

**SAFE STREETS CITIZENS OVERSIGHT COMMITTEE (SSCOC)
REGULAR MEETING**

Wednesday, June 10, 2026 - 6:00 PM
South Berkeley Senior Center 2939 Ellis Street
Dining Room

Written communications submitted by mail or e-mail to the SSCOC by 5:00 p.m. the day before the meeting will be distributed in person to the members of the Committee at the meeting and retained as part of the official record.

Public comment policy: Members of the public may speak on any items on the Agenda and items not on the Agenda during the initial Public Comment period. Members of the public may also comment on any item listed on the agenda as the item is taken up. Members of the public may not speak more than once on any given item. The Chair may limit public comments to 2 minutes or less.

- 1. Call to order**
- 2. Roll call**
- 3. Land Acknowledgement** (Attachment 1)
- 4. Approval of Minutes from the April 22, 2026, Meeting** (Attachment 2)
- 5. Public Comment** (on items not on the agenda)
- 5. Chair Updates to Meeting Communications** – Chair Douglas Legg
 - a. Public Comment
 - b. Communications
 - c. Commissioner Discussion Process
- 6. Presentation: Fiscal Review for 2025-2026 Annual Report** - Jeffery Glover, Public Works Staff
 - a. All budgeted projects from the closing fiscal year and materials for review (Attachment 3)
- 7. Action: Create Temporary Ad-Hoc Committee to draft FY 2025-2026 Annual Report and Appoint Members**

8. Presentation: Preview of information to track for coming 2027/2028 Workplan and Annual Report - Jeffery Glover, Manoj Madhavan, and Terrence Salonga, Public Works Staff

- a. Review of the proposed CIP's Measure FF Funds (Attachment 4)
- b. Review PCI projections based on Measure FF and the new 5-year Paving Plan (Attachment 5)

9. Action: Create Temporary Ad-Hoc Committee for 2027-2028 FY Workplan and Appoint Members (Attachment 6)

10. Communications (Attachment 7)

11. Adjournment

Attachments:

- 1. Land Acknowledgement
- 2. Meeting Minutes from April 22, 2026 Meeting
- 3. Presentation: Fiscal Review for 2025-2026 Annual Report
- 4. Review of the proposed CIP's Measure FF Funds
- 5. Review PCI projections based on Measure FF and the new 5-year Paving Plan
- 6. SSCOC 2025-2026 Workplan
- 7. Communications

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*This meeting will be conducted in accordance with the Brown Act, Government Code Section 54953. Any member of the public may attend this meeting. Questions regarding this matter may be addressed to Commission Secretary, Amanda Montez, (510) 981-6317, amontez@berkeleyca.gov.*

*Communications to Berkeley boards, commissions or committees are public record and will become part of the City's electronic records, which are accessible through the City's website. Please note: E-mail addresses, names, addresses, and other contact information are not required but, if included in any communication to a City board, commission, or committee, will become part of the public record. If you do not want your e-mail address or any other contact information to be made public, you may deliver communications via U.S. Postal Service or in person to the secretary of the relevant board, commission, or committee. If you do not want your contact information included in the public record, please do not include that information in your communication. Please contact the secretary to the relevant board, commission, or committee for further information.*

*Any writings or documents provided to a majority of the commission regarding any item on this agenda will be made available for public inspection at Public Works Department located at 2180 Milvia Street, 3<sup>rd</sup> Floor.*



**COMMUNICATION ACCESS INFORMATION:**

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I hereby certify that the agenda for this regular/special meeting of the Berkeley City Commission on

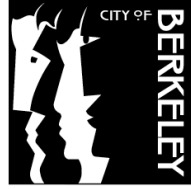
Commissions was posted at the display case located near the walkway in front of the Maudelle Shirek Building, 2134 Martin Luther King Jr. Way, as well as on the City's website, on June 2, 2026.

Commission Secretary Amanda Montez
Senior Management Analyst, Department of Public Works

ATTACHMENT 1

Land Acknowledgement Statement

The City of Berkeley recognizes that the community we live in was built on the territory of xučyun (Huchiun (Hooch-yoon)), the ancestral and unceded land of the Chochenyo (Cho-chen-yo)-speaking Ohlone (Oh-low-nee) people, the ancestors and descendants of the sovereign Verona Band of Alameda County. This land was and continues to be of great importance to all of the Ohlone Tribes and descendants of the Verona Band. As we begin our meeting tonight, we acknowledge and honor the original inhabitants of Berkeley, the documented 5,000-year history of a vibrant community at the West Berkeley Shellmound, and the Ohlone people who continue to reside in the East Bay. We recognize that Berkeley's residents have and continue to benefit from the use and occupation of this unceded stolen land since the City of Berkeley's incorporation in 1878. As stewards of the laws regulating the City of Berkeley, it is not only vital that we recognize the history of this land, but also recognize that the Ohlone people are present members of Berkeley and other East Bay communities today. The City of Berkeley will continue to build relationships with the Lisjan Tribe and to create meaningful actions that uphold the intention of this land acknowledgement.



SAFE STREETS CITIZENS OVERSIGHT COMMITTEE

REGULAR MEETING

MEETING MINUTES

Thursday, April 22, 2026

6:00 - 8:00 PM

South Berkeley Senior Center
2939 Elis Street, Berkeley, CA
Conference Room B

AGENDA

A. Preliminary Business

1. Call to order: 6:17PM
2. Land Acknowledgement (Attachment 1)
3. Roll Call
Commissioners Present: Rena Fischer, Zachary Fraser (Alternate), Ben Gerhardstein, Sybil Hatch, Arsh Singh Hothi, Douglas Legg
Commissioner Absent: Misha Kesselman (Seeking Excused Absence); Liza Lutzker (Seeking Excused Absence)
City Staff Present: Wahid Amiri, Interim Director of Public Works; Amanda Montez, Senior Management Analyst in Public Works (Commission Secretary); Noah Budnick, Senior Management Analyst in Public Works; Candise Almendral, Project Manager 1 in Public Works; Manoj Ma.
4. Public comment on items not on the agenda
No speakers

B. Discussion/Action Items

5. Adoption of the minutes from 11/19 Meeting (Attachment 2)
No Pubic Comment
ACTION: M/S/C (Hothi/Hatch) To approve and adopt the Draft Meeting minutes from November 19, 2025, with no corrections.
Voice Vote: Ayes: 6; Noes: None; Abstain: None; Absent: Kesselman and Lutzker
6. Discussion and potential adoption of Chair and Vice Chair Election Schedule that meets fiscal year calendar- *Secretary*
No Public Comment
ACTION: M/S/C (Hothi/Gerhardstein) To open Discussion.
Voice Vote: Ayes: 6; Noes: None; Abstain: None; Absent: Kesselman and Lutzker

ACTION: M/S/C (Hothi/Gerhardstein) To close Discussion.
Voice Vote: Ayes: 6; Noes: None; Abstain: None; Absent: Kesselman and Lutzker

ACTION: M/S/C (Fischer/Gerhardstein) To adopt a Chair and Vice Chair Election Schedule that mirrors the fiscal year calendar.
Voice Vote: Ayes: 6; Noes: None; Abstain: None; Absent: Kesselman and Lutzker

7. Potential Election of Chair and Vice Chair- *Secretary*
No Public Comment
No Action taken, due to previous action to shift elections to mirror fiscal year calendar.

8. Vote to retain May 6, 2026 meeting day or shift to later date- *Secretary*
No Public Comment.
ACTION: M/S/C (Legg/Hothi) To open Discussion.
Voice Vote: Ayes: 6; Noes: None; Abstain: None; Absent: Kesselman and Lutzker

ACTION: M/S/C (Gerhardstein/Hothi) To close Discussion.
Voice Vote: Ayes: 6; Noes: None; Abstain: None; Absent: Kesselman and Lutzker

ACTION: M/S/C (Fischer/Gerhardstein) To take a poll of commissioners to find a date in June that is prior to the adoption of the City Budget and can accommodate remote attendance.
Voice Vote: Ayes: 6; Noes: None; Abstain: None; Absent: Kesselman and Lutzker

C. Information Items (90 minutes)

(Item 10 presented first)

9. Informational Presentation on framework for meeting the pavements condition, sidewalk repair, and fatal and severe crashes in the City.- *Candise Almendral, Program Manager, Measure FF (Attachment 3)*
Public Comment: 2

ACTION: M/S/C (Gerhardstein/Hothi) To open Discussion.
Voice Vote: Ayes: 6; Noes: None; Abstain: None; Absent: Kesselman and Lutzker

ACTION: M/S/C (Gerhardstein/Hothi) At 7:52 to extend meeting until 8:15PM.
Voice Vote: Ayes: 6; Noes: None; Abstain: None; Absent: Kesselman and Lutzker

ACTION: M/S/C (Hothi /Gerhardstein) To close Discussion.

