the necessary public process.

CONTACT PERSON

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Ronald Nevels, Manager of Engineering, Public Works, 510-981-6439

Attachments:

1. Resolution
Exhibit A: Proposed Five-Year Street Rehabilitation Plan for FY 2024 to FY 2028
Exhibit B: Proposed Five-Year Street Rehabilitation Plan Map

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

ADOPTION OF THE FIVE-YEAR STREET REHABILITATION PLAN
FOR FY 2024 TO FY 2028

WHEREAS, the Street Rehabilitation Policy, Resolution No. 70,204-N.S. approved on January 25, 2022, requires a Five Year Street Rehabilitation Plan for the entire City be adopted by Council on a biennial basis; and

WHEREAS, the previously adopted plan included the list of streets in the first three years of the proposed Five Year Plan (FY 2023, FY 2024, and FY 2025); and

WHEREAS, the adopted list of streets is either complete because City Council provided additional paving funding leading to streets being paved earlier than planned or due to some street segments being held over; and

WHEREAS, 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 (TIC) reviewed and advised on the Five Year Street Rehabilitation Plan at its September 21, 2023 meeting; and

WHEREAS, Public Works will make its best effort to complete the full paving plan within the five year period and may reorder timing of approved pavement segments for operational reasons; and

WHEREAS, the TIC recommended finding funding to first pave Milvia from Hearst to Rose and then secondarily 9th Street from Heinz to Pardee and Camelia Street from 4th to 6th Street; and

WHEREAS, by approving this *Five Year Plan*, City Council is also granting staff the authority to pave the TIC recommended segments either if Council allocates additional money for these segments, there is sufficient contingency remaining on the City's annual paving projects, or grant funds free up the money to complete any one or more of these segments.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the *Five Year Street Rehabilitation Plan* for FY 2024 to FY 2028, attached here as Exhibit A with a full map of the Plan as Exhibit B, is adopted.

November 28, 2023

Exhibits

A: Proposed Five-Year Street Rehabilitation Plan for FY 2024 to FY 2028

B: Proposed Five-Year Street Rehabilitation Plan Map

EXHIBIT A
5-YEAR STREET REHABILITATION PLAN FOR FY 2024 TO FY 2028

Revised: 10/31/2023

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2023* Holdover	CRESTON RD	GRIZZLY PEAK BLVD (N)	SUNSET LANE	R	Heavy Rehab	\$ 373,511		6	N	N	0.36	53	6/1/1995	RECONSTRUCT STRUCTURE
2023* Holdover	GRIZZLY PEAK BLVD	NORTH CITY LIMIT (SPRUCE	EUCLID AVE	C	Heavy Rehab	\$ 412,165		6	N	3C	0.20	23	11/1/1990	MILL AND THICK OVERLAY
2023* Holdover	GRIZZLY PEAK BLVD	EUCLID AVE	KEELER AVE	C	Heavy Rehab	\$ 332,491		6	N	3E, C	0.21	19	11/1/1990	MILL AND THICK OVERLAY
2023* Holdover	GRIZZLY PEAK BLVD	KEELER AVE	MARIN AVE	C	Heavy Rehab	\$ 455,344		6	N	3C*, C	0.27	19	10/1/1992	MILL AND OVERLAY W/FABRIC
2023 Holdover	HOPKINS ST	SAN PABLO AVE	STANNAGE AVE	R	Reconstruct	see total below	Y	1	N	4*	0.09	52	9/13/2002	MILL AND OVERLAY W/FABRIC
2023 Holdover	HOPKINS ST	STANNAGE AVE	NORTHSIDE AVE	R	Heavy Rehab	see total below		1	N	4*	0.17	63	9/13/2002	MILL AND OVERLAY W/FABRIC
2023 Holdover	HOPKINS ST	NORTHSIDE AVE	PERALTA AVE	R	Heavy Rehab	see total below		1	N	4*	0.10	70	9/13/2002	MILL AND OVERLAY W/FABRIC
2023 Holdover	HOPKINS ST	PERALTA AVE	GILMAN ST	R	Heavy Rehab	see total below		1	N	4*	0.27	47	9/13/2002	MILL AND OVERLAY W/FABRIC
2023 Holdover	HOPKINS ST	GILMAN ST	SACRAMENTO ST	R	Reconstruct	see total below	Y	1	N	4*, C	0.10	23	9/13/2002	MILL AND OVERLAY W/FABRIC
2023 Holdover	HOPKINS ST	SACRAMENTO ST	HOPKINS CT	A	Reconstruct	see total below	Y	15	N	4*, C, VZ	0.04	45	9/13/2002	MILL AND OVERLAY W/FABRIC
2023 Holdover	HOPKINS ST	HOPKINS CT	MONTEREY AVE	C	Reconstruct	see total below	Y	5	N	4*, C, VZ	0.05	41	9/13/2002	MILL AND OVERLAY W/FABRIC
2023 Holdover	HOPKINS ST	MONTEREY AVE	MC GEE AVE	C	Reconstruct	see total below	Y	5	N	4*, C	0.05	42	12/1/1989	RECONSTRUCT STRUCTURE (AC)
2023 Holdover	HOPKINS ST	MC GEE AVE	CARLOTTA AVE	C	Reconstruct	see total below	Y	5	N	4*, C	0.06	45	12/1/1989	RECONSTRUCT STRUCTURE (AC)
2023 Holdover	HOPKINS ST	CARLOTTA AVE	JOSEPHINE ST	C	Reconstruct	see total below	Y	5	N	4*, C	0.35	40	12/1/1989	MILL AND OVERLAY
2023 Holdover	HOPKINS ST	JOSEPHINE ST	THE ALAMEDA	C	Reconstruct	see total below	Y	5	N	4*, C	0.06	44	7/1/1991	RECONSTRUCT STRUCTURE
2023 Holdover	HOPKINS ST	THE ALAMEDA	SUTTER ST	C	Reconstruct	\$ 6,400,000	Y	5	N	4*	0.26	26	7/1/1991	MILL AND THICK OVERLAY
2023* Holdover	ROSEMONT AVE	CRESTON RD	VISTAMONT AVE	R	Heavy Rehab	\$ 115,200		6	N	N	0.10	37	10/20/2000	MILL AND OVERLAY
Holdover	TELEGRAPH AVE	BANCROFT WAY	DWIGHT WAY	C	Heavy Rehab	\$ 467,840		7	N	4*, C, VZ	0.25	38	7/1/1988	MILL AND OVERLAY W/FABRIC
2023* Holdover	VISTAMONT AVE	WOODMONT AVE	SOUTH END	R	Heavy Rehab	\$ 262,044		6	N	N	0.25	39	N/A	
2023* Holdover	VISTAMONT AVE	NORTH END	WOODMONT AVE NEAR SUNSET LN	R	Reconstruct	\$ 220,489		6	N	N	0.10	9	N/A	
2023* Holdover	WOODMONT AVE	WILDCAT CANYON & WOODMONT AVE	ROSEMONT AVE	R	Reconstruct	\$ 428,222		6	N	N	0.22	22	N/A	
2023* Holdover	WOODMONT AVE	ROSEMONT AVE	SUNSET LANE	R	Light Rehab	\$ 196,444		6	N	N	0.32	54	10/20/2000	THICK OVERLAY
2023* Holdover	WOODMONT CT	WOODMONT AVE (NORTH)	WOODMONT AVE (SOUTH)	R	Heavy Rehab	\$ 58,267		6	N	N	0.05	36	N/A	
	CONTINGENCY					\$ 332,202								
	MRP REQUIREMENTS					\$ 4,125,000								
	TOTAL					\$ 14,179,220					3.96			

Telegraph Total \$ 467,840
Hopkins Total \$ 10,525,000
Woodmont Cluster Total \$ 3,186,380

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

Proposed bike facilities from 2017 Bike Plan.

