

The FY 2027-2031 Street Rehab Plan & Measure FF: Berkeley Paving Investment

FITES Informational Briefing

Public Works Measure FF/Engineering

June 17, 2026

Purpose of Today's Briefing

Ahead of Council action on June 30, this briefing covers:

- The FY 2027-2031 Five-Year Street Rehabilitation Plan: the City's baseline paving program (Council adoption June 30)
- Measure FF: the new voter-approved investment in long-deferred streets (presented by the Measure FF team)
- Why the two programs select streets differently, and why that two-pronged approach is the right one
- PCI trajectory: what the combined investment achieves by 2038

Berkeley's Street System

213

centerline miles of City streets

57

citywide PCI: "at risk" category

\$1.2B

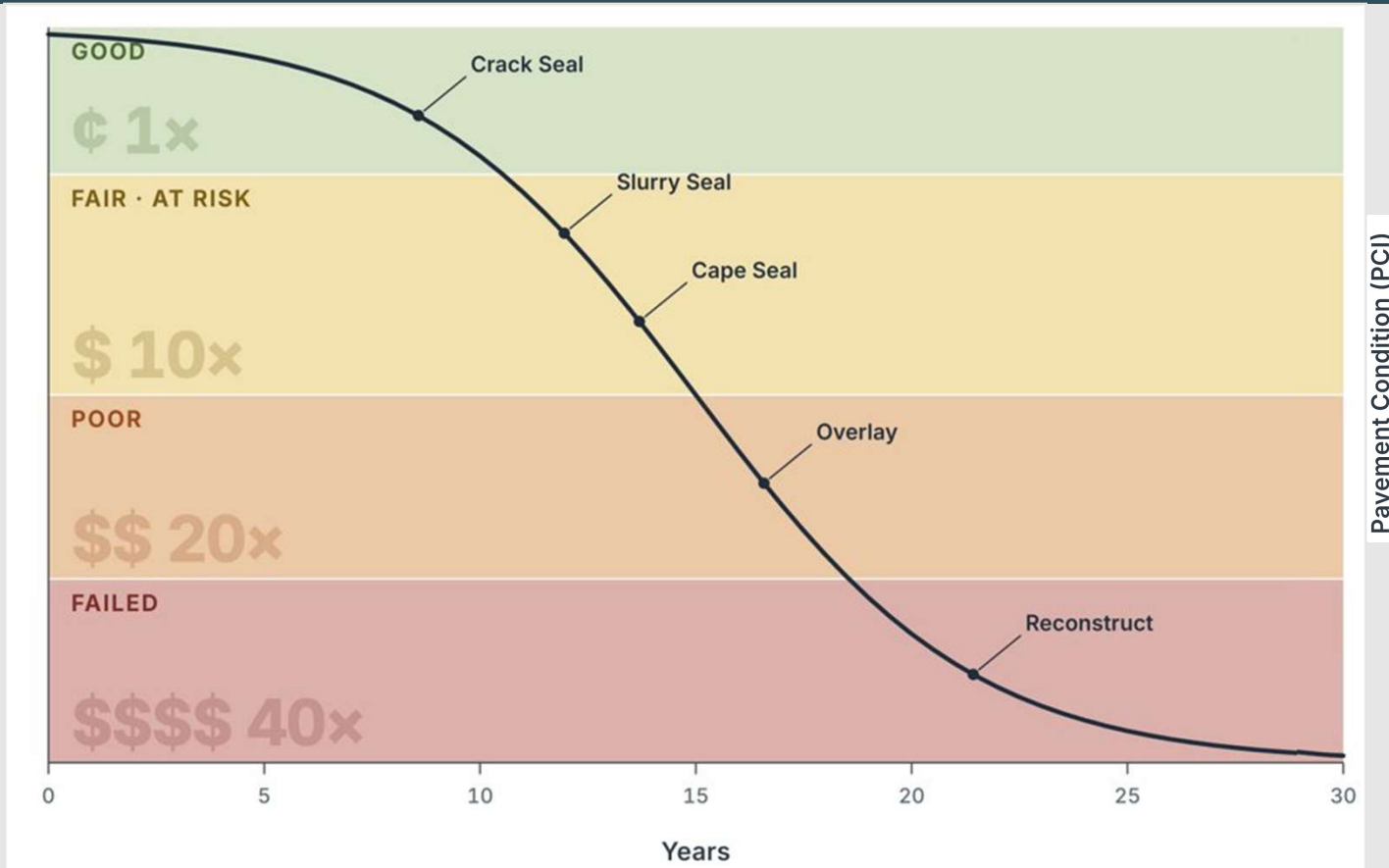
network replacement value

\$330M+

deferred maintenance backlog as of 2025 (2024 PMP Update)