Voice Vote: Ayes: 6; Noes: None; Abstain: None; Absent: Kesselman and Lutzker

10. Informational Presentation on filling positions in Public Works Measure FF staffing plan and expenditures on projects which received funding from City Council in the FY 2025-26 budget.- *Wahid Amiri, Interim Director, Public Works*
No Public Comment.

ACTION: M/S/C (Hothi/Hatch) To open Discussion.

Voice Vote: Ayes: 6; Noes: None; Abstain: None; Absent: Kesselman and Lutzker

ACTION: M/S/C (Hothi/Hatch) To close Discussion.

Voice Vote: Ayes: 6; Noes: None; Abstain: None; Absent: Kesselman and Lutzker

D. Items for Future Agendas

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

- a. Informational Presentation on Review of the FY 2027-31 CIP projects related to streets, sidewalks, safety improvements and environmental enhancements. (*Pending Council adoption of FY 2027-31 CIP- Meeting date uncertain*)

Public Comment: 3

E. Communications

F. Adjournment- 8:06PM

Attachments:

1. Land Acknowledgement
2. Minutes from November 19, 2025, Meeting
3. Draft Measure FF Pavement Rehabilitation Policy
4. Communications

ADDITIONAL ATTACHMENTS FOR MINUTES-

1. Presentation for Item 9
2. Presentation on Item 10

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Commission Secretary Amanda Montez
Senior Management Analyst, Department of Public Works



SAFE STREETS Citizen's Oversight Committee

Framework for meeting the pavements condition, sidewalk repair,
and fatal and severe crashes in the City

April 22, 2026

Measure FF goals

Prioritize streets PCI < 50), eliminate severely deferred streets

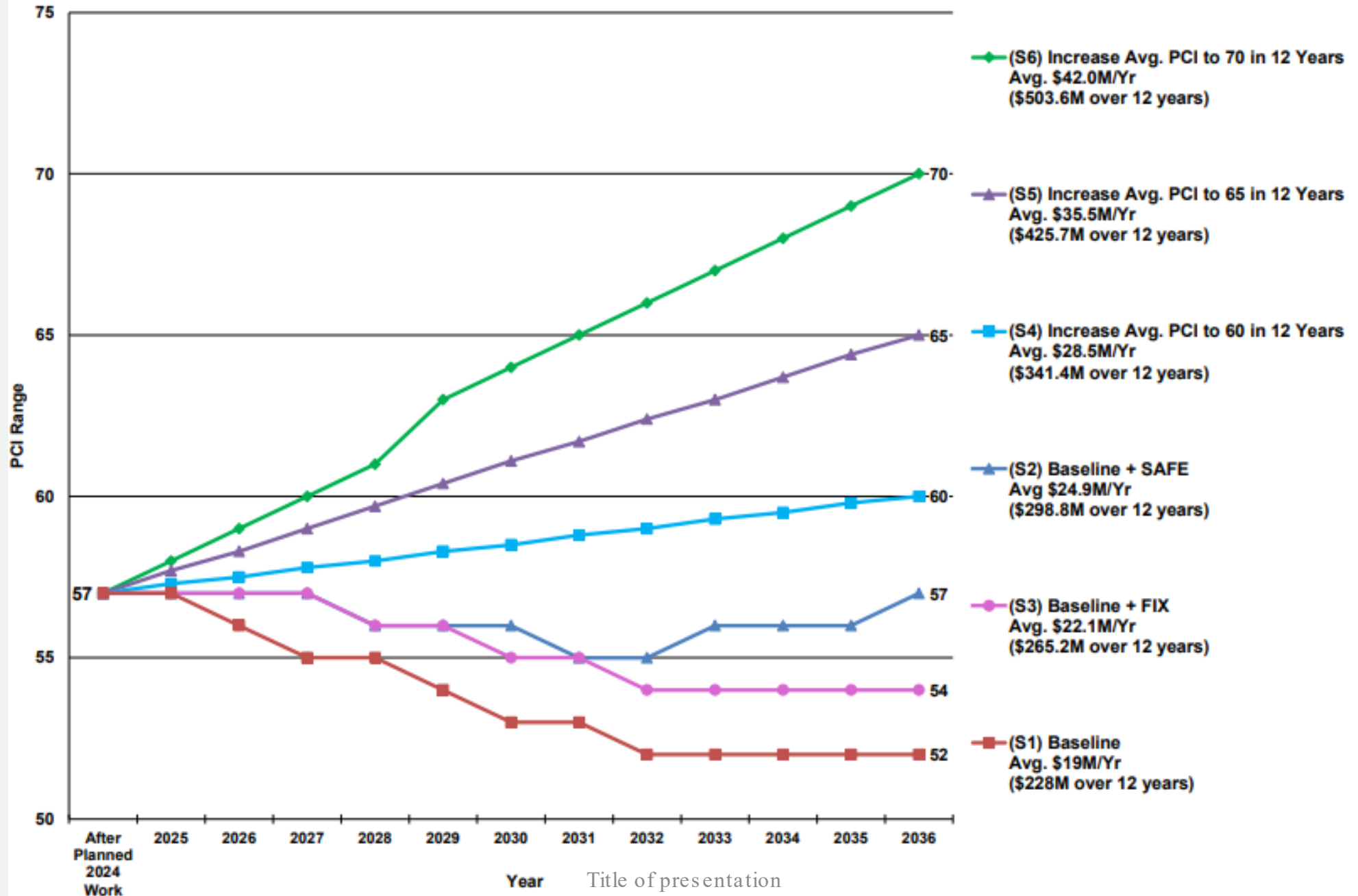
Raise citywide PCI to 70*

Eliminate sidewalk and pedestrian path compliance backlog

Significantly reduce killed or severely injured crashes

Improvement consistent with sustainability, climate resilience, ADA, and multimodal mobility

Paving Projection Scenarios (Target and Budget)



Measure FF Funding allocations

Expect annual fund

~\$15million

- Roads / pavement 45 percent
- Sidewalks 15 percent
- Safety 30 percent
- Environmental/GI* and admin/soft cost 10 percent

Measure FF Pavement Rehabilitation Policy

Framework for prioritizing:

- Safety improvements
- Pavement rehabilitation
- Roadway resurfacing
- Sidewalk repair
- Environmental improvements

Relevant plans and policies:

- Vision Zero
- Vision 2050
- Pedestrian Plan
- Bicycle Plan
- Green Infrastructure Plan

Project Prioritization Rubric

• Project type specific metrics	15 points
• Asset Condition and Lifecycle Efficiency	20 points
• Neighborhood / Local Street Fairness	15 points
• Equity and Community Access	10 points
• Roadway Network / Transit Multimodal Function	15 points
• ADA and Regulatory Compliance Opportunities	10 points
• Utility Coordination and Project Readiness	15 points
Total	<hr/> 100 points

NOTE: Safety is a consideration within multiple prioritization rubric categories

Annual reporting

Metrics



- Lane-miles paved
- PCI changes
- Cost/mile/pavement treatment
- Sidewalk backlog reduction
- Safety projects delivered
- Environmental improvements

Other reporting deliverables



- 5-year CIP and paving schedule
- Program dashboard
- SSCOC annual review



Candise Almendra
Public Works Program Manager, Measure FF
calmendra@berkeley.ca.gov

More information:
[Measure FF: Sidewalk and Street Repairs Parcel Tax | City of Berkeley](#)



Measure FF Staffing Update

April 22, 2026

Staffing Update

- **Principal Program Manager (overall lead) – Manoj Madhavan**
 - Runs the Measure FF program end-to-end
 - Sets priorities, budget, and reporting
 - Main point of contact with leadership and oversight committee
- **Supervising Civil Engineer (delivery lead) – Ken Jung**
 - Manages individual street and sidewalk projects
 - Keeps projects on schedule, on budget, and moving through design → construction
- **Program Manager (public-facing role) – Candise Almendral**
 - Communicates with residents and stakeholders
 - Handles outreach, meetings, and feedback on projects

Staffing Update

- Associate Transportation Engineer (design + standards) – to be advertised soon
 - Develops project designs and technical solutions
 - Ensures work meets engineering, ADA, and safety standards
- Associate Management Analyst (coordination, data + tracking) – may require City Council approval
 - Tracks budgets, schedules, and performance metrics
 - Supports reporting, dashboards, and compliance



Fiscal Review of 2025- 2026 Annual Report

Informational Presentation to the
Safe Streets Citizen Oversight Committee
Public Works Finance Team
June 10, 2026

