



Office of the City Manager

AaACTION CALENDAR

January 25, 2022

(Continued from January 18, 2022)

To: Honorable Mayor and Members of the City Council

From: Dee Williams-Ridley, City Manager

Submitted by: Liam Garland, Director, Public Works

Subject: Street Maintenance and Rehabilitation Policy and Five-Year Plan

RECOMMENDATION

Adopt a Resolution updating *the Street Maintenance and Rehabilitation Policy and Five-Year Plan*.

FISCAL IMPACTS OF RECOMMENDATION

This *Five-Year Street Rehabilitation Plan* (Five Year Plan) is based on the projected budgets for Fiscal Years 2023 through 2027, and the estimated available funding levels from State Transportation (Gas) Taxes, Alameda County Transportation Sales Tax Measure BB, County Vehicle Registration Fee Measure F, and the City of Berkeley's General Fund, as laid out in Table 1.

Table 1: Five-Year Paving Program Funding Source Allocations by Year					
Fund Description	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
State Transportation Tax	495,303	495,303	495,303	495,303	495,303
Measure BB – Local Streets & Roads	2,700,000	2,700,000	2,700,000	2,700,000	2,700,000
Measure F Vehicle - Registration Fee	155,000	155,000	155,000	155,000	155,000
Capital Improvement Fund	1,925,000	1,925,000	1,925,000	1,925,000	1,925,000
Road Repair and Accountability Act of 2017	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
TOTAL	7,275,303	7,275,303	7,275,303	7,275,303	7,275,303

Additional funding includes \$6.9 million from Measure T1, Phase 2, and a \$1.2 million federal grant for the street rehabilitation portion of the Southside Complete Streets project.

Table 2: Other Funding Source Allocations by Year					
Fund Description	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Measure T1	6,375,000	246,000	286,000	0	0
Grants	1,200,000	0	0	0	0

CURRENT SITUATION AND ITS EFFECTS

Public Works is on track to bid and award a paving contract for FY 2022 that implements the first year of City Council's *Five Year Plan* adopted on January 26, 2021. The construction contract award will be submitted to City Council later this winter and is not affected by tonight's City Council actions.

This staff report recommends that City Council complete a long-sought update to the City's *Street Maintenance and Rehabilitation Policy* (Policy) and adopt its next *Five-Year Street Rehabilitation Plan* (Plan).

Pavement Condition. The current state of Berkeley's streets is simply unacceptable. The City has 214 miles of streets with a total replacement value of over \$793 million. Our Pavement Condition Index (PCI) is at 56 out of 100, which means that the condition of our streets is very much "at risk." Total deferred maintenance in the City's streets is \$250 million, and if the status quo continues, will surpass \$1 billion by 2050.

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. At the City's currently budgeted average of \$7.2 million in baseline annual paving funding, the PCI will drop to 52 by the year 2023. To maintain our current at-risk PCI, an additional \$8 million of annual funding is required. To improve the PCI from the "at risk" category to the "good" category, the City would need an infusion of \$22 million more in annual baseline funding.

Studies have shown that \$1 invested in pavement treatments early in the pavement's useful life save \$8 spent on more expensive repairs later. With a PCI of 56, Berkeley is in the life cycle's steep decline where the cost of repairs is escalating rapidly. The proposed *Policy* and *Plan* are powerless to do anything other than tinker with this fundamental dynamic. Simply put, without a significant infusion of new revenue into street maintenance and rehabilitation, street condition will continue to deteriorate and become even more expensive to repair.

Policies and Plans. Per the City's existing Policy, a *Five Year Plan* is required to be adopted by City Council annually. However, the Policy itself has not been updated since 2009. In the intervening years, City Council has adopted many plans and policies that effect the City's paving program, yet the written Policy remains exactly as it was in 2009. For this reason, the City Auditor's November 2020 audit titled, *Rocky Road, Berkeley*

Streets at Risk and Significantly Underfunded, identified the need to update the Policy in Finding 2.1.

The proposed, updated *Policy* at Attachment 2 simplifies the paving planning process; addresses equity and tree removals; and includes additional long-sought after initiatives, such as an emphasis on paving contiguous (as opposed to one block) segments, development of a “Dig Once” policy, and performance targets (e.g., PCIs of 70 for arterials, collectors, bus routes, low-stress bikeway network, and equity zone). The updated Policy requires exploration of new funding sources from heavy vehicles and transportation network companies, and updates and aligns to the City’s already adopted policies and plans, including the City’s Climate Action Plan, Bicycle and Pedestrian Plans, Green Infrastructure Plan, Resilience Strategy, Vision Zero Policy and Action Plan, Undergrounding Plan, Complete Streets Policy, Vision 2050 Framework, Transit First Policy, Strategic Transportation Plan, public realm plans and/or other localized transportation plans.

Equity. The City Council, Public Works Commission, and City Auditor have all identified the need to bring equity into the *Policy* and *5 Year Plan*. Finding 2.2 of the *Rocky Road* audit specifically identified the need to incorporate equity into the updated *Policy*.

Bringing equity into infrastructure work has the support of the community. Recent scientific surveys of residents found broad and deep support for inclusion of equity in infrastructure work. In one recent survey, 76% of residents found equity important to address in infrastructure. When respondents were offered alternative definitions of equity, 55% of respondents preferred a definition of equity where more infrastructure benefits were distributed to lower income neighborhoods and communities of color. In contrast, only 9% of respondents preferred a definition of equity focused on distribution between Berkeley’s eight Council districts. Another recent scientific survey found 76% of residents agreed with the City allocating more money for transportation improvements in lower income neighborhoods and communities of color that have historically been underfunded. Residents’ consensus on equity and its meaning align with the conceptions of equity included in the approved *Vision 2050 Framework* and *Pedestrian Plan*.

The discussion of equity in paving is not a theoretical one. As pointed out in the *Rocky Road* audit, streets in need of repair in the San Francisco Bay Area cause an additional \$1,049 in vehicle repair and other costs. These repair bills and other costs are a barrier for low-income families and their mobility, and, for some, may mean the difference between having transportation to a job or not. Similarly, for those who are disabled, mobility-impaired, use bicycles, or walk, deteriorated streets and faded pavement markings pose particular dangers.

To translate the City Council’s and public’s desire for equity into an implementable component of the paving program, staff began to consider the concept of an Equity Zone

earlier this year. Over time, the concept and methodology have been refined into a proposed Equity Zone based on three Census-based factors.

The first factor used in the analysis is the Neighborhood Socioeconomic Status (NSES) Index.¹ The NSES Index was selected because it includes a variety of key indicators of socioeconomic distress, including median income and population below the poverty level, low educational attainment, unemployment rate, and concentration of single-parent households headed by females. The second factor utilized is the percentage of people with one or more disabilities, with the data provided through a service called PolicyMap.² People with disabilities are disadvantaged in their ability to utilize the streets and are disproportionately impacted by poor paving quality. The final factor utilized is neighborhood redlining using historical federal Home Owners' Loan Corporation (HOLC) maps provided through the Mapping Inequality project of the University of Richmond.³ This factor was included because it accounts for the entrenched and intergenerational neighborhood impact of racial segregation and exclusion from home ownership opportunities. The Equity Zone covers the Census tracts where the average scores for these factors are in the City's lowest quartile. The methodology in developing this Equity Zone is very much in line with the City's adopted Vision Zero Action Plan (2019) and Pedestrian Plan (2020). In addition, if this Equity Zone were a City Council district, it would have the lowest PCI of any district in the City.

Staff recommend this approach as it is data-based, implementable, consistent with past adopted plans and public opinion, and would be an important step in achieving the City's strategic goal of championing social and racial equity.

Strategic Road Resurfacing Plan. The Public Works Commission and Public Works staff have started a project to develop a Strategic Resurfacing Plan. The purpose of this plan is to take a longer view of our street rehabilitation program, review the City's approach to pavement maintenance and rehabilitation, and evaluate if there are better approaches to preserve, maintain, rehabilitate, and improve the City's decaying street system in a more efficient and environmentally friendly way.

BACKGROUND

Policy. A sub quorum of the Public Works Commission and Public Works staff have been working over the past year to update the *Policy*. This work was assisted by the Facilities, Infrastructure, Transportation, Environment, and Sustainability Committee (FITES). The Public Works Commission recommended approval of the updated *Policy* in March 2021. FITES unanimously approved a positive recommendation for submission of the *Policy* to

¹ [Miles, Jeremy and Weden, Margaret; Lavery, Diana; Escarce, José; Kathleen Cagney; Shih, Regina. 2016. "Constructing a Time-Invariant Measure of the Socio-Economic Status of U.S. Census Tracts." *Journal of Urban Health*, vol. 93, issue no.1, pp. 213-232.](#)

² <https://www.policymap.com/newmaps#/>

³ <https://dsl.richmond.edu/panorama/redlining/#loc=5/39.1/-94.58>

City Council in May, and the proposed *Policy* was put on the agenda for the City Council meeting on June 1, 2021 with Councilmember Bartlett added as a co-sponsor. At that meeting, the City Council continued the item to July 13, 2021. On July 13, 2021, City Council referred the item to the Agenda and Rules Committee for future scheduling along with the annual adoption of the next *Five Year Plan*.

PWC Recommended Five Year Plan, Arterial Alternative. On November 4, 2021, the Public Works Commission (PWC) recommended a *5 Year Paving Plan* version 12A, included at Attachment 3 and referred to in this staff report as focusing on arterials. The PWC's recommended plan does not specifically address equity, as the PWC was operating under the constraints of the existing, out-of-date *Policy* from 2009. In other words, staff and the PWC developed this alternative to conform with existing policy and City Council directives.

PWC's recommended *Five Year Plan* distributes the paving costs and mileage as shown in the table below.

Table 3: FY 2023-2027 Totals, Arterial Focus				
	Mileage	Estimated Cost	%Cost	% Mileage
Arterials	5.99	\$15,463,965	39%	39%
Collectors	4.12	\$12,346,983	31%	27%
Residentials	5.38	\$12,216,433	31%	35%
Total	15.49	\$40,027,381	100%*	100%*
Bikeways**	8.05	\$25,474,015	64%	52%
Equity Zone**	2.19	\$6,490,040	16%	14%

* Due to rounding, these numbers do not add up exactly to 100%.

**A street segment that is on a bikeway and in the Equity Zone is counted for both, hence these categories are not mutually exclusive.

A map of this Plan is included at Attachment 4.

The PWC's recommended *Plan* addresses serious needs in our arterials, and does so by addressing the maintenance of these arterials earlier in the life cycle, thereby properly maintaining these important streets. It also focuses much of its investments in residential streets on bikeways, another important commitment. On the other hand, the *Plan* does not address equity, does much less for residential streets generally, and is not based on the proposed, updated *Policy*.

Staff Recommended Five Year Plan with Focus on Equity. Staff's recommended *5 Year Plan* at Attachment 5 distributes more paving dollars and miles to residential streets throughout the City, but especially so in the Equity Zone. These investments are offset by a corresponding reduction of investment in arterials.

The *Plan* also addresses the City's commitments to its low stress bicycle network, with 65% of the plans' resources dedicated to this network. Similarly, the recommended *Plan* also continues the City's commitments to Vision Zero by investing 32% of the plan's resources in collector streets, where injuries are more likely to occur. These investment levels are on par with the PWC's recommended plan, leaving the key distinction between these alternatives being the Equity Alternative's focus on the Equity Zone and residential streets.