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

How a Street Deteriorates



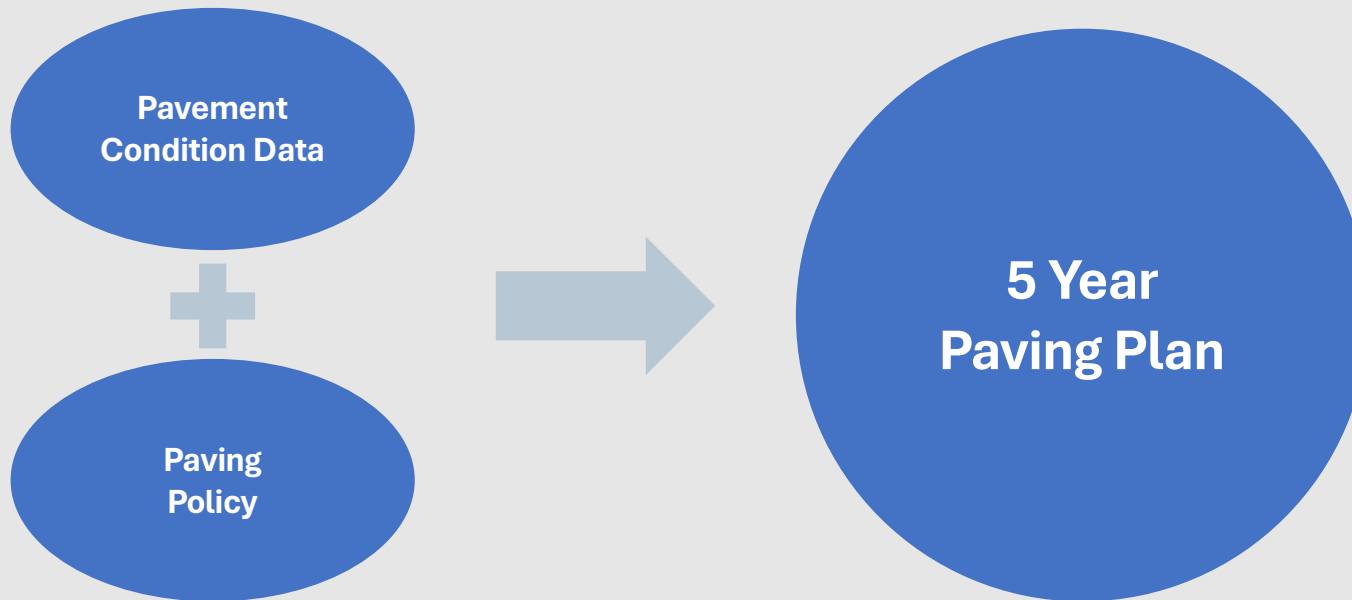
Pavement Management Approach

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

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



5 Year Streets Program: How We Select Streets



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

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

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

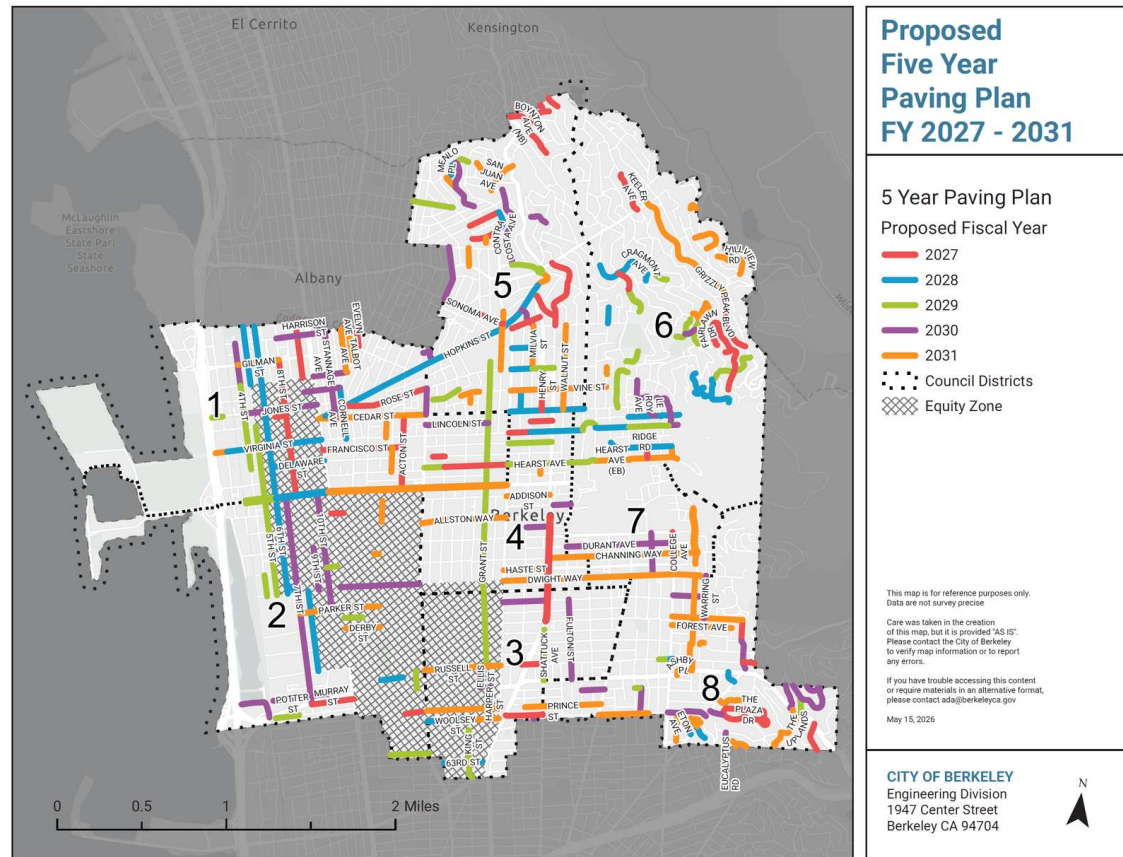
Prior 5-Year Paving Plan: What We Delivered (FY24-26)

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

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

FY 2027–2031: 5 Year Paving Plan CIP Map

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



What Changed from FY 24-28, and Why

Status	Sections
Carried forward into FY 27-31	92
Completed since adoption	13
Deferred - corridor coordination	7
Deferred - stormwater (MRP C.3)	5
Total prior-plan sections reviewed	117

Why streets move between plans

- Updated condition data (2024 survey)
- Dig-once: utility and grant-funded project coordination
- Complete streets planning per Council direction
- Stormwater (MRP C.3) reconstruction limits
- Budget rebalancing and updated cost estimates

The plan is a programming document, not a fixed construction schedule.

Every prior-plan section is accounted for: carried forward, completed, or deferred for a documented reason.