Draft 5-Year Street Rehabilitation Plan FY 2024-2028_v18.xlsx

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2024	7TH ST	HARRISON ST	CAMELIA ST	R	Heavy Rehab	\$ 420,000		1	Y	N	0.26	19	N/A	
2024	7TH ST	CAMELIA ST	VIRGINIA ST	R	Heavy Rehab	\$ 674,400		1	Y	N	0.38	35	4/1/2001	MILL AND OVERLAY W/FABRIC
2024	7TH ST	VIRGINIA ST	UNIVERSITY	R	Heavy Rehab	\$ 550,000		1	Y	N	0.31	30	11/1/1990	MILL AND OVERLAY W/FABRIC
2024	10TH ST	CAMELIA ST	CEDAR ST	R	Heavy Mtce	\$ 123,600		1	Y	N	0.25	62	4/1/2001	RECONSTRUCT STRUCTURE
2024	10TH ST	CEDAR ST	VIRGINIA ST	R	Heavy Rehab	\$ 228,000		1	Y	N	0.13	45	4/1/2001	MILL AND OVERLAY W/FABRIC
2024	10TH ST	VIRGINIA ST	DELAWARE ST	R	Reconstruct	\$ 454,800		1	Y	N	0.13	10	9/1/1991	MILL AND OVERLAY W/FABRIC
2024	10TH ST	DELAWARE ST	UNIVERSITY AVE	R	Reconstruct	\$ 647,200		1	Y	N	0.18	11	9/1/1991	MILL AND OVERLAY W/FABRIC
2024	ACROFT CT	ACTON ST	DEAD END	R	Heavy Mtce	\$ 12,000		2	Y	N	0.05	60	11/1/1988	RECONSTRUCT SURFACE
2024	ACTON CIRCLE	DEAD END	ACTON	R	Reconstruct	\$ 57,920		2	Y	N	0.02	25	N/A	
2024	ACTON CRESCENT	ACTON ST	EAST DEAD	R	Reconstruct	\$ 179,853		2	Y	N	0.09	27	N/A	
2024	ACTON ST	ADDISON ST	UNIVERSITY	R	Heavy Rehab	\$ 102,667		2	Y	N	0.06	41	8/10/1998	MILL AND OVERLAY W/FABRIC
2024	ACTON ST	ADDISON ST	BANCROFT WAY	R	Heavy Rehab	\$ 372,000		2	Y	N	0.26	42	12/1/1987	RECONSTRUCT SURFACE
2024	ACTON ST	BANCROFT WAY	DWIGHT WAY	R	Reconstruct	\$ 884,480		2	Y	N	0.25	17	10/1/1992	MILL AND THICK OVERLAY
2024	ACTON ST	DWIGHT WAY	BLAKE ST	R	Heavy Rehab	\$ 114,400		2	Y	N	0.06	36	6/18/2000	RECONSTRUCT SURFACE
2024	ACTON ST	BLAKE ST	PARKER ST	R	Reconstruct	\$ 231,200		2	Y	N	0.06	12	N/A	
2024	ACTON ST	PARKER ST	WARD ST	R	Reconstruct	\$ 635,120		2	Y	N	0.17	15	10/1/1992	MILL AND OVERLAY W/FABRIC
2024	CAMELIA ST	8TH ST	SAN PABLO AVE	R	Reconstruct	\$ 697,680		1	Y	3E	0.20	19	4/1/2001	RECONSTRUCT SURFACE
2024	CHANNING WAY	SAN PABLO AVE	SACRAMENTO	R	Heavy Rehab	\$ 914,500		2	Y	3E	0.53	50	9/2/2008	MILL AND THICK OVERLAY
2024*	CORNELL AVE	NORTH CITY	GILMAN ST	R	Heavy Rehab	\$ 102,000		1	N	N	0.14	40	11/1/1986	MILL AND OVERLAY W/FABRIC
2024	DERBY ST	MABEL ST	SACRAMENTO ST	R	Heavy Rehab	\$ 456,020		2	Y	3E	0.25	32	10/1/1992	MILL AND OVERLAY W/FABRIC
2024	EUCLID AVE	GRIZZLY PEAK	MARIN AVE	C	Heavy Mtce	\$ 311,242		6	N	C	0.58	73	11/30/2001	RECONSTRUCT STRUCTURE
2024	EUCLID AVE	MARIN AVE	REGAL RD	R	Heavy Mtce	\$ 96,667		6	N	C	0.11	69	11/21/2001	RECONSTRUCT STRUCTURE
2024	EUCLID AVE	REGAL RD	CRAGMONT	C	Heavy Mtce	\$ 180,778		6	N	C	0.28	71	11/30/2001	RECONSTRUCT STRUCTURE
2024	GILMAN ST	SAN PABLO AVE	SANTA FE AVE	A	Heavy Rehab	\$ 683,116		1	N	4*, C	0.27	48	10/2007	MILL AND OVERLAY
2024	HEARST AVE	6TH ST	SAN PABLO AVE	C	Reconstruct	\$ 1,306,200		1	Y	N	0.31	25	10/1/1994	MILL AND OVERLAY W/FABRIC
2024	KEITH AVE	SPRUCE ST	EUCLID AVE	C	Heavy Mtce	\$ 106,759		6	N	N	0.28	70	6/5/2016	SLURRY SEAL
2024	KEITH AVE	EUCLID AVE	SHASTA RD	C	Heavy Mtce	\$ 181,120		6	N	N	0.49	74	6/5/2016	SLURRY SEAL
2024	MABEL ST	DWIGHT WAY	PARKER ST	R	Heavy Rehab	\$ 236,400		2	Y	3E	0.12	31	9/1/1993	MILL AND OVERLAY W/FABRIC
2024	MABEL ST	PARKER ST	DERBY ST	R	Reconstruct	\$ 468,400		2	Y	3E	0.12	21	10/1/1992	MILL AND OVERLAY W/FABRIC
2024	MABEL ST	DERBY ST	WARD ST	R	Heavy Rehab	\$ 97,400		2	Y	3E	0.06	33	10/1/1992	MILL AND OVERLAY W/FABRIC
2024	SHATTUCK AVE	VINE ST	CEDAR ST	A	Heavy Rehab	\$ 283,262		5	N	C,VZ	0.13	21	10/1/1996	RECONSTRUCT SURFACE
2024	SHATTUCK AVE	CEDAR ST	HEARST AVE	A	Heavy Rehab	\$ 716,738		4	N	C,VZ	0.32	22	10/1/1996	RECONSTRUCT SURFACE
2024	SPRUCE ST	GRIZZLY PEAK	ALTA RD	C	Heavy Mtce	\$ 80,090		56	N	3C, C	0.15	70	8/12/2005	RECONSTRUCT STRUCTURE
2024	SPRUCE ST	ALTA RD	MARIN AVE	C	Light Mtce	\$ 183,713		56	N	3C, C	0.83	76	8/12/2005	RECONSTRUCT STRUCTURE
2024	SPRUCE ST	MARIN AVE	ARCH ST	C	Light Mtce	\$ 94,599		56	N	3C, C	0.33	72	8/12/2005	RECONSTRUCT STRUCTURE
2024	SPRUCE ST	EUNICE ST	ROSE ST	C	Heavy Mtce	\$ 126,430		56	N	3C, C	0.26	66	6/15/2016	ARAM CAPE SEAL
2024	SPRUCE ST	ROSE ST	VINE ST	R	Heavy Mtce	\$ 56,865		56	N	3C	0.13	69	12/1/2017	ARAM CAPE SEAL
2024	SPRUCE ST	VINE ST	CEDAR ST	R	Heavy Mtce	\$ 54,809		56	N	3C	0.13	67	6/15/2016	ARAM CAPE SEAL
2024	SPRUCE ST	CEDAR ST	VIRGINIA ST	R	Light Mtce	\$ 35,171		6	N	3C	0.13	87	10/10/2016	RECONSTRUCT SURFACE
2024	SPRUCE ST	VIRGINIA ST	HEARST AVE	R	Heavy Mtce	\$ 91,696		6	N	3C	0.20	64	6/15/2016	SLURRY SEAL
2024	VIRGINIA ST	SAN PABLO AVE	ACTON ST	R	Light Mtce	\$ 86,000		1	N	3E	0.47	82	8/29/2008	MILL AND THICK OVERLAY
2024	VIRGINIA ST	ACTON ST	SACRAMENTO	R	Heavy Mtce	\$ 91,367		1	N	3E	0.13	74	8/29/2008	MILL AND THICK OVERLAY
2024	VIRGINIA ST	SACRAMENTO	MC GEE AVE	C	Heavy Rehab	\$ 502,440		1	N	3E	0.24	48	7/21/1997	MILL AND OVERLAY W/FABRIC
2024	VIRGINIA ST	MC GEE AVE	GRANT ST	C	Heavy Mtce	\$ 79,180		1	N	3E	0.13	60	6/1/1995	MILL AND OVERLAY W/FABRIC
2024	VIRGINIA ST	GRANT ST	MARTIN	C	Light Mtce	\$ 38,800		1	N	3E	0.13	78	6/1/1995	MILL AND OVERLAY W/FABRIC
2024	UTILITY COORDINATION					\$ 365,000								
	CONTINGENCY					\$ 1,404,708								
	MRP REQUIREMENTS					\$ -								
	TOTAL FUNDING					\$ 15,816,790					10.08			
						32%		bike/ped						
						35%		bike/ped not incl contingency or MRP reqts						