Staff's recommendation is based on three important assumptions. First, the City is at an important historical moment where translating the commitment to equity from words into action is critical. Second, our community wants better streets. In a recent scientific survey of voters, 97% said repairing deteriorating streets was important (extremely important at 35%, very important at 38%, and somewhat important at 24%). By better streets, most community members consider the residential streets in front of or near their homes, and the equity alternative's investments in residential streets is consistent with this sentiment. Third, the equity alternative's focus on residential streets is consistent with the City's exploration of a significant infusion of new revenue into our streets, perhaps via a November 2022 revenue measure focused on infrastructure, and/or seeking federal or state grants, where applications involving arterials are more likely to be competitive.

Staff's recommended *Five Year Plan* distributes cost and mileage of paving as shown in the table below.

	Mileage	Estimated Cost	%Cost	% Mileage
Arterials	1.18	\$2,915,254	8%	7%
Collectors	4.06	\$12,273,663	32%	25%
Residentials	10.70	\$23,196,396	60%	67%
Total	15.94	\$38,385,313	100%*	100%*
Bikeways**	9.61	\$24,869,854	65%	60%
Equity Zone**	5.21	\$13,866,514	36%	33%

* Due to rounding, these numbers may not add up exactly to 100%.

**A street segment that is on a bikeway and in the Equity Zone is counted for both, which is why these categories total more than 100%.

A map of this *Plan* is included at Attachment 6.

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.

In addition, environmentally friendly pavement treatments are evaluated for use in the paving projects such as Full Depth Reclamation (FDR). FDR is used as a cost-effective alternative to traditional street reconstruction methods. It recycles much of the existing pavement on site, and incorporates it into the pavement subgrade, thereby reducing waste and reducing truck trips to and from construction sites.

The last two years of Berkeley's paving projects have included use of pervious concrete. Berkeley is one of the first cities in the San Francisco Bay Area to use this particular technology, which enables stormwater to filter through the concrete panels and save stormwater and pollution from reaching the Bay. Due to their form as panels, this technology enables lifting and removal, rather than cutting, of the panels in case underground utility work is later necessary. This technology was used last year on Ward Street adjacent to San Pablo Park, and this year on Channing Way adjacent to Berkeley High School.

RATIONALE FOR RECOMMENDATION

The updated *Policy* and proposed *Plan* advance the City's strategic goals, respond to prior audit findings, and are consistent with the City's already-adopted plans and priorities.

ALTERNATIVE ACTIONS CONSIDERED

Staff did not consider alternative actions as the City Council is required to update the *Five Year Plan* and has requested an update of the *Street Maintenance Rehabilitation Policy*. If the City Council does not adopt an update to the *Policy* and a new *Plan* tonight, staff suggest City Council provide direction to staff on both the *Policy* and *Plan*, and request staff return with updates per Council's direction at a future City Council meeting.

CONTACT PERSON

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Attachments:

1. Resolution
 - Exhibit A. Staff's Recommended Five Year Street Rehabilitation Plan for FY 2023 to FY 2027, Equity Alternative
 - Exhibit B. [Proposed] Street Maintenance and Rehabilitation Policy
2. [Proposed] Street Maintenance and Rehabilitation Policy
3. PWC's Recommended Five Year Street Rehabilitation Plan for FY 2023 to FY 2027, Arterial Alternative
4. PWC's Recommended Five Year Street Rehabilitation Plan Map, Arterial Alternative
5. Staff's Recommended Five Year Street Rehabilitation Plan for FY 2023 to FY 2027, Equity Alternative
6. Staff's Recommended Five Year Street Rehabilitation Plan Map, Equity Alternative

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

ADOPTION OF THE STREET REHABILITATION AND MAINTENANCE POLICY AND FIVE-YEAR STREET REHABILITATION PLAN FOR FY 2023 TO FY 2027

WHEREAS, the Street Rehabilitation Policy, Resolution No. 55,384-N.S. approved on May 22, 1990, requires a Five-Year Street Rehabilitation Plan for the entire City be adopted by the City Council;

WHEREAS, the *Five-Year Street Rehabilitation Plan* and the *Street Maintenance and Rehabilitation Policy* shall be reviewed and updated by the City Council, with advice from the Public Works Commission;

WHEREAS, the Public Works Commission reviewed and advised on both the *Five-Year Street Rehabilitation Plan* and update to the *Street Maintenance and Rehabilitation Policy*; and

WHEREAS, Public Works recommends City Council adopt both the updated *Street Maintenance and Rehabilitation Policy* and *Five-Year Street Rehabilitation Plan, Equity Alternative* for FY 2023 to FY 2027.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the *Five-Year Street Rehabilitation Plan* for FY 2023 to FY 2027, attached as Exhibit A hereof is hereby adopted, as is the *Street Maintenance and Rehabilitation Policy*, attached as Exhibit B.

Exhibit A: Five-Year Street Rehabilitation Plan for FY 2023 to FY 2027, Equity Alternative

Exhibit B: Street Maintenance and Rehabilitation Policy

EXHIBIT A
5-YEAR STREET REHABILITATION PLAN FOR FY 2023 TO FY 2027, EQUITY ALTERNATIVE

Revised: 10/20/2021

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2023	BANCROFT WAY	SHATTUCK AVE	FULTON ST	C	Heavy Rehab	\$ 341,126	4	N	4*, C	0.09	41	8/7/1997	MILL AND OVERLAY W/FABRIC
2023	BANCROFT WAY	MILVIA WAY	SHATTUCK AVE	C	Heavy Rehab	\$ 418,348	4	N	4*	0.13	34	12/1/1989	MILL AND OVERLAY W/FABRIC
2023	BANCROFT WAY	TELEGRAPH AVE	BOWDITCH ST	C	Heavy Mtce	\$ 133,325	7	N	4*, C	0.13	63	12/1/1990	MILL AND OVERLAY W/FABRIC
2023	BANCROFT WAY	BOWDITCH ST	COLLEGE AVE	C	Heavy Mtce	\$ 161,036	7	N	3C*, C	0.13	56	12/1/1990	MILL AND OVERLAY W/FABRIC
2023	BANCROFT WAY	COLLEGE AVE	PIEDMONT AVE	C	Heavy Rehab	\$ 254,076	7	N	3C*, C	0.13	28	12/1/1990	MILL AND OVERLAY W/FABRIC
2023	CHANNING WAY	ROOSEVELT AVE	MCKINLEY AVE	R	Reconstruct	\$ 445,230	4	N	3E	0.13	1	9/1/1991	MILL AND OVERLAY W/FABRIC
2023	CHANNING WAY	SACRAMENTO ST	ROOSEVELT AVE	R	Heavy Rehab	\$ 926,780	4	N	3E	0.31	22	9/1/1991	MILL AND OVERLAY W/FABRIC
2023	DANA ST	BANCROFT WAY	DWIGHT WAY	R	Heavy Rehab	\$ 458,900	7	N	2A to 2B*, C	0.25	45	12/1/1989	MILL AND OVERLAY W/FABRIC
2023	DANA ST	DWIGHT WAY	BLAKE ST	R	Light Rehab	\$ 91,440	7	N	3E	0.06	44	12/1/1989	MILL AND OVERLAY W/FABRIC
2023	DANA ST	BLAKE ST	WARD ST	R	Light Rehab	\$ 466,580	7	N	3E*	0.25	65	7/30/2008	RECONSTRUCT STRUCTURE (AC)
2023	DURANT AVE	MILVIA ST	SHATTUCK AVE	C	Reconstruct	\$ 693,355	4	N	N	0.13	11	11/1/1992	MILL AND OVERLAY W/FABRIC
2023	DURANT AVE	SHATTUCK AVE	FULTON ST	C	Heavy Rehab	\$ 268,880	4	N	C	0.10	32	8/12/1997	MILL AND OVERLAY W/FABRIC
2023	TELEGRAPH AVE	BANCROFT WAY	DWIGHT WAY	C	Heavy Rehab	\$ 473,060	7	N	3C*, C, VZ	0.25	39	7/1/1988	MILL AND OVERLAY W/FABRIC
2023	HOPKINS ST	GILMAN ST	SACRAMENTO ST	R	Heavy Rehab	\$ 233,942	5	N	3A, C	0.10	32	9/13/2002	MILL AND OVERLAY W/FABRIC
2023	HOPKINS ST	HOPKINS CT	MONTEREY AVE	C	Light Rehab	\$ 87,193	5	N	3A, C, VZ	0.05	59	9/13/2002	MILL AND OVERLAY W/FABRIC
2023	HOPKINS ST	MONTEREY AVE	MC GEE AVE	C	Heavy Rehab	\$ 119,167	5	N	2A, C	0.05	47	12/1/1989	RECONSTRUCT STRUCTURE (AC)
2023	HOPKINS ST	MC GEE AVE	CARLOTTA AVE	C	Heavy Rehab	\$ 149,680	5	N	2A, C	0.06	45	12/1/1989	RECONSTRUCT STRUCTURE (AC)
2023	HOPKINS ST	CARLOTTA AVE	JOSEPHINE ST	C	Heavy Rehab	\$ 874,580	5	N	2A, C	0.35	50	12/1/1989	MILL AND OVERLAY
2023	HOPKINS ST	JOSEPHINE ST	THE ALAMEDA	C	Heavy Rehab	\$ 216,700	5	N	4*, C	0.06	49	7/1/1991	RECONSTRUCT STRUCTURE
2023	HOPKINS ST	THE ALAMEDA	SUTTER ST	C	Heavy Rehab	\$ 876,500	5	N	4*	0.26	30	7/1/1991	MILL AND THICK OVERLAY
2023	HOPKINS ST	NORTHSIDE AVE	PERALTA AVE	R	Light Mtce	\$ 239,587	1	N	N	0.10	78	9/13/2002	MILL AND OVERLAY W/FABRIC
2023	HOPKINS ST	PERALTA AVE	GILMAN ST	R	Heavy Mtce	\$ 493,031	15	N	N	0.27	58	9/13/2002	MILL AND OVERLAY W/FABRIC
2023	HOPKINS ST	SACRAMENTO ST	HOPKINS CT	A	Heavy Rehab	\$ 101,755	5	N	3A, C, VZ	0.04	38	9/13/2002	MILL AND OVERLAY W/FABRIC
2023	HOPKINS ST	SAN PABLO AVE	STANNAGE AVE	R	Light Mtce	\$ 37,188	1	N	N	0.09	74	9/13/2002	MILL AND OVERLAY W/FABRIC
2023	HOPKINS ST	STANNAGE AVE	NORTHSIDE AVE	R	Heavy Mtce	\$ 181,658	1	N	N	0.17	69	9/13/2002	MILL AND OVERLAY W/FABRIC
2023	CONTINGENCY					\$ 874,312							
	TOTAL FUNDING					\$ 9,617,428				3.70			
						57%	bike/ped						
						62%	bike/ped not incl contingency						
						\$ 2,342,125	additional funding from T1						

FISCAL YEAR 2023 TOTALS

Total Estimated Cost and Miles

\$9,617,428

3.70 miles

	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles w/o Arterials
Arterials	0.04	\$101,755	1%	1%	1	\$704,948	0.51	\$704,948	0.51
Collectors	1.93	\$5,067,026	58%	52%	2	\$0	0.00	\$0	0.00
Residential	1.74	\$3,574,336	41%	47%	3	\$0	0.00	\$0	0.00
					4	\$3,093,719	0.90	\$3,093,719	0.90
Bikeways	2.08	\$5,457,408	62%	56%	5	\$2,906,033	1.11	\$2,804,278	1.07
Curb Ramps		\$276,000	3%		6	\$0	0.00	\$0	0.00
Total		\$5,733,408	66%		7	\$2,038,417	1.19	\$2,038,417	1.19
					8	\$0	0.00	\$0	0.00
Equity Zone	0.00	\$0	0%	0%		\$8,743,117	3.70	\$8,641,362	3.67
Equity Zone w/Arterials	0.00	\$0	0%	0%					

