



**BERKELEY CITY COUNCIL AGENDA & RULES COMMITTEE
SPECIAL MEETING**

MONDAY, FEBRUARY 27, 2023

2:30 P.M.

Committee Members:

Mayor Jesse Arreguin, Councilmembers Sophie Hahn and Susan Wengraf

Alternate: Councilmember Ben Bartlett

**PUBLIC ADVISORY: THIS MEETING WILL BE CONDUCTED EXCLUSIVELY THROUGH
VIDEOCONFERENCE AND TELECONFERENCE**

Pursuant to Government Code Section 54953(e) and the state declared emergency, this meeting will be conducted exclusively through teleconference and Zoom videoconference. The COVID-19 state of emergency continues to directly impact the ability of the members to meet safely in person and presents imminent risks to the health of the attendees. Therefore, no physical meeting location will be available.

To access the meeting remotely using the internet: Join from a PC, Mac, iPad, iPhone, or Android device: Use URL <https://cityofberkeley-info.zoomgov.com/j/1603320255>. If you do not wish for your name to appear on the screen, then use the drop down menu and click on "rename" to rename yourself to be anonymous. To request to speak, use the "raise hand" icon on the screen.

To join by phone: Dial **1-669-254-5252 or 1-833-568-8864 (Toll Free)** and Enter Meeting ID: 160 332 0255. If you wish to comment during the public comment portion of the agenda, press *9 and wait to be recognized by the Chair.

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

AGENDA

Roll Call

Public Comment

Review of Agendas

- 1. Approval of Minutes: February 14, 2023**
- 2. Review and Approve Draft Agenda:**
 - a. 3/14/23 – 6:00 p.m. Regular City Council Meeting
- 3. Selection of Item for the Berkeley Considers Online Engagement Portal**
- 4. Adjournments In Memory**

Scheduling

- 5. Council Worksessions Schedule**
- 6. Council Referrals to Agenda Committee for Scheduling**
- 7. Land Use Calendar**

Referred Items for Review

- 8a. Discussion Regarding Impact of COVID-19 (novel coronavirus) on Meetings of Legislative Bodies**
- 8b. Analysis of Return to In-Person Meetings of City Legislative Bodies**
- 9. Discussion of Potential Changes and Enhancements to the City Council Legislative Process**

Unscheduled Items

- 10. Strengthening and Supporting City Commissions: Guidance on the Development of Legislative Proposals**
- 11. Discussion Regarding Design and Strengthening of Policy Committee Process and Structure (Including Budget Referrals)**

Items for Future Agendas

- Discussion of items to be added to future agendas

Adjournment – Next Meeting Monday, March 6, 2023

Additional items may be added to the draft agenda per Council Rules of Procedure.

Rules of Procedure as adopted by Council resolution, Article III, C3c - Agenda - Submission of Time Critical Items

Time Critical Items. A Time Critical item is defined as a matter that is considered urgent by the sponsor and that has a deadline for action that is prior to the next meeting of the Council and for which a report prepared by the City Manager, Auditor, Mayor or council member is received by the City Clerk after established deadlines and is not included on the Agenda Committee's published agenda.

If the Agenda Committee finds the matter to meet the definition of Time Critical, the Agenda Committee may place the matter on the Agenda on either the Consent or Action Calendar.

The City Clerk shall not accept any item past the adjournment of the Agenda Committee meeting for which the agenda that the item is requested to appear on has been approved.

Written communications addressed to the Agenda Committee and submitted to the City Clerk Department by 5:00 p.m. the Friday before the Committee meeting, will be distributed to the Committee prior to the meeting.

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



COMMUNICATION ACCESS INFORMATION:

To request a disability-related accommodation(s) to participate in the meeting, including auxiliary aids or services, please contact the Disability Services specialist at (510) 981-6418 (V) or (510) 981-6347 (TDD) at least three business days before the meeting date.

* * *

I hereby certify that the agenda for this special meeting of the Berkeley City Council was posted at the display case located near the walkway in front of the Maudelle Shirek Building, 2134 Martin Luther King Jr. Way, as well as on the City's website, on Thursday, February 23, 2023.



Mark Numainville, City Clerk

Communications

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

**BERKELEY CITY COUNCIL AGENDA & RULES COMMITTEE
SPECIAL MEETING MINUTES**

**TUESDAY, FEBRUARY 14, 2023
2:30 P.M.**

Committee Members:

Mayor Jesse Arreguin, Councilmembers Sophie Hahn and Susan Wengraf
Alternate: Councilmember Ben Bartlett

**PUBLIC ADVISORY: THIS MEETING WILL BE CONDUCTED EXCLUSIVELY THROUGH
VIDEOCONFERENCE AND TELECONFERENCE**

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To join by phone: Dial **1-669-254-5252 or 1-833-568-8864 (Toll Free)** and Enter Meeting ID: **161 551 0345**. If you wish to comment during the public comment portion of the agenda, press *9 and wait to be recognized by the Chair.

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

Roll Call: 2:33 p.m. All present.

Public Comment – 2 speakers

Review of Agendas

1. Approval of Minutes: January 30, 2023

Action: M/S/C (Arreguin/Wengraf) to approve the minutes of 1/30/2023.

Vote: All Ayes.

2. Review and Approve Draft Agenda:

a. 2/28/23 – 6:00 p.m. Regular City Council Meeting

Action: M/S/C (Arreguin/Wengraf) to approve the agenda of 2/28/2023 with the changes noted below.

- *Item Added: Seasonal Camp Staff (City Manager) – Consent Calendar*
- *Item Added: Local Emergency (City Manager) – Action Calendar*
- *Item 9 Support AB 309 (Taplin) Councilmember Hahn added as a co-sponsor; revised item submitted*
- *Item 15 Condemning Attacks (Taplin) Mayor Arreguin added as a co-sponsor; Moved to Consent Calendar*
- *Item 16 Daylighting Intersections (Robinson) Councilmembers Hahn and Harrison added as co-sponsors; Moved to Consent Calendar*
- *Item 17 Public Bank (Robinson) Referred to Budget and Finance Committee*

Order of Action Calendar

Item 11 ZAB Appeal

Item 12 Employer of Choice

Local Emergency

Item 13 Commission Membership

Item 14 Public Comment

Vote: All Ayes.

3. Selection of Item for the Berkeley Considers Online Engagement Portal

- None Selected

4. Adjournments In Memory – None

Scheduling

5. Council Worksessions Schedule – received and filed

6. Council Referrals to Agenda Committee for Scheduling – received and filed

7. Land Use Calendar – received and filed

Referred Items for Review

8a. Discussion Regarding Impact of COVID-19 (novel coronavirus) on Meetings of Legislative Bodies

8b. Analysis of Return to In-Person Meetings of City Legislative Bodies

Action: 2 speakers. Discussion held. No action taken.

Referred Items for Review

9. **Bureaucratic Effectiveness and Referral Improvement and Prioritization Effort (BE RIPE)**

From: Councilmember Droste (Author)

Referred: January 4, 2023

Due: June 5, 2023

Recommendation: In order to ensure that the City focuses on high-priority issues, projects, and goals and affords them the resources and funding such civic efforts deserve, the City Council should consult with the City Manager's Office to develop and adopt a suite of revisions to the City Council Rules of Procedure and Order that would implement the following provisions:

1. Beginning in 2023, Councilmembers shall submit no more than one major legislative proposal or set of amendments to any existing ordinance per year, with the Mayor permitted to submit two major proposals, for a maximum of ten major Council items per year.

2. In 2023 and all future years, Councilmembers shall be required to submit major items before an established deadline. Council shall then prioritize any new legislative items as well as any incomplete major items from the previous year using the Reweighted Range Voting (RRV) process. This will help establish clear priorities for staff time, funding, and scheduling Council work sessions and meetings. For 2023 alone, the RRV process should include outstanding/incomplete Council items from all previous years. In 2024 and thereafter, the RRV process should only incorporate outstanding/incomplete major items from the prior year. However, Councilmembers may choose to renominate an incomplete major policy item from an earlier year as their single major item.

3. During deliberations at a special worksession, Council retreat, and/or departmental budget presentations, Council and the City Manager should develop a work plan that establishes reasonable expectations about what can be accomplished by staff given the list of priorities as ranked by RRV. Council should also consult with the City Manager and department heads, particularly the City Attorney's office, Planning Department, and Public Works Department on workload challenges (mandates outside Council priorities, etc.), impacts, reasonable staff output expectations, and potential corrective actions to ensure that mandated deadlines are met, basic services are provided, and policy proposals are effectively implemented.

4. Budget referrals and allocations from City Council must be explicitly related to a previously established or passed policy/program, planning/strategy document, and/or an external funding opportunity related to one of these. As a good government practice, councilmembers and the Mayor may not submit budget referrals which direct funds to a specific organization or event. Organizations which receive City funding must submit at least annually an application detailing, at a minimum: the civic goal(s)/purpose(s) for which City funds are used, the amount of City funding received for each of the preceding five years, and quantitative or qualitative accounting of the results/outcomes for the projects that made use of those City funds. Organizations receiving more than \$20,000 in City funds should be required to provide quantitative data regarding the number of individuals served and other outcomes.