* in Fiscal Year column denotes coordination with EBMUD project

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
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FISCAL YEAR 2024 TOTALS

Total Estimated Cost and Miles					\$15,816,790	10.08	miles		
	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles w/o Arterials
Arterials	0.71	\$1,683,116	12%	7%	1	\$6,684,783	3.65	\$6,001,667	3.38
Collectors	4.00	\$3,191,352	22%	40%	2	\$4,762,360	2.10	\$4,762,360	2.10
Residentials	5.36	\$9,172,614	64%	53%	3	\$0	0.00	\$0	0.00
					4	\$716,738	0.32	\$0	0.00
Bikeways	4.79	\$5,074,676	35%	48%	5	\$581,515	1.03	\$298,253	0.91
Curb Ramps		\$756,000	5%		6	\$1,301,686	2.97	\$1,301,686	2.97
Total		\$5,830,676	40%		7	\$0	0.00	\$0	0.00
					8	\$0	0.00	\$0	0.00
Equity Zone	4.24	\$9,864,240	68%	42%		\$14,047,082	10.08	\$12,363,966	9.36
Equity Zone w/Arterials	4.24	\$9,864,240	68%	42%					

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

Proposed bike facilities from 2017 Bike Plan.

5-YEAR STREET REHABILITATION PLAN FOR FY 2024 TO FY 2028

Revised: 10/31/2023

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2025	ALLSTON WAY	MILVIA ST	SHATTUCK AVE	R	Heavy Rehab	\$ 228,800		4	N	N	0.14	37	11/1/1990	MILL AND THIN OVERLAY
2025	ARLINGTON AVE	NORTH CITY	THOUSAND	C	Heavy Mtce	\$ 343,375		5	N	3C,C	0.51	65	1/21/2005	RECONSTRUCT STRUCTURE
2025	ARLINGTON AVE	THOUSAND	THE CIRCLE	C	Heavy Mtce	\$ 420,916		5	N	3C,C	0.56	65	1/21/2005	RECONSTRUCT STRUCTURE
2025	BANCROFT WAY	SAN PABLO AVE	WEST ST	R	Heavy Mtce	\$ 121,920		2	Y	N	0.29	54	12/1/1987	RECONSTRUCT SURFACE
2025	BANCROFT WAY	WEST ST	SACRAMENTO	R	Heavy Mtce	\$ 89,680		2	Y	N	0.21	69	12/1/1987	RECONSTRUCT SURFACE
2025	BANCROFT WAY	SACRAMENTO	MARTIN	R	Heavy Rehab	\$ 940,800		4	N	N	0.50	33	11/1/1990	MILL AND THIN OVERLAY
2025	CALIFORNIA ST	OREGON ST	ASHBY AVE	R	Heavy Rehab	\$ 363,667		3	Y	3E	0.18	34	10/1/1994	MILL AND OVERLAY W/FABRIC
2025	EUCLID AVE	BAYVIEW PL	CEDAR ST	C	Heavy Rehab	\$ 695,412		6	N	3C, C	0.36	28	11/1/1990	MILL AND OVERLAY W/FABRIC
2025	EUCLID AVE	CEDAR ST	HEARST AVE	C	Heavy Rehab	\$ 614,509		6	N	3C, C	0.31	41	11/1/1990	MILL AND OVERLAY W/FABRIC
2025	HARMON ST	IDAHO ST	SACRAMENTO	R	Reconstruct	\$ 829,900		2	Y	3E	0.19	15	9/1/1991	MILL AND OVERLAY W/FABRIC
2025	HASTE ST	PIEDMONT AVE	COLLEGE AVE	A	Heavy Rehab	\$ 270,400		7	N	VZ	0.12	43	8/1/1993	MILL AND OVERLAY W/FABRIC
2025	HASTE ST	COLLEGE AVE	BOWDITCH ST	A	Heavy Rehab	\$ 313,947		7	N	VZ	0.13	41	8/1/1993	MILL AND OVERLAY W/FABRIC
2025	HASTE ST	BOWDITCH ST	FULTON ST	A	Heavy Rehab	\$ 1,304,756		47	N	VZ	0.51	35	8/1/1993	MILL AND OVERLAY W/FABRIC
2025	HASTE ST	FULTON ST	SHATTUCK AVE	A	Heavy Rehab	\$ 241,280		4	N	VZ	0.11	29	8/1/1993	MILL AND OVERLAY W/FABRIC
2025	IDAHO ST	66TH ST	ALCATRAZ AVE	R	Reconstruct	\$ 547,888		2	Y	3E	0.16	18	5/1/1996	THIN AC OVERLAY
2025	KEELER AVE	MARIN AVE	MILLER AVE	R	Reconstruct	\$ 384,878		6	N	N	0.19	14	8/1/1991	MILL AND THICK OVERLAY
2025	KEELER AVE	MILLER AVE	POPPY LN	R	Reconstruct	\$ 208,800		6	N	N	0.11	17	8/1/1991	MILL AND THICK OVERLAY
2025	MABEL ST	WARD ST	RUSSELL ST	R	Heavy Rehab	\$ 388,790		2	Y	3E	0.23	29	9/1/1991	MILL AND OVERLAY W/FABRIC
2025	MABEL ST	RUSSELL ST	ASHBY AVE	R	Heavy Rehab	\$ 178,360		2	Y	3E	0.10	32	9/1/1991	MILL AND OVERLAY W/FABRIC
2025	MABEL ST	ASHBY AVE	66TH ST	R	Heavy Mtce	\$ 111,480		2	Y	3E	0.24	71	6/30/2010	MILL AND THIN OVERLAY
2025	MATHEWS ST	WARD ST	RUSSELL ST	R	Heavy Rehab	\$ 392,560		2	Y	N	0.23	25	11/1/1990	MILL AND THIN OVERLAY
2025	MENDOCINO AVE	ARLINGTON AVE	LOS ANGELES	R	Reconstruct	\$ 721,600		5	N	N	0.31	22	N/A	
2025	MENDOCINO PL	MENDOCINO AVE	LOS ANGELES	R	Reconstruct	\$ 52,116		5	N	N	0.02	21	N/A	
2025	OREGON ST	SAN PABLO AVE	MABEL ST	R	Reconstruct	\$ 537,740		2	Y	3E	0.15	18	11/1/1990	MILL AND THIN OVERLAY
2025	OREGON ST	CALIFORNIA ST	GRANT ST	R	Reconstruct	\$ 895,264	Y	3	Y	N	0.25	10	10/1/1992	MILL AND OVERLAY W/FABRIC
2025	OREGON ST	GRANT ST	MARTIN LUTHER KING	R	Heavy Rehab	\$ 156,000		3	Y	N	0.09	31	6/16/2000	RECONSTRUCT SURFACE
2025	PARK ST	WARD ST	BURNETT ST	R	Reconstruct	\$ 894,128	Y	2	Y	N	0.26	18	9/1/1991	MILL AND OVERLAY W/FABRIC
2025	RUSSELL ST	SAN PABLO AVE	PARK ST	R	Reconstruct	\$ 815,755	Y	2	Y	3E	0.23	29	9/1/1991	MILL AND OVERLAY W/FABRIC
2025	SACRAMENTO ST	UNIVERSITY AVE	DWIGHT WAY	A	Light Mtce	\$ 224,075		24	Y	C,VZ	0.57	69	12/2/2011	MILL AND THICK OVERLAY
2025	SACRAMENTO ST (SB)	DWIGHT WAY	OREGON ST	A	Light Mtce	\$ 98,560		23	Y	C,VZ	0.44	75	11/21/2011	RECONSTRUCT STRUCTURE
2025	SACRAMENTO ST (NB)	OREGON ST	DWIGHT WAY	A	Light Mtce	\$ 101,640		23	Y	C,VZ	0.44	82	11/21/2011	RECONSTRUCT STRUCTURE
2025	SACRAMENTO ST	OREGON ST	ASHBY AVE	A	Light Mtce	\$ 97,764		23	Y	C,VZ	0.19	86	11/21/2011	RECONSTRUCT STRUCTURE
2025	SACRAMENTO ST	ASHBY AVE	SOUTH CITY LIMIT	A	Light Mtce	\$ 184,662		2	Y	C,VZ	0.41	84	6/26/2013	MILL AND OVERLAY
2025	WALLACE ST	WARD ST	RUSSELL ST	R	Reconstruct	\$ 790,089		2	Y	N	0.23	17	11/1/1990	MILL AND THIN OVERLAY
2025	WILDCAT CANYON RD	GRIZZLY PEAK	SUNSET LANE	C	Light Mtce	\$ 121,347		6	N	3C	0.71	78	7/25/2014	MILL AND OVERLAY
2025	WILDCAT CANYON RD	SUNSET LN	THE SPIRAL	C	Light Mtce	\$ 72,734		6	N	3C	0.45	78	7/25/2014	MILL AND OVERLAY
2025	UTILITY					\$ 913,000								
	CONTINGENCY					\$ 1,475,559								
	MRP REQUIREMENTS					\$ 1,125,000								
					18269887	\$18,269,150					10.11			
						33%		bike/ped						
						39%		bike/ped not incl contingency or MRP reqts						