Ballot Measure Language – Funding splits

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

Ballot Measure Language – Funding limitations

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

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

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

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

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

2025-2026 Projects & Financials

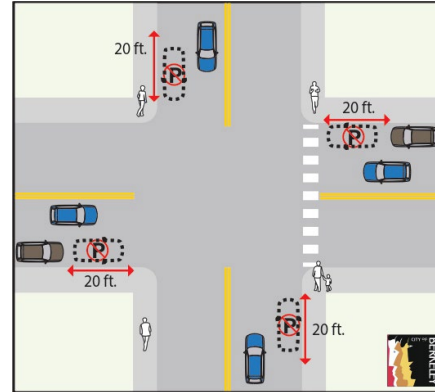
Category	Project Code	Project Title	Type	Amounts	% of Total
Revenue	PWFFRV2601	Special Assesment Tax	Revenue	\$ 21,802,307.43	
			Revenue Total	\$ 21,802,307.43	
Environment & Other	PWFFE2601	Staff costs	100% of Staffing Support (Personnel + Non - Personnel)	\$ 128,877.57	
			Environment Total	\$ 128,877.57	37.67%
Safety	PWTRTC2601	Daylighting**	Non-Personnel - Project	\$ 201,674.10	
			Safety Total	\$ 201,674.10	58.95%
Streets & Sidewalks	PWSTCS2601	Pavement Support Services	Non-Personnel - Project	\$ 11,545.00	
			Streets & Sidewalks Total	\$ 11,545.00	3.37%
			Expense Total*	\$ 342,096.67	

*= As of 5/31/2026

** = Eligible for Civic Arts funding

2025-2026 Project Highlight - Daylighting

Park 20 feet from intersections to better see, protect pedestrians



Paid for as follows:

Fund	Expenditures	% of Total
139 - STREET AND OPEN SPACE IMPR	\$50,000.00	11.00%
147 - UC SETTLEMENT	\$202,680.50	44.61%
166 - MEASURE FF - SAFETY	\$201,674.10	44.39%
Project Total	\$454,354.60	

Measure FF - Annual Reporting Requirements

The Committee shall prepare an annual independent report of progress and performance. Each report shall be made publicly available on the City's website and submitted to the City Council.

The City Manager shall prepare and submit to the City Council and the SSCOC an annual report of performance metrics, outcomes, and accomplishments that reflects all City street, sidewalk, and safety funding. To promote effective communication, the report shall also be presented in an online dashboard, and include the following metrics:

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

Thank You

Jeffrey Glover

Administrative and Fiscal Services Manager

jglover@berkeleyca.gov



Review of the Measure FF 5-Year CIP Plan FY 2027-FY 2031

Informational Presentation to the
Safe Streets Citizen Oversight Committee
Public Works Measure FF/Engineering/Transportation Teams
June 10, 2026

Stated(Exact) Ballot Measure Goals

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

Eliminate backlog of damaged sidewalks and pedestrian paths

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

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

Ballot Measure Language – Project selection/priorities

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

Ballot Measure Language – Types of projects

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

Ballot Measure Language – Types of projects

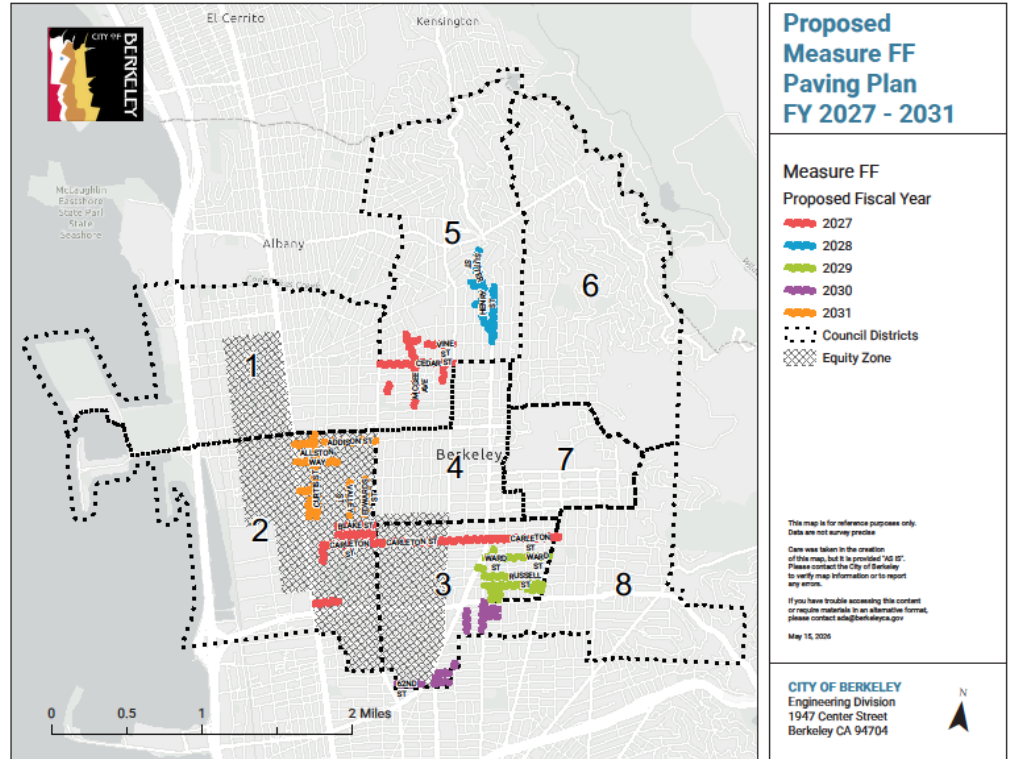
- Types of projects:
 - Safety improvements shall also include **improvements to emergency vehicle access** and response times, such as fire/emergency evacuation lanes, transit lanes that also serve emergency vehicles, cycle tracks that can accommodate emergency vehicles, traffic signal controls for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

Ballot Measure Language – Types of projects

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

FY 2027-2031: Measure FF Streets & Sidewalks Projects

- Over 50 street segments & 9 Centerline miles of anticipated heavy rehabilitation at 6 proposed project areas based on community input;
 1. Cedar/McGee Rehab Project in FY 2027
 2. Parker/Carleton Rehab Project in FY 2027
 3. Henry/Sutter Rehab Project in FY 2028
 4. Shattuck/Ward Rehab Project in FY 2029
 5. 63rd/Emerson Rehab Project in FY 2030
 6. Edwards/Byron Rehab Project in FY 2031
- All proposed segments except one (for continuity) have a PCI under 50
- Will be addressing safety within these projects through sidewalk improvements to remediate identified accessibility violations in compliance with public right of way guidelines and any applicable transportation projects



FY 2027-2031: Measure FF Streets & Sidewalks Projects

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

FY 2027-2031: Measure FF Streets & Sidewalks Projects

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

FY 2027-2031: Measure FF Streets & Sidewalks Projects

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

FY 2027–2031: Measure FF Safety Projects

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

FY 2027–2031: Measure FF Safety Projects

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

FY 2027–2031: Measure FF Safety Projects

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

FY 2027–2031: Measure FF Safety Projects

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

FY 2027–2031: Measure FF Safety Projects

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

FY 2027–2031: Measure FF Safety Projects

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

FY 2027–2031: Measure FF Safety Projects

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

FY 2027–2031: Measure FF Environmental Projects

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

Measure FF - Cost Reporting and Splits

Category	5 Years	
	Total	%
Streets & Sidewalks	\$54.37 M	59%
Safety	\$28.09 M	31%
Environment	\$8.86 M	10%
Total	\$91.32 M	100%

Measure FF - Estimated Next Steps for FY 27

On call contract execution: will occur between May – July 2026

Planning & Conceptual Design Start: will occur between August - September 2026

Design Start: will occur between September 2026 – October 2026

Bid, Award, and Contract Execution Start: will occur between February - April 2027