Major Corridor Considerations in the FY 2027-2031 Plan

Corridor	Limits	Status	Basis
Claremont Ave	Ashby - S. City Limit	2027 in FY24-28 Plan; Deferred	<ul style="list-style-type: none"> • Vision zero safety improvements underway (incl. RRFBs at Claremont/Eton); • ACFC D Line A-1 bypass (4,080 LF of 60-in storm drain, Tanglewood-Mystic) begins by end of 2026, completion est. 2031; • FF complete streets corridor study forthcoming
Telegraph Ave	Bancroft - Dwight	2023 Holdover in FY24-28 Plan; Deferred	<ul style="list-style-type: none"> • Res. 70,241-N.S. (2/22/22) w/ supplemental referral re: limiting private autos; • CAR FREE Telegraph budget referral, \$1.325M (1/27/26); • Telegraph Multimodal Corridor Study (Dwight to South City Limit) underway; staff is actively pursuing a grant for construction and completion of the project • Dwight Triangle placemaking is included in the proposed Infrastructure Bond; • PCI of 33 as of 2024—deferring paving will not result in a significant cost increase.
Oxford / Fulton St	Hearst - Bancroft	2028 in FY24-28 Plan; Deferred	<ul style="list-style-type: none"> • Oxford for All referral, \$400K quick-build (6/3/25); • Amended referral to \$2.5M for design & construction (12/2/25) • PCI ranges in the 60s-70s as of 2024—deferring paving will not result in a significant cost increase

Major Corridor Considerations in the FY 2027-2031 Plan

Corridor	Limits	Status	Basis
Hopkins St	San Pablo - Sutter	2023 Holdover in FY24-28 Plan; In FY27-31 plan - FY 2028	<ul style="list-style-type: none"> • Included in proposed plan at standard paving costs; • Corridor approach pending Council direction
Hearst St	California – MLK Jr	New in FY27-31 plan – FY 2027	<ul style="list-style-type: none"> • 2026 Bicycle Plan cycle track recommendation is Tier II (lower priority); • Study not currently funded or in the PW work plan • PCI 58 (2024 inspections): near the bottom of its treatment tier Heavy maintenance today est. \$500K; • Multi-year deferral escalates to rehabilitation at est. \$1.3M+, roughly 2-3x • Paving in FY 2027 does not preclude future bikeway improvements

Stormwater (MRP C.3): Consideration with Reconstruction

- Under the 2023 update to the regional stormwater permit (MRP), road reconstruction of one or more contiguous acres requires building green infrastructure that treats an equivalent area
- The permit provides no funding; green infrastructure costs \$750K to \$1M per disturbed acre and must be built within 3 years of paving, delivered through the Clean Storm Fund
- This plan programs 4.65 disturbed acres of reconstruction, an estimated \$3.5-\$4.7M obligation delivered as a separate project
- To keep that obligation deliverable, five reconstruction sections from the prior plan are deferred:
 - Curtis St (University-Dwight)
 - Ward St (Acton-Sacramento)
 - Ward St (Sacramento-MLK Jr Way)
 - Stuart St (Sacramento-MLK Jr Way)
 - 10th St (Carleton-Heinz)