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

Proposed bike facilities from 2017 Bike Plan.

Draft 5-Year Street Rehabilitation Plan FY 2024-2028_v18.xlsx

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
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FISCAL YEAR 2025 TOTALS

Total Estimated Cost and Miles					\$18,269,150	10.11	miles		
	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles w/o Arterials
Arterials	2.91	\$2,837,084	18%	29%	1	\$0	0.00	\$0	0.00
Collectors	2.89	\$2,268,293	14%	29%	2	\$6,143,972	3.74	\$5,698,290	2.51
Residentials	4.31	\$9,650,214	62%	43%	3	\$1,563,913	1.05	\$1,414,931	0.51
					4	\$2,175,296	1.28	\$1,169,600	0.64
Bikeways	4.37	\$6,041,873	39%	43%	5	\$1,538,007	1.40	\$1,538,007	1.40
Curb Ramps		\$0	0%		6	\$2,097,680	2.13	\$2,097,680	2.13
Total		\$6,041,873	39%		7	\$1,236,725	0.50	\$0	0.00
					8	\$0	0.00	\$0	0.00
Equity Zone	2.53	\$6,901,621	44%	25%		\$14,755,591	10.11	\$11,918,507	7.20
Equity Zone w/Arterials	4.57	\$7,608,322	49%	45%					

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

Proposed bike facilities from 2017 Bike Plan.

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2026	ACTON ST	WARD ST	RUSSELL ST	R	Reconstruct	\$ 781,024		2	Y	N	0.22	16	10/11/1992	MILL AND OVERLAY W/FABRIC
2026	ACTON ST	RUSSELL ST	ASHBY AVE	R	Light Mtce	\$ 16,183		2	Y	N	0.09	77	6/15/2016	ARAM CAPE SEAL
2026	ADDISON ST	AQUATIC PARK	RRX	R	Heavy Mtce	\$ 42,898		2	N	3E	0.09	69	2/24/2012	RECONSTRUCT STRUCTURE
2026	ADDISON ST	RRX	4TH ST	R	Light Mtce	\$ 13,304		2	N	3E	0.06	80	8/27/1987	MILL AND OVERLAY W/FABRIC
2026	ADDISON ST	4TH ST	6TH ST	R	Reconstruct	\$ 470,580		2	Y	3E	0.13	18	8/27/1987	MILL AND OVERLAY W/FABRIC
2026*	ADDISON ST	6TH ST	SAN PABLO AVE	R	Reconstruct	\$ 1,146,652		2	Y	3E	0.31	16	8/27/1997	MILL AND OVERLAY W/FABRIC
2026	ADDISON ST	SAN PABLO AVE	CURTIS ST	R	Reconstruct	\$ 485,880		2	Y	3E	0.14	23	8/18/1997	MILL AND OVERLAY W/FABRIC
2026	ALCATRAZ AVE	SACRAMENTO ST	ADELINE ST	C	Heavy Mtce	\$ 224,284		3	Y	2B	0.35	65	N/A	
2026	ALCATRAZ AVE	ADELINE ST	CITY LIMIT	C	Light Mtce	\$ 63,833		3	N	2A	0.17	91	8/14/2015	MILL AND OVERLAY
2026	COLUSA AVE	SOLANO AVE	MARIN AVE	C	Heavy Mtce	\$ 90,462		5	N	2A	0.13	68	12/1/1989	RECONSTRUCT STRUCTURE
2026	DOHR ST	WARD ST	RUSSELL ST	R	Reconstruct	\$ 791,520		2	Y	N	0.22	19	10/1/1992	MILL AND OVERLAY W/FABRIC
2026	DOHR ST	RUSSELL ST	ASHBY AVE	R	Reconstruct	\$ 202,035		2	Y	N	0.09	21	10/1/1992	MILL AND OVERLAY W/FABRIC
2026	FRANCISCO ST	SACRAMENTO	MARTIN	R	Reconstruct	\$ 1,796,160		1	N	N	0.49	19	10/1/1995	RECONSTRUCT SURFACE
2026	GRIZZLY PEAK BLVD	HILL RD	EAST CITY LIMIT	C	Heavy Rehab	\$ 841,827		6	N	3C, C	0.48	50	11/1/1986	THICK OVERLAY W/FABRIC
2026	HARMON ST	SACRAMENTO ST	ADELINE ST	R	Heavy Mtce	\$ 249,800		3	Y	3E	0.38	63	12/1/1989	RECONSTRUCT STRUCTURE
2026	MARIN AVE	WEST CITY LIMIT	THE ALAMEDA	A	Light Mtce	\$ 160,300		5	N	2A,VZ	0.31	81	11/30/2011	MILL AND THICK OVERLAY
2026	MARIN AVE	THE ALAMEDA	THE CIRCLE	A	Light Mtce	\$ 111,800		5	N	2A,C,VZ	0.22	79	11/30/2011	MILL AND THICK OVERLAY
2026	MARTIN LUTHER KING	YOLO AVE	CEDAR ST	A	Heavy Mtce	\$ 313,200		5	N	C,VZ	0.49	52	8/11/2008	MILL AND THICK OVERLAY
2026	MARTIN LUTHER KING	CEDAR ST	UNIVERSITY AVE	A	Heavy Mtce	\$ 496,440		14	N	C,VZ	0.56	61	8/11/2008	MILL AND THICK OVERLAY
2026	MARTIN LUTHER KING	UNIVERSITY AVE	ADDISON ST	A	Heavy Rehab	\$ 246,412		4	N	C,VZ	0.06	90	3/26/2022	SLURRY SEAL
2026	MARTIN LUTHER KING	ADDISON ST	ALLSTON WAY	A	Heavy Rehab	\$ 461,067		4	N	C,VZ	0.13	53	8/11/2008	MILL AND THICK OVERLAY
2026	MARTIN LUTHER KING	ALLSTON WAY	DWIGHT WAY	A	Light Rehab	\$ 997,920		4	N	C,VZ	0.38	62	8/11/2008	MILL AND THICK OVERLAY
2026	MARTIN LUTHER KING	DWIGHT WAY	ASHBY AVE	A	Light Rehab	\$ 1,705,032		3	Y	C,VZ	0.64	55	8/11/2008	MILL AND THICK OVERLAY
2026	MARTIN LUTHER KING	ASHBY AVE	WOOLSEY/ADELINE	A	Heavy Mtce	\$ 192,075		3	Y	C,VZ	0.19	65	8/11/2008	MILL AND THICK OVERLAY
2026	MONTEREY AVE	MARIN AVE	THE ALAMEDA	C	Light Mtce	\$ 27,111		5	N	C	0.08	85	11/30/2011	MILL AND THICK OVERLAY
2026	OREGON ST	PARK ST	SACRAMENTO	R	Reconstruct	\$ 640,912		2	Y	N	0.19	24	11/1/1990	MILL AND THIN OVERLAY
2026	RUSSELL ST	PARK ST	SACRAMENTO	R	Reconstruct	\$ 685,276		2	Y	3E	0.19	25	8/1/1993	MILL AND OVERLAY W/FABRIC
2026	SACRAMENTO ST	HOPKINS ST	ROSE ST	A	Heavy Mtce	\$ 127,212		15	N	VZ	0.15	59	12/1/1989	RECONSTRUCT STRUCTURE
2026	SACRAMENTO ST	ROSE ST	CEDAR ST	A	Heavy Mtce	\$ 167,310		15	N	VZ	0.16	60	8/26/2008	MILL AND THICK OVERLAY
2026	SACRAMENTO ST	CEDAR ST	VIRGINIA ST	A	Heavy Rehab	\$ 530,613		2	N	C,VZ	0.13	44	8/26/2008	MILL AND THICK OVERLAY
2026	SACRAMENTO ST	VIRGINIA ST	UNIVERSITY	A	Light Mtce	\$ 169,280		2	N	C,VZ	0.30	84	8/14/2015	MILL AND OVERLAY
2026	SOLANO AVE	TULARE AVE	COLUSA AVE	C	Light Mtce	\$ 80,710		5	N	4*,C	0.14	79	8/9/2005	RECONSTRUCT STRUCTURE
2026	SOLANO AVE	COLUSA AVE	THE ALAMEDA	C	Light Mtce	\$ 52,850		5	N	4*,C	0.14	78	8/9/2005	RECONSTRUCT STRUCTURE
2026	SOLANO AVE	THE ALAMEDA	CONTRA COSTA	C	Heavy Mtce	\$ 62,043		5	N	4*,C	0.10	70	12/1/2017	SLURRY SEAL
2026	NORTHBRAE TUNNEL	CONTRA COSTA	DEL NORTE ST	C	Light Mtce	\$ 38,728		5	N	4*,C	0.27	92	11/30/2017	RECONSTRUCT STRUCTURE
2026	THE ALAMEDA	SOLANO AVE	MARIN AVE	A	Light Mtce	\$ 91,000		5	N	4*,C	0.18	92	11/30/2017	MILL AND THICK OVERLAY
2026	THE ALAMEDA	MARIN AVE	HOPKINS ST	A	Light Mtce	\$ 134,827		5	N	4*,C	0.26	92	11/30/2017	MILL AND THICK OVERLAY
2026	THE ALAMEDA	HOPKINS ST	YOLO AVE	A	Heavy Mtce	\$ 41,580		5	N	C	0.04	69	12/1/2017	SLURRY SEAL
2026	THOUSAND OAKS	COLUSA AVE	VINCENTE AVE	C	Heavy Mtce	\$ 36,006		5	N	N	0.07	74	6/15/2016	SLURRY SEAL
2026	THOUSAND OAKS	VINCENTE AVE	THE ALAMEDA	C	Heavy Mtce	\$ 82,133		5	N	N	0.16	68	6/15/2016	SLURRY SEAL
2026	THOUSAND OAKS	THE ALAMEDA	ARLINGTON	C	Heavy Mtce	\$ 139,843		5	N	N	0.30	73	6/15/2016	SLURRY SEAL
2026	UTILITY					\$ 900,000								
	CONTINGENCY					\$ 1,500,812								
	MRP REQUIREMENTS					\$ -								
					17412997	\$17,408,935					9.18			
						29%		bike/ped						
						32%		bike/ped not incl contingency						