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 A
5-YEAR STREET REHABILITATION PLAN FOR FY 2023 TO FY 2027

Revised: 10/20/2021

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2024	CRESTON RD	SUNSET LANE	GRIZZLY PEAK BLVD	R	Heavy Mtce	\$ 116,258	6	N	N	0.36	64	11/1/1988	RECONSTRUCT SURFACE (AC)
2024	DERBY ST	TELEGRAPH AVE	HILLEGASS AVE	R	Reconstruct	\$ 621,503	8	N	3E	0.16	19	8/8/1997	MILL AND OVERLAY W/FABRIC
2024	DERBY ST	HILLEGASS AVE	COLLEGE AVE	R	Reconstruct	\$ 577,560	8	N	3E*	0.14	25	8/8/1997	MILL AND OVERLAY W/FABRIC
2024*	DWIGHT WAY	HILLSIDE AVE	DEAD END ABOVE	R	Reconstruct	\$ 387,040	8	N	N	0.11	22	9/1/1993	RECONSTRUCT SURFACE (AC)
2024*	DWIGHT WAY	PIEDMONT AVE	HILLSIDE AVE	R	Reconstruct	\$ 501,840	78	N	N	0.14	12	9/1/1993	MILL AND OVERLAY W/FABRIC
2024	GRIZZLY PEAK BLVD	NORTH CITY	EUCLID AVE	C	Reconstruct	\$ 794,084	6	N	3C	0.20	24	11/1/1990	MILL AND THICK OVERLAY
2024	GRIZZLY PEAK BLVD	EUCLID AVE	KEELER AVE	C	Reconstruct	\$ 634,478	6	N	3E, C	0.21	13	11/1/1990	MILL AND THICK OVERLAY
2024	GRIZZLY PEAK BLVD	KEELER AVE	MARIN AVE	C	Reconstruct	\$ 859,622	6	N	3C*, C	0.27	19	10/1/1992	MILL AND OVERLAY W/FABRIC
2024	HILLEGASS AVE	ASHBY AVE	CITY LIMIT (WOOLSEY	R	Light Mtce	\$ 76,400	8	N	3E	0.16	76	7/28/2003	RECONSTRUCT STRUCTURE (AC)
2024	HILLEGASS AVE	DWIGHT WAY	ASHBY AVE	R	Light Mtce	\$ 334,500	8	N	3E	0.61	78	5/31/2000	RECONSTRUCT STRUCTURE (AC)
2024	LATHAM LANE	MILLER AVE	GRIZZLY PEAK	R	Heavy Mtce	\$ 38,500	6	N	N	0.10	59	6/1/1994	RECONSTRUCT STRUCTURE (AC)
2024	MC GEE AVE	DERBY ST	RUSSELL ST	R	Light Rehab	\$ 551,992	3	Y	N	0.25	59	12/10/1998	RECONSTRUCT STRUCTURE (AC)
2024	MC GEE AVE	DWIGHT WAY	DERBY ST	R	Light Rehab	\$ 374,400	3	Y	N	0.26	51	7/1/1988	THIN OVERLAY w/FABRIC
2024	MILLER AVE	HILLDALE AVE	SHASTA RD	R	Light Rehab	\$ 449,880	6	N	N	0.66	53	6/1/1994	RECONSTRUCT STRUCTURE (AC)
2024	OTIS ST	RUSSELL ST	ASHBY AVE	R	Heavy Rehab	\$ 224,000	3	N	N	0.13	49	4/1/2001	RECONSTRUCT STRUCTURE (AC)
2024	ROSE ST	SACRAMENTO	MARTIN LUTHER KING	C	Reconstruct	\$ 2,302,332	15	N	3E	0.48	21	8/1/1991	MILL AND OVERLAY W/FABRIC
2024	WOOLSEY ST	HILLEGASS AVE	COLLEGE AVE	R	Reconstruct	\$ 434,534	8	N	3A	0.11	13	N/A	
2024	CONTINGENCY					\$ 927,892							
	TOTAL FUNDING					\$ 10,206,815				4.38			
						32%	bike/ped						
						35%	bike/ped not incl contingency						
						\$ 2,931,512	additional funding from T1						

* in Fiscal Year column denotes coordination with EBMUD project

FISCAL YEAR 2024 TOTALS

Total Estimated Cost and Miles

\$10,206,815

4.38 miles

	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles w/o Arterials
Arterials	0.00	\$0	0%	0%	1	\$1,151,166	0.24	\$1,151,166	0.24
Collectors	1.16	\$4,590,516	49%	26%	2	\$0	0.00	\$0	0.00
Residentials	3.22	\$4,688,407	51%	74%	3	\$1,150,392	0.64	\$1,150,392	0.64
					4	\$0	0.00	\$0	0.00
Bikeways	2.35	\$6,635,013	72%	54%	5	\$1,151,166	0.24	\$1,151,166	0.24
Curb Ramps		\$378,000	4%		6	\$2,892,822	1.80	\$2,892,822	1.80
Total		\$7,013,013	76%		7	\$250,920	0.07	\$250,920	0.07
					8	\$2,682,457	1.37	\$2,682,457	1.37
Equity Zone	0.51	\$926,392	10%	12%		\$9,278,923	4.38	\$9,278,923	4.38
Equity Zone w/Arterials	0.51	\$926,392	10%	12%					

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 A
5-YEAR STREET REHABILITATION PLAN FOR FY 2023 TO FY 2027

Revised: 10/20/2021

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	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	CURTIS ST	UNIVERSITY AVE	DWIGHT WAY	R	Reconstruct	\$ 2,009,440	2	Y	N	0.57	9	8/18/1997	MILL AND THICK OVERLAY
2025	DERBY ST	SACRAMENTO ST	MARTIN LUTHER KING	R	Reconstruct	\$ 1,688,560	3	Y	3E	0.48	18	10/1/1992	MILL AND OVERLAY W/FABRIC
2025	DERBY ST	MARTIN LUTHER KING	MILVIA ST	R	Light Mtce	\$ 31,327	3	N	3E	0.13	86	10/1/1992	MILL AND OVERLAY W/FABRIC
2025	DERBY ST	MILVIA ST	SHATTUCK AVE	R	Reconstruct	\$ 490,456	3	N	3E	0.12	16	10/1/1992	MILL AND OVERLAY W/FABRIC
2025	DERBY ST	SHATTUCK AVE	FULTON ST	R	Reconstruct	\$ 478,200	3	N	3E	0.13	22	10/1/1992	MILL AND OVERLAY W/FABRIC
2025	DERBY ST	FULTON ST	TELEGRAPH AVE	R	Reconstruct	\$ 1,069,280	37	N	3E	0.31	13	10/1/1992	MILL AND OVERLAY W/FABRIC
2025	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
2025	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
	CONTINGENCY					\$ 798,538							
	TOTAL FUNDING					\$ 8,783,917				2.45			
						51%	bike/ped						
						56%	bike/ped not incl contingency						
						\$ 1,510,414							additional funding from T1

FISCAL YEAR 2025 TOTALS

Total Estimated Cost and Miles

\$8,783,917

2.45 miles

	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles w/o Arterials
Arterials	0.27	\$683,116	9%	11%	1	\$1,989,316	0.59	\$1,306,200	0.31
Collectors	0.31	\$1,306,200	16%	13%	2	\$2,009,440	0.57	\$2,009,440	0.57
Residentials	1.86	\$5,996,063	75%	76%	3	\$3,223,183	1.00	\$3,223,183	1.00
					4	\$228,800	0.14	\$228,800	0.14
Bikeways	1.43	\$4,440,939	56%	59%	5	\$0	0.00	\$0	0.00
Curb Ramps		\$228,000	3%		6	\$0	0.00	\$0	0.00
Total		\$4,668,939	58%		7	\$534,640	0.15	\$534,640	0.15
					8	\$0	0.00	\$0	0.00
Equity Zone	1.35	\$5,004,200	63%	55%		\$7,985,379	2.45	\$7,302,263	2.17
Equity Zone w/Arterials	1.35	\$5,004,200	63%	55%					

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 A
5-YEAR STREET REHABILITATION PLAN FOR FY 2023 TO FY 2027

Revised: 10/20/2021

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2026	ADDISON ST	6TH ST	SAN PABLO AVE	R	Reconstruct	\$ 1,140,652	2	Y	3E	0.31	16	8/27/1997	MILL AND OVERLAY W/FABRIC
2026	ADDISON ST	SAN PABLO AVE	CURTIS ST	R	Reconstruct	\$ 503,880	2	Y	3E	0.14	23	8/18/1997	MILL AND OVERLAY W/FABRIC
2026	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
2026	CHANNING WAY	SAN PABLO AVE	SACRAMENTO	R	Heavy Rehab	\$ 914,500	2	Y	3E	0.53	50	9/2/2008	MILL AND THICK OVERLAY
2026	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
2026	MABEL ST	PARKER ST	DERBY ST	R	Reconstruct	\$ 468,400	2	Y	3E	0.12	21	10/1/1992	MILL AND OVERLAY W/FABRIC
2026	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
2026	CAMELIA ST	8TH ST	SAN PABLO AVE	R	Reconstruct	\$ 697,680	1	Y	3E	0.20	19	4/1/2001	RECONSTRUCT SURFACE
2026	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
2026	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
2026	8TH ST	PAGE ST	JONES ST	R	Reconstruct	\$ 293,378	1	Y	N	0.09	16	9/1/1991	MILL AND OVERLAY W/FABRIC
2026	8TH ST	JONES ST	VIRGINIA ST	R	Reconstruct	\$ 710,367	1	Y	N	0.21	19	9/1/1991	MILL AND OVERLAY W/FABRIC
2026	BATAAN AVE	7TH ST	8TH ST	R	Reconstruct	\$ 144,294	1	Y	N	0.06	16	N/A	
	CONTINGENCY					\$ 1,254,909							
						\$7,275,303				2.28			
						65%	bike/ped						
						79%	bike/ped not incl contingency						

FISCAL YEAR 2026 TOTALS

Total Estimated Cost and Miles

\$7,275,303

2.28 miles

	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles w/o Arterials
Arterials	0.00	\$0	0%	0%	1	\$2,203,142	0.75	\$2,203,142	0.75
Collectors	0.00	\$0	0%	0%	2	\$3,817,252	1.52	\$3,817,252	1.52
Residentials	2.28	\$6,020,394	100%	100%	3	\$0	0.00	\$0	0.00
					4	\$0	0.00	\$0	0.00
Bikeways	1.84	\$4,727,377	79%	81%	5	\$0	0.00	\$0	0.00
Curb Ramps		\$246,000	4%		6	\$0	0.00	\$0	0.00
Total		\$4,973,377	83%		7	\$0	0.00	\$0	0.00
					8	\$0	0.00	\$0	0.00
Equity Zone	2.28	\$6,020,394	100%	100%		\$6,020,394	2.28	\$6,020,394	2.28
Equity Zone w/Arterials	2.28	\$6,020,394	100%	100%					

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 A
5-YEAR STREET REHABILITATION PLAN FOR FY 2023 TO FY 2027

Revised: 10/20/2021

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
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*	FOREST AVE	COLLEGE AVE	CLAREMONT BLVD	R	Heavy Rehab	\$ 618,000	8	N	N	0.36	45	8/1/1996	RECONSTRUCT STRUCTURE (AC)
2027	HARMON ST	IDAHO ST	SACRAMENTO	R	Reconstruct	\$ 829,900	2	Y	3E	0.36	15	9/1/1991	MILL AND OVERLAY W/FABRIC
2027	IDAHO ST	66TH ST	ALCATRAZ AVE	R	Reconstruct	\$ 547,888	2	Y	3E	0.36	18	5/1/1996	THIN AC OVERLAY
2027	OREGON ST	SAN PABLO AVE	MABEL ST	R	Reconstruct	\$ 537,740	2	Y	3E	0.36	18	11/1/1990	MILL AND THIN OVERLAY
2027	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
2027	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
2027	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
2027	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
2027	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
2027	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
	CONTINGENCY					\$ 917,803							
						\$7,275,303				3.14			
						63%	bike/ped						
						73%	bike/ped not incl contingency						

