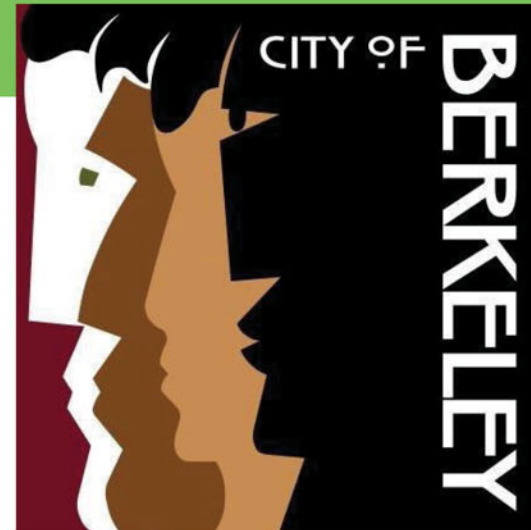


# Discussion and Direction on Vision 2050 Program Plan and Ballot Measure(s)

*June 21, 2022*



# What's Completed So Far?

October 2021	Scientific Survey #1 of 500 Berkeley voters
November	Begin 25+ community meetings
January 2022	1000+ responses to online public survey
January	City Council Work Session
March	Website and informational mailer
March 30-April 23	Public meetings
April 26	Bond Capacity Study results
April 28-May 3	Scientific Survey #2 of 500 Berkeley voters
May 1	Program Plan opened for public input
May 10	Strategic Asset Management Plan
May 31	Direction from City Council
**June 21	Direction from City Council



# What's tonight? What's next?

- **Tonight:**
  - Staff provide additional information per City Council's 5/31 direction
  - City Council provides direction on ballot measures
  - City Council provides direction on *Vision 2050 Program Plan*
- **July 12:** Action to place measure(s)
- **July 26:** Adopt revised *Vision 2050 Program Plan*
- **August 12:** Last day to file measures with County



# City Council's 5/31 Direction

- [Draft] resolution and ordinance
  - \$300M Bond: \$150M to affordable housing, \$150M to infrastructure
  - Parcel tax at 30 cents (or other rate) per building square feet
- Green and sustainable streetscapes
- References to Vision 2050 and other City plans
- Advisory commitments on infrastructure funding
- Parcel tax: 14 years, low income exemption
- Oversight, independent audits
- **Split roll tax and commercial parking structures**
- **More specificity on possible revenue measure investment**



# Parcel tax: split roll and commercial parking

- Split roll
  - Library Tax and Measure GG's ratio of 3:2, non-residential to residential
  - Applied here: \$0.27 cents to residential and \$0.41 cents to non-residential
    - For the average single family home, the tax would decrease from \$570 to \$509 annually
    - For the median non-residential parcel, the tax would increase by \$471 to \$1,814 annually
    - For the average non-residential parcel, the tax would increase by \$1,100 to \$4,244 annually
- For parcels exclusively used for commercial parking, apply the median or average non-residential parcel tax **[this is new information]**