5. Ensuring that any exceptions to these provisions are designed to ensure flexibility in the face of an emergency, disaster, or urgent legal issue/liability and narrowly tailored to be consistent with the goals of enhanced efficiency, effectiveness, fairness, and focus.

Financial Implications: See report

Contact: Lori Droste, Councilmember, District 8, (510) 981-7180

Referred Items for Review

Action: 2 speakers. M/S/C (Hahn/Arreguin) to send the item to the City Council with a Qualified Positive Recommendation to refer the relevant concepts of the original item to the Agenda & Rules Committee for consideration under the existing committee agenda item regarding enhancements to the city's legislative process.
Vote: All Ayes.

10. Discussion of Potential Changes and Enhancements to the City Council Legislative Process

Action: Item continued to next meeting.

Unscheduled Items

11. **Strengthening and Supporting City Commissions: Guidance on the Development of Legislative Proposals**
12. **Discussion Regarding Design and Strengthening of Policy Committee Process and Structure (Including Budget Referrals)**

Items for Future Agendas

- None

Adjournment

Action: M/S/C (Arreguin/Hahn) to adjourn the meeting.
Vote: All Ayes.

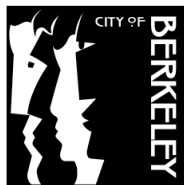
Adjourned at 4:17 p.m.

I hereby certify that the foregoing is a true and correct record of the Agenda & Rules Committee meeting held on February 14, 2023.

Mark Numainville, City Clerk

Communications

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DRAFT AGENDA
BERKELEY CITY COUNCIL MEETING
Tuesday, March 14, 2023
6:00 PM

SCHOOL DISTRICT BOARD ROOM - 1231 ADDISON STREET, BERKELEY, CA 94702

JESSE ARREGUIN, MAYOR

Councilmembers:

DISTRICT 1 – RASHI KESARWANI
 DISTRICT 2 – TERRY TAPLIN
 DISTRICT 3 – BEN BARTLETT
 DISTRICT 4 – KATE HARRISON

DISTRICT 5 – SOPHIE HAHN
 DISTRICT 6 – SUSAN WENGRAF
 DISTRICT 7 – RIGEL ROBINSON
 DISTRICT 8 – MARK HUMBERT

For in-person attendees, face coverings or masks that cover both the nose and the mouth are encouraged. If you are feeling sick, please do not attend the meeting in person.

Live captioned broadcasts of Council Meetings are available on Cable B-TV (Channel 33) and via internet accessible video stream at http://berkeley.granicus.com/MediaPlayer.php?publish_id=1244.

Remote participation by the public is available through Zoom. To access the meeting remotely: Join from a PC, Mac, iPad, iPhone, or Android device: Please use this URL <<INSERT ZOOM for GOV URL HERE>>. If you do not wish for your name to appear on the screen, then use the drop down menu and click on "rename" to rename yourself to be anonymous. To request to speak, use the "raise hand" icon by rolling over the bottom of the screen.

*To join by phone: Dial **1-669-254-5252** or **1-833-568-8864 (Toll Free)** and enter Meeting ID: <<INSERT MEETING ID HERE>>. If you wish to comment during the public comment portion of the agenda, Press *9 and wait to be recognized by the Chair.*

Please be mindful that the meeting will be recorded and all rules of procedure and decorum apply for in-person attendees and those participating by teleconference or videoconference.

To submit a written communication for the City Council's consideration and inclusion in the public record, email council@cityofberkeley.info.

This meeting will be conducted in accordance with the Brown Act, Government Code Section 54953 and applicable Executive Orders as issued by the Governor that are currently in effect. Any member of the public may attend this meeting. Questions regarding this matter may be addressed to Mark Numainville, City Clerk, (510) 981-6900. The City Council may take action related to any subject listed on the Agenda. Meetings will adjourn at 11:00 p.m. - any items outstanding at that time will be carried over to a date/time to be specified.

Preliminary Matters

Roll Call:

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

Ceremonial Matters: *In addition to those items listed on the agenda, the Mayor may add additional ceremonial matters.*

City Manager Comments: *The City Manager may make announcements or provide information to the City Council in the form of an oral report. The Council will not take action on such items but may request the City Manager place a report on a future agenda for discussion.*

Public Comment on Non-Agenda Matters: *Persons will be selected to address matters not on the Council agenda. If five or fewer persons wish to speak, each person selected will be allotted two minutes each. If more than five persons wish to speak, up to ten persons will be selected to address matters not on the Council agenda and each person selected will be allotted one minute each. Persons attending the meeting in-person and wishing to address the Council on matters not on the Council agenda during the initial ten-minute period for such comment, must submit a speaker card to the City Clerk in person at the meeting location and prior to commencement of that meeting. The remainder of the speakers wishing to address the Council on non-agenda items will be heard at the end of the agenda.*

Consent Calendar

The Council will first determine whether to move items on the agenda for "Action" or "Information" to the "Consent Calendar", or move "Consent Calendar" items to "Action." Three members of the City Council must agree to pull an item from the Consent Calendar or Information Calendar for it to move to Action. Items that remain on the "Consent Calendar" are voted on in one motion as a group. "Information" items are not discussed or acted upon at the Council meeting unless they are moved to "Action" or "Consent".

No additional items can be moved onto the Consent Calendar once public comment has commenced. At any time during, or immediately after, public comment on Information and Consent items, any Councilmember may move any Information or Consent item to "Action." Following this, the Council will vote on the items remaining on the Consent Calendar in one motion.

For items moved to the Action Calendar from the Consent Calendar or Information Calendar, persons who spoke on the item during the Consent Calendar public comment period may speak again at the time the matter is taken up during the Action Calendar.

Consent Calendar

Public Comment on Consent Calendar and Information Items Only: *The Council will take public comment on any items that are either on the amended Consent Calendar or the Information Calendar. Speakers will be entitled to two minutes each to speak in opposition to or support of Consent Calendar and Information Items. A speaker may only speak once during the period for public comment on Consent Calendar and Information items.*

Additional information regarding public comment by City of Berkeley employees and interns: Employees and interns of the City of Berkeley, although not required, are encouraged to identify themselves as such, the department in which they work and state whether they are speaking as an individual or in their official capacity when addressing the Council in open session or workshops.

Consent Calendar

1. Formal Bid Solicitations and Request for Proposals Scheduled for Possible Issuance After Council Approval on March 14, 2023

From: City Manager

Recommendation: Approve the request for proposals or invitation for bids (attached to staff report) that will be, or are planned to be, issued upon final approval by the requesting department or division. All contracts over the City Manager's threshold will be returned to Council for final approval.

Financial Implications: Mental Health Services Act - \$2,802,400

Contact: Henry Oyekanmi, Finance, (510) 981-7300

2. Contract: KLD Engineering, P.C. for Evacuation and Response Time Modeling

From: City Manager

Recommendation: Adopt a Resolution authorizing the City Manager to piggyback on the County of Santa Barbara contract and execute a contract and any amendments with KLD Engineering, P.C., for Evacuation and Response Time Modeling from April 1, 2023 through June 30, 2024 in the amount not to exceed \$400,000 with an option to extend for an additional two years not to exceed an additional \$100,000 if the piggyback contract is extended.

Financial Implications: See report

Contact: David Sprague, Fire, (510) 981-3473

3. Contract: GoGo Technologies, Inc. for Transportation Services for Seniors and the Disabled

From: City Manager

Recommendation: Adopt a Resolution authorizing the City Manager, or her designee, to execute a contract and any amendments with GoGo Technologies, Inc. in the amount of \$350,000 for the period of April 1, 2023 through June 30, 2026 for the provision of a 24/7 call center to arrange rides with Uber and Lyft for customers of the Aging Services Division's Berkeley Rides for Seniors and the Disabled program.

Financial Implications: Measure BB Fund - \$350,000

Contact: Lisa Warhuus, Health, Housing, and Community Services, (510) 981-5400

Consent Calendar

- 4. Contract: mySidewalk, Inc. for HHCS Web-Based Population Health Data Platform**
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to execute a contract and any amendments with mySidewalk, Inc. to provide a web-based population health data platform to access, compile, and share Community Health Assessment (CHA) data, and priority issues and strategies for the Community Health Improvement Plan (CHIP) for the Department of Health, Housing and Community Services (HHCS) from March 15, 2023 to March 14, 2026, in an amount not to exceed \$128,315.
Financial Implications: Various Funds - \$128,315
Contact: Lisa Warhuus, Health, Housing, and Community Services, (510) 981-5400
- 5. Contract No. 32000225 Amendment: Its Personnel Consulting for Recruitment, Hiring, and Independent Workplace Investigation**
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to execute an amendment to Contract No. 32000225 with Its Personnel Consulting for recruitment, hiring and independent workplace investigation services, increasing the amount by \$149,000 for total amount not to exceed \$349,000 and extending the term of the contract through June 30, 2024.
Financial Implications: See report
Contact: Aram Kouyoumdjian, Human Resources, (510) 981-6800
- 6. Contract No. 32100046 Amendment: HR Acuity, LLC for Case Management and Employee Relations Software**
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to execute an amendment to Contract No. 32100046 with HR Acuity, LLC for case management and employee relations software, increasing the amount by \$139,000 for a total amount not to exceed \$189,000, and extending the contract term to June 30, 2025.
Financial Implications: General Fund - \$139,000
Contact: Aram Kouyoumdjian, Human Resources, 510-981-6800
- 7. Purchase Orders: Glassdoor to Provide Search Engine Optimization (SEO) and Ad Work**
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to execute purchase orders with Glassdoor to provide search engine optimization (SEO) and ad work for two years from April 1, 2023 until March 31, 2025 in an amount not to exceed \$150,000.
Financial Implications: Various Funds - \$150,000
Contact: Aram Kouyoumdjian, Human Resources, (510) 981-6800