* in Fiscal Year column denotes coordination with EBMUD project

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

Proposed bike facilities from 2017 Bike Plan.

Draft 5-Year Street Rehabilitation Plan FY 2024-2028_v18.xlsx

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
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FISCAL YEAR 2026 TOTALS

Total Estimated Cost and Miles					\$17,408,935	9.18	miles		
	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles w/o Arterials
Arterials	4.19	\$5,946,067	37%	46%	1	\$2,191,641	0.93	\$1,796,160	0.49
Collectors	2.39	\$1,739,831	11%	26%	2	\$5,976,158	2.16	\$5,276,265	1.73
Residentials	2.60	\$7,322,225	46%	28%	3	\$2,435,025	1.72	\$2,435,025	1.72
					4	\$1,953,618	0.84	\$0	0.00
Bikeways	4.04	\$5,047,055	32%	44%	5	\$1,609,854	3.05	\$609,886	1.39
Curb Ramps		\$480,000	3%		6	\$841,827	0.48	\$841,827	0.48
Total		\$5,527,055	35%		7	\$0	0.00	\$0	0.00
					8	\$0	0.00	\$0	0.00
Equity Zone	2.31	\$5,694,147	36%	25%		\$15,008,123	9.18	\$10,959,163	5.82
Equity Zone w/Arterials	3.13	\$7,591,254	48%	34%					

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

Proposed bike facilities from 2017 Bike Plan.