* in Fiscal Year column denotes coordination with EBMUD project

FISCAL YEAR 2027 TOTALS

Total Estimated Cost and Miles

\$7,275,303 3.14 miles

	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles w/o Arterials
Arterials	0.87	\$2,130,383	34%	28%	1	\$0	0.00	\$0	0.00
Collectors	0.67	\$1,309,921	21%	21%	2	\$1,915,528	1.07	\$1,915,528	1.07
Residentials	1.61	\$2,917,196	46%	51%	3	\$0	0.00	\$0	0.00
					4	\$893,658	0.36	\$0	0.00
Bikeways	1.92	\$3,609,117	57%	61%	5	\$0	0.00	\$0	0.00
Curb Ramps		\$654,000	10%		6	\$1,309,921	0.67	\$1,309,921	0.67
Total		\$4,263,117	67%		7	\$1,236,725	0.50	\$0	0.00
					8	\$1,001,668	0.54	\$1,001,668	0.54
Equity Zone	1.07	\$1,915,528	30%	34%		\$6,357,500	3.14	\$4,227,117	2.27
Equity Zone w/Arterials	1.07	\$1,915,528	30%	34%					

FISCAL YEAR 2023-2027 TOTALS

Total Estimated Cost and Miles

\$43,158,767 15.94 miles

	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles w/o Arterials
Arterials	1.18	\$2,915,254	8%	7%	1	\$6,048,572	2.09	\$5,365,456	1.82
Collectors	4.06	\$12,273,663	32%	25%	2	\$7,742,220	3.16	\$7,742,220	3.16
Residentials	10.70	\$23,196,396	60%	67%	3	\$4,373,575	1.65	\$4,373,575	1.65
					4	\$4,216,177	1.39	\$3,322,519	1.03
Bikeways	9.61	\$24,869,854	65%	60%	5	\$4,057,199	1.35	\$3,955,444	1.31
Curb Ramps		\$1,782,000	5%		6	\$4,202,743	2.47	\$4,202,743	2.47
Total		\$26,651,854	69%		7	\$4,060,702	1.92	\$2,823,977	1.42
					8	\$3,684,125	1.91	\$3,684,125	1.91
Equity Zone	5.21	\$13,866,514	36%	33%		\$38,385,313	15.94	\$35,470,059	14.76
Equity Zone w/Arterials	5.21	\$13,866,514	36%	33%					

Total Funding \$43,158,767

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.

City of Berkeley Street Maintenance and Rehabilitation Policy

Section 1. General Policy

It is the policy of the City of Berkeley to maintain our streets in safe, good condition that protects our environment and to properly maintain the existing investment in City assets. Staff will implement a Citywide road resurfacing plan that will ensure street maintenance and repair in a timely manner, reduce long term-replacement costs, and provide for the safe and efficient use of our streets. The users of the street surface in the public right-of-way include powered vehicles, bicycles, transit, and pedestrians. The right-of-way also provides for storm water conveyance and is the location of many public utilities.

The policy requires that a *5-year Street Rehabilitation Plan* for the entire City be prepared and adopted biannually in line with the City's budget process. Any changes to the *5-year Plan* made in the interim shall be reported to City Council. Streets and their surfacing treatment shall be prioritized using a multi-criteria adaptive planning framework to achieve sustainable, resilient, and integrated solutions for the City's right-of-way and the downstream environments. The criteria shall consider equity, quality of life, safety, opportunities for leadership, resource allocation, environmental impacts, and climate and resilience.

Section 2. Assumptions

This section of the policy defines basic assumptions that inform the goals, objectives, and outcomes of the *5-year plan*.

1. This policy defines the priorities for managing the road surface infrastructure from curb to curb. This policy does not provide guidance on how to prioritize sidewalks or other infrastructure associated with complete streets planning.
2. Streets include arterial, collector, residential, and commercial/industrial streets as defined in Berkeley's General Plan.
3. Consistency with the City's General Plan policy of encouraging use of forms of transportation other than automobiles.
4. Conformance with the Regional Water Quality Control Board's stormwater permit requirements.
5. Support of the City's plans and updates thereto, including the City's Climate Action Plan, Green Infrastructure Plan, Resilience Strategy, Vision Zero Policy and Action Plan, Undergrounding Plan, Complete Streets Policy, Vision 2050 framework, Pedestrian Plan, Transit First Policy, Strategic Transportation Plan, public realm and/or other localized transportation plans, and Bicycle Plan.
6. Poorly maintained streets have a disproportionate impact on certain members of the community:
 - a) Low-income residents are more seriously impacted by higher vehicle repair costs than higher income residents;
 - b) Those with mobility or visual impairments face greater challenges of unequal access and safety compared to those without such challenges;
 - c) Bicyclists and pedestrians face greater danger than those driving; and
 - d) Poorly maintained streets in dense, more populous neighborhoods are detrimental to more users than poorly maintained streets in less dense neighborhoods.

7. Utility trench and pothole repair work shall be done in accordance with permit conditions, standard details, and/or standard operating procedures adopted by the Public Works Department.
8. To the extent practical, the City shall use life cycle cost analysis to evaluate different road surfacing options.
9. Runoff from roadways carry pollutants that negatively impact public health, creeks and streams, and the Bay.
10. Street trees are valuable part of the landscape, as they sequester carbon, soak up stormwater, improve land values, and add greenery.
11. The Metropolitan Transportation Commission requires the use of a Pavement Management Tool (such as StreetSaver). Pavement Management Tools are used to optimize road surface conditions through the use of a Pavement Condition Index (PCI) performance metric.

Section 3. Funding

The *Five-year Street Rehabilitation Plan* shall identify all available funding and the sources used to deliver the proposed road improvement projects. This shall include Federal, State, County and City funding sources. In the event that the planned projects are not able to achieve the City's desired roadway condition level of service, the *Five-year Plan* should identify the level of funding and activities needed to expand roadway improvements to achieve the stated goals of this policy. Bond funds shall strive to be used for long-lasting capital improvements (projects with a useful life that meets or exceeds the duration of the bond repayment schedule) or to accelerate road work that will result in long-term cost savings for ratepayers.

Section 4. Specific Policy

The Street Rehabilitation Program shall be based on the following objectives:

1. Planning
 - a) The *5-year Street Rehabilitation Plan* shall be supported by a 30-year road surfacing projection, where roadway improvement projects are forecast over a long-term planning period. The first five years of the projection will become the first draft of the *5-year Plan*.
 - b) To the extent financially practical, implementation of the paving plan shall advance plans identified in section 2.5.
 - c) Rehabilitation of contiguous sections of roadway, rather than one block at a time, shall be preferred, when feasible.
 - d) Tree removals shall only be permitted as a last resort consistent with BMC 12.44.020, with the approval of both the Director of Parks and Waterfront and Director of Public Works. If tree removal is necessary, replacement trees shall be planted where and when feasible in accordance with BMC 12.44.010.
2. Equity
 - a) The benefits of good infrastructure shall be distributed equitably throughout the entire community regardless of the income, political influence, or demographic characteristics of the residents in each area. Equity means that disadvantaged residents with more pressing needs experience benefits sooner than others, as defined by the City within the adopted *5-Year Plan*.

- b) A new *Equity Zone* shall be established. This Zone shall be prioritized to meet an average PCI of 70 sooner than the remainder of the City. This Zone contains historically underserved neighborhoods that have experienced decades of underinvestment, and the residents in this zone experience more pressing needs and receive benefits sooner.
- c) Over the longer term, road surfacing activities shall be planned within Pavement Analysis Zones. A Pavement Analysis Zone shall consist of a logical set of street segments, excluding the arterials, collectors, bus routes, bicycle boulevards and non-representative demonstration projects.
 - a. The department may revise the pavement analysis zone boundaries from time to time, consistent with the other goals of this policy. Any changes to pavement analysis units shall be proposed within the biannually updated *5-year Street Rehabilitation Plan* submitted to City Council.
 - b. It shall be the goal of the City to seek parity of street condition between pavement analysis zones, except in regards to the *Equity Zone*.

3. Performance Metrics

- a) The City will strive to maintain all roads within the primary transportation network at a standard no less than the following PCI targets for any stretch of roadway¹:
 - a. Arterial - 70,
 - b. Collector - 70,
 - c. Bus Routes - 70,
 - d. Existing and proposed low-stress bikeway network - 70.
 - i. Bikeways shall be surfaced with a treatment that emphasizes smoothness of the road surface.
 - e. Equity Zone- 70.
- b) Funding should be prioritized towards maintenance activities to achieve the goals of item 4.2a.
- c) The biannually updated *5-year plan* shall report on these performance metrics, PCI measurements for each street segment in the City, and percent of overall funding dedicated to each of the following: arterials, collectors, bus routes, existing and proposed low-stress bikeway network, equity zone, and residential streets.

4. Dig Once

- a. Street rehabilitation shall conform with a dig once approach. This includes coordinating with sewer, water, electrical, telecom, undergrounding and other activities to minimize the cost and maintain the quality of the street surface.
- b. In order to protect the City's investment on street improvements, the City shall place a moratorium on recently paved streets that prohibits digging through them for up to five years, excluding emergency work².

5. Demonstration Projects and Use of New Technologies

- a. To the extent practical, the City shall evaluate the use of permeable pavement, concrete pavement, and other street surface technologies using life cycle cost analysis.

¹ PCI of 70 is the lower threshold of what is considered "Good." Streets that fall below a "good" condition require much more expensive repair process.

² As cited in Berkeley Municipal Code 16.12.030 and documented on the City [website](#)

- b. The use of new technologies that provide enhanced durability, lower cost, and more environmentally beneficial impacts shall be evaluated and reviewed in the biannually adopted 5 Year Street Rehabilitation Plan.

Section 5. Plan and Policy Development and Update

The plan and policy development shall be as follows:

1. Every two years, in line with the City's budgeting process, the 5-year *Street Rehabilitation Plan* adopted by City Council shall include a funding sufficiency analysis based on the existing deferred maintenance at that point to determine what level of funding is required to maintain our streets in safe, good condition that protects our environment and properly maintains the existing investment in City assets.
2. Identify new funding sources such as:
 - a. Heavy vehicles, which have a disproportionate impact on the degradation of paved assets, and
 - b. Transportation Network Company (TNC) vehicles.
3. At a minimum, this *Street Maintenance and Rehabilitation Policy* shall be reviewed and adopted by the City Council every five years, with advice of the Public Works and Transportation Commission.