Consent Calendar

8. **Purchase Orders: Indeed to Provide Search Engine Optimization (SEO) and Ad Work**
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to execute purchase orders with Indeed to provide search engine optimization (SEO) and ad work for two years from April 1, 2023 until March 31, 2025 in an amount not to exceed \$150,000.
Financial Implications: Various Funds - \$150,000
Contact: Aram Kouyoumdjian, Human Resources, (510) 981-6800
9. **Contract No. 31900187 Amendment: LV.NET (formerly Towerstream) for Secondary Internet for Redundancy and Load Balancing**
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to amend the contract with LV.NET (formerly Towerstream, Inc.) for redundant secondary internet services, increasing the contract amount by \$106,000 for a total not-to-exceed amount of \$278,000 from October 3, 2017 to June 30, 2024.
Financial Implications: Information Technology Communications Services Fund - \$106,000
Contact: Kevin Fong, Information Technology, (510) 981-6500

Council Consent Items

10. **Opposition to Initiative #1935**
From: Mayor Arreguin (Author)
Recommendation: Adopt a Resolution to oppose Initiative #1935, the deceptively named "Taxpayer Protection and Government Accountability Act".
Financial Implications: See report
Contact: Jesse Arreguin, Mayor, (510) 981-7100
11. **Resolution to Support SB 50**
From: Mayor Arreguin (Author), Councilmember Robinson (Co-Sponsor)
Recommendation: Adopt a resolution in support of Senate Bill 50 with amendments, introduced by Senator Steven Bradford. Send a copy of the Resolution to Governor Gavin Newsom, State Senators Nancy Skinner and Scott Weiner, and Assemblymember Buffy Wicks.
Financial Implications: None
Contact: Jesse Arreguin, Mayor, (510) 981-7100

Council Consent Items

12. Support SB 252 – State Divestment from Fossil Fuels

From: Mayor Arreguin (Author)

Recommendation: Adopt a Resolution in support of SB 252 (Gonzalez), which would prohibit the Public Employees' Retirement System (CalPERS) and the State Teachers' Retirement System (CalSTRS) from investing in fossil fuel companies. Send a copy of the Resolution to Assemblymember Buffy Wicks, State Senators Nancy Skinner and Lena Gonzalez, Governor Gavin Newsom, CalPERS, and CalSTRS.

Financial Implications: None

Contact: Jesse Arreguin, Mayor, (510) 981-7100

13. Budget Referral: Additional Street Maintenance Funding to Improve Pavement Condition, Saving Tax Dollars and Our Streets

From: Councilmember Kesarwani (Author), Councilmember Humbert (Co-Sponsor), Councilmember Taplin (Co-Sponsor), Councilmember Wengraf (Co-Sponsor)

Recommendation: Refer to the FY 2023-25 biennial budget process to further increase the street paving budget by \$4.7 million General Fund in FY 2024-25 for a total street paving budget of approximately \$20 million in FY 2024-25.

On July 26, 2022, the City Council unanimously passed a policy ensuring an adequate annual General Fund contribution for street maintenance that amounts to a total of \$15.3 million annually plus inflation—the amount needed to maintain (although not improve) the pavement condition. This budget request for an additional \$4.7 million builds on the streets fiscal policy by seeking to increase the street paving budget further in FY 2024-25 to begin to improve the pavement condition.

We note that the City Council already approved a \$9 million increase to the street paving budget for FY 2023-24 for a total of \$16.3 million in FY 2023-24.

A dollar of maintenance early in a street's life-cycle saves \$8 later in the street's life-cycle due to avoided rehabilitation and/or reconstruction costs associated with failing streets, making this budget request an urgent matter of fiscal oversight. Further, the defeat of the Measure L general obligation bond on the November 8, 2022 ballot means that the City currently lacks significant resources to fully address deferred street maintenance, requiring the City Council to add additional resources from the General Fund in order to make steady progress towards improving the average pavement condition.

Financial Implications: See report

Contact: Rashi Kesarwani, Councilmember, District 1, (510) 981-7110

Council Consent Items

- 14. Budget Referral: Vision 2050 Complete Streets Parcel Tax Community Engagement and Program Plan**
From: Councilmember Taplin (Author)
Recommendation: Refer \$400,000 to the June 2023 mid-year budget update to conduct community engagement, public information campaign, and program plan development for potential 2024 complete streets and climate-resilient infrastructure revenue measures.
Financial Implications: See report
Contact: Terry Taplin, Councilmember, District 2, (510) 981-7120
- 15. Resolution Supporting Unionization Efforts by Urban Ore workers**
From: Councilmember Taplin (Author)
Recommendation: Adopt a Resolution in support of workers at Urban Ore unionizing under representation by the Industrial Workers of the World (IWW) Union 670.
Financial Implications: None
Contact: Terry Taplin, Councilmember, District 2, (510) 981-7120
- 16. Support for SB-58: Controlled Substances**
From: Councilmember Taplin (Author)
Recommendation: Send a letter of support for Sen. Wiener’s Senate Bill 58, which would decriminalize psilocybin, psilocyn, MDMA, DMT, ketamine, mescaline, and ibogaine; expunge criminal records for use and possession of these substances; and establish a commission to provide recommendations to the state legislature on therapeutic uses.
Financial Implications: None
Contact: Terry Taplin, Councilmember, District 2, (510) 981-7120
- 17. Letter in Support of SB 466**
From: Councilmember Robinson (Author), Mayor Arreguin (Co-Sponsor)
Recommendation: Send a letter to Senator Aisha Wahab (cc: Governor Gavin Newsom, Senator Nancy Skinner, Assemblymember Buffy Wicks) in support of SB 466, which would reform the Costa-Hawkins Rental Housing Act.
Financial Implications: None
Contact: Rigel Robinson, Councilmember, District 7, (510) 981-7170
- 18. Resolution and Letter in Support of H.R. 852, the Investing in Safer Traffic Stops Act of 2023**
From: Councilmember Robinson (Author)
Recommendation: Adopt a Resolution in support of H.R. 852, the Investing in Safer Traffic Stops Act of 2023, and send a letter of support to Representative Ritchie Torres, Representative Barbara Lee, Senator Alex Padilla, and Senator Dianne Feinstein.
Financial Implications: None
Contact: Rigel Robinson, Councilmember, District 7, (510) 981-7170

Action Calendar

The public may comment on each item listed on the agenda for action as the item is taken up. For items moved to the Action Calendar from the Consent Calendar or Information Calendar, persons who spoke on the item during the Consent Calendar public comment period may speak again at the time the matter is taken up during the Action Calendar.

The Presiding Officer will request that persons wishing to speak line up at the podium, or use the "raise hand" function in Zoom, to determine the number of persons interested in speaking at that time. Up to ten (10) speakers may speak for two minutes. If there are more than ten persons interested in speaking, the Presiding Officer may limit the public comment for all speakers to one minute per speaker. Speakers are permitted to yield their time to one other speaker, however no one speaker shall have more than four minutes. The Presiding Officer may, with the consent of persons representing both sides of an issue, allocate a block of time to each side to present their issue.

Action items may be reordered at the discretion of the Chair with the consent of Council.

Action Calendar – Public Hearings

Staff shall introduce the public hearing item and present their comments. This is followed by five-minute presentations each by the appellant and applicant. The Presiding Officer will request that persons wishing to speak line up at the podium, or use the "raise hand" function in Zoom, to be recognized and to determine the number of persons interested in speaking at that time.

Up to ten (10) speakers may speak for two minutes. If there are more than ten persons interested in speaking, the Presiding Officer may limit the public comment for all speakers to one minute per speaker. Speakers are permitted to yield their time to one other speaker, however no one speaker shall have more than four minutes. The Presiding Officer may with the consent of persons representing both sides of an issue allocate a block of time to each side to present their issue.

Each member of the City Council shall verbally disclose all ex parte contacts concerning the subject of the hearing. Councilmembers shall also submit a report of such contacts in writing prior to the commencement of the hearing. Written reports shall be available for public review in the office of the City Clerk.

19. Ambulance User Fee Increase

From: City Manager

Recommendation: Conduct a public hearing and upon conclusion, adopt a Resolution: 1) Adjusting the Ambulance User Fee Schedule to match Alameda County's approved ambulance user fee schedule, made effective July 1, 2022, for the Cities of Alameda, Albany, Berkeley, and Piedmont; 2) Making the new Ambulance User Fee Schedule effective April 1, 2023; 3) Authorizing the City Manager to execute an amendment to Contract No. 31900182 with Alameda County for ambulance transport services to incorporate the fee increase; and 4) Rescinding Resolution No. 68,897–N.S., effective April 1, 2023.