Construction Start: will occur between June – July 2027

Construction End: will occur between December 2027 – January 2028

Project Closeout Start: will occur between January – March 2028

Thank You

Manoj Madhavan

Principal Program Manager – Measure FF

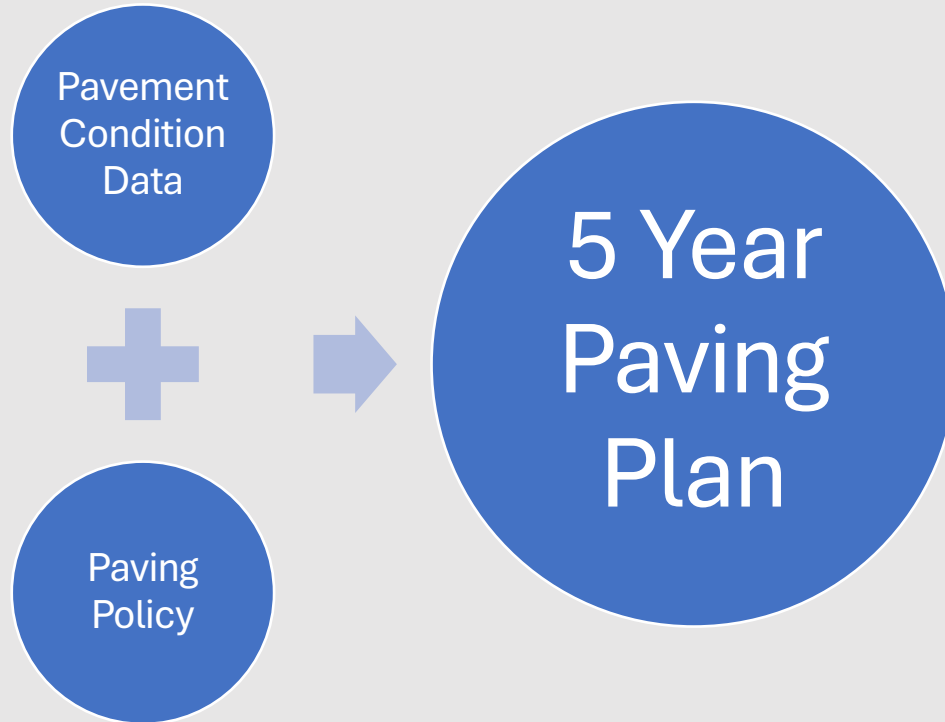
mmadhavan@berkeleyca.gov



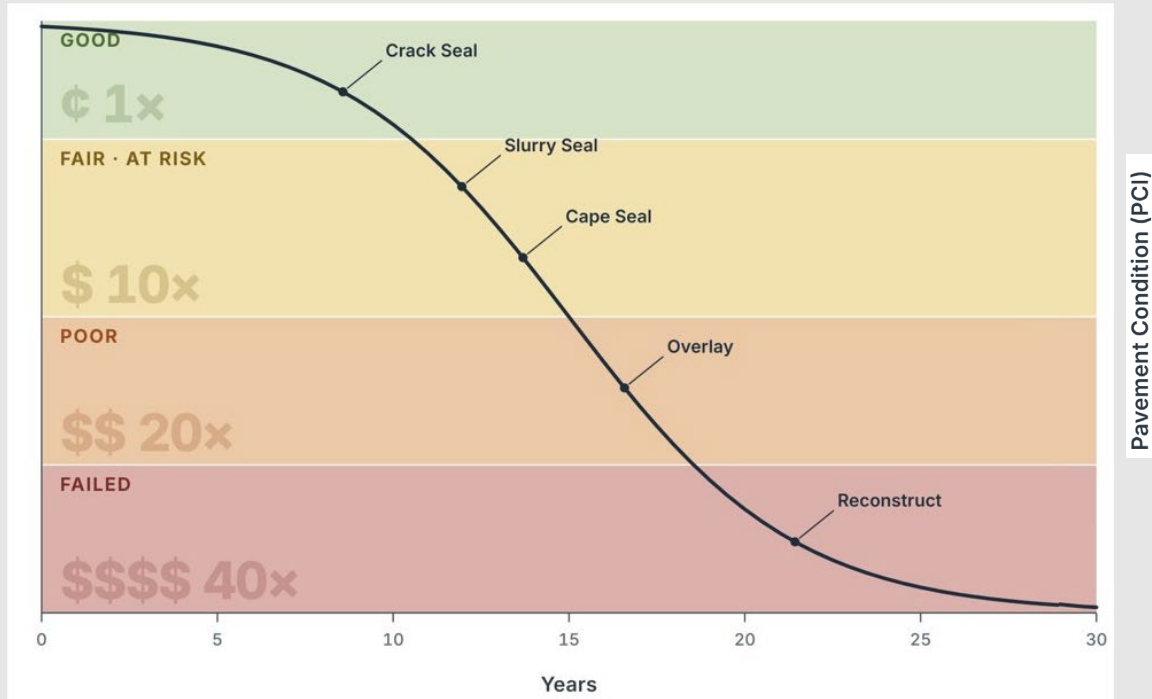
Review PCI Projections based on Measure FF & the new 5-Year Street Rehabilitation Plan FY 2027-FY 2031

Informational Presentation to the
Safe Streets Citizen Oversight Committee
Public Works Measure FF/Engineering/Transportation Teams
June 10, 2026

5 Year Streets Program: How We Select Streets



How a Street Deteriorates



Pavement Management Approach

Critical Point Management

"Right treatment, right time"

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



Berkeley's Adopted Paving Policy



Adopted January 2022



Purpose

Sets performance metric of reaching and maintaining a PCI of 70

Transparency in aligning data-driven prioritization with City goals and values

Berkeley's Adopted Paving Policy (cont'd)



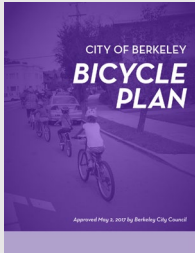
Equity Zone

Historically underserved neighborhoods

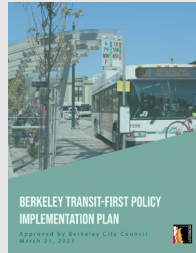
Reach average PCI of 70 before the rest of City

Berkeley's Adopted Paving Policy (cont'd)

Advancing other City Plans



Bicycle Plan



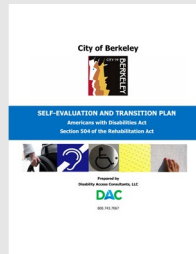
Transit First Policy



Vision Zero



Pedestrian Plan



ADA Transition Plan



Green Infrastructure Plan

Accessibility: Built Into Every Project

338 ADA curb ramps delivered in FY24-26

106 in FY24 · 92 in FY25 · ~140 estimated in FY26

- Every paving project upgrades ADA curb ramps at all intersections touched, built to current ADA/PROWAG standards
- Plan includes 20% ADA curb ramp cost factor on all rehabilitation and reconstruction treatments

MRP C.3 Requirements and Green Infrastructure

- City's regional stormwater permit (MRP) requires pollutant controls on certain street projects
- Road reconstruction ≥ 1 contiguous acre triggers a requirement to build green infrastructure (e.g., bioretention basins)
- No additional funding provided to the City for compliance; funded through the Clean Storm Fund (616)



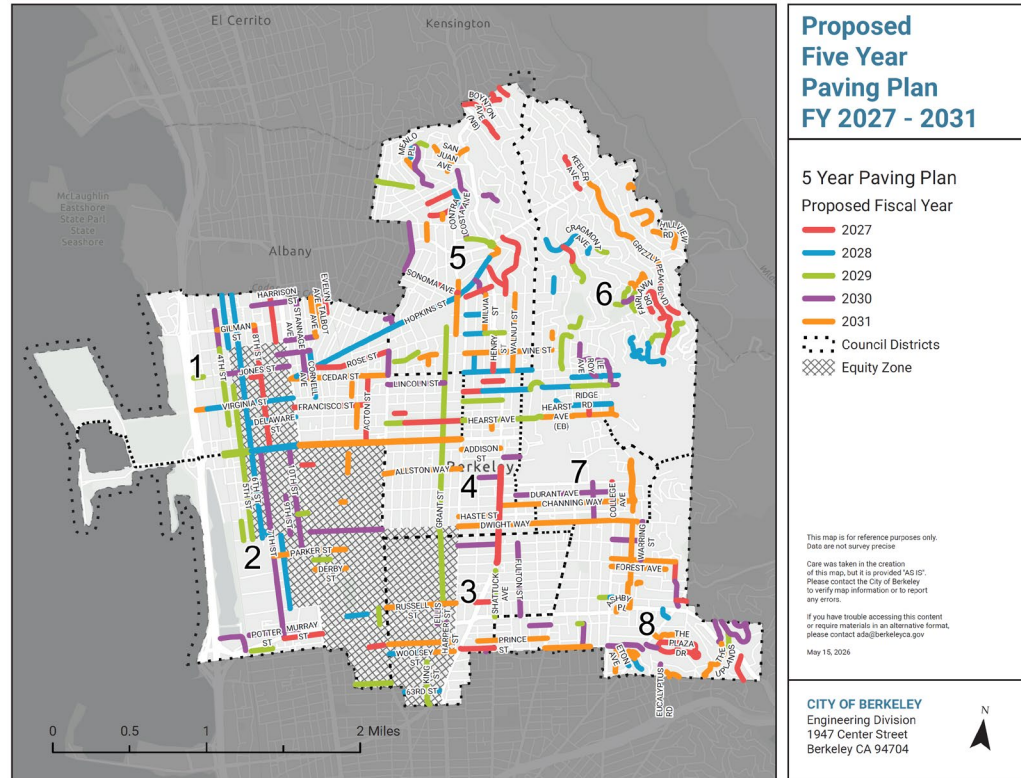
MRP C.3 Requirements and Green Infrastructure

- Green Infrastructure cost: \$750K–\$1M per acre; must be built within 3 years of paving
- Initial estimates within this 5-Year Plan period
 - 4.65 disturbed acres, with an estimated cost of \$3.5-\$4.7M
 - Will be delivered as part of a separate project