EXHIBIT A
5-YEAR STREET REHABILITATION PLAN FOR FY 2023 TO FY 2027, ARTERIAL ALTERNATIVE

Revised: 10/08/2021

Fiscal Year	Street ID	Section ID	Street Name	From	To	Class	Treatment (from Streetsaver)	Updated Total Cost	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2023	729042	65	BANCROFT WAY	SHATTUCK AVE	FULTON ST	C	Heavy Rehab	\$ 341,126	4	N	4*, C	0.09	41	8/7/1997	MILL AND OVERLAY W/FABRIC
2023	729042	60	BANCROFT WAY	MILVIA WAY	SHATTUCK AVE	C	Heavy Rehab	\$ 418,348	4	N	4*	0.13	34	12/1/1989	MILL AND OVERLAY W/FABRIC
2023	728042	76	BANCROFT WAY	TELEGRAPH AVE	BOWDITCH ST	C	Heavy Mtce	\$ 133,325	7	N	4*, C	0.13	63	12/1/1990	MILL AND OVERLAY W/FABRIC
2023	628042	78	BANCROFT WAY	BOWDITCH ST	COLLEGE AVE	C	Heavy Mtce	\$ 161,036	7	N	3C*, C	0.13	56	12/1/1990	MILL AND OVERLAY W/FABRIC
2023	627042	80	BANCROFT WAY	COLLEGE AVE	PIEDMONT AVE	C	Heavy Rehab	\$ 254,076	7	N	3C*, C	0.13	28	12/1/1990	MILL AND OVERLAY W/FABRIC
2023	728140	50	DANA ST	BANCROFT WAY	DWIGHT WAY	R	Heavy Rehab	\$ 458,900	7	N	2A to 2B*, C	0.25	45	12/1/1989	MILL AND OVERLAY W/FABRIC
2023	736140	60	DANA ST	DWIGHT WAY	BLAKE ST	R	Light Rehab	\$ 91,440	7	N	3E	0.06	44	12/1/1989	MILL AND OVERLAY W/FABRIC
2023	736140	65	DANA ST	BLAKE ST	WARD ST	R	Light Rehab	\$ 466,580	7	N	3E*	0.25	65	7/30/2008	RECONSTRUCT STRUCTURE (AC)
2023	830155	050	DWIGHT WAY	SACRAMENTO	MARTIN LUTHER KING	A	Reconstruct	\$ 2,809,600	3, 4	N	C	0.50	23	12/10/1998	MILL AND OVERLAY W/FABRIC
2023*	627155	85	DWIGHT WAY	HILLSIDE AVE	DEAD END ABOVE	R	Reconstruct	\$ 387,040	8	N	N	0.11	22	9/1/1993	RECONSTRUCT SURFACE (AC)
2023*	627155	83	DWIGHT WAY	PIEDMONT AVE	HILLSIDE AVE	R	Reconstruct	\$ 501,840	7, 8	N	N	0.14	12	9/1/1993	MILL AND OVERLAY W/FABRIC
2023	418492	050	ROSE ST	SACRAMENTO	MARTIN LUTHER KING	C	Reconstruct	\$ 2,302,332	1, 5	N	3E	0.48	21	8/1/1991	MILL AND OVERLAY W/FABRIC
2023	728584	50	TELEGRAPH AVE	BANCROFT WAY	DWIGHT WAY	C	Heavy Rehab	\$ 473,060	7	N	3C*, C, VZ	0.25	39	7/1/1988	MILL AND OVERLAY W/FABRIC
2023	319293	47	HOPKINS ST	GILMAN ST	SACRAMENTO ST	R	Heavy Rehab	\$ 233,942	5	N	3A, C	0.10	32	9/13/2002	MILL AND OVERLAY W/FABRIC
2023	213293	50	HOPKINS ST	HOPKINS CT	MONTEREY AVE	C	Light Rehab	\$ 87,193	5	N	3A, C, VZ	0.05	59	9/13/2002	MILL AND OVERLAY W/FABRIC
2023	213293	52	HOPKINS ST	MONTEREY AVE	MC GEE AVE	C	Heavy Rehab	\$ 119,167	5	N	2A, C	0.05	47	12/1/1989	RECONSTRUCT STRUCTURE (AC)
2023	213293	53	HOPKINS ST	MC GEE AVE	CARLOTTA AVE	C	Heavy Rehab	\$ 149,680	5	N	2A, C	0.06	45	12/1/1989	RECONSTRUCT STRUCTURE (AC)
2023	213293	55	HOPKINS ST	CARLOTTA AVE	JOSEPHINE ST	C	Heavy Rehab	\$ 874,580	5	N	2A, C	0.35	50	12/1/1989	MILL AND OVERLAY
2023	213293	059	HOPKINS ST	JOSEPHINE ST	THE ALAMEDA	C	Heavy Rehab	\$ 216,700	5	N	4*	0.06	49	7/1/1991	RECONSTRUCT STRUCTURE
2023	114293	060	HOPKINS ST	THE ALAMEDA	SUTTER ST	C	Heavy Rehab	\$ 876,500	5	N	4*	0.26	30	7/1/1991	MILL AND THICK OVERLAY
2023	319293	45	HOPKINS ST	NORTHSIDE AVE	PERALTA AVE	R	Light Mtce	\$ 239,587	1	N	N	0.10	78	9/13/2002	MILL AND OVERLAY W/FABRIC
2023	319293	46	HOPKINS ST	PERALTA AVE	GILMAN ST	R	Heavy Mtce	\$ 493,031	1, 5	N	N	0.27	58	9/13/2002	MILL AND OVERLAY W/FABRIC
2023	319293	49	HOPKINS ST	SACRAMENTO ST	HOPKINS CT	A	Heavy Rehab	\$ 101,755	5	N	3A, C, VZ	0.04	38	9/13/2002	MILL AND OVERLAY W/FABRIC
2023	319293	40	HOPKINS ST	SAN PABLO AVE	STANNAGE AVE	R	Light Mtce	\$ 37,188	1	N	N	0.09	74	9/13/2002	MILL AND OVERLAY W/FABRIC
2023	319293	42	HOPKINS ST	STANNAGE AVE	NORTHSIDE AVE	R	Heavy Mtce	\$ 181,658	1	N	N	0.17	69	9/13/2002	MILL AND OVERLAY W/FABRIC
			CONTINGENCY					\$ 1,240,968							
			TOTAL FUNDING					\$ 13,650,652				4.27			
								40%	bike/ped						
								44%	bike/ped not incl contingency						
								\$ 6,375,349			additional funding from T1				

* in Fiscal Year column denotes coordination with EBMUD project

FISCAL YEAR 2023 TOTALS

Total Estimated Cost and Miles		\$13,650,652		4.27 miles	
	Mileage	Estimated Cost	% Cost	% Mileage	
Arterials	0.53	\$2,911,355	23%	12%	
Collectors	2.18	\$6,407,123	52%	51%	
Residentials	1.56	\$3,091,206	25%	37%	
Total	4.27	\$12,409,684			
Bikeways	2.57	\$7,759,740	63%	60%	
Curb Ramps		\$468,000	4%		
Total		\$8,227,740	66%		
Equity Zone	0.00	\$0	0%	0%	

District	Cost	Miles	Cost w/o Arterials	Miles Arterials
1	\$1,856,114	0.75	\$1,856,114	0.75
2	\$0	0.00	\$0	0.00
3	\$1,404,800	0.25	\$0	0.00
4	\$2,164,274	0.48	\$759,474	0.23
5	\$4,057,199	1.35	\$3,955,444	1.31
6	\$0	0.00	\$0	0.00
7	\$2,289,337	1.27	\$2,289,337	1.27
8	\$637,960	0.18	\$637,960	0.18
	\$12,409,684	4.27	\$9,498,329	3.74

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 A
5-YEAR STREET REHABILITATION PLAN FOR FY 2023 TO FY 2027

Revised: 10/08/2021

Fiscal Year	Street ID	Section ID	Street Name	From	To	Class	Treatment (from StreetsSaver)	Updated Total Cost	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2024			CHANNING WAY	ROOSEVELT AVE	MCKINLEY AVE	R	Reconstruct	\$ 445,230	4	N	3E	0.13	1	9/1/1991	MILL AND OVERLAY W/FABRIC
2024	830104	50	CHANNING WAY	SACRAMENTO ST	ROOSEVELT AVE	R	Heavy Rehab	\$ 696,780	4	N	3E	0.31	22	9/1/1991	MILL AND OVERLAY W/FABRIC
2024	933146	045	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	834146	50	DERBY ST	SACRAMENTO ST	MARTIN LUTHER KING	R	Reconstruct	\$ 1,688,560	3	Y	3E	0.48	18	10/1/1992	MILL AND OVERLAY W/FABRIC
2024	835146	060	DERBY ST	MARTIN LUTHER KING	MILVIA ST	R	Light Mtce	\$ 31,327	3	N	3E	0.13	86	10/1/1992	MILL AND OVERLAY W/FABRIC
2024	735146	063	DERBY ST	MILVIA ST	SHATTUCK AVE	R	Reconstruct	\$ 490,456	3	N	3E	0.12	16	10/1/1992	MILL AND OVERLAY W/FABRIC
2024	735646	065	DERBY ST	SHATTUCK AVE	FULTON ST	R	Reconstruct	\$ 478,200	3	N	3E	0.13	22	10/1/1992	MILL AND OVERLAY W/FABRIC
2024	736146	70	DERBY ST	FULTON ST	TELEGRAPH AVE	R	Reconstruct	\$ 1,069,280	3, 7	N	3E	0.31	13	10/1/1992	MILL AND OVERLAY W/FABRIC
2024	729152	60	DURANT AVE	MILVIA ST	SHATTUCK AVE	C	Reconstruct	\$ 693,355	4	N	N	0.13	11	11/1/1992	MILL AND OVERLAY W/FABRIC
2024	729152	64	DURANT AVE	SHATTUCK AVE	FULTON ST	C	Heavy Rehab	\$ 268,880	4	N	C	0.10	32	8/12/1997	MILL AND OVERLAY W/FABRIC
2024	739285	70	HILLEGASS AVE	ASHBY AVE	CITY LIMIT (WOOLSEY	R	Light Mtce	\$ 98,900	8	N	3E	0.16	76	7/28/2003	RECONSTRUCT STRUCTURE (AC)
2024	736285	60	HILLEGASS AVE	DWIGHT WAY	ASHBY AVE	R	Light Mtce	\$ 312,000	8	N	3E	0.61	78	5/31/2000	RECONSTRUCT STRUCTURE (AC)
2024	639671	78	WOOLSEY ST	HILLEGASS AVE	COLLEGE AVE	R	Reconstruct	\$ 434,534	8	N	3A	0.11	13	NA	
			CONTINGENCY					\$ 358,176							
			TOTAL FUNDING					\$ 7,521,698				2.95			
								82%	bike/ped						
								87%	bike/ped not incl contingency						
								\$ 246,395	additional funding from T1						

FISCAL YEAR 2024 TOTALS

Total Estimated Cost and Miles

\$7,521,698

2.95 miles

	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles Arterials
Arterials	0.00	\$0	0%	0%	1	\$0	0.00	\$0	0.00
Collectors	0.23	\$962,235	13%	8%	2	\$456,020	0.25	\$456,020	0.25
Residentials	2.72	\$6,201,287	87%	92%	3	\$3,223,183	1.00	\$3,223,183	1.00
Total	2.95	\$7,163,522			4	\$2,104,245	0.67	\$2,104,245	0.67
Bikeways	2.72	\$6,201,287	87%	92%	5	\$0	0.00	\$0	0.00
Curb Ramps		\$222,000	3%		6	\$0	0.00	\$0	0.00
Total		\$6,423,287	90%		7	\$534,640	0.15	\$534,640	0.15
Equity Zone	0.72	\$2,144,580	30%	24%	8	\$845,434	0.88	\$845,434	0.88
						\$7,163,522	2.95	\$7,163,522	2.95