Financial Implications: See Report

Contact: David Sprague, Fire, (510) 981-3473

Action Calendar – Public Hearings

20. Amendments to Berkeley Election Reform Act Cost of Living Adjustment Provisions

From: Fair Campaign Practices Commission

Recommendation: Conduct a public hearing and, upon conclusion, adopt first reading of an ordinance amending the Berkeley Election Reform Act (BMC Chapter 2.12) to (1) clarify that cost of living adjustments for the \$250 campaign contribution limit to be performed in every odd-numbered year shall be rounded to the nearest ten dollars (\$10), and (2) providing that all cost of living adjustments required by BERA be performed by March instead of January of each odd-numbered year to coincide with the availability of necessary data.

Financial Implications: None

Contact: Sam Harvey, Commission Secretary, (510) 981-6950

Action Calendar – Old Business

21. Climate Action Plan and Resilience Update *(Continued from November 29, 2022)*

From: City Manager

Contact: Jordan Klein, Planning and Development, (510) 981-7400

Council Action Items

22. Bureaucratic Effectiveness and Referral Improvement and Prioritization Effort (BE RIPE) *(Reviewed by the Agenda & Rules Committee)*

From: Councilmember Droste (Author)

Recommendation:

In order to ensure that the City focuses on high-priority issues, projects, and goals and affords them the resources and funding such civic efforts deserve, the City Council should consult with the City Manager's Office to develop and adopt a suite of revisions to the City Council Rules of Procedure and Order that would implement the following provisions:

1. Beginning in 2023, Councilmembers shall submit no more than one major legislative proposal or set of amendments to any existing ordinance per year, with the Mayor permitted to submit two major proposals, for a maximum of ten major Council items per year.
2. In 2023 and all future years, Councilmembers shall be required to submit major items before an established deadline. Council shall then prioritize any new legislative items as well as any incomplete major items from the previous year using the Reweighted Range Voting (RRV) process. This will help establish clear priorities for staff time, funding, and scheduling Council work sessions and meetings. For 2023 alone, the RRV process should include outstanding/incomplete Council items from all previous years. In 2024 and thereafter, the RRV process should only incorporate outstanding/incomplete major items from the prior year. However, Councilmembers may choose to renominate an incomplete major policy item from an earlier year as their single major item.
3. During deliberations at a special worksession, Council retreat, and/or departmental budget presentations, Council and the City Manager should develop a

Council Action Items

work plan that establishes reasonable expectations about what can be accomplished by staff given the list of priorities as ranked by RRV. Council should also consult with the City Manager and department heads, particularly the City Attorney's office, Planning Department, and Public Works Department on workload challenges (mandates outside Council priorities, etc.), impacts, reasonable staff output expectations, and potential corrective actions to ensure that mandated deadlines are met, basic services are provided, and policy proposals are effectively implemented.

4. Budget referrals and allocations from City Council must be explicitly related to a previously established or passed policy/program, planning/strategy document, and/or an external funding opportunity related to one of these. As a good government practice, councilmembers and the Mayor may not submit budget referrals which direct funds to a specific organization or event. Organizations which receive City funding must submit at least annually an application detailing, at a minimum: the civic goal(s)/purpose(s) for which City funds are used, the amount of City funding received for each of the preceding five years, and quantitative or qualitative accounting of the results/outcomes for the projects that made use of those City funds. Organizations receiving more than \$20,000 in City funds should be required to provide quantitative data regarding the number of individuals served and other outcomes.

5. Ensuring that any exceptions to these provisions are designed to ensure flexibility in the face of an emergency, disaster, or urgent legal issue/liability and narrowly tailored to be consistent with the goals of enhanced efficiency, effectiveness, fairness, and focus.

Policy Committee Recommendation: To send the item to the City Council with a Qualified Positive Recommendation to refer the relevant concepts of the original item to the Agenda & Rules Committee for consideration under the existing committee agenda item regarding enhancements to the City's legislative process.

Financial Implications: See report

Contact: Lori Droste, Councilmember, District 8, (510) 981-7180

Information Reports

23. Berkeley Economic Dashboards Update

From: City Manager

Contact: Eleanor Hollander, Economic Development, (510) 981-7530

Public Comment – Items Not Listed on the Agenda

Adjournment

NOTICE CONCERNING YOUR LEGAL RIGHTS: If you object to a decision by the City Council to approve or deny a use permit or variance for a project the following requirements and restrictions apply:

1) No lawsuit challenging a City decision to deny (Code Civ. Proc. §1094.6(b)) or approve (Gov. Code 65009(c)(5)) a use permit or variance may be filed more than 90 days after the date the Notice of Decision of the action of the City Council is mailed. Any lawsuit not filed within that 90-day period will be barred. 2) In any lawsuit that may be filed against a City Council decision to approve or deny a use permit or variance, the issues and evidence will be limited to those raised by you or someone else, orally or in writing, at a public hearing or prior to the close of the last public hearing on the project.

Archived indexed video streams are available at:
<https://berkeleyca.gov/your-government/city-council/city-council-agendas>.
Channel 33 rebroadcasts the following Wednesday at 9:00 a.m. and Sunday at 9:00 a.m.

Communications to the City Council are public record and will become part of the City's electronic records, which are accessible through the City's website. **Please note: e-mail addresses, names, addresses, and other contact information are not required, but if included in any communication to the City Council, will become part of the public record.** If you do not want your e-mail address or any other contact information to be made public, you may deliver communications via U.S. Postal Service to the City Clerk Department at 2180 Milvia Street. If you do not want your contact information included in the public record, please do not include that information in your communication. Please contact the City Clerk Department for further information.

Any writings or documents provided to a majority of the City Council regarding any item on this agenda will be made available for public inspection at the public counter at the City Clerk Department located on the first floor of City Hall located at 2180 Milvia Street as well as posted on the City's website at <https://berkeleyca.gov/>.

Agendas and agenda reports may be accessed via the Internet at:
<https://berkeleyca.gov/your-government/city-council/city-council-agendas>
and may be read at reference desks at the following locations:

City Clerk Department - 2180 Milvia Street, First Floor
Tel: 510-981-6900, TDD: 510-981-6903, Fax: 510-981-6901
Email: clerk@cityofberkeley.info

Libraries: Main – 2090 Kittredge Street,
Claremont Branch – 2940 Benvenue, West Branch – 1125 University,
North Branch – 1170 The Alameda, Tarea Hall Pittman South Branch – 1901 Russell

COMMUNICATION ACCESS INFORMATION:

This meeting is being held in a wheelchair accessible location.
To request a disability-related accommodation(s) to participate in the meeting, including auxiliary aids or services, please contact the Disability Services specialist at (510) 981-6418 (V) or (510) 981-6347 (TDD) at least three business days before the meeting date.

Attendees at public meetings are reminded that other attendees may be sensitive to various scents, whether natural or manufactured, in products and materials. Please help the City respect these needs.



Captioning services are provided at the meeting, on B-TV, and on the Internet. In addition, assisted listening devices for the hearing impaired are available from the City Clerk prior to the meeting, and are to be returned before the end of the meeting.

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Office of the Mayor

CONSENT CALENDAR  
March 14, 2023

To: Honorable Members of the City Council

From: Mayor Jesse Arreguín

Subject: Opposition to Initiative #1935

RECOMMENDATION

Adopt a Resolution to oppose Initiative #1935, the deceptively named “Taxpayer Protection and Government Accountability Act”.

BACKGROUND

Initiative #1935, the deceptively named “Taxpayer Protection and Government Accountability Act” is an initiative that was recently approved for the November 2024 ballot after a successful signature drive.

The proposed initiative would limit the ability of voters and state and local governments to raise revenues for government services. It does so by requiring any new or higher tax be passed by at least two-thirds. It also eliminates voters’ ability to advise how to spend revenues from proposed general tax on same ballot as the proposed tax, such as what was done with 2014’s Measure D, the Soda Tax, and 2018’s Measure P, the property transfer tax increase. Both these measures were general taxes, with commissions formed to advise how such funds would be spent. All measures passed after January 2022 would be invalidated unless re-voted on, and must comply with the Act’s new rules, including a requirement to have a sunset date. It also expands the definition of “taxes” to include certain regulatory fees, broadening application of tax approval requirements.

This initiative is based on a proposed 2018 proposition that was ultimately withdrawn by its proponents after it received heavy opposition from local governments and various stakeholders. The Berkeley City Council voted unanimously to approve Resolution No. 68,401–N.S., opposing the 2018 version of this proposition. When the latest iteration was first introduced in 2022, the Council expressed its opposition through Resolution No. 70,253-N.S. Now that it has qualified for the ballot, reiterating our opposition and joining a wide coalition of local government, public safety, labor, and infrastructure advocates will help send a message to the voters of the dangerous consequences if this were to pass.

FINANCIAL IMPLICATIONS

If the initiative is approved by California voters, it would make it more difficult for local voters to pass measures needed to fund local services and infrastructure.

ENVIRONMENTAL SUSTAINABILITY

If the initiative is approved by California voters, it would impact our ability to raise funds to advance environmental measures outlined in our Climate Action Plan and related environmental policies.