FY 2027–2031: 5 Year Paving Plan CIP Map

Over 350 street segments and 55 centerline miles of paving



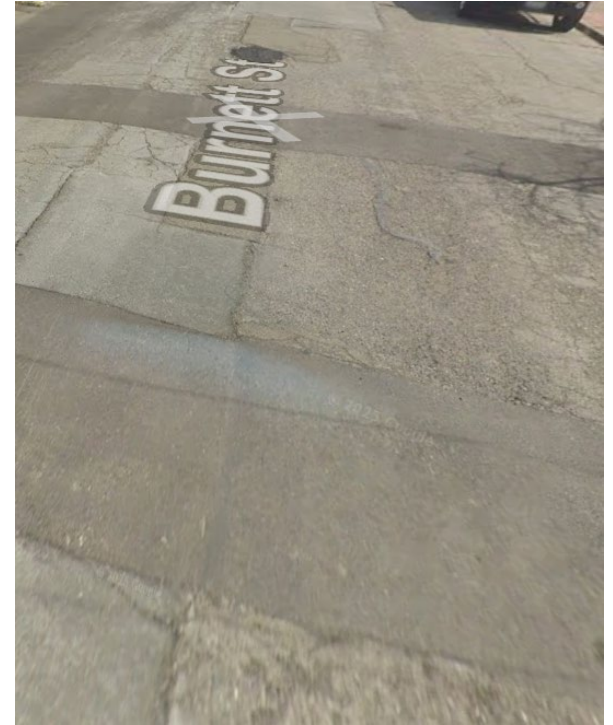
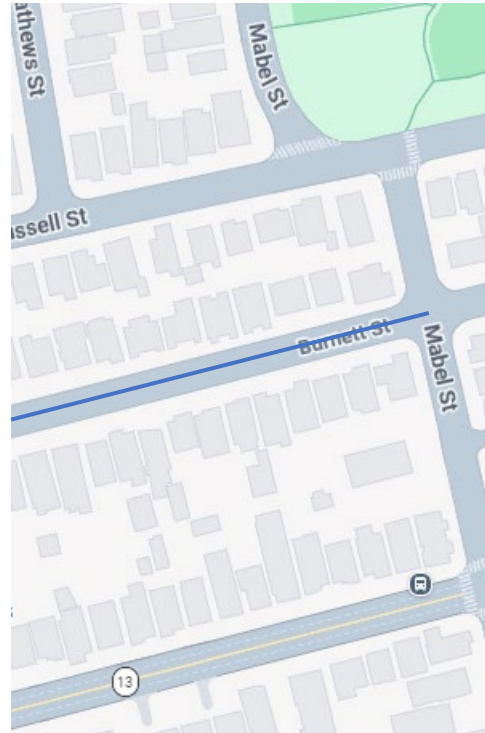
FY 2027-2031: Measure FF CIP Map - Segment

**Burnett Street –
Between San Pablo
Ave and Mabel St**

Equity Zone

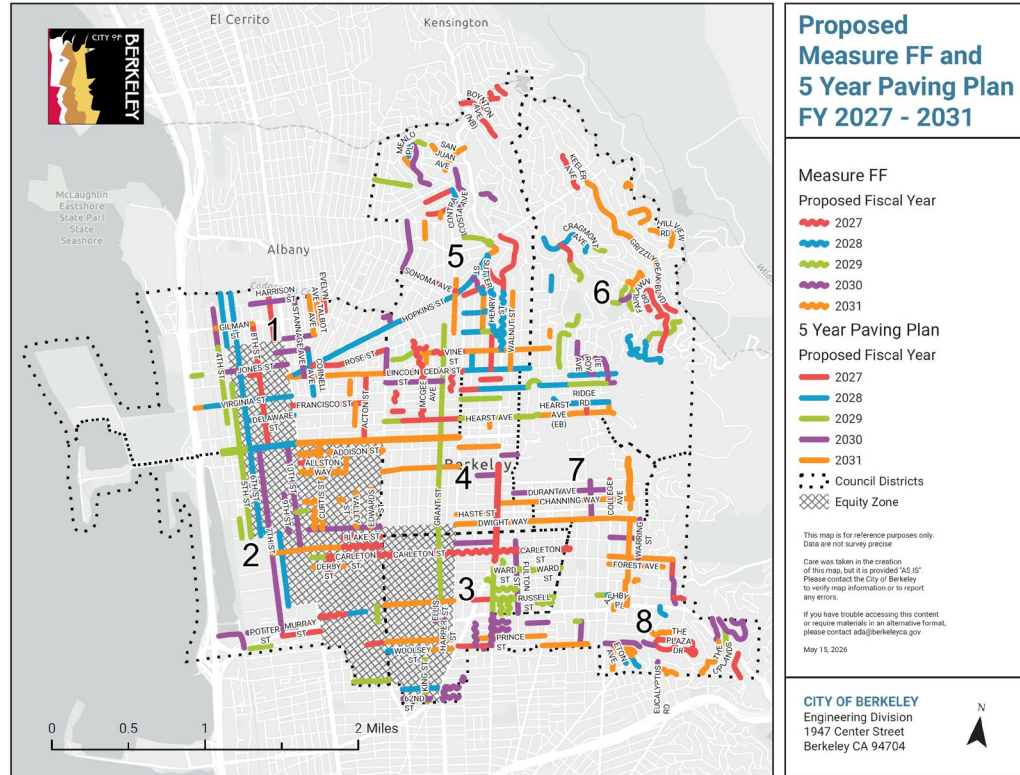
Measured PCI 22 as of
2024

Has not received
paving plan support
since 1988!!



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

Over 400 street segments and 64 centerline miles of paving



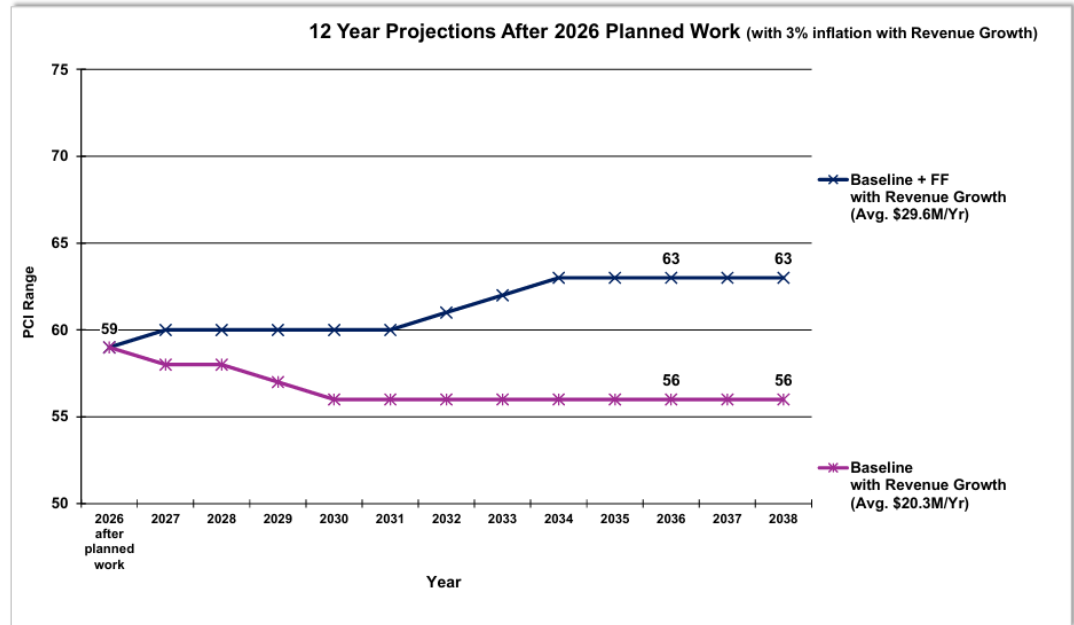
PCI Projections – Measure FF complementary

By the end of Measure FF current timeline (FY 2038) if we keep to:

Baseline funding levels maintained at \$~19M/year

FF funding levels for street segments maintained at \$7.5M/year

FF projects selected with more weight to the streets with PCI < 50, adjusted for inflation and revenue growth results in a **PCI of 63**