# Specificity on Parcel Tax

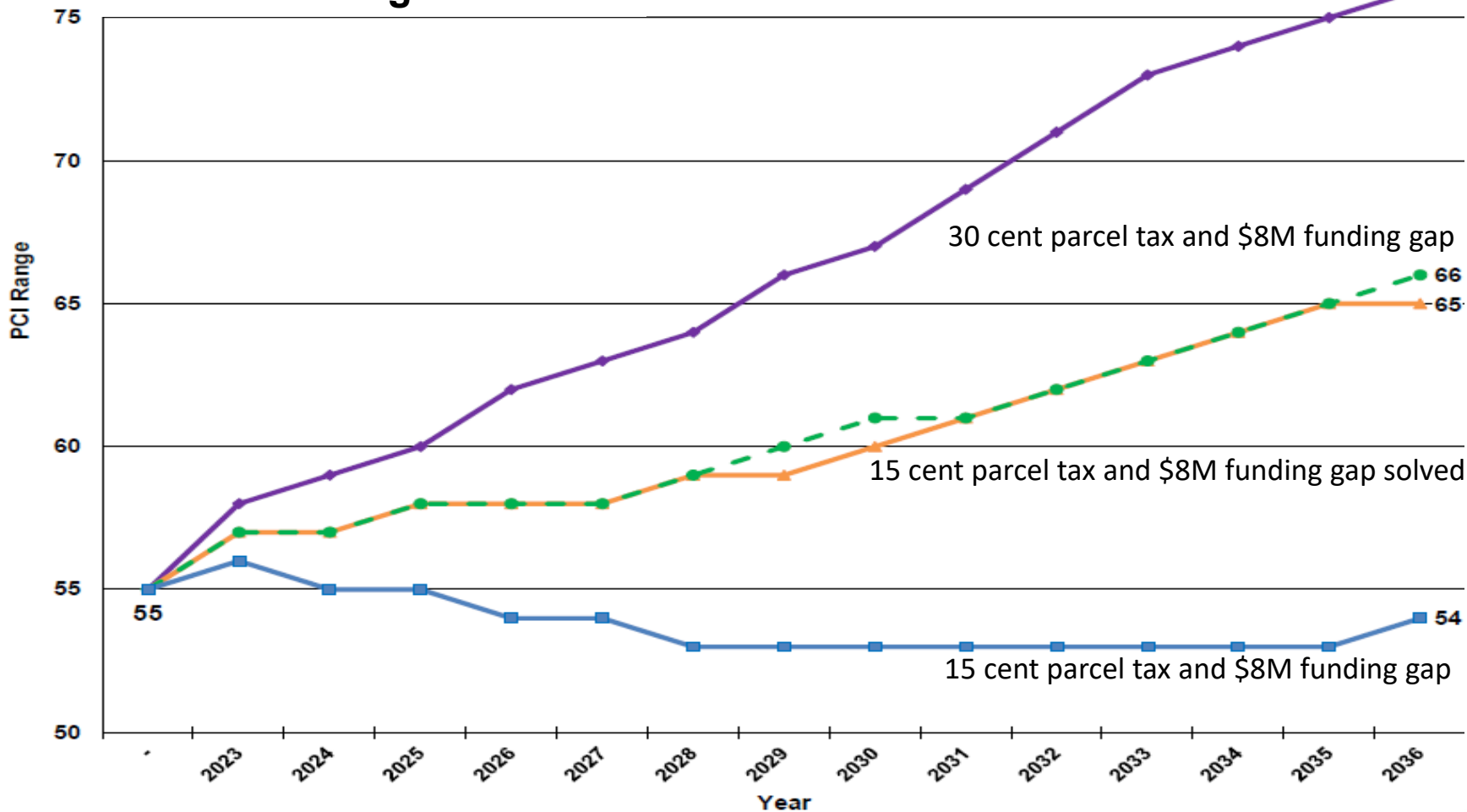
- Possible annual distribution
  - Paving: \$16.5M annually (or 66%)
  - Traffic safety (bike/ped plan implementation): \$7.5M annually (or 30%)
  - Sidewalks: \$1 million annually (or 4%)
- Results
  - Fully implement bike/ped plans
  - Eliminate existing sidewalk repair backlog
  - Paving condition depends on:
    - \$8M annual paving maintenance funding gap
      - Shrunk in FY 2023 and eliminated in FY 2024
    - Size of tax: 30 cent v 15 cent per building square foot



# Specificity on Parcel Tax

**Table 1: Paving Scenarios**

30 cent parcel tax and \$8M funding gap solved



# Specificity on GO Bond

- A possible approach to \$150M for infrastructure projects
  - \$90M for climate change, wildfire protection, and resiliency
    - \$40M to underground approximately 5 miles of evacuation routes
    - \$10M for sea level rise projects (at the Waterfront)
    - \$40M for storm drain, green infrastructure, and Aquatic Park improvements
  - \$60M for public realm projects (or other improvements) at the Civic Center and Waterfront, new projects such as the San Pablo Park Pool, or other park and building projects





# Next Steps

- Gain direction from City Council tonight, and if placing measure(s), return to City Council on July 12 to approve:
  - GO bond resolution (draft in tonight's packet)
  - Parcel tax resolution (draft in tonight's packet)
    - Rates: 30 cent or split roll (\$0.27 cents to residential and \$0.41 cents to non-residential), or something different
    - Parcels exclusively used for commercial parking: median or average non-residential parcel tax, or something different
  - City Attorney-drafted ballot questions
- Revise *Vision 2050 Program Plan* consistent with tonight's direction and return for City Council approval on July 26