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 A
5-YEAR STREET REHABILITATION PLAN FOR FY 2023 TO FY 2027

Revised: 10/08/2021

Fiscal Year	Street ID	Section ID	Street Name	From	To	Class	Treatment (from StreetsSaver)	Updated Total Cost	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2025	931104	040	CHANNING WAY	SAN PABLO AVE	SACRAMENTO	R	Heavy Rehab	\$ 914,500	2	Y	3E	0.53	50	9/2/2008	MILL AND THICK OVERLAY
2025	931129	50	CURTIS ST	UNIVERSITY AVE	DWIGHT WAY	R	Reconstruct	\$ 2,009,440	2	Y	N	0.57	9	8/18/1997	MILL AND THICK OVERLAY
2025	319241	40	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
2025	111249	010	GRIZZLY PEAK BLVD	NORTH CITY	EUCLID AVE	C	Reconstruct	\$ 794,084	6	N	3C	0.20	24	11/1/1990	MILL AND THICK OVERLAY
2025	111249	15	GRIZZLY PEAK BLVD	EUCLID AVE	KEELER AVE	C	Reconstruct	\$ 634,478	6	N	3C, C	0.21	13	11/1/1990	MILL AND THICK OVERLAY
2025	111249	17	GRIZZLY PEAK BLVD	KEELER AVE	MARIN AVE	C	Reconstruct	\$ 859,622	6	N	3C, C	0.27	19	10/11/1992	MILL AND OVERLAY W/FABRIC
2025	321274	030	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
			CONTINGENCY					\$ 360,072							
			TOTAL FUNDING					\$ 7,561,512				2.35			
								41%		bike/ped					
								43%		bike/ped not incl contingency					
								\$ 286,209		additional funding from T1					

FISCAL YEAR 2025 TOTALS

Total Estimated Cost and Miles

\$7,561,512

2.35 miles

	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles Arterials
Arterials	0.27	\$683,116	9%	12%	1	\$1,989,316	0.59	\$1,306,200	0.31
Collectors	0.98	\$3,594,384	50%	42%	2	\$2,923,940	1.09	\$2,923,940	1.09
Residential	1.09	\$2,923,940	41%	46%	3	\$0	0.00	\$0	0.00
Total	2.35	\$7,201,440			4	\$0	0.00	\$0	0.00
					5	\$0	0.00	\$0	0.00
Bikeways	1.47	\$3,885,800	54%	63%	6	\$2,288,184	0.67	\$2,288,184	0.67
Curb Ramps		\$150,000	2%		7	\$0	0.00	\$0	0.00
Total		\$4,035,800	56%		8	\$0	0.00	\$0	0.00
Equity Zone	1.40	\$4,230,140	59%	60%		\$7,201,440	2.35	\$6,518,324	2.08

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 A
5-YEAR STREET REHABILITATION PLAN FOR FY 2023 TO FY 2027

Revised: 10/08/2021

Fiscal Year	Street ID	Section ID	Street Name	From	To	Class	Treatment (from StreetsSaver)	Updated Total Cost	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2026	932155	030	DWIGHT WAY	6TH ST	7TH ST	C	Heavy Rehab	\$ 115,320	2	Y	N	0.06	30	8/31/1999	MILL AND OVERLAY
2026	932155	032	DWIGHT WAY	7TH ST	SAN PABLO AVE	A	Heavy Rehab	\$ 597,600	2	N	C	0.26	43	6/14/2000	MILL AND OVERLAY W/FABRIC
2026	830510	050	SACRAMENTO ST	UNIVERSITY AVE	DWIGHT WAY	A	Light Mtce	\$ 224,075	24	N	C, VZ	0.57	76	12/2/2011	MILL AND THICK OVERLAY
2026	834510	060	SACRAMENTO ST (SB)	DWIGHT WAY	OREGON ST	A	Light Mtce	\$ 98,560	23	N	C, VZ	0.44	78	11/21/2011	RECONSTRUCT STRUCTURE
2026	834510	062	SACRAMENTO ST (NB)	OREGON ST	DWIGHT WAY	A	Light Mtce	\$ 101,640	23	N	C, VZ	0.44	87	11/21/2011	RECONSTRUCT STRUCTURE
2026	834510	064	SACRAMENTO ST	OREGON ST	ASHBY AVE	A	Light Mtce	\$ 97,764	23	N	C, VZ	0.19	90	11/21/2011	RECONSTRUCT STRUCTURE
2026	840510	070	SACRAMENTO ST	ASHBY AVE	SOUTH CITY LIMIT	A	Light Mtce	\$ 184,662	2	N	C, VZ	0.41	89	6/26/2013	MILL AND OVERLAY
2026	417250	030	MARTIN LUTHER KING	YOLO AVE	CEDAR ST	A	Heavy Mtce	\$ 313,200	5	N	C, VZ	0.49	54	8/11/2008	MILL AND THICK OVERLAY
2026	424250	040	MARTIN LUTHER KING	CEDAR ST	UNIVERSITY AVE	A	Heavy Mtce	\$ 496,440	14	N	C, VZ	0.56	64	8/11/2008	MILL AND THICK OVERLAY
2026	829250	050	MARTIN LUTHER KING	UNIVERSITY AVE	ALLSTON WAY	A	Heavy Rehab	\$ 693,334	4	N	C, VZ	0.19	41	8/11/2008	MILL AND THICK OVERLAY
2026	829250	055	MARTIN LUTHER KING	ALLSTON WAY	DWIGHT WAY	A	Light Rehab	\$ 997,920	4	N	C, VZ	0.38	56	8/11/2008	MILL AND THICK OVERLAY
2026	835250	060	MARTIN LUTHER KING	DWIGHT WAY	ASHBY AVE	A	Light Rehab	\$ 1,705,032	3	N	C, VZ	0.64	54	8/11/2008	MILL AND THICK OVERLAY
2026	516196	032	EUCLID AVE	BAYVIEW PL	CEDAR ST	C	Heavy Rehab	\$ 677,412	6	N	3C, C	0.36	28	11/11/1990	MILL AND OVERLAY W/FABRIC
2026	525196	040	EUCLID AVE	CEDAR ST	HEARST AVE	C	Heavy Rehab	\$ 590,509	6	N	3C, C	0.31	41	11/1/1990	MILL AND OVERLAY W/FABRIC
			CONTINGENCY					\$ 381,835							
								\$ 7,275,303				5.29			
								17%	bike/ped						
								18%	bike/ped not incl contingency						

FISCAL YEAR 2026 TOTALS

Total Estimated Cost and Miles

\$7,275,303

5.29 miles

	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles Arterials
Arterials	4.56	\$5,510,227	80%	86%	1	\$248,220	0.28	\$0	0.00
Collectors	0.72	\$1,383,241	20%	14%	2	\$1,158,602	1.54	\$115,320	0.06
Residentials	0.00	\$0	0%	0%	3	\$1,854,014	1.17	\$0	0.00
Total	5.29	\$6,893,468			4	\$2,051,512	1.13	\$0	0.00
Bikeways	0.67	\$1,267,921	18%	13%	5	\$313,200	0.49	\$0	0.00
Curb Ramps		\$48,000	1%		6	\$1,267,921	0.67	\$1,267,921	0.67
Total		\$1,315,921	19%		7	\$0	0.00	\$0	0.00
					8	\$0	0.00	\$0	0.00
Equity Zone	0.06	\$115,320	2%	1%		\$6,893,468	5.29	\$1,383,241	0.72

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 A
5-YEAR STREET REHABILITATION PLAN FOR FY 2023 TO FY 2027

Revised: 10/08/2021

Fiscal Year	Street ID	Section ID	Street Name	From	To	Class	Treatment (from StreetsSaver)	Updated Total Cost	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2027	736584	060	TELEGRAPH AVE	DWIGHT WAY	WARD ST	A	Reconstruct	\$ 3,187,400	78	N	4*, C, VZ	0.33	26	7/31/2002	MILL AND OVERLAY W/FABRIC
2027	736584	065	TELEGRAPH AVE	WARD ST	ASHBY AVE	A	Reconstruct	\$ 3,171,867	78	N	4*, C, VZ	0.30	25	7/31/2002	MILL AND OVERLAY W/FABRIC
								\$ 916,036							
								\$ 7,275,303				0.63			
								87%	bike/ped						
								100%	bike/ped not incl contingency						

FISCAL YEAR 2027 TOTALS

Total Estimated Cost and Miles \$7,275,303 0.63 miles

	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles Arterials
Arterials	0.63	\$6,359,267	100%	100%	1	\$0	0.00	\$0	0.00
Collectors	0.00	\$0	0%	0%	2	\$0	0.00	\$0	0.00
Residentials	0.00	\$0	0%	0%	3	\$0	0.00	\$0	0.00
Total	0.63	\$6,359,267			4	\$0	0.00	\$0	0.00
					5	\$0	0.00	\$0	0.00
Bikeways	0.63	\$6,359,267	100%	100%	6	\$0	0.00	\$0	0.00
Curb Ramps		\$0	0%		7	\$3,179,634	0.31	\$0	0.00
Total		\$6,359,267	100%		8	\$3,179,634	0.31	\$0	0.00
Equity Zone	0.00	\$0	0%	0%		\$6,359,267	0.63	\$0	0.00

FISCAL YEAR 2023-2027 TOTALS

Total Estimated Cost and Miles \$43,284,468 15.49 miles

	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles Arterials
Arterials	5.99	\$15,463,965	39%	39%	1	\$4,093,650	1.62	\$3,162,314	1.06
Collectors	4.12	\$12,346,983	31%	27%	2	\$4,538,562	2.88	\$3,495,280	1.40
Residentials	5.38	\$12,216,433	31%	35%	3	\$6,481,997	2.43	\$3,223,183	1.00
Total	15.49	\$40,027,381			4	\$6,320,030	2.27	\$2,863,719	0.90
					5	\$4,370,399	1.84	\$3,955,444	1.31
Bikeways	8.05	\$25,474,015	64%	52%	6	\$3,556,105	1.34	\$3,556,105	1.34
Curb Ramps		\$888,000	2%		7	\$6,003,611	1.73	\$2,823,977	1.42
Total		\$26,362,015	66%		8	\$4,663,028	1.38	\$1,483,394	1.07
Equity Zone	2.19	\$6,490,040	16%	14%		\$40,027,381	15.49	\$24,563,416	9.50

Total Funding \$43,284,468

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.