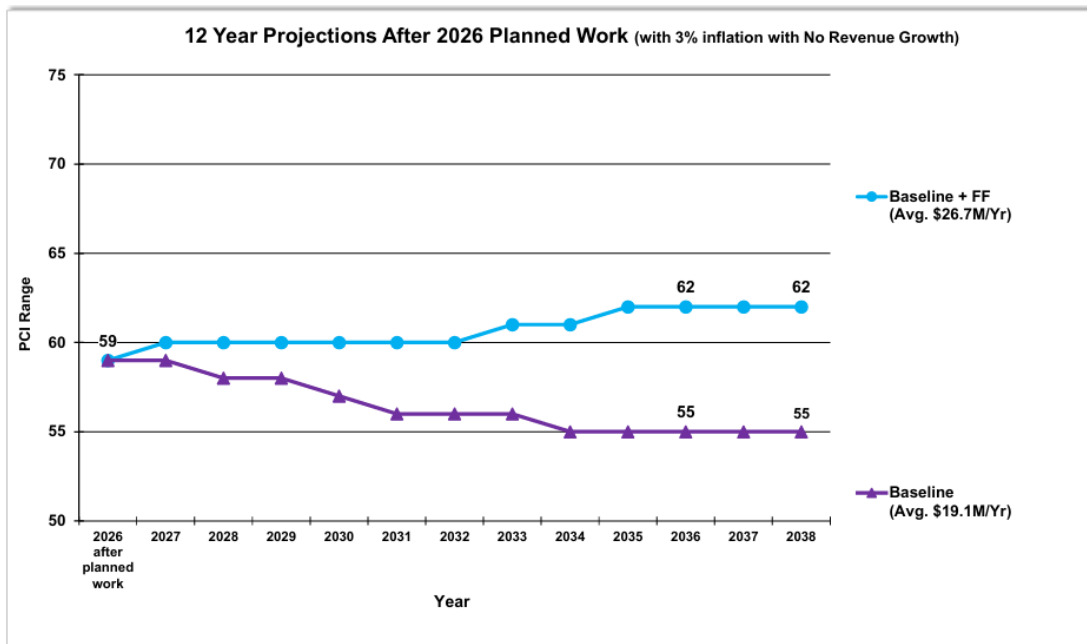
PCI Projections – Measure FF complementary

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Baseline funding levels maintained at \$~19M/year

FF funding levels for street segments maintained at \$7.5M/year

FF projects selected with more weight to the streets with PCI < 50, adjusted for inflation (no revenue growth) results in a **PCI of 62**



Thank You

Terrence Salonga
Supervising Civil Engineer
tsalonga@berkeleyca.gov



Safe Streets Citizen Oversight Committee

INFORMATION CALENDAR

February 24, 2026

To: Honorable Mayor and Members of the City Council
 From: Safe Streets Citizen Oversight Committee (SSCOC)
 Submitted by: Douglas Legg, Chairperson, SSCOC
 Subject: Safe Streets Citizen Oversight Committee (SSCOC) Workplan for FY25-26

INTRODUCTION

This work plan outlines the SSCOC's objectives and actions for its inaugural year, Fiscal Year 2025-26.

CURRENT SITUATION AND ITS EFFECTS

As the first proceeds from the parcel tax will not be deposited with the City until December 2025, there will be limited expenditures made during the fiscal year. The Department of Public Works does not anticipate issuing its first report on Measure FF activities and expenditures until August 2026. As such, the committee intends to educate itself on the state of pavement and sidewalk conditions and safety challenges in the City of Berkeley. We hope to learn from the Department of Public Works about the baselines they are working from to achieve the goals set forth in the parcel tax measure.

The Fiscal Year 2025-2026 Workplan was adopted at the November 19, 2025, meeting of the SSCOC as item 7 on the agenda:

Adoption of the FY25-26 Workplan and Information Report to Council- *Chair*
Public Speakers- 0

Action: M/S/C (Gerhardstein/Lutzker) To adopt the Workplan and submit it to Council with the following edit:

Edit the second bullet of the section titled "January/February" to read:

"Presentation by Public Works on their framework and plan for evaluating progress toward meeting the pavement condition, sidewalk repair and fatal and severe crash elimination (Vision Zero) goals in the City."

Voice Vote: Ayes:6; Noes: None; Abstain: None; Absent: Fraser, Kesselman

The Committee's Workplan supports the City's Strategic Plan Priorities, advancing the goal to provide state-of-the-art, well-maintained infrastructure, amenities, and facilities.

BACKGROUND

Approved in November 2024, Measure FF authorized the City of Berkeley to levy a parcel tax to finance street and sidewalk repair and traffic safety improvement. The revenues from the measure are to be used only for the purposes of enhancing streets, sidewalks and pedestrian paths within the City limits by funding the following types of projects:

- 1) Repair, repaving and reconstruction of streets, sidewalks and pedestrian paths
- 2) Safety improvements to streets, sidewalks and pedestrian paths
- 3) Environmental enhancements to sidewalks and pedestrian paths.

The goal of the tax is to achieve the following by December 31, 2036:

- 1) Raise Berkeley's Pavement Condition Index (PCI) to or above 70 (rated as "Good" by the Metropolitan Transportation Commission), ideally with no streets having a PCI below 50
- 2) Eliminate the backlog of damaged sidewalks and pedestrian paths in Berkeley
- 3) Significantly reduce or eliminate fatal and severe traffic crashes throughout the city, particularly involving pedestrians or cyclists.
- 4) Achieve the above three goals in a way that is in line with current best practices, ensures accessibility for all users, enhances the sustainability and resiliency of Berkeley's public right-of-way facilities, and provides benefits to Berkeley's entire community.

The Safe Streets Citizen Oversight Committee (SSCOC) was established following the passage of City of Berkeley Measure FF to review expenditures and progress reports from the City Manager and City Auditor to ensure compliance with the measure, evaluate the impacts and outcomes of tax expenditures on the measures state goals, and prepare public reports on the committee's findings.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

Improved PCI enhances the sustainability and resiliency of Berkeley's public right-of-way facilities and provides benefits to Berkeley's entire community with reduced emissions through better vehicle milage, improved drainage to the bay with green infrastructure improvements and safer roads to encourage fewer cars and increased pedestrian and bicycle use.

POSSIBLE FUTURE ACTION

None at this time.

FISCAL IMPACTS OF POSSIBLE FUTURE ACTION

None at this time.

CONTACT PERSON

Amanda Montez, Senior Management Analyst, Public Works (510) 981-6317

Attachments:

1: Workplan

**City of Berkeley
Safe Streets Citizen Oversight Committee (SSCOC)
FY 2025-26 Work Plan**

Introduction

Approved in November 2024, Measure FF authorized the City of Berkeley to levy a parcel tax to finance street and sidewalk repair and traffic safety improvement. The revenues from the measure are to be used only for the purposes of enhancing streets, sidewalks and pedestrian paths within the City limits by funding the following types of projects:

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FY 2025-26 Work Plan

This work plan outlines the SSCOC's objectives and actions for its inaugural year, Fiscal Year 2025-26. As the first proceeds from the parcel tax will not be deposited with the City until December 2025, there will be limited expenditures made during the fiscal year. The Department of Public Works does not anticipate issuing its first report on Measure FF activities and expenditures until August 2026. As such, the committee intends to educate itself on the state of pavement and sidewalk conditions and safety challenges in the City of Berkeley. We hope to learn from the Department of Public Works about the baselines they are working from to achieve the goals set forth in the parcel tax measure.

October/November

- Discussion of the current paving plan and City's Pavement Condition Index scores and distribution throughout the City to provide context to planned Measure FF expenditures.
- Presentation on projects related to streets, sidewalks, safety improvements and environmental enhancements included in the Capital Improvement Plan adopted by the City Council in June 2025.
- Review the status of filling positions in Public Works Measure FF staffing plan and expenditures on projects which received funding from City Council in the FY 2025-26 budget.
- Presentation on criteria staff plan to use in prioritizing Measure FF projects.

January/February

- Review of the Draft FY 2027-31 CIP projects related to streets, sidewalks, safety improvements and environmental enhancements.
- Presentation by Public Works on their framework and plan for evaluating progress toward meeting the pavement condition, sidewalk repair and fatal and severe crash elimination (Vision Zero) goals in the City.
- Review the status of filling positions in Public Works Measure FF staffing plan and expenditures on projects which received funding from City Council in the FY 2025-26 budget.

April/May

- Review of the new 5-year pavement plan and its assumptions about Measure FF and other funding sources.
- Review adopted FY 2027-31 CIP.
- Review anticipated Measure FF budget and projects for FY 2026-27.
- Discuss annual report to Council and information and data that the Committee would like City staff to provide to support preparation of the report.

October

- Final first report submitted to City Council.

Safe Streets Citizen Oversight Committee
Communications
Meeting on June 10, 2026
Attachment 7

To: Mayor Adena Ishii
Berkeley Councilmembers
Paul Buddenhagen, City Manager
David White, Deputy City Manager
Wahid Amiri, Interim Public Works Director

From: Ray Yep, Margo Schueler, Larry Henry

Subject: Recommendations regarding Measure FF implementation,
Comments regarding an infrastructure bond in 2026

Date: March 19, 2026

Addressing Berkeley's approximate \$1.9 billion of unfunded infrastructure needs is a complex issue. Berkeley is at a critical point as it ramps up to implement Measure FF and is considering a \$300 million bond measure in November 2026. We have distilled the issues down to two proposals that we think will be "game changers". These proposals are inter-connected and are described below.