CONTACT PERSON

Mayor Jesse Arreguín      510-981-7100

Attachments:

1: Resolution



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

IN OPPOSITION OF INITIATIVE #1935

WHEREAS, the California Business Roundtable filed the Taxpayer Protection and Government Accountability Act (Initiative #1935) to be considered for the November 2024 ballot, which would decimate vital local and state revenue-generating methods; and

WHEREAS, on February 2, 2023, the Secretary of State reported that proponents of the Taxpayer Protection and Government Accountability Act submitted 1,075,585 valid signatures, thus exceeding the 997,139 valid signatures required to qualify for the November 5, 2024 ballot; and

WHEREAS, the measure creates barriers for cities to maintain and generate revenue to provide services to communities, including local infrastructure, protecting our environment, water quality, air quality, and natural resources; and

WHEREAS, the measure includes undemocratic provisions that would make it more difficult for local voters to pass measures needed to fund local services and infrastructure; and

WHEREAS, a coalition local government, public safety, labor, and infrastructure advocates have joined together to fight against this measure; and

WHEREAS, according to municipal finance experts, should the Taxpayer Protection and Government Accountability Act be passed by voters, billions of local government fee and charge revenues placed at heightened legal peril. This will result in related public service reductions across virtually every aspect of city, county, special district, and school services especially for transportation, and public facility use; and

WHEREAS, hundreds of millions of dollars of annual revenues from dozens of tax and bond measures approved after January 1, 2022 would become out of compliance and would need to be resubmitted to voters for approval; and

WHEREAS, this initiative would affect recently approved local measures, such as Measure M, the vacancy tax approved in the November 2022 election; and

WHEREAS, the measure puts billions of dollars currently dedicated to state and local services at risk, and could force cuts to fire and emergency response, law enforcement,

public health, parks, libraries, harbors, affordable housing, services to support homeless residents, mental health services, and more.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that that it hereby opposes Initiative #1935, deceptively called the "Taxpayer Protection and Government Accountability Act.

BE IT FURTHER RESOLVED that the City of Berkeley will join the NO on Initiative #1935 coalition, a growing coalition of public safety, labor, local government, infrastructure advocates, and other organizations throughout the state.

## The Taxpayer Protection and Government Accountability Act

[Deleted codified text is denoted in ~~strikeout~~. Added codified text is denoted by *italics and underline*.]

### Section 1. Title

This Act shall be known, and may be cited as, the Taxpayer Protection and Government Accountability Act.

### Section 2. Findings and Declarations

(a) Californians are overtaxed. We pay the nation's highest state income tax, sales tax, and gasoline tax. According to the U.S. Census Bureau, California's combined state and local tax burden is the highest in the nation. Despite this, and despite two consecutive years of obscene revenue surpluses, state politicians in 2021 alone introduced legislation to raise more than \$234 *billion* in new and higher taxes and fees.

(b) Taxes are only part of the reason for California's rising cost-of-living crisis. Californians pay billions more in hidden "fees" passed through to consumers in the price they pay for products, services, food, fuel, utilities and housing. Since 2010, government revenue from state and local "fees" has more than doubled.

(c) California's high cost of living not only contributes to the state's skyrocketing rates of poverty and homelessness, they are the pushing working families and job-providing businesses out of the state. The most recent Census showed that California's population dropped for the first time in history, costing us a seat in Congress. In the past four years, nearly 300 major corporations relocated to other states, not counting thousands more small businesses that were forced to move, sell or close.

(d) California voters have tried repeatedly, at great expense, to assert control over whether and how taxes and fees are raised. We have enacted a series of measures to make taxes more predictable, to limit what passes as a "fee," to require voter approval, and to guarantee transparency and accountability. These measures include Proposition 13 (1978), Proposition 62 (1986), Proposition 218 (1996), and Proposition 26 (2010).

(e) Contrary to the voters' intent, these measures that were designed to control taxes, spending and accountability, have been weakened and hamstrung by the Legislature, government lawyers, and the courts, making it necessary to pass yet another initiative to close loopholes and reverse hostile court decisions.

### Section 3. Statement of Purpose

(a) In enacting this measure, the voters reassert their right to a voice and a vote on new and higher taxes by requiring any new or higher tax to be put before voters for approval. Voters also intend that all fees and other charges are passed or rejected by the voters themselves or a governing body elected by voters and not unelected and unaccountable bureaucrats.

(b) Furthermore, the purpose and intent of the voters in enacting this measure is to increase transparency and accountability over higher taxes and charges by requiring any tax measure placed on the ballot—

either at the state or local level—to clearly state the type and rate of any tax, how long it will be in effect, and the use of the revenue generated by the tax.

(c) Furthermore, the purpose and intent of the voters in enacting this measure is to clarify that any new or increased form of state government revenue, by any name or manner of extraction paid directly or indirectly by Californians, shall be authorized only by a vote of the Legislature and signature of the Governor to ensure that the purposes for such charges are broadly supported and transparently debated.

(d) Furthermore, the purpose and intent of the voters in enacting this measure is also to ensure that taxpayers have the right and ability to effectively balance new or increased taxes and other charges with the rapidly increasing costs Californians are already paying for housing, food, childcare, gasoline, energy, healthcare, education, and other basic costs of living, and to further protect the existing constitutional limit on property taxes and ensure that the revenue from such taxes remains local, without changing or superseding existing constitutional provisions contained in Section 1(c) of Article XIII A.

(e) In enacting this measure, the voters also additionally intend to reverse loopholes in the legislative two-thirds vote and voter approval requirements for government revenue increases created by the courts including, but not limited to, *Cannabis Coalition v. City of Upland*, *Chamber of Commerce v. Air Resources Board*, *Schmeer v. Los Angeles County*, *Johnson v. County of Mendocino*, *Citizens Assn. of Sunset Beach v. Orange County Local Agency Formation Commission*, and *Wilde v. City of Dunsmuir*.

Section 4. Section 3 of Article XIII A of the California Constitution is amended to read:

Sec. 3(a) Every levy, charge, or exaction of any kind imposed by state law is either a tax or an exempt charge.

(b)(1) (a) Any change in state statute law which results in any taxpayer paying a new or higher tax must be imposed by an act passed by not less than two-thirds of all members elected to each of the two houses of the Legislature, and submitted to the electorate and approved by a majority vote, except that no new ad valorem taxes on real property, or sales or transaction taxes on the sales of real property, may be imposed. Each Act shall include:

(A) A specific duration of time that the tax will be imposed and an estimate of the annual amount expected to be derived from the tax.

(B) A specific and legally binding and enforceable limitation on how the revenue from the tax can be spent. If the revenue from the tax can be spent for unrestricted general revenue purposes, then a statement that the tax revenue can be spent for “unrestricted general revenue purposes” shall be included in a separate, stand-alone section. Any proposed change to the use of the revenue from the tax shall be adopted by a separate act that is passed by not less than two-thirds of all members elected to each of the two houses of the Legislature and submitted to the electorate and approved by a majority vote.

(2) The title and summary and ballot label or question required for a measure pursuant to the Elections Code shall, for each measure providing for the imposition of a tax, including a measure proposed by an elector pursuant to Article II, include:

(A) The type and amount or rate of the tax;

(B) The duration of the tax; and

(C) The use of the revenue derived from the tax.

(c) Any change in state law which results in any taxpayer paying a new or higher exempt charge must be imposed by an act passed by each of the two houses of the Legislature. Each act shall specify the type of exempt charge as provided in subdivision (e), and the amount or rate of the exempt charge to be imposed.

(d) ~~(b)~~ As used in this section and in Section 9 of Article II, "tax" means every ~~any~~ levy, charge, or exaction of any kind imposed by the State state law that is not an exempt charge, except the following:

(e) As used in this section, "exempt charge" means only the following:

~~(1) a charge imposed for a specific benefit conferred or privilege granted directly to the payor that is not provided to those not charged, and which does not exceed the reasonable costs to the State of conferring the benefit or granting the privilege to the payor.~~

(1) ~~(2)~~ A reasonable charge imposed for a specific government service or product provided directly to the payor that is not provided to those not charged, and which does not exceed the reasonable actual costs to the State of providing the service or product to the payor.

(2) ~~(3)~~ A charge imposed for the reasonable regulatory costs to the State incident to issuing licenses and permits, performing investigations, inspections, and audits, enforcing agricultural marketing orders, and the administrative enforcement and adjudication thereof.

(3) A levy, charge, or exaction collected from local units of government, health care providers or health care service plans that is primarily used by the State of California for the purposes of increasing reimbursement rates or payments under the Medi-Cal program, and the revenues of which are primarily used to finance the non-federal portion of Medi-Cal medical assistance expenditures.

(4) A reasonable charge imposed for entrance to or use of state property, or the purchase, rental, or lease of state property, except charges governed by Section 15 of Article XI.

(5) A fine, or penalty, ~~or other monetary charge~~ including any applicable interest for nonpayment thereof, imposed by the judicial branch of government or the State, as a result of a state administrative enforcement agency pursuant to adjudicatory due process, to punish a violation of law.