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2027	6TH	CAMELIA ST	CEDAR ST	C	Heavy Mtce	\$ 217,778		1	Y	2B, VZ	0.25	74	8/31/2004	MILL AND OVERLAY W/FABRIC
2027	6TH	CEDAR ST	VIRGINIA ST	C	Heavy Rehab	\$ 446,925		1	Y	2B, VZ	0.13	54	4/1/2001	MILL AND OVERLAY W/FABRIC
2027	6TH	VIRGINIA ST	UNIVERSITY AVE	C	Light Rehab	\$ 729,619		1	Y	2B, VZ	0.31	63	4/1/2001	MILL AND OVERLAY W/FABRIC
2027	8TH ST	GILMAN ST	CAMELIA ST	R	Heavy Rehab	\$ 212,445		1	Y	3E	0.12	35	4/1/2001	MILL AND OVERLAY W/FABRIC
2027	8TH ST	CAMELIA ST	PAGE ST	R	Heavy Rehab	\$ 144,978		1	Y	N	0.08	42	4/1/2001	MILL AND OVERLAY W/FABRIC
2027	8TH ST	PAGE ST	JONES ST	R	Reconstruct	\$ 293,378	Y	1	Y	N	0.09	16	9/1/1991	MILL AND OVERLAY W/FABRIC
2027	8TH ST	JONES ST	VIRGINIA ST	R	Reconstruct	\$ 710,367	Y	1	Y	N	0.21	19	9/1/1991	MILL AND OVERLAY W/FABRIC
2027	8TH ST	VIRGINIA ST	UNIVERSITY AVE	R	Reconstruct	\$ 1,131,612	Y	1	Y	N	0.31	17	11/1/1990	MILL AND THIN OVERLAY
2027	BATAAN AVE	7TH ST	8TH ST	R	Reconstruct	\$ 144,294		1	Y	N	0.06	16	N/A	
2027	BELROSE AVE	DERBY ST	CLAREMONT	C	Light Mtce	\$ 30,289		8	N	4*,C	0.12	91	10/10/2016	RECONSTRUCT
2027	BOWDITCH ST	BANCROFT WAY	DURANT AVE	R	Reconstruct	\$ 221,880		7	N	2A	0.06	14	11/1/1990	MILL AND THIN OVERLAY
2027	BOWDITCH ST	DURANT AVE	HASTE ST	R	Reconstruct	\$ 450,660		7	N	2A	0.13	17	11/1/1990	MILL AND THIN OVERLAY
2027	BOWDITCH ST	HASTE ST	DWIGHT WAY	R	Heavy Rehab	\$ 123,000		7	N	2A	0.06	40	7/1/1988	MILL AND OVERLAY W/FABRIC
2027	CAMELIA ST	6TH ST	8TH ST	R	Reconstruct	\$ 406,720		1	Y	N	0.12	24	4/1/2001	RECONSTRUCT SURFACE
2027	CHANNING WAY	SHATTUCK AVE	FULTON ST	R	Light Mtce	\$ 37,720		4	N	2B	0.11	87	8/7/2015	MILL AND OVERLAY
2027	CHANNING WAY	FULTON ST	DANA ST	R	Light Mtce	\$ 87,880		47	N	2B	0.25	87	8/7/2015	MILL AND OVERLAY
2027	CHANNING WAY	DANA ST	BOWDITCH ST	R	Light Mtce	\$ 92,644		7	N	2B	0.25	78	8/7/2015	MILL AND OVERLAY
2027	CHANNING WAY	BOWDITCH ST	COLLEGE AVE	R	Heavy Mtce	\$ 81,844		7	N	2B	0.13	76	8/7/2015	MILL AND OVERLAY
2027	CHANNING WAY	COLLEGE AVE	PIEDMONT AVE	R	Heavy Mtce	\$ 72,000		7	N	2B	0.12	72	8/7/2015	MILL AND OVERLAY
2027	CLAREMONT AVE	EAST CITY LIMIT	RUSSELL ST	C	Reconstruct	\$ 497,733	Y	8	N	VZ	0.11	21	7/1/1994	MILL AND OVERLAY W/FABRIC
2027	CLAREMONT AVE	RUSSELL ST	ASHBY AVE	C	Reconstruct	\$ 506,511	Y	8	N	4,VZ	0.08	18	7/1/1994	MILL AND OVERLAY W/FABRIC
2027	CLAREMONT AVE	ASHBY AVE	SOUTH CITY	C	Heavy Rehab	\$ 1,790,524		8	N	4,VZ	0.57	53	7/1/1994	MILL AND OVERLAY W/FABRIC
2027	CLAREMONT BLVD	BELROSE AVE	CLAREMONT	C	Light Mtce	\$ 38,772		8	N	4,C	0.17	91	10/10/2016	RECONSTRUCT
2027	DELAWARE ST	6TH ST	9TH ST	C	Heavy Mtce	\$ 117,147		1	Y	N	0.18	71	12/1/2017	SLURRY SEAL
2027	DELAWARE ST	9TH ST	SAN PABLO AVE	C	Heavy Mtce	\$ 93,887		1	Y	2A	0.13	73		
2027	DERBY ST	COLLEGE AVE	PIEDMONT AVE	R	Heavy Rehab	\$ 268,765		8	N	3E	0.12	31	8/1/1996	MILL AND OVERLAY W/FABRIC
2027	DERBY ST	PIEDMONT AVE	WARRING ST	R	Heavy Rehab	\$ 114,903		8	N	3E	0.06	27	N/A	
2027	DERBY ST	WARRING ST	BELROSE AVE &	A	Light Mtce	\$ 59,940		8	N	4*,C	0.23	90	10/10/2016	RECONSTRUCT
2027	DWIGHT WAY	MILVIA WAY	SHATTUCK AVE	A	Heavy Mtce	\$ 80,940		4	N	C	0.13	55	12/10/1998	MILL AND OVERLAY W/FABRIC
2027	DWIGHT WAY	SHATTUCK AVE	FULTON ST	A	Light Mtce	\$ 32,000		4	N	N	0.11	86	6/27/2013	MILL AND OVERLAY
2027	DWIGHT WAY	FULTON ST	DANA ST	A	Light Mtce	\$ 70,667		47	N	N	0.25	84	6/27/2013	MILL AND OVERLAY
2027	DWIGHT WAY	DANA ST	TELEGRAPH	A	Heavy Mtce	\$ 85,296		7	N	C	0.13	75	6/27/2013	MILL AND OVERLAY
2027	DWIGHT WAY	TELEGRAPH AVE	BOWDITCH ST	A	Light Mtce	\$ 31,680		78	N	N	0.13	80	8/7/2015	MILL AND OVERLAY
2027	DWIGHT WAY	BOWDITCH ST	COLLEGE AVE	A	Light Mtce	\$ 31,680		78	N	N	0.13	87	8/7/2015	MILL AND OVERLAY
2027	DWIGHT WAY	COLLEGE AVE	PIEDMONT AVE	A	Light Mtce	\$ 37,200		78	N	N	0.15	87	8/30/2015	MILL AND OVERLAY
2027*	FOREST AVE	COLLEGE AVE	CLAREMONT BLVD	R	Heavy Rehab	\$ 618,000		8	N	N	0.36	45	8/1/1996	RECONSTRUCT STRUCTURE (AC)
2027	FRANCISCO ST	SAN PABLO AVE	CHESTNUT ST	R	Reconstruct	\$ 760,933		1	N	N	0.26	17	8/1/1993	RECONSTRUCT SURFACE
2027	FRANCISCO ST	CHESTNUT ST	DEAD END	R	Reconstruct	\$ 629,733		1	N	N	0.21	24	7/1/1995	MILL AND OVERLAY W/FABRIC
2027	GRANT ST	NORTH END	ROSE ST	R	Heavy Rehab	\$ 99,393		5	N	3C	0.06	48	6/1/1995	MILL AND OVERLAY W/FABRIC
2027	GRANT ST	ROSE ST	CEDAR ST	R	Heavy Mtce	\$ 136,806		5	N	3C	0.25	61	6/1/1995	MILL AND OVERLAY W/FABRIC
2027	GRANT ST	CEDAR ST	LINCOLN ST	R	Light Rehab	\$ 66,337		1	N	3C	0.06	55	7/22/1997	MILL AND THICK OVERLAY
2027	GRANT ST	LINCOLN ST	VIRGINIA ST	R	Heavy Rehab	\$ 114,593		1	N	3C	0.06	47	7/22/1997	MILL AND THICK OVERLAY
2027	GRANT ST	VIRGINIA ST	FRANCISCO ST	R	Reconstruct	\$ 232,801		1	N	3C	0.06	24	7/22/1997	MILL AND THICK OVERLAY
2027	GRANT ST	FRANCISCO ST	OHLONE PARK	R	Light Mtce	\$ 42,680		1	N	3C	0.10	97	10/11/2019	MILL AND THICK OVERLAY
2027	GRANT ST	HEARST AVE	UNIVERSITY	R	Heavy Mtce	\$ 72,354		1	N	3C	0.11	63	12/15/2004	RECONSTRUCT SURFACE
2027	GRANT ST	UNIVERSITY AVE	ADDISON ST	R	Light Mtce	\$ 24,700		4	N	3C	0.06	90	12/15/2004	RECONSTRUCT STRUCTURE
2027	GRANT ST	ADDISON ST	ALLSTON WAY	R	Heavy Rehab	\$ 260,686		4	N	3C	0.13	37	9/13/2000	MEDIUM AC OVERLAY
2027	GRANT ST	ALLSTON WAY	BANCROFT WAY	R	Light Mtce	\$ 37,432		4	N	3C	0.13	85	12/15/2004	RECONSTRUCT STRUCTURE
2027	GRANT ST	BANCROFT WAY	CHANNING WAY	R	Heavy Rehab	\$ 262,552		4	N	3C	0.13	41	9/13/2000	MEDIUM AC OVERLAY
2027	GRANT ST	CHANNING WAY	DWIGHT WAY	R	Light Mtce	\$ 31,246		4	N	3C	0.13	77	12/15/2004	RECONSTRUCT STRUCTURE