1. Change the approach to Measure FF to achieve success

Objective: Incorporate alternative technologies and life cycle cost analysis to achieve benefits beyond Pavement Condition Index (PCI) with Measure FF.

Berkeley has relied on asphalt technology for street paving. This requires surface sealing, overlay treatment or complete rebuilding on a periodic basis. One departure from this is the permeable pavement demonstration project on Allston Way in downtown Berkeley.

Berkeley's consultant has stated that baseline funding and Measure FF funding will achieve a PCI of about 60 at the end of the program. This is far short of the stated goal of PCI 70 or better. The current economy suggests that oil prices will increase with global conflicts that are underway. This will drive up the cost of asphalt and will lower even more the PCI outcome. We should stop treating asphalt as the default technology. To achieve "good" streets for the next 14 years and beyond, we propose the following concepts:

Proposed new approach: Deploy a blended paving strategy

We should not apply a one-size-fits-all approach. Permeable paving should be deployed where site conditions support it. We propose using permeable pavement for arterial and collector streets in the 'Midlands' where the capital investment yields the highest sustainability and utility given its hydrological characteristics. Conversely, we should use asphalt paving for arterial, collectors and residential streets in areas west of San Pablo and in the Hill areas to the east. This blended approach optimizes the budget to achieve "good" streets across the network while hardening our most critical infrastructure in the Midlands that can act as a stormwater sink for the other two areas. This positions the Midlands as a practical location for off-site Green Infrastructure treatment, where allowed under the MS4 permit framework (i.e., alternative compliance), subject to Regional Water Board acceptance.

The Midlands and the concept that there are three geographical zones of Berkeley for infrastructure improvements was in the Vision 2050 report. A description is in Appendix B.

How to get there: Build on the Vision 2050 recommendations

- Use Life Cycle Cost Analysis

Larry Henry has studied the use of Life Cycle Cost Analysis (LCCA) on various paving options. To illustrate the LCCA methodology, he created a detailed cost analysis for asphalt, concrete, and Permeable Interlocking Concrete Pavement (PICP). The analysis included initial costs, annual maintenance costs, and end-of-life costs, discounted over 30, 50, and 100-year time horizons.

Key Findings:

- 30-Year Horizon: Concrete and PICP have similar net present values (NPVs), both lower than asphalt.
- 50-Year Horizon: PICP has the lowest NPV, followed by concrete, with asphalt being the highest.
- 100-Year Horizon: PICP remains the most cost-effective option, with concrete being the second-best choice.

PICP is the most cost-effective material over long-term horizons due to its lower maintenance costs and better durability. Concrete is also a viable option, especially for shorter time horizons. Asphalt, while cheaper initially, incurs higher maintenance costs over time, making it less cost-effective in the long run. This plan provides a comprehensive approach to selecting pavement materials that support Berkeley's Vision 2050 goals and sustainability principles, ensuring a resilient and cost-effective infrastructure for the future.

- Leverage for Regulatory Compliance

Have Wood Rodger's, Inc evaluate the use of permeable pavement for meeting the City's stormwater permit requirements regarding green infrastructure. If the Regional Water Quality Control Board accepts this application, it transforms a road expenditure into a compliance asset. This creates a positive financial feedback loop. This is especially timely given the State Water Board's move toward standardized MS4 cost reporting beginning July 1, 2026, with reporting of MS4 implementation expenditures incurred during State Fiscal Year 2026–27.

- Enact a "Dig Once" Policy

Permeable pavement is a semi-permanent installation. It requires strict coordination. We must develop a Dig Once policy to ensure underground utilities are upgraded prior to paving. This avoids the waste of digging up new streets and reflects a higher level of state capacity and planning.

- Ensure Accessibility

We must consider the impacts to bicyclists and wheelchair users. The transition to larger concrete pavers will minimize the vibration associated with smaller bricks. This ensures a surface that is compliant with ADA standards and comfortable for all users.

Achieving success: Provide multiple benefits

Finally, we highlight that this strategy meets the specific components of Measure FF that target sustainability. By providing tangible environmental benefits to Berkeley, we honor the voters' intent to not just pave streets, but to transform them. The benefits include:

- Increase durability of the street surface and reduced maintenance

- Improved stormwater quality flowing to our creeks
- Attenuation of stormwater flows
- Recharging of our groundwater basin
- Traffic calming

2. Defer infrastructure bond from 2026 to 2028

Objective: Place an infrastructure bond on the ballot when the Vision 2050 recommendations are implemented, including integrated planning, prioritization of the needs, use of new technologies, life cycle maintenance management, and project delivery. This will allow the public to understand the “big picture” and the steps needed to get Berkeley to a state of reliable sustainable infrastructure.

Mayor Arreguin launched an innovative initiative named Vision 2050 in 2017. A citizen task force was formed and a final report was presented to Council in early 2020. Mayor Ishii formed a new task force and an updated Vision 2050 report was presented to Council in late 2025. These works represent some of the most thoughtful input by experienced citizens in Berkeley. City Council is considering placing a \$300 million G.O. bond for infrastructure on the November 2026 ballot. While it is fine to test the public’s support for a bond, we believe that there are many factors that make 2026 too soon. We propose that the bond be deferred to 2028 for the following reasons.

A. The Vision 2050 recommendations have not been implemented:

Many of the Vision 2050 recommendations were started in 2022. When Vision 2050 was updated in 2025, none of the recommendations have been factored into planning for the new infrastructure bond. The includes:

- The preparation of a Program Plan that tells the “big picture” and uses Envision criteria to prioritize the needs.
- The adoption of an Asset Management Plan to properly maintain our facilities over their life cycle.
- The collaboration with U.C. Berkeley and other research centers to bring in new technologies and approaches.
- The evaluation of the organizational requirements to deliver the many projects.

B. The public is not fully informed:

The public is being given a fragmented view of our infrastructure needs at the commission and community meetings. Staff is telling the public the projects proposed for the for \$300 million. The unfunded infrastructure need in Berkeley is about \$1.9 billion. The public is not being informed of how the City will address the other unfunded needs and will be able to provide fully functioning infrastructure services. Preparing a Program Plan will help with this issue.

C. No public works director:

With Terrance Davis leaving Berkeley, the City will be without a Public Works Director at a critical time. This includes dealing with staff shortages, addressing a budget deficit, and trying to launch Measure FF. Adding the work of selling a bond measure to the public and implementing it, if

approved, seems like a goal that is not possible to achieve. The Public Works Department has also lost many staff to retirements and there is a loss of institutional knowledge.

D. \$30 million shortfall in the City's budget:

All City departments are required to spend significant time to address the approximate \$30 million budget shortfall projected for the City. This is happening at the same time as Council is considering an infrastructure bond.

E. Measure FF has not yet been implemented:

Measure FF was passed in November 2024. Since that time, the oversight committee has been established, the hiring of project staff has started and procuring consultant services has started. No projects are underway yet.

F. Potential changes to Measure FF will require staff time:

LaTanya Bellows submitted a report titled "Analysis and Response to Questions regarding Two Pavement/Sidewalk Related Voter Initiatives on the November 5, 2024 Ballot", dated July 30, 2024. The report said that the current citywide PCI is 57 and it will increase to PCI 60 after 12 years. The stated target in the ballot measure is PCI 70 or better. We have some ideas on how to "change the narrative" on this and that is described in proposal #1 (see above). It will take significant staff time to work through the alternative approach.

G. Need to verify cost estimates

Cost estimates for street paving and sidewalk improvements have been changing. We understand that construction costs are increasing and that the world conflicts may drive the costs higher. It is important to update and verify all of the cost estimates for infrastructure funding. Further information is in Appendix A.

H. Competing revenue measures in 2026:

There is the risk of tax fatigue by the voters. Being contemplated for the November 2026 ballot are: a) regional transit sales tax increase, b) sales tax increase in Berkeley, c) parcel tax to support the arts in Berkeley, d) G.O. bond for infrastructure in Berkeley, e) others.

I. Turmoil in the Federal administration:

There is tremendous uncertainty in the Federal administration about environmental regulations, social issues, funding of programs, etc.

J. A campaign team has not yet been identified:

Council has not yet decided to place an infrastructure bond on the November ballot. We are not aware if a campaign team has been organized if Council decides to proceed. If we wait until Council makes the final decision, the time for campaigning will be very short.

We, the undersigned, have worked in private industry and with public utilities and have contributed over 15 years each to Berkeley's infrastructure planning. We have served on the Public Works Commission and have been on the Vision 2050 task forces. We are available to meet to explain our recommendations.