Five Year Plan, Arterials Alternative

5-Year Plan Fiscal Years 2023-2027 v.12A

-  2023
-  2024
-  2025
-  2026
-  2027

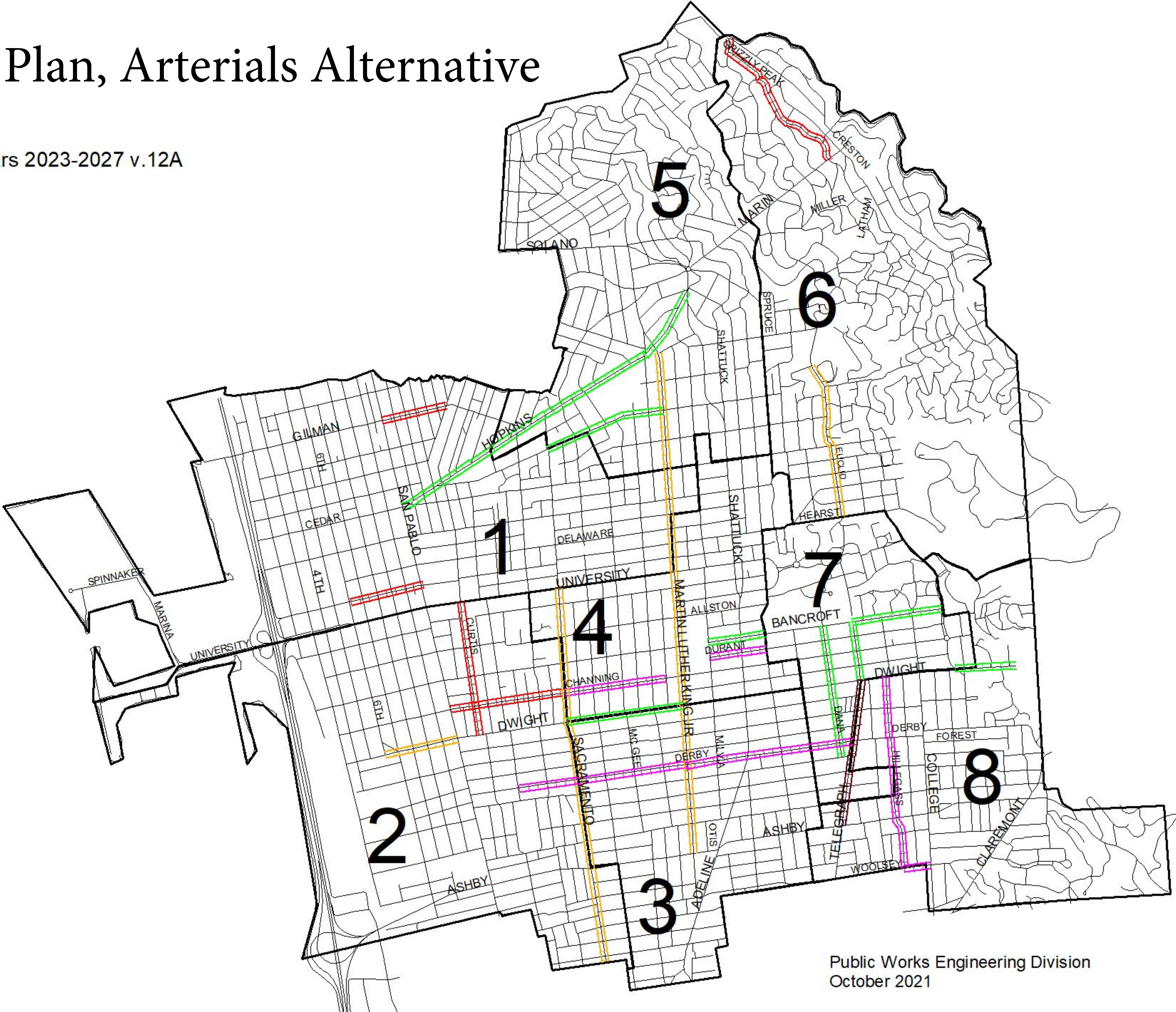


EXHIBIT A
5-YEAR STREET REHABILITATION PLAN FOR FY 2023 TO FY 2027, EQUITY ALTERNATIVE

Revised: 10/20/2021

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2023	BANCROFT WAY	SHATTUCK AVE	FULTON ST	C	Heavy Rehab	\$ 341,126	4	N	4*, C	0.09	41	8/7/1997	MILL AND OVERLAY W/FABRIC
2023	BANCROFT WAY	MILVIA WAY	SHATTUCK AVE	C	Heavy Rehab	\$ 418,348	4	N	4*	0.13	34	12/1/1989	MILL AND OVERLAY W/FABRIC
2023	BANCROFT WAY	TELEGRAPH AVE	BOWDITCH ST	C	Heavy Mtce	\$ 133,325	7	N	4*, C	0.13	63	12/1/1990	MILL AND OVERLAY W/FABRIC
2023	BANCROFT WAY	BOWDITCH ST	COLLEGE AVE	C	Heavy Mtce	\$ 161,036	7	N	3C*, C	0.13	56	12/1/1990	MILL AND OVERLAY W/FABRIC
2023	BANCROFT WAY	COLLEGE AVE	PIEDMONT AVE	C	Heavy Rehab	\$ 254,076	7	N	3C*, C	0.13	28	12/1/1990	MILL AND OVERLAY W/FABRIC
2023	CHANNING WAY	ROOSEVELT AVE	MCKINLEY AVE	R	Reconstruct	\$ 445,230	4	N	3E	0.13	1	9/1/1991	MILL AND OVERLAY W/FABRIC
2023	CHANNING WAY	SACRAMENTO ST	ROOSEVELT AVE	R	Heavy Rehab	\$ 926,780	4	N	3E	0.31	22	9/1/1991	MILL AND OVERLAY W/FABRIC
2023	DANA ST	BANCROFT WAY	DWIGHT WAY	R	Heavy Rehab	\$ 458,900	7	N	2A to 2B*, C	0.25	45	12/1/1989	MILL AND OVERLAY W/FABRIC
2023	DANA ST	DWIGHT WAY	BLAKE ST	R	Light Rehab	\$ 91,440	7	N	3E	0.06	44	12/1/1989	MILL AND OVERLAY W/FABRIC
2023	DANA ST	BLAKE ST	WARD ST	R	Light Rehab	\$ 466,580	7	N	3E*	0.25	65	7/30/2008	RECONSTRUCT STRUCTURE (AC)
2023	DURANT AVE	MILVIA ST	SHATTUCK AVE	C	Reconstruct	\$ 693,355	4	N	N	0.13	11	11/1/1992	MILL AND OVERLAY W/FABRIC
2023	DURANT AVE	SHATTUCK AVE	FULTON ST	C	Heavy Rehab	\$ 268,880	4	N	C	0.10	32	8/12/1997	MILL AND OVERLAY W/FABRIC
2023	TELEGRAPH AVE	BANCROFT WAY	DWIGHT WAY	C	Heavy Rehab	\$ 473,060	7	N	3C*, C, VZ	0.25	39	7/1/1988	MILL AND OVERLAY W/FABRIC
2023	HOPKINS ST	GILMAN ST	SACRAMENTO ST	R	Heavy Rehab	\$ 233,942	5	N	3A, C	0.10	32	9/13/2002	MILL AND OVERLAY W/FABRIC
2023	HOPKINS ST	HOPKINS CT	MONTEREY AVE	C	Light Rehab	\$ 87,193	5	N	3A, C, VZ	0.05	59	9/13/2002	MILL AND OVERLAY W/FABRIC
2023	HOPKINS ST	MONTEREY AVE	MC GEE AVE	C	Heavy Rehab	\$ 119,167	5	N	2A, C	0.05	47	12/1/1989	RECONSTRUCT STRUCTURE (AC)
2023	HOPKINS ST	MC GEE AVE	CARLOTTA AVE	C	Heavy Rehab	\$ 149,680	5	N	2A, C	0.06	45	12/1/1989	RECONSTRUCT STRUCTURE (AC)
2023	HOPKINS ST	CARLOTTA AVE	JOSEPHINE ST	C	Heavy Rehab	\$ 874,580	5	N	2A, C	0.35	50	12/1/1989	MILL AND OVERLAY
2023	HOPKINS ST	JOSEPHINE ST	THE ALAMEDA	C	Heavy Rehab	\$ 216,700	5	N	4*, C	0.06	49	7/1/1991	RECONSTRUCT STRUCTURE
2023	HOPKINS ST	THE ALAMEDA	SUTTER ST	C	Heavy Rehab	\$ 876,500	5	N	4*	0.26	30	7/1/1991	MILL AND THICK OVERLAY
2023	HOPKINS ST	NORTHSIDE AVE	PERALTA AVE	R	Light Mtce	\$ 239,587	1	N	N	0.10	78	9/13/2002	MILL AND OVERLAY W/FABRIC
2023	HOPKINS ST	PERALTA AVE	GILMAN ST	R	Heavy Mtce	\$ 493,031	15	N	N	0.27	58	9/13/2002	MILL AND OVERLAY W/FABRIC
2023	HOPKINS ST	SACRAMENTO ST	HOPKINS CT	A	Heavy Rehab	\$ 101,755	5	N	3A, C, VZ	0.04	38	9/13/2002	MILL AND OVERLAY W/FABRIC
2023	HOPKINS ST	SAN PABLO AVE	STANNAGE AVE	R	Light Mtce	\$ 37,188	1	N	N	0.09	74	9/13/2002	MILL AND OVERLAY W/FABRIC
2023	HOPKINS ST	STANNAGE AVE	NORTHSIDE AVE	R	Heavy Mtce	\$ 181,658	1	N	N	0.17	69	9/13/2002	MILL AND OVERLAY W/FABRIC
2023	CONTINGENCY					\$ 874,312							
	TOTAL FUNDING					\$ 9,617,428				3.70			
						57%	bike/ped						
						62%	bike/ped not incl contingency						
						\$ 2,342,125	additional funding from T1						

FISCAL YEAR 2023 TOTALS

Total Estimated Cost and Miles

\$9,617,428

3.70 miles

	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles w/o Arterials
Arterials	0.04	\$101,755	1%	1%	1	\$704,948	0.51	\$704,948	0.51
Collectors	1.93	\$5,067,026	58%	52%	2	\$0	0.00	\$0	0.00
Residential	1.74	\$3,574,336	41%	47%	3	\$0	0.00	\$0	0.00
					4	\$3,093,719	0.90	\$3,093,719	0.90
Bikeways	2.08	\$5,457,408	62%	56%	5	\$2,906,033	1.11	\$2,804,278	1.07
Curb Ramps		\$276,000	3%		6	\$0	0.00	\$0	0.00
Total		\$5,733,408	66%		7	\$2,038,417	1.19	\$2,038,417	1.19
					8	\$0	0.00	\$0	0.00
Equity Zone	0.00	\$0	0%	0%		\$8,743,117	3.70	\$8,641,362	3.67
Equity Zone w/Arterials	0.00	\$0	0%	0%					

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 A
5-YEAR STREET REHABILITATION PLAN FOR FY 2023 TO FY 2027

Revised: 10/20/2021

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2024	CRESTON RD	SUNSET LANE	GRIZZLY PEAK BLVD	R	Heavy Mtce	\$ 116,258	6	N	N	0.36	64	11/1/1988	RECONSTRUCT SURFACE (AC)
2024	DERBY ST	TELEGRAPH AVE	HILLEGASS AVE	R	Reconstruct	\$ 621,503	8	N	3E	0.16	19	8/8/1997	MILL AND OVERLAY W/FABRIC
2024	DERBY ST	HILLEGASS AVE	COLLEGE AVE	R	Reconstruct	\$ 577,560	8	N	3E*	0.14	25	8/8/1997	MILL AND OVERLAY W/FABRIC
2024*	DWIGHT WAY	HILLSIDE AVE	DEAD END ABOVE	R	Reconstruct	\$ 387,040	8	N	N	0.11	22	9/1/1993	RECONSTRUCT SURFACE (AC)
2024*	DWIGHT WAY	PIEDMONT AVE	HILLSIDE AVE	R	Reconstruct	\$ 501,840	78	N	N	0.14	12	9/1/1993	MILL AND OVERLAY W/FABRIC
2024	GRIZZLY PEAK BLVD	NORTH CITY	EUCLID AVE	C	Reconstruct	\$ 794,084	6	N	3C	0.20	24	11/1/1990	MILL AND THICK OVERLAY
2024	GRIZZLY PEAK BLVD	EUCLID AVE	KEELER AVE	C	Reconstruct	\$ 634,478	6	N	3E, C	0.21	13	11/1/1990	MILL AND THICK OVERLAY
2024	GRIZZLY PEAK BLVD	KEELER AVE	MARIN AVE	C	Reconstruct	\$ 859,622	6	N	3C*, C	0.27	19	10/1/1992	MILL AND OVERLAY W/FABRIC
2024	HILLEGASS AVE	ASHBY AVE	CITY LIMIT (WOOLSEY	R	Light Mtce	\$ 76,400	8	N	3E	0.16	76	7/28/2003	RECONSTRUCT STRUCTURE (AC)
2024	HILLEGASS AVE	DWIGHT WAY	ASHBY AVE	R	Light Mtce	\$ 334,500	8	N	3E	0.61	78	5/31/2000	RECONSTRUCT STRUCTURE (AC)
2024	LATHAM LANE	MILLER AVE	GRIZZLY PEAK	R	Heavy Mtce	\$ 38,500	6	N	N	0.10	59	6/1/1994	RECONSTRUCT STRUCTURE (AC)
2024	MC GEE AVE	DERBY ST	RUSSELL ST	R	Light Rehab	\$ 551,992	3	Y	N	0.25	59	12/10/1998	RECONSTRUCT STRUCTURE (AC)
2024	MC GEE AVE	DWIGHT WAY	DERBY ST	R	Light Rehab	\$ 374,400	3	Y	N	0.26	51	7/1/1988	THIN OVERLAY w/FABRIC
2024	MILLER AVE	HILLDALE AVE	SHASTA RD	R	Light Rehab	\$ 449,880	6	N	N	0.66	53	6/1/1994	RECONSTRUCT STRUCTURE (AC)
2024	OTIS ST	RUSSELL ST	ASHBY AVE	R	Heavy Rehab	\$ 224,000	3	N	N	0.13	49	4/1/2001	RECONSTRUCT STRUCTURE (AC)
2024	ROSE ST	SACRAMENTO	MARTIN LUTHER KING	C	Reconstruct	\$ 2,302,332	15	N	3E	0.48	21	8/1/1991	MILL AND OVERLAY W/FABRIC
2024	WOOLSEY ST	HILLEGASS AVE	COLLEGE AVE	R	Reconstruct	\$ 434,534	8	N	3A	0.11	13	N/A	
2024	CONTINGENCY					\$ 927,892							
	TOTAL FUNDING					\$ 10,206,815				4.38			
						32%	bike/ped						
						35%	bike/ped not incl contingency						
						\$ 2,931,512	additional funding from T1						