(6) A levy, charge, assessment, or exaction collected for the promotion of California tourism pursuant to Chapter 1 (commencing with Section 13995) of Part 4.7 of Division 3 of Title 2 of the Government Code.

(f) ~~(e)~~ Any tax or exempt charge adopted after January 1, ~~2010~~ 2022, but prior to the effective date of this act, that was not adopted in compliance with the requirements of this section is void 12 months after the effective date of this act unless the tax or exempt charge is reenacted by the Legislature and signed into law by the Governor in compliance with the requirements of this section.

(g) ~~(1) ~~(d)~~~~ The State bears the burden of proving by a preponderance of the clear and convincing evidence that a levy, charge, or other exaction is an exempt charge and not a tax. The State bears the burden of proving by clear and convincing evidence that the amount of the exempt charge is reasonable and that the amount charged does not exceed the actual cost of providing the service or product to the payor. ~~that the amount is no more than necessary to cover the reasonable costs of the governmental activity and~~

that the manner in which those costs are allocated to a payor bear a fair or reasonable relationship to the payor's burdens on, or benefits received from, the governmental activity

(2) The retention of revenue by, or the payment to, a non-governmental entity of a levy, charge, or exaction of any kind imposed by state law, shall not be a factor in determining whether the levy, charge, or exaction is a tax or exempt charge.

(3) The characterization of a levy, charge, or exaction of any kind as being voluntary, or paid in exchange for a benefit, privilege, allowance, authorization, or asset, shall not be a factor in determining whether the levy, charge, or exaction is a tax or an exempt charge.

(4) The use of revenue derived from the levy, charge or exaction shall be a factor in determining whether the levy, charge, or exaction is a tax or exempt charge.

(h) As used in this section:

(1) "Actual cost" of providing a service or product means: (i) the minimum amount necessary to reimburse the government for the cost of providing the service or product to the payor, and (ii) where the amount charged is not used by the government for any purpose other than reimbursing that cost. In computing "actual cost" the maximum amount that may be imposed is the actual cost less all other sources of revenue including, but not limited to taxes, other exempt charges, grants, and state or federal funds received to provide such service or product.

(2) "Extend" includes, but is not limited to, doing any of the following with respect to a tax or exempt charge: lengthening its duration, delaying or eliminating its expiration, expanding its application to a new territory or class of payor, or expanding the base to which its rate is applied.

(3) "Impose" means adopt, enact, reenact, create, establish, collect, increase or extend.

(4) "State law" includes, but is not limited to, any state statute, state regulation, state executive order, state resolution, state ruling, state opinion letter, or other legal authority or interpretation adopted, enacted, enforced, issued, or implemented by the legislative or executive branches of state government. "State law" does not include actions taken by the Regents of the University of California, Trustees of the California State University, or the Board of Governors of the California Community Colleges.

Section 5. Section 1 of Article XIII C of the California Constitution is amended, to read:

Sec. 1. Definitions. As used in this article:

(a) "Actual cost" of providing a service or product means: (i) the minimum amount necessary to reimburse the government for the cost of providing the service or product to the payor, and (ii) where the amount charged is not used by the government for any purpose other than reimbursing that cost. In computing "actual cost" the maximum amount that may be imposed is the actual cost less all other sources of revenue including, but not limited to taxes, other exempt charges, grants, and state or federal funds received to provide such service or product.

(b) "Extend" includes, but is not limited to, doing any of the following with respect to a tax, exempt charge, or Article XIII D assessment, fee, or charge: lengthening its duration, delaying or eliminating its expiration, expanding its application to a new territory or class of payor, or expanding the base to which its rate is applied.

~~(c) (a)~~ "General tax" means any tax imposed for general governmental purposes.

~~(d)~~ "Impose" means adopt, enact, reenact, create, establish, collect, increase, or extend.

~~(e) (b)~~ "Local government" means any county, city, city and county, including a charter city or county, any special district, or any other local or regional governmental entity, or an elector pursuant to Article II or the initiative power provided by a charter or statute.

~~(f)~~ "Local law" includes, but is not limited to, any ordinance, resolution, regulation, ruling, opinion letter, or other legal authority or interpretation adopted, enacted, enforced, issued, or implemented by a local government.

~~(g) (c)~~ "Special district" means an agency of the State, formed pursuant to general law or a special act, for the local performance of governmental or proprietary functions with limited geographic boundaries including, but not limited to, school districts and redevelopment agencies.

~~(h) (d)~~ "Special tax" means any tax imposed for specific purposes, including a tax imposed for specific purposes, which is placed into a general fund.

~~(i) (e)~~ As used in this article, and in Section 9 of Article II, "tax" means every any-levy, charge, or exaction of any kind, imposed by a local government law that is not an exempt charge., except the following:

~~(i)~~ As used in this section, "exempt charge" means only the following:

~~(1)~~ A charge imposed for a specific benefit conferred or privilege granted directly to the payor that is not provided to those not charged, and which does not exceed the reasonable costs to the local government of conferring the benefit or granting the privilege.

~~(1) (2)~~ A reasonable charge imposed for a specific local government service or product provided directly to the payor that is not provided to those not charged, and which does not exceed the reasonable actual costs to the local government of providing the service or product.

~~(2) (3)~~ A charge imposed for the reasonable regulatory costs to a local government for issuing licenses and permits, performing investigations, inspections, and audits, enforcing agricultural marketing orders, and the administrative enforcement and adjudication thereof.

~~(3) (4)~~ A reasonable charge imposed for entrance to or use of local government property, or the purchase, rental, or lease of local government property.

~~(4) (5)~~ A fine, or penalty, or other monetary charge including any applicable interest for nonpayment thereof, imposed by the judicial branch of government or a local government administrative enforcement agency pursuant to adjudicatory due process, as a result of to punish a violation of law.

~~(5) (6)~~ A charge imposed as a condition of property development. No levy, charge, or exaction regulating or related to vehicle miles traveled may be imposed as a condition of property development or occupancy.

~~(6) (7)~~ An Assessments and property related fees assessment, fee, or charge imposed in accordance with the provisions of subject to Article XIII D, or an assessment imposed upon a business in a tourism marketing district, a parking and business improvement area, or a property and business improvement district.

(7) A charge imposed for a specific health care service provided directly to the payor and that is not provided to those not charged, and which does not exceed the reasonable costs to the local government of providing the health care service. As used in this paragraph, a "health care service" means a service licensed or exempt from licensure by the state pursuant to Chapters 1, 1.3, or 2 of Division 2 of the Health and Safety Code.

The local government bears the burden of proving by a preponderance of the evidence that a levy, charge, or other exaction is not a tax, that the amount is no more than necessary to cover the reasonable costs of the governmental activity and that the manner in which those costs are allocated to a payor bear a fair or reasonable relationship to the payor's burdens on, or benefits received from, the governmental activity.

Section 6. Section 2 of Article XIII C of the California Constitution is amended to read:

Sec. 2. Local Government Tax Limitation. Notwithstanding any other provision of this Constitution:

(a) Every levy, charge, or exaction of any kind imposed by local law is either a tax or an exempt charge. All taxes imposed by any local government shall be deemed to be either general taxes or special taxes. Special purpose districts or agencies, including school districts, shall have no power to levy general taxes.

(b) No local law government, whether proposed by the governing body or by an elector, may impose, extend, or increase any general tax unless and until that tax is submitted to the electorate and approved by a majority vote. A general tax shall not be deemed to have been increased if it is imposed at a rate not higher than the maximum rate so approved. The election required by this subdivision shall be consolidated with a regularly scheduled general election for members of the governing body of the local government, except in cases of emergency declared by a unanimous vote of the governing body.

(c) ~~Any general tax imposed, extended, or increased, without voter approval, by any local government on or after January 1, 1995, and prior to the effective date of this article, shall continue to be imposed only if approved by a majority vote of the voters voting in an election on the issue of the imposition, which election shall be held within two years of the effective date of this article and in compliance with subdivision (b).~~ (d) No local law government, whether proposed by the governing body or by an elector, may impose, ~~extend, or increase~~ any special tax unless and until that tax is submitted to the electorate and approved by a two-thirds vote. A special tax shall not be deemed to have been increased if it is imposed at a rate not higher than the maximum rate so approved.

(d) The title and summary and ballot label or question required for a measure pursuant to the Elections Code shall, for each measure providing for the imposition of a tax, include:

(1) The type and amount or rate of the tax;

(2) the duration of the tax; and

(3) The use of the revenue derived from the tax. If the proposed tax is a general tax, the phrase "for general government use" shall be required, and no advisory measure may appear on the same ballot that would indicate that the revenue from the general tax will, could, or should be used for a specific purpose.

(e) Only the governing body of a local government, other than an elector pursuant to Article II or the initiative power provided by a charter or statute, shall have the authority to impose any exempt charge. The governing body shall impose an exempt charge by an ordinance specifying the type of exempt charge



as provided in Section 1(j) and the amount or rate of the exempt charge to be imposed, and passed by the governing body. This subdivision shall not apply to charges specified in paragraph (7) of subdivision (j) of Section 1.

(f) No amendment to a Charter which provides for the imposition, extension, or increase of a tax or exempt charge shall be submitted to or approved by the electors, nor shall any such amendment to a Charter hereafter submitted to or approved by the electors become effective for any purpose.