Ray Yep, Margo Schueler, Larry Henry

Appendix A Importance of Verifying Cost Estimates

ESTIMATE OF THE TOTAL FUNDING NEEDS FOR STREET PAVING

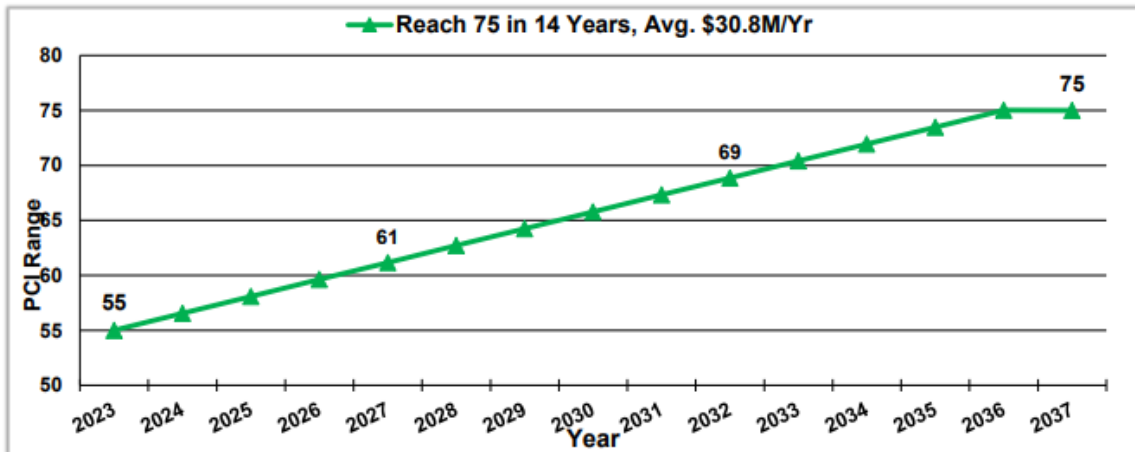
Berkeley has a current overall PCI of about 57. The objective is to raise the overall PCI to 70 or higher in about 12 years. There have been many estimates prepared in the past of the cost to accomplish this. The following is a summary of two recent reports and their estimates.

Berkeley uses the Streetsaver program to manage the condition of our streets, the priority to perform maintenance and construction work and the estimated costs. Streetsaver costs include contingency, engineering, construction management, normal utility coordination, curb repairs and ADA ramp repairs. It does not include costs for sidewalk repairs, stormwater treatment to meet Municipal Regional Permit (MRP) requirements and unusual utility coordination.

2022 Pavement Management Program Report, Pavement Engineering, Inc., March 2023

Pavement Engineering, Inc. (PEI) is the City's consultant to assist with the planning and design of street paving. Their most recent cost estimates are contained in the [2022 Pavement Management Program Report](#). PEI prepared several budget scenarios and the scenario to achieve a PCI of 75 in 14 years is the most appropriate to analyze. The following graph illustrates the scenario.

Figure 1
Target PCI of 75 in 14 Years



Appendix B of the PMP report had an excellent breakdown of the program cost by year, street classification, rehabilitation, maintenance and PCI. The cost projection builds in cost escalation and on-going pavement deterioration. The following is a year-by-year breakdown.

Table 1
Breakdown of Rehab and Maintenance Costs

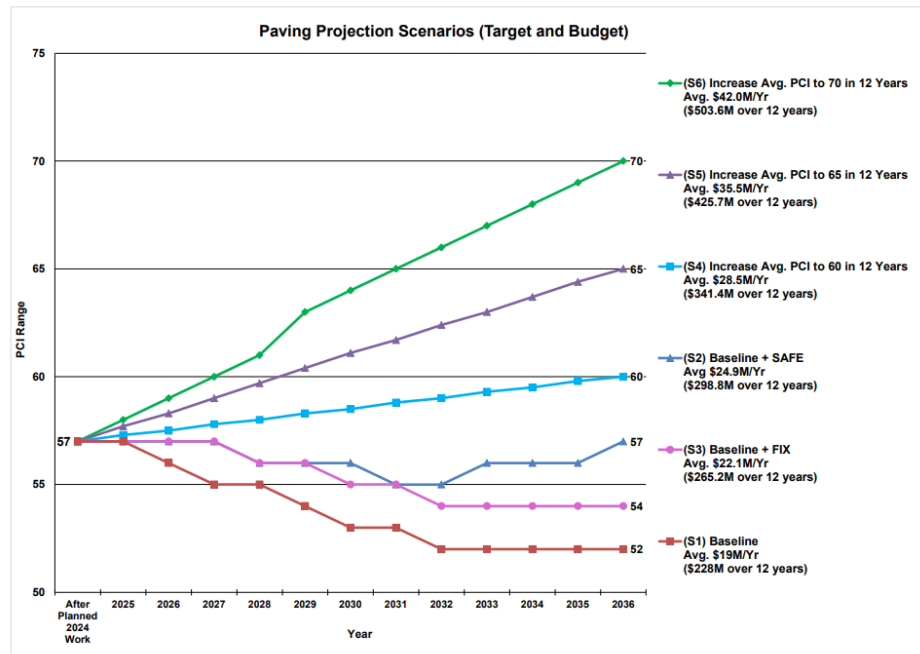
Year	Rehab Cost, \$ in thousands	Maintenance Cost, \$ in thousands	Total Cost, \$ in thousands	PCI
2024	14,450	7,269	21,719	56.5
2025	30,454	648	31,102	58.1
2026	37,574	132	37,706	59.6
2027	34,187	1,647	35,834	61.2
2028	33,764	596	34,360	62.7
2029	32,946	1,320	34,266	64.2
2030	31,992	350	32,342	65.7
2031	28,229	4,605	32,834	67.3
2032	19,427	8,041	27,468	68.9
2033	26,806	2,734	29,540	70.4
	289,829	27,342	317,171	

The scenario is to achieve a PCI of 75 in 14 years. The estimated rehab cost needed is about \$29 million per year.

Staff Report on Two Voter Initiatives, July 2024

LaTanya Bellows submitted a report “Analysis and Response to Questions regarding Two Pavement/Sidewalk Related Voter Initiatives on the November 5, 2024 Ballot” to Council, dated July 30, 2024.

The following graph in the report shows that baseline funding plus Measure FF funding will achieve an overall PCI of 60 in 12 years. The average funding will be about \$25 million per year.



IMPORTANCE OF VERIFYING COST ESTIMATES

The above data shows inconsistencies in the data and the importance of verifying cost estimates. Estimates by the same consultant have projected the following:

- PCI 75 in 14 years, average \$31 million per year funding
- PCI 70 in 10 years, average \$29 million per year funding
- PCI 60 in 12 years, average \$25 million per year funding

We understand that construction costs are very high and are increasing. It is important that all proposed capital projects have cost estimates that updated and verified. It should include the date of the estimate, include inflation during the program period, include contingency, include market volatility, include overhead and administration, and other factors.

Appendix B

Vision 2050 Describing Three Planning Zones in Berkeley

There is not one answer for Berkeley

Our city grew in the 19th century along the shipping corridors on the bay with the pier and the railroads moving goods and people north and south from the farms and factories. With the establishment of the University, the center of town shifted east from old Oceanview and Berkeley spread developing our 20th century grid of water, sewer, and gas underground and telephone and power overhead along the streets from the bay to the hills.

Our infrastructure corridors connect us, providing transportation, water, waste, power and communication networks. But from an infrastructure and climate point of view, Berkeley has three different “zones” with different challenges.

The hills have the highest risk of fires, seismic shaking and landslides. Steep slopes and narrow, winding roads make evacuation difficult. Adaptation will require careful management of vegetation, and finding opportunities to shelter in place when evacuation is impractical. Water pressure needs to be high for fire-fighting, and electric utilities should be placed underground.

Flooding risks are most important in the flatlands, as climate change and development increase runoff from higher elevations. Rising sea levels and groundwater will keep water from seeping into the soil and flowing into the Bay. The flats also have worse air quality, thanks to heavy traffic on Interstate 880, University, Ashby and San Pablo Avenues. Buried infrastructure will need to be waterproof, and the risks of extreme shaking may increase as groundwater rises. These residential neighborhoods have the least tree canopy and highest traffic impacts when compared to other areas of Berkeley



Figure 1 – Three Zones in Berkeley

Downtown Berkeley is particularly vulnerable to heat. South Berkeley also has high traffic flows and needs safer streets and sidewalks for bikes and pedestrians. These neighborhoods need greener infrastructure (trees and rain gardens) to help manage both storm water and air quality. Since they sit at the base of the hills, storm water and groundwater can emerge as springs and flood basements. Infrastructure and sidewalks need to be enlarged and re-designed to handle growth and development, to support street-tree canopies, and to make sidewalks into more people-friendly public space.

These different parts of Berkeley have different needs. Infrastructure planning and implementation needs to recognize historic and present inequalities, and avoid using “equality” (i.e., giving everyone the same thing) as a substitute for “equity” (which is making sure people have access to what they need).