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2027	HEARST AVE	SACRAMENTO	CALIFORNIA ST	C	Heavy Mtce	\$ 55,200		1	N	VZ	0.11	61	8/14/2015	FIBER MICROSURFACING
2027	HEARST AVE	CALIFORNIA ST	MC GEE AVE	C	Heavy Mtce	\$ 84,120		1	N	4*,VZ	0.13	65	8/14/2015	FIBER MICROSURFACING
2027	HEARST AVE	MC GEE AVE	MARTIN	C	Heavy Mtce	\$ 171,460		1	N	4*,VZ	0.26	64	8/14/2015	FIBER MICROSURFACING
2027	PIEDMONT AVE	AT END OF	BANCROFT WAY	C	Heavy Mtce	\$ 110,193		7	N	2A,C,VZ	0.14	68	10/1/2012	RECONSTRUCT STRUCTURE
2027	PIEDMONT AVE	BANCROFT WAY	DWIGHT WAY	C	Light Mtce	\$ 126,147		7	N	4,C,VZ	0.26	68	8/17/2006	RECONSTRUCT STRUCTURE
2027	PIEDMONT AVE	DERBY ST	STUART ST	R	Heavy Rehab	\$ 290,646		8	N	3C	0.16	41	7/8/2003	RECONSTRUCT SURFACE
2027	PIEDMONT AVE	STUART ST	RUSSELL ST	R	Light Rehab	\$ 120,128		8	N	3C	0.09	54	7/8/2003	RECONSTRUCT SURFACE
2027	PIEDMONT AVE	RUSSELL ST	ASHBY AVE	R	Light Rehab	\$ 83,717		8	N	N	0.06	76	12/15/2004	RECONSTRUCT SURFACE
2027	PIEDMONT CRESCENT	DWIGHT WAY	WARRING ST	C	Light Mtce	\$ 19,133		8	N	3C,C,VZ	0.05	91	10/10/2016	RECONSTRUCT
2027	VIRGINIA ST	2ND ST	6TH ST	R	Heavy Rehab	\$ 460,250		1	Y	3E	0.25	35	N/A	
2027	VIRGINIA ST	6TH ST	SAN PABLO AVE	R	Heavy Rehab	\$ 543,500		1	Y	3E	0.31	33	4/1/2001	MILL AND OVERLAY W/FABRIC
2027	WARRING ST	DWIGHT WAY	DERBY ST	C	Light Mtce	\$ 76,617		8	N	3C,C,VZ	0.29	90	10/10/2016	RECONSTRUCT
2027	WOOLSEY ST	COLLEGE AVE	CLAREMONT AVE	R	Reconstruct	\$ 851,400	Y	8	N	3A/3C	0.24	29	N/A	
2027	UTILITY					\$ 1,000,000								
	CONTINGENCY					\$ 1,587,644								
	MRP REQUIREMENTS					\$ 1,500,000								
					20189151	\$19,964,080					10.02			
						50%			bike/ped					

* in Fiscal Year column denotes coordination with EBMUD project

59%

bike/ped not incl contingency

FISCAL YEAR 2027 TOTALS

Total Estimated Cost and Miles

\$19,964,080

10.02 miles

	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles w/o Arterials
Arterials	1.25	\$429,403	3%	12%	1	\$7,883,113	3.90	\$7,883,113	3.90
Collectors	3.28	\$5,112,054	30%	33%	2	\$0	0.00	\$0	0.00
Residentials	5.48	\$10,334,979	61%	55%	3	\$0	0.00	\$0	0.00
					4	\$846,549	1.18	\$698,276	0.80
Bikeways	6.83	\$9,874,389	59%	68%	5	\$236,199	0.31	\$236,199	0.31
Curb Ramps		\$648,000	4%		6	\$0	0.00	\$0	0.00
Total		\$10,522,389	62%		7	\$1,493,217	1.73	\$1,322,308	1.28
					8	\$5,417,359	2.90	\$5,307,139	2.48
Equity Zone	2.54	\$5,652,899	33%	25%		\$15,876,436	10.02	\$15,447,033	8.77
Equity Zone w/Arterials	2.54	\$5,652,899	33%	25%					

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

Proposed bike facilities from 2017 Bike Plan.

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2028	5TH ST	UNIVERSITY AVE	DWIGHT WAY	R	Reconstruct	\$ 1,852,471	Y	2	Y	N	0.57	23	11/1/1990	MILL AND THIN OVERLAY
2028	7TH ST	UNIVERSITY AVE	BANCROFT WAY	R	Reconstruct	\$ 1,137,520	Y	2	Y	N	0.32	28	8/28/1997	MILL AND OVERLAY W/FABRIC
2028	7TH ST	BANCROFT WAY	DWIGHT WAY	R	Heavy Rehab	\$ 431,600		2	Y	N	0.25	32	11/1/1990	MILL AND THIN OVERLAY
2028	7TH ST	DWIGHT WAY	GRAYSON ST	C	Heavy Mtce	\$ 193,210		1	N	C	0.35	69	7/7/2008	MILL AND THICK OVERLAY
2028	7TH ST	GRAYSON ST	HEINZ AVE	C	Heavy Mtce	\$ 76,700		1	N	C	0.13	74	7/7/2008	MILL AND THICK OVERLAY
2028	7TH ST	HEINZ AVE	ASHBY AVE	C	Light Mtce	\$ 57,622		1	N	C	0.19	78	10/23/2003	MILL AND THICK OVERLAY
2028	10TH ST	CARLETON ST	HEINZ AVE	R	Reconstruct	\$ 916,160	Y	2	Y	N	0.26	16	6/15/2000	RECONSTRUCT SURFACE
2028	CURTIS ST	UNIVERSITY AVE	DWIGHT WAY	R	Reconstruct	\$ 2,009,440	Y	2	Y	N	0.57	9	8/18/1997	MILL AND THICK OVERLAY
2028	FRANCISCO ST	MARTIN LUTHER	MILVIA ST	R	Reconstruct	\$ 451,520		4	N	N	0.13	24	10/1/1995	RECONSTRUCT SURFACE
2028	FRANCISCO ST	MILVIA ST	SHATTUCK AVE	R	Reconstruct	\$ 463,520		4	N	N	0.13	25	10/1/1995	RECONSTRUCT SURFACE
2028	FULTON ST	KITTREDGE ST	BANCROFT WAY	A	Heavy Mtce	\$ 83,971		47	N	4*	0.06	77	9/13/2002	RECONSTRUCT STRUCTURE
2028	GRANT ST	DWIGHT WAY	OREGON ST	R	Heavy Rehab	\$ 876,506		34	Y	3C	0.43	31	7/1/1993	RECONSTRUCT SURFACE
2028	GRANT ST	NORTH END	RUSSELL ST	R	Heavy Rehab	\$ 62,849		3	Y	3C	0.04	37	6/1/1995	MILL AND OVERLAY W/FABRIC
2028	KITTREDGE ST	MILVIA ST	SHATTUCK AVE	R	Heavy Rehab	\$ 225,600		4	N	N	0.13	40	9/1/1984	SLURRY SEAL
2028	OXFORD ST	HEARST AVE	BERKELEY WAY	A	Light Mtce	\$ 41,293		47	N	4*	0.05	80	9/13/2002	RECONSTRUCT STRUCTURE
2028	OXFORD ST	BERKELEY WAY	UNIVERSITY	A	Heavy Mtce	\$ 82,005		47	N	4*	0.06	71	9/13/2002	RECONSTRUCT STRUCTURE
2028	OXFORD ST	UNIVERSITY AVE	ADDISON ST	A	Heavy Mtce	\$ 81,816		47	N	4*	0.07	74	9/13/2002	RECONSTRUCT STRUCTURE
2028	OXFORD ST	ADDISON ST	KITTREDGE ST	A	Heavy Mtce	\$ 258,487		47	N	4*	0.19	77	9/13/2002	RECONSTRUCT STRUCTURE
2028	SHATTUCK AVE	WARD ST	ASHBY AVE	C	Heavy Mtce	\$ 181,709		3	N	4, C, VZ	0.29	58	11/24/2008	MILL AND THICK OVERLAY
2028	STUART ST	SACRAMENTO ST	MARTIN LUTHER KING	R	Reconstruct	\$ 1,601,680	Y	3	Y	N	0.46	19	9/1/1993	RECONSTRUCT SURFACE
2028	UNIVERSITY AVE	6TH ST	SAN PABLO AVE	A	Heavy Mtce	\$ 368,694		12	Y	4, C, VZ	0.31	66	9/1/2009	RECONSTRUCT STRUCTURE
2028	UNIVERSITY AVE	SAN PABLO AVE	SACRAMENTO	A	Heavy Mtce	\$ 613,793		12	Y	4, C, VZ	0.56	55	11/25/2009	RECONSTRUCT STRUCTURE
2028	UNIVERSITY AVE	SACRAMENTO	MCGEE AVE	A	Heavy Mtce	\$ 292,502		14	N	4, C, VZ	0.25	70	6/10/2010	RECONSTRUCT STRUCTURE
2028	UNIVERSITY AVE	MCGEE AVE	MARTIN	A	Heavy Mtce	\$ 253,508		14	N	4, C, VZ	0.25	68	9/30/2010	RECONSTRUCT STRUCTURE
2028	VIRGINIA ST	MARTIN LUTHER	MILVIA ST	R	Heavy Mtce	\$ 54,400		4	N	3E	0.13	71	6/30/2010	MILL AND THIN OVERLAY
2028	VIRGINIA ST	MILVIA ST	SHATTUCK AVE	R	Light Mtce	\$ 19,680		4	N	3E	0.12	81	6/30/2010	MILL AND THIN OVERLAY
2028	VIRGINIA ST	SHATTUCK AVE	SPRUCE ST	R	Light Rehab	\$ 250,000		46	N	3E	0.19	64	9/13/2002	MILL AND OVERLAY W/FABRIC
2028	VIRGINIA ST	SPRUCE ST	ARCH ST	R	Heavy Mtce	\$ 66,000		6	N	3E	0.09	66	9/13/2002	MILL AND OVERLAY W/FABRIC
2028	VIRGINIA ST	ARCH ST	EUCLID AVE	R	Heavy Mtce	\$ 132,800		6	N	3E	0.20	65	9/13/2002	MILL AND OVERLAY W/FABRIC
2028	WARD ST	ACTON ST	SACRAMENTO ST	R	Reconstruct	\$ 476,912		2	Y	N	0.14	14	9/1/1993	RECONSTRUCT SURFACE
2028	WARD ST	SACRAMENTO ST	MARTIN LUTHER KING	R	Reconstruct	\$ 1,622,672	Y	3	Y	N	0.46	22	9/1/1993	RECONSTRUCT SURFACE
2028	UTILITY COORDINATION					\$ 700,000								
	CONTINGENCY					\$ 1,523,664								
	MRP REQUIREMENTS					\$ 3,000,000								
					20473590	\$20,460,304					7.35			
						18%			bike/ped					
						23%			bike/ped not incl contingency					