(g) Any tax or exempt charge adopted after January 1, 2022, but prior to the effective date of this act, that was not adopted in compliance with the requirements of this section is void 12 months after the effective date of this act unless the tax or exempt charge is reenacted in compliance with the requirements of this section.

(h)(1) The local government bears the burden of proving by clear and convincing evidence that a levy, charge or exaction is an exempt charge and not a tax. The local government bears the burden of proving by clear and convincing evidence that the amount of the exempt charge is reasonable and that the amount charged does not exceed the actual cost of providing the service or product to the payor.

(2) The retention of revenue by, or the payment to, a non-governmental entity of a levy, charge, or exaction of any kind imposed by a local law, shall not be a factor in determining whether the levy, charge, or exaction is a tax or exempt charge.

(3) The characterization of a levy, charge, or exaction of any kind imposed by a local law as being paid in exchange for a benefit, privilege, allowance, authorization, or asset, shall not be factors in determining whether the levy, charge, or exaction is a tax or an exempt charge.

(4) The use of revenue derived from the levy, charge or exaction shall be a factor in determining whether the levy, charge, or exaction is a tax or exempt charge.

Section 7. Section 3 of Article XIII D of the California Constitution is amended, to read:

Sec. 3. Property Taxes, Assessments, Fees and Charges Limited

(a) No tax, assessment, fee, ~~or~~ charge, or surcharge, including a surcharge based on the value of property, shall be assessed ~~by any agency~~ upon any parcel of property or upon any person as an incident of property ownership except:

(1) The ad valorem property tax ~~imposed pursuant to~~ described in Section 1(a) of Article XIII and Section 1(a) of Article XIII A, and described and enacted pursuant to the voter approval requirement in Section 1(b) of Article XIII A.

(2) Any special non-ad valorem tax receiving a two-thirds vote of qualified electors pursuant to Section 4 of Article XIII A, or after receiving a two-thirds vote of those authorized to vote in a community facilities district by the Legislature pursuant to statute as it existed on December 31, 2021.

(3) Assessments as provided by this article.

(4) Fees or charges for property related services as provided by this article.

(b) For purposes of this article, fees for the provision of electrical or gas service shall not be deemed charges or fees imposed as an incident of property ownership.

Section 8. Sections 1 and 14 of Article XIII are amended to read:

Sec. 1 Unless otherwise provided by this Constitution or the laws of the United States:

(a) All property is taxable and shall be assessed at the same percentage of fair market value. When a value standard other than fair market value is prescribed by this Constitution or by statute authorized by this Constitution, the same percentage shall be applied to determine the assessed value. The value to which the percentage is applied, whether it be the fair market value or not, shall be known for property tax purposes as the full value.

(b) All property so assessed shall be taxed in proportion to its full value.

(c) All proceeds from the taxation of property shall be apportioned according to law to the districts within the counties.

Sec. 14. All property taxed by state or local government shall be assessed in the county, city, and district in which it is situated. Notwithstanding any other provision of law, such state or local property taxes shall be apportioned according to law to the districts within the counties.

Section 9. General Provisions

A. This Act shall be liberally construed in order to effectuate its purposes.

B. (1) In the event that this initiative measure and another initiative measure or measures relating to state or local requirements for the imposition, adoption, creation, or establishment of taxes, charges, and other revenue measures shall appear on the same statewide election ballot, the other initiative measure or measures shall be deemed to be in conflict with this measure. In the event that this initiative measure receives a greater number of affirmative votes, the provisions of this measure shall prevail in their entirety, and the provisions of the other initiative measure or measures shall be null and void.

(2) In furtherance of this provision, the voters hereby declare that this measure conflicts with the provisions of the "Housing Affordability and Tax Cut Act of 2022" and "The Tax Cut and Housing Affordability Act," both of which would impose a new state property tax (called a "surcharge") on certain real property, and where the revenue derived from the tax is provided to the State, rather than retained in the county in which the property is situated and for the use of the county and cities and districts within the county, in direct violation of the provisions of this initiative.

(3) If this initiative measure is approved by the voters, but superseded in whole or in part by any other conflicting initiative measure approved by the voters at the same election, and such conflicting initiative is later held invalid, this measure shall be self-executing and given full force and effect.

C. The provisions of this Act are severable. If any portion, section, subdivision, paragraph, clause, sentence, phrase, word, or application of this Act is for any reason held to be invalid by a decision of any court of competent jurisdiction, that decision shall not affect the validity of the remaining portions of this Act. The People of the State of California hereby declare that they would have adopted this Act and each and every portion, section, subdivision, paragraph, clause, sentence, phrase, word, and application not

declared invalid or unconstitutional without regard to whether any portion of this Act or application thereof would be subsequently declared invalid.

D. If this Act is approved by the voters of the State of California and thereafter subjected to a legal challenge alleging a violation of state or federal law, and both the Governor and Attorney General refuse to defend this Act, then the following actions shall be taken:

(1) Notwithstanding anything to the contrary contained in Chapter 6 of Part 2 of Division 3 of Title 2 of the Government Code or any other law, the Attorney General shall appoint independent counsel to faithfully and vigorously defend this Act on behalf of the State of California.

(2) Before appointing or thereafter substituting independent counsel, the Attorney General shall exercise due diligence in determining the qualifications of independent counsel and shall obtain written affirmation from independent counsel that independent counsel will faithfully and vigorously defend this Act. The written affirmation shall be made publicly available upon request.

(3) A continuous appropriation is hereby made from the General Fund to the Controller, without regard to fiscal years, in an amount necessary to cover the costs of retaining independent counsel to faithfully and vigorously defend this Act on behalf of the State of California.

(4) Nothing in this section shall prohibit the proponents of this Act, or a bona fide taxpayers association, from intervening to defend this Act.





Office of the Mayor

CONSENT CALENDAR

March 14, 2023

To: Members of the City Council

From: Mayor Jesse Arreguín, Councilmember Robinson (Co-Sponsor)

Subject: Resolution to Support SB 50

RECOMMENDATION

Adopt a resolution in support of Senate Bill 50 with amendments, introduced by Senator Steven Bradford. Send a copy of the Resolution to Governor Gavin Newsom, State Senators Nancy Skinner and Scott Weiner, and Assemblymember Buffy Wicks.

SUMMARY

If adopted, California Senate Bill 50 would allow the City of Berkeley to move forward with alternatives to peace officers stopping or detaining the operator of a motor vehicle or bike for low-level infractions, and authorize local authorities to enforce Vehicle Code violations.

BACKGROUND

In the State of California, peace officers can stop an automobile and detain persons when officers possess probable cause that a traffic violation has occurred. Officers may use ulterior motives to justify probable cause leading to a traffic stop. Thus officers are within the law to make a stop despite it not being related to traffic enforcement. This creates an opportunity for other non-traffic related motives to play an outsized role as the basis for probable cause leading to a vehicle stop.

Statewide, drivers identified by officers as Black were 2.2 times more likely to be searched than people identified as White, according to an analysis of millions of vehicle and pedestrian stops in 2021 by the California Racial and Identity Profiling Advisory Board. The board recommends limiting enforcement of traffic laws and minor offenses that pose little risk to public safety, a recommendation in line with the City of Berkeley's commitment to Reimagining Public Safety.

The Public Policy Institute of California (PPIC) released findings in an October 2022 report detailing racial disparities in both the frequency of stops and the collection of evidence to lead to enforcement. Black drivers make up about a third of traffic stops in the hours around midnight, roughly twice the share of white drivers, and while local law enforcement officers are especially likely to search Black and Latino drivers during nighttime stops, discovery rates for contraband or evidence are lower than those of white drivers. Nearly one in three stops of Black drivers in the hours before and after midnight result in no enforcement of traffic violations or discovery of contraband. Traffic

stops that lead to no enforcement or discovery are not only a nuisance to the public, disproportionately effecting people of color, but are worth considering when exploring alternative enforcement methods without endangering public safety.

According to an audit of the City's traffic stop data, Black and Hispanic people are more likely to be stopped and searched by police than white and Asian people. For example, between 2015 and 2019, Black people were stopped at a rate 4.25 times greater than their white counterparts, with 34% of all traffic stops involving Black people despite this group making up 8% of our City's population. Hispanic residents accounted for 13% of officer-initiated stops while making up 11% of our population. During this same period, 55% of police stops were made in response to calls to the city's non-emergency dispatch center.

Senate Bill 50 would amend Section 21 of the Vehicle Code to:

- 1) prohibit a peace officer from stopping or detaining the operator of a motor vehicle or bicycle for a low-level infraction, unless there exists a separate and independent basis for a stop;
- 2) authorize a peace officer to, when they do not have grounds for a stop, determine the identity of the owner of the vehicle or bicycle and send a citation or warning letter to said owner; and
- 3) authorize local authorities to enforce Vehicle Code violations through government employees who are not peace officers.

A low-level infraction is detailed as meaning violations relating to:

- 1) vehicle registration;
- 2) positioning of license plates;
- 3) non-working turn, break lights, headlights, and other illuminating equipment;
- 4) window tints or obstructions to viewing;
- 5) vehicle bumper equipment; and
- 6) bicycle equipment and operation.