* in Fiscal Year column denotes coordination with EBMUD project

FISCAL YEAR 2024 TOTALS

Total Estimated Cost and Miles

\$10,206,815

4.38 miles

	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles w/o Arterials
Arterials	0.00	\$0	0%	0%	1	\$1,151,166	0.24	\$1,151,166	0.24
Collectors	1.16	\$4,590,516	49%	26%	2	\$0	0.00	\$0	0.00
Residentials	3.22	\$4,688,407	51%	74%	3	\$1,150,392	0.64	\$1,150,392	0.64
					4	\$0	0.00	\$0	0.00
Bikeways	2.35	\$6,635,013	72%	54%	5	\$1,151,166	0.24	\$1,151,166	0.24
Curb Ramps		\$378,000	4%		6	\$2,892,822	1.80	\$2,892,822	1.80
Total		\$7,013,013	76%		7	\$250,920	0.07	\$250,920	0.07
					8	\$2,682,457	1.37	\$2,682,457	1.37
Equity Zone	0.51	\$926,392	10%	12%		\$9,278,923	4.38	\$9,278,923	4.38
Equity Zone w/Arterials	0.51	\$926,392	10%	12%					

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 A
5-YEAR STREET REHABILITATION PLAN FOR FY 2023 TO FY 2027

Revised: 10/20/2021

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	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	CURTIS ST	UNIVERSITY AVE	DWIGHT WAY	R	Reconstruct	\$ 2,009,440	2	Y	N	0.57	9	8/18/1997	MILL AND THICK OVERLAY
2025	DERBY ST	SACRAMENTO ST	MARTIN LUTHER KING	R	Reconstruct	\$ 1,688,560	3	Y	3E	0.48	18	10/1/1992	MILL AND OVERLAY W/FABRIC
2025	DERBY ST	MARTIN LUTHER KING	MILVIA ST	R	Light Mtce	\$ 31,327	3	N	3E	0.13	86	10/1/1992	MILL AND OVERLAY W/FABRIC
2025	DERBY ST	MILVIA ST	SHATTUCK AVE	R	Reconstruct	\$ 490,456	3	N	3E	0.12	16	10/1/1992	MILL AND OVERLAY W/FABRIC
2025	DERBY ST	SHATTUCK AVE	FULTON ST	R	Reconstruct	\$ 478,200	3	N	3E	0.13	22	10/1/1992	MILL AND OVERLAY W/FABRIC
2025	DERBY ST	FULTON ST	TELEGRAPH AVE	R	Reconstruct	\$ 1,069,280	37	N	3E	0.31	13	10/1/1992	MILL AND OVERLAY W/FABRIC
2025	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
2025	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
	CONTINGENCY					\$ 798,538							
	TOTAL FUNDING					\$ 8,783,917				2.45			
						51%	bike/ped						
						56%	bike/ped not incl contingency						
						\$ 1,510,414							additional funding from T1

FISCAL YEAR 2025 TOTALS

Total Estimated Cost and Miles

\$8,783,917

2.45 miles

	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles w/o Arterials
Arterials	0.27	\$683,116	9%	11%	1	\$1,989,316	0.59	\$1,306,200	0.31
Collectors	0.31	\$1,306,200	16%	13%	2	\$2,009,440	0.57	\$2,009,440	0.57
Residentials	1.86	\$5,996,063	75%	76%	3	\$3,223,183	1.00	\$3,223,183	1.00
					4	\$228,800	0.14	\$228,800	0.14
Bikeways	1.43	\$4,440,939	56%	59%	5	\$0	0.00	\$0	0.00
Curb Ramps		\$228,000	3%		6	\$0	0.00	\$0	0.00
Total		\$4,668,939	58%		7	\$534,640	0.15	\$534,640	0.15
					8	\$0	0.00	\$0	0.00
Equity Zone	1.35	\$5,004,200	63%	55%		\$7,985,379	2.45	\$7,302,263	2.17
Equity Zone w/Arterials	1.35	\$5,004,200	63%	55%					

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 A
5-YEAR STREET REHABILITATION PLAN FOR FY 2023 TO FY 2027

Revised: 10/20/2021

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2026	ADDISON ST	6TH ST	SAN PABLO AVE	R	Reconstruct	\$ 1,140,652	2	Y	3E	0.31	16	8/27/1997	MILL AND OVERLAY W/FABRIC
2026	ADDISON ST	SAN PABLO AVE	CURTIS ST	R	Reconstruct	\$ 503,880	2	Y	3E	0.14	23	8/18/1997	MILL AND OVERLAY W/FABRIC
2026	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
2026	CHANNING WAY	SAN PABLO AVE	SACRAMENTO	R	Heavy Rehab	\$ 914,500	2	Y	3E	0.53	50	9/2/2008	MILL AND THICK OVERLAY
2026	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
2026	MABEL ST	PARKER ST	DERBY ST	R	Reconstruct	\$ 468,400	2	Y	3E	0.12	21	10/1/1992	MILL AND OVERLAY W/FABRIC
2026	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
2026	CAMELIA ST	8TH ST	SAN PABLO AVE	R	Reconstruct	\$ 697,680	1	Y	3E	0.20	19	4/1/2001	RECONSTRUCT SURFACE
2026	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
2026	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
2026	8TH ST	PAGE ST	JONES ST	R	Reconstruct	\$ 293,378	1	Y	N	0.09	16	9/1/1991	MILL AND OVERLAY W/FABRIC
2026	8TH ST	JONES ST	VIRGINIA ST	R	Reconstruct	\$ 710,367	1	Y	N	0.21	19	9/1/1991	MILL AND OVERLAY W/FABRIC
2026	BATAAN AVE	7TH ST	8TH ST	R	Reconstruct	\$ 144,294	1	Y	N	0.06	16	N/A	
	CONTINGENCY					\$ 1,254,909							
						\$7,275,303				2.28			
						65%	bike/ped						
						79%	bike/ped not incl contingency						

FISCAL YEAR 2026 TOTALS

Total Estimated Cost and Miles

\$7,275,303

2.28 miles

	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles w/o Arterials
Arterials	0.00	\$0	0%	0%	1	\$2,203,142	0.75	\$2,203,142	0.75
Collectors	0.00	\$0	0%	0%	2	\$3,817,252	1.52	\$3,817,252	1.52
Residentials	2.28	\$6,020,394	100%	100%	3	\$0	0.00	\$0	0.00
					4	\$0	0.00	\$0	0.00
Bikeways	1.84	\$4,727,377	79%	81%	5	\$0	0.00	\$0	0.00
Curb Ramps		\$246,000	4%		6	\$0	0.00	\$0	0.00
Total		\$4,973,377	83%		7	\$0	0.00	\$0	0.00
					8	\$0	0.00	\$0	0.00
Equity Zone	2.28	\$6,020,394	100%	100%		\$6,020,394	2.28	\$6,020,394	2.28
Equity Zone w/Arterials	2.28	\$6,020,394	100%	100%					

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 A
5-YEAR STREET REHABILITATION PLAN FOR FY 2023 TO FY 2027

Revised: 10/20/2021

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
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*	FOREST AVE	COLLEGE AVE	CLAREMONT BLVD	R	Heavy Rehab	\$ 618,000	8	N	N	0.36	45	8/1/1996	RECONSTRUCT STRUCTURE (AC)
2027	HARMON ST	IDAHO ST	SACRAMENTO	R	Reconstruct	\$ 829,900	2	Y	3E	0.36	15	9/1/1991	MILL AND OVERLAY W/FABRIC
2027	IDAHO ST	66TH ST	ALCATRAZ AVE	R	Reconstruct	\$ 547,888	2	Y	3E	0.36	18	5/1/1996	THIN AC OVERLAY
2027	OREGON ST	SAN PABLO AVE	MABEL ST	R	Reconstruct	\$ 537,740	2	Y	3E	0.36	18	11/1/1990	MILL AND THIN OVERLAY
2027	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
2027	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
2027	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
2027	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
2027	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
2027	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
	CONTINGENCY					\$ 917,803							
						\$7,275,303				3.14			
						63%	bike/ped						
						73%	bike/ped not incl contingency						

* in Fiscal Year column denotes coordination with EBMUD project

FISCAL YEAR 2027 TOTALS

Total Estimated Cost and Miles

\$7,275,303 3.14 miles

	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles w/o Arterials
Arterials	0.87	\$2,130,383	34%	28%	1	\$0	0.00	\$0	0.00
Collectors	0.67	\$1,309,921	21%	21%	2	\$1,915,528	1.07	\$1,915,528	1.07
Residentials	1.61	\$2,917,196	46%	51%	3	\$0	0.00	\$0	0.00
					4	\$893,658	0.36	\$0	0.00
Bikeways	1.92	\$3,609,117	57%	61%	5	\$0	0.00	\$0	0.00
Curb Ramps		\$654,000	10%		6	\$1,309,921	0.67	\$1,309,921	0.67
Total		\$4,263,117	67%		7	\$1,236,725	0.50	\$0	0.00
					8	\$1,001,668	0.54	\$1,001,668	0.54
Equity Zone	1.07	\$1,915,528	30%	34%		\$6,357,500	3.14	\$4,227,117	2.27
Equity Zone w/Arterials	1.07	\$1,915,528	30%	34%					

FISCAL YEAR 2023-2027 TOTALS

Total Estimated Cost and Miles

\$43,158,767 15.94 miles

	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles w/o Arterials
Arterials	1.18	\$2,915,254	8%	7%	1	\$6,048,572	2.09	\$5,365,456	1.82
Collectors	4.06	\$12,273,663	32%	25%	2	\$7,742,220	3.16	\$7,742,220	3.16
Residentials	10.70	\$23,196,396	60%	67%	3	\$4,373,575	1.65	\$4,373,575	1.65
					4	\$4,216,177	1.39	\$3,322,519	1.03
Bikeways	9.61	\$24,869,854	65%	60%	5	\$4,057,199	1.35	\$3,955,444	1.31
Curb Ramps		\$1,782,000	5%		6	\$4,202,743	2.47	\$4,202,743	2.47
Total		\$26,651,854	69%		7	\$4,060,702	1.92	\$2,823,977	1.42
					8	\$3,684,125	1.91	\$3,684,125	1.91
Equity Zone	5.21	\$13,866,514	36%	33%		\$38,385,313	15.94	\$35,470,059	14.76
Equity Zone w/Arterials	5.21	\$13,866,514	36%	33%					

Total Funding \$43,158,767

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.

Five Year Plan, Equity Alternative

- Equity Zone
- 5vr232711c_210712.shp
- 2023
- 2024
- 2025
- 2026
- 2027