Two Complementary Programs

Streets Program: Baseline 5-Year Plan

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

Measure FF Program

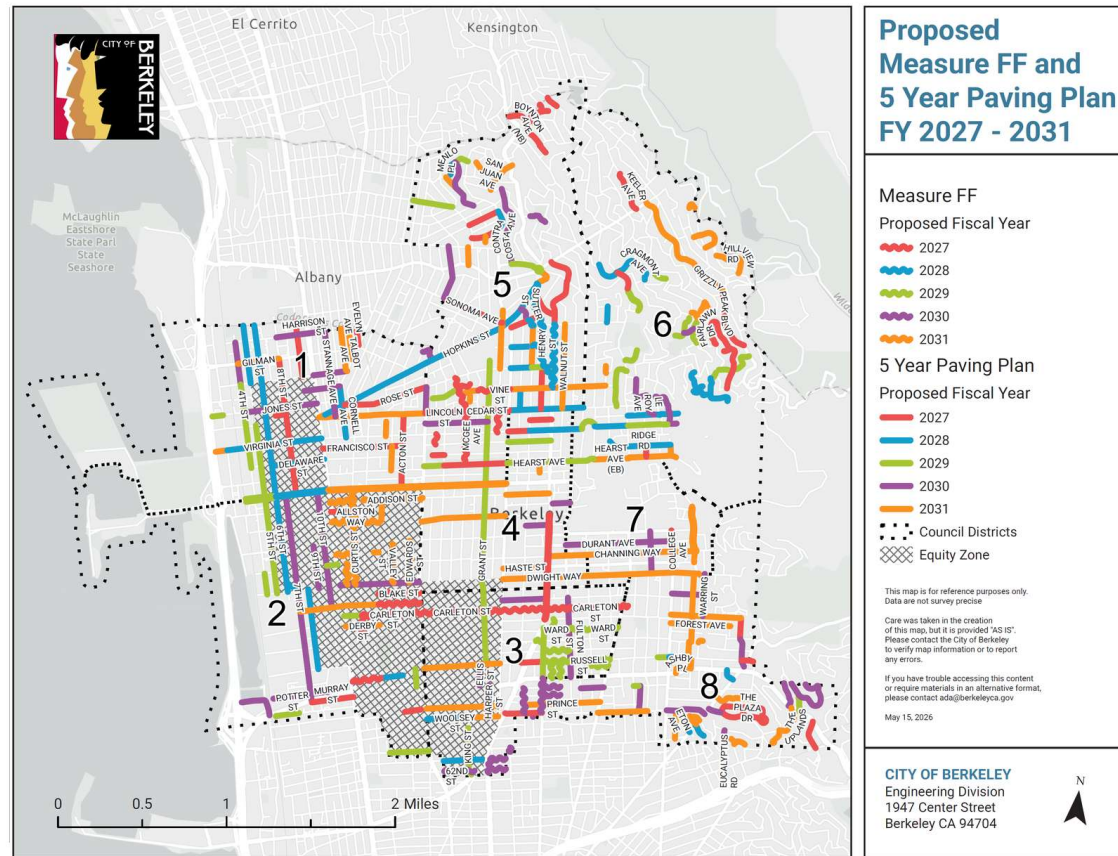
- ~\$40M over the same five years, voter-approved parcel tax; Additive to baseline spending; separate candidate list, separate oversight (SSCOC)
- Targets long-deferred streets as written in the ballot measure and the goals per ballot language (BMC 7.11)
- *"Allow long-deferred repairs... acceptable and safe within 14 years," "ideally with no streets having a PCI below 50"*
- Will be addressing safety within these segments through sidewalk improvements to remediate identified accessibility violations in compliance with public right of way guidelines and constructing any applicable transportation projects (list of all the Measure FF safety projects are presented as Exhibit B)

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

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

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

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



FY 2027-2031: Measure FF Streets & Sidewalks Projects

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

FY 2027-2031: Measure FF Streets & Sidewalks Projects

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

“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.