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
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FISCAL YEAR 2028 TOTALS

Total Estimated Cost and Miles					\$20,460,304	7.35	miles				
	Mileage	Estimated Cost	% Cost	% Mileage	<u>District</u>	<u>Cost</u>	<u>Miles</u>	<u>Cost w/o Arterials</u>	<u>Miles w/o Arterials</u>		
Arterials	1.80	\$2,076,069	13%	20%	1	\$1,091,780	1.36	\$1,091,754	0.67		
Collectors	0.96	\$509,241	3%	10%	2	\$7,315,346	2.53	\$6,824,103	2.10		
Residentials	4.59	\$12,651,330	80%	50%	3	\$3,907,163	1.45	\$3,907,163	1.45		
					4	\$2,324,764	1.41	\$1,777,973	0.94		
Bikeways	3.28	\$3,720,013	23%	36%	5	\$0	0.00	\$0	0.00		
Curb Ramps		\$546,000	3%		6	\$323,800	0.38	\$323,800	0.38		
Total		\$4,266,013	27%		7	\$273,786	0.22	\$0	0.00		
					8	\$0	0.00	\$0	0.00		
Equity Zone	3.48	\$10,987,810	69%	38%		\$15,236,640	7.35	\$13,924,793	5.54		
Equity Zone w/Arterials	4.35	\$11,970,296	75%	47%							

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

Proposed bike facilities from 2017 Bike Plan.

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
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FISCAL YEAR 2024-2028 TOTALS

Total Estimated Cost and Miles

\$91,919,259

46.73 miles

	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles w/o Arterials
Arterials	10.87	\$12,971,740	15%	23%	1	\$17,851,317	9.84	\$16,772,694	8.45
Collectors	13.52	\$12,820,770	15%	29%	2	\$24,197,836	10.53	\$22,561,018	8.44
Residentials	22.34	\$49,131,362	57%	48%	3	\$7,906,100	4.23	\$7,757,118	3.69
					4	\$8,016,965	5.03	\$3,645,848	2.38
Bikeways	23.30	\$29,758,005	34%	50%	5	\$3,965,575	5.79	\$2,682,345	4.01
Curb Ramps		\$2,430,000	3%		6	\$4,564,992	5.96	\$4,564,992	5.96
Total		\$32,188,005	37%		7	\$3,003,729	2.45	\$1,322,308	1.28
					8	\$5,417,359	2.90	\$5,307,139	2.48
Equity Zone	15.09	\$39,100,716	45%	32%		\$74,923,872	46.73	\$64,613,462	36.69
Equity Zone w/Arterials	18.83	\$42,687,011	49%	40%					
						Total Funding	\$91,919,259		

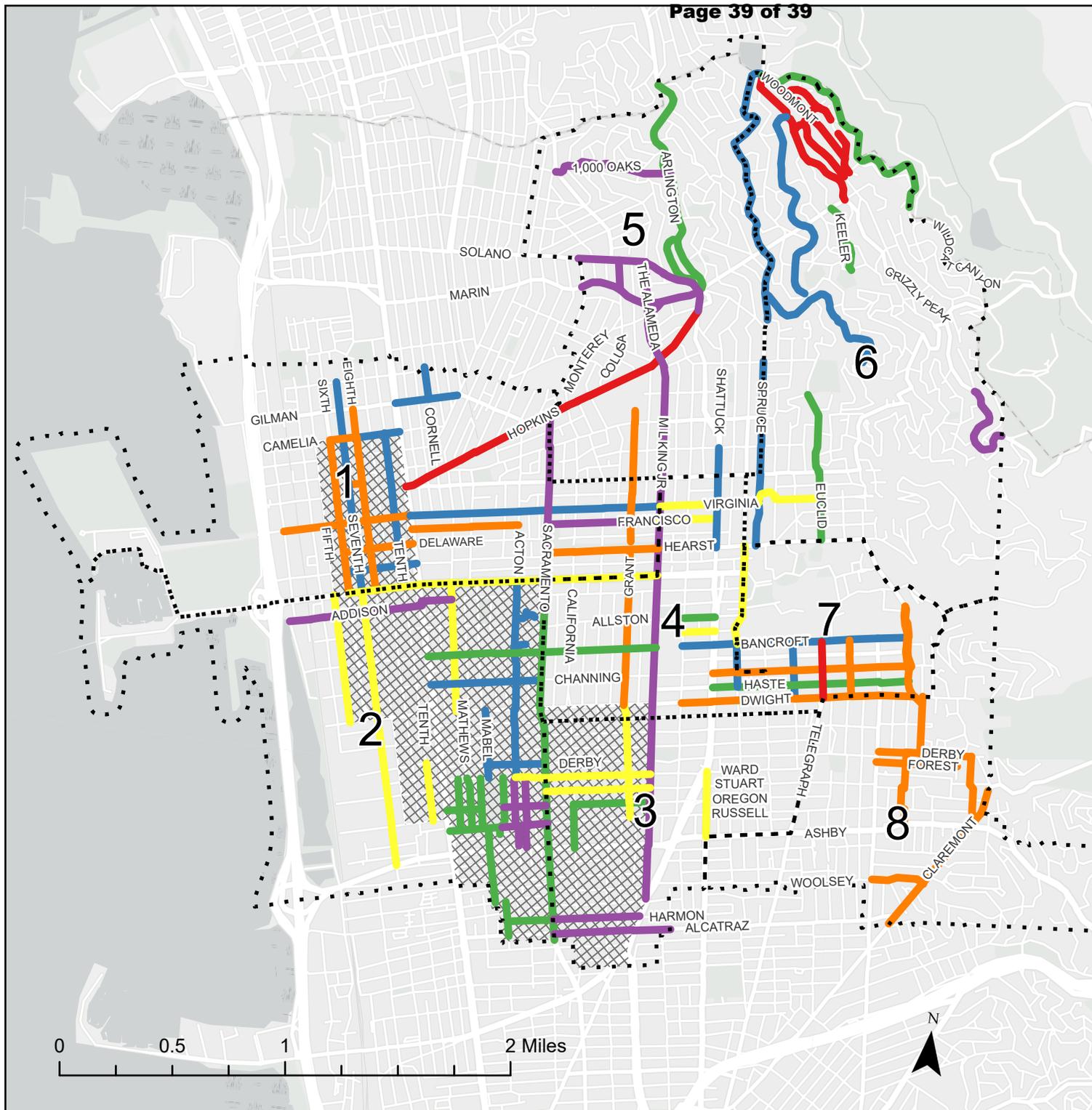
Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

Proposed bike facilities from 2017 Bike Plan.

EXHIBIT B PAVING PLAN FY 24-28

Planned Fiscal Year

- 2023 Holdover
- 2024
- 2025
- 2026
- 2027
- 2028
- Council Districts
- Equity Zone



This map is for reference purposes only.
 Care was taken in the creation of this map, but it is provided "AS IS". Please contact the City of Berkeley to verify map information or to report any errors.
 November 6, 2023



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