FY 2027 – FY 2031: Measure FF 5 Year CIP

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

Council District: 3

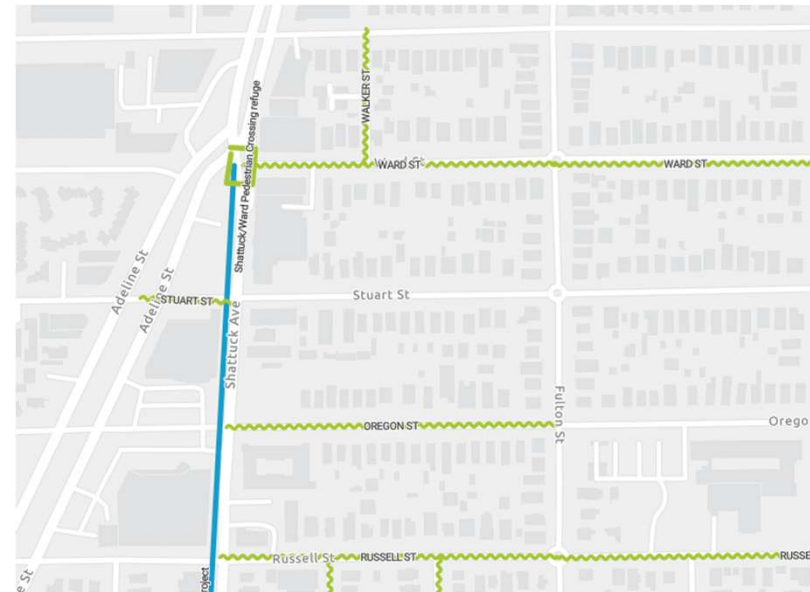
Related plans and priorities: Vision
Zero, Pedestrian Plan, ADA sidewalk
compliance backlog, street maintenance backlog

Proximal projects: Woolsey-Fulton

Bike Boulevard, Telegraph Avenue Multi-
Modal Corridor Project

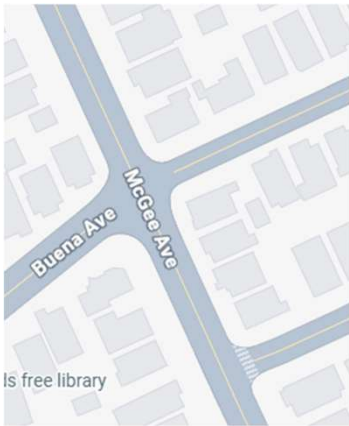
Related Measure FF safety project: Shattuck/Ward
Pedestrian crossing refuge

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



Community Voices: Measure FF Segments

McGee Ave, Cedar to Rose



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

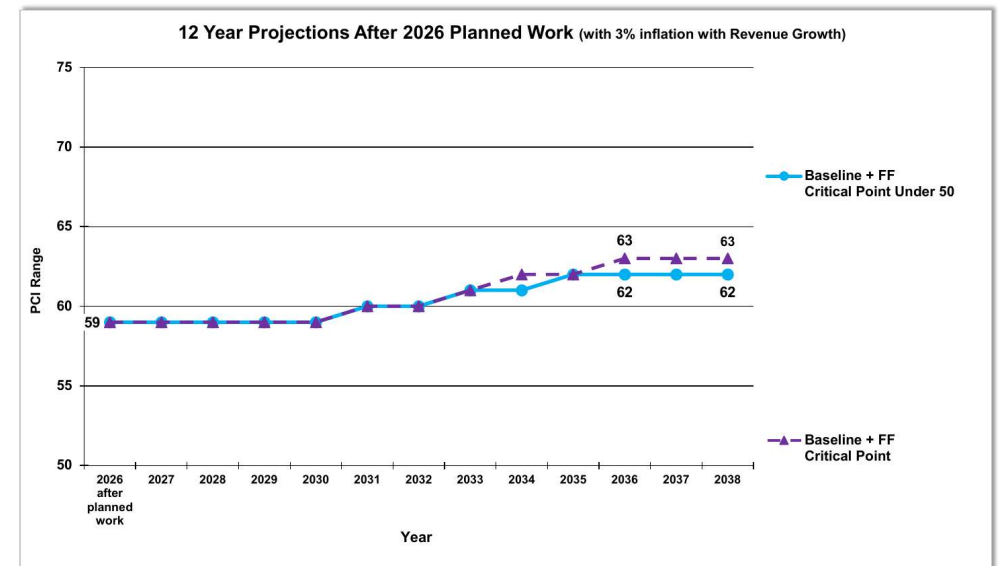
Ward St, Fulton to Ellsworth



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

Comparing the Two Selection Approaches: Measure FF

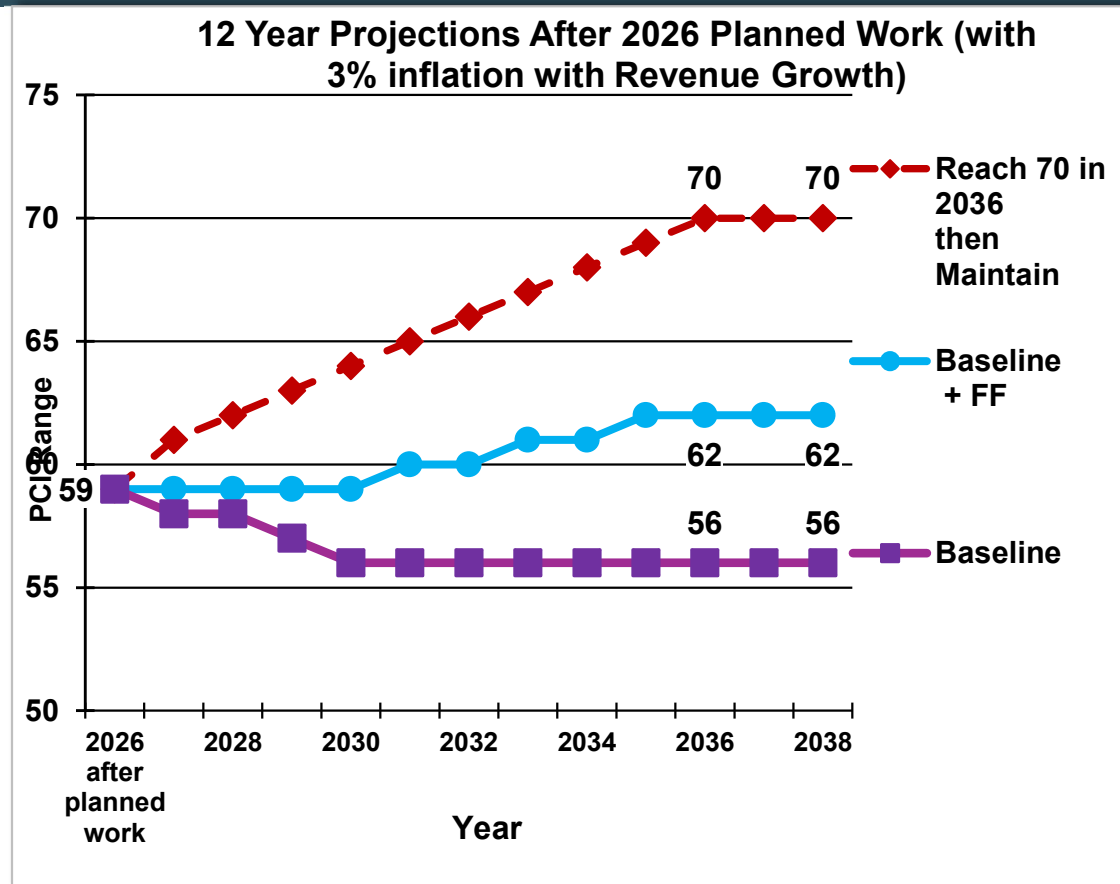
- Staff modeled PCI projections for 2 approaches for directing Measure FF funds, with the same total funding in both scenarios:
 - **Approach A (purple line):** Measure FF streets selected using the same selection criteria as the Five-Year Paving Plan
 - **Approach B (blue line):** Measure FF streets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



PCI Projections – Measure FF complementary

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

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



Thank You

Terrence Salonga

Supervising Civil Engineer

tsalonga@berkeleyca.gov

Manoj Madhavan

Principal Program Manager

mmadhavan@berkeleyca.gov