Through the City's approved process towards Reimagining Public Safety<sup>1</sup>, we have made commitments to investigating the effects of distributing traffic enforcement responsibility away from our police officers, freeing them to dedicate resources to completing

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<sup>1</sup> On May 5, 2022, Council approved the Mayor's budget referral for Reimagining Public Safety (Item 1.a), which was ultimately approved during the FY 2023 and 2024 biennial budget. These steps included nearly \$1 million in estimated consultant costs to help the City analyze the creation of the Berkeley Department of Transportation (BerkDOT), the creation of a new Department of Community Safety, an evaluation of potential changes to Berkeley's dispatch center; and an analysis of BPD's staffing.

investigatory work on more serious crimes and offenses. Passage of SB 50 will clear a path for the City Manager to continue developing the organizational design and study of a Berkeley Department of Transportation (BerkDOT)<sup>2</sup>, which may remove certain traffic enforcement responsibilities away from police functions.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

No environmental impact.

CONTACT PERSON

Mayor Jesse Arreguín 510-981-7100

Attachments:

- 1: Resolution (SUPPORT OF CALIFORNIA SENATE BILL 50)
- 2: Latest text of SB 50 (as of January 13, 2023)

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<sup>2</sup> On May 5, 2022, and with the passage of the biennial FY 2023 and FY 2024 budget, Council approved the investment of \$300,000 to fund the BerkDOT process that, in addition to furthering the organizational development, also committed to using consultant services to develop a vision for unarmed traffic enforcement and a new paradigm for supporting traffic safety that aligns with vision-zero, and evaluate paths to unarmed enforcement under both the scenario that state law changes to enable non-peace officer enforcement as well as the potential for a new designation of peace officers to enforce the California Vehicle Code

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

SUPPORTING SENATE BILL 50

WHEREAS, According to statewide statistics, drivers identified by officers as Black were 2.2 times more likely to be searched than people identified as White, according to an analysis of millions of vehicle and pedestrian stops in 2021 by the California Racial and Identity Profiling Advisory Board; and

WHEREAS, the City of Berkeley recognizes the benefits of exploring how traffic enforcement may be shifted to unarmed City employees to reduce the likelihood of traffic stops escalating to fatal encounters such as the recent murder of Tyre Nichols; and

WHEREAS, the City acknowledges the historical racial bias traffic stops present in disproportionately stopping and releasing persons of color without evidence needed for traffic enforcement or contraband; and

WHEREAS, the City of Berkeley experiences high racial disparities when considering traffic stop data, including, between 2015 and 2019, Black persons being stopped at a 4.25 times greater rate than their white counterparts, and an average of 34% of traffic stops involving Black people despite making up 8% Berkeley's population; and

WHEREAS, Senate Bill 50, introduced by Senator Steven Bradford, would amend state law to prohibit a peace officer from stopping or detaining the operator of a motor vehicle or bike for low-level infractions, and also the bill would authorize local authorities to enforce Vehicle Code violations through government employees who are not peace officers; and

WHEREAS, in 2020, the City Council launched the process to reimagine public safety including the creation of the Berkeley Department of Transportation (BerkDOT), creating a new civilian department to coordinate traffic enforcement, transportation planning and engineering. The goals of the BerkDOT process are to: 1) develop a vision for unarmed traffic enforcement and a new paradigm for supporting traffic safety that aligns with vision-zero, and 2) evaluate paths to unarmed traffic enforcement under the scenario that state law changes to enable non-peace officer enforcement; and

WHEREAS, the passage of SB 50 will support the City's efforts to design and implement a new Berkeley Department of Transportation (BerkDOT) which may absorb traffic enforcement responsibilities away from armed police officers from the Berkeley Police Department, and

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that it hereby supports SB 50 with its current amendments.



BE IT FRUTHER RESOLVED that copies of the Resolution be sent to Governor Gavin Newsom, State Senators Nancy Skinner and Scott Weiner, and Assemblymember Buffy Wicks.

AMENDED IN SENATE FEBRUARY 13, 2023

SENATE BILL

No. 50

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**Introduced by Senator Bradford**

*(Principal coauthors: Assembly Members Kalra and Bryan)*

*(Coauthor: Senator Wahab)*

*(Coauthors: Assembly Members Jackson and McKinnor)*

December 5, 2022

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*An act to amend Sections 21 and 21100 of, and to add Section 2804.5 to, the Vehicle Code, relating to ~~criminal procedure~~ vehicles.*

LEGISLATIVE COUNSEL'S DIGEST

SB 50, as amended, Bradford. ~~Criminal procedure: arrests. Vehicles: enforcement.~~

Existing law authorizes a peace officer to make an arrest pursuant to a warrant or without a warrant if, among other circumstances, the officer has probable cause to believe that the person has committed a public offense in the officer's presence. Under existing law, it is unlawful to disobey the lawful order, signal, or direction of a uniformed peace officer performing any duties pursuant to the Vehicle Code or to refuse to submit to any lawful vehicular inspection authorized by the Vehicle Code.

Existing case law deems a temporary detention of a person during an automobile stop by the police, even if only for a brief period and for a limited purpose, a seizure, under the Fourth Amendment of the Constitution of the United States, and as such, requires the actions to be reasonable. Under existing case law, the decision to stop an automobile is reasonable if the police have probable cause to believe that a traffic violation has occurred. Existing case law holds that constitutional reasonableness of traffic stops does not depend on the

actual motivations of the individual officers involved and that ulterior motives do not invalidate police conduct that is justifiable on the basis of probable cause to believe that a violation of law has occurred.

~~This bill would state the intent of the Legislature to enact legislation relating to limiting a peace officer’s authority to initiate pretextual stops to reduce racial profiling and the harm stemming from such stops.~~

*This bill would prohibit a peace officer from stopping or detaining the operator of a motor vehicle or bicycle for a low-level infraction, as defined, unless a separate, independent basis for a stop exists. The bill would authorize a peace officer who does not have grounds to stop a vehicle or bicycle, but can determine the identity of the owner, to send a citation or warning letter to the owner.*

*The bill would authorize local authorities to enforce a violation of the Vehicle Code through government employees who are not peace officers.*

Vote: majority. Appropriation: no. Fiscal committee: ~~no~~-yes. State-mandated local program: no.

*The people of the State of California do enact as follows:*

1 *SECTION 1. Section 21 of the Vehicle Code is amended to*  
2 *read:*

3 21. (a) Except as otherwise expressly provided, the provisions  
4 of this code are applicable and uniform throughout the state and  
5 in all counties and municipalities therein, and a local authority  
6 shall not enact or enforce any ordinance or resolution on the matters  
7 covered by this code, including ordinances or resolutions that  
8 establish regulations or procedures for, or assess a fine, penalty,  
9 assessment, or fee for a violation of, matters covered by this code,  
10 unless expressly authorized by this code.

11 (b) To the extent permitted by current state law, this section  
12 does not impair the current lawful authority of the Mountains  
13 Recreation and Conservation Authority, a joint powers authority,  
14 or any member agency constituted therein as of July 1, 2010, to  
15 enforce an ordinance or resolution relating to the management of  
16 public lands within its jurisdiction.

17 (c) *This section does not preclude a county, city, municipality,*  
18 *or any other local authority from enforcing a violation provided*  
19 *in this code through government employees who are not peace*  
20 *officers.*

1 SEC. 2. Section 2804.5 is added to the Vehicle Code, to read:  
 2 2804.5. (a) (1) For the purpose of this section, “low-level  
 3 infraction” means any of the following:

4 (A) A violation related to the registration of a vehicle or vehicle  
 5 equipment in Sections 4000, 5352, and 12951.

6 (B) A violation related to the positioning or number of license  
 7 plates when at least one plate is clearly displayed, in Sections  
 8 5200, 5201, and 5204.

9 (C) A violation related to vehicle lighting equipment not  
 10 illuminating, if the violation is limited to a single brake light,  
 11 headlight, or running light, or a single bulb in a larger light of the  
 12 same, in Sections 24252, 24400, and 24600.

13 (D) A violation related to window tints or obstructions in  
 14 Sections 26708 and 26708.5.

15 (E) A violation related to vehicle bumper equipment in Section  
 16 28071.

17 (F) A violation related to bicycle equipment or operation in  
 18 Sections 21201 and 21212.

19 (2) “Low-level infraction” does not include violations relating  
 20 to commercial vehicles.

21 (b) Notwithstanding any other law, a peace officer shall not  
 22 stop or detain the operator of a motor vehicle or a bicycle for a  
 23 low-level infraction unless there is a separate, independent basis  
 24 to initiate the stop.

25 (c) If an officer does not have grounds to stop or detain the  
 26 operator of a motor vehicle or bicycle, and the officer can identify  
 27 the owner of the vehicle, the officer’s agency may, consistent with  
 28 current law, mail a citation to the owner, or send a warning letter  
 29 identifying the violation and instructing the owner to correct the  
 30 defect or otherwise remedy the violation.

31 SEC. 3. Section 21100 of the Vehicle Code is amended to read:  
 32 21100. Local authorities may adopt rules and regulations by  
 33 ordinance or resolution regarding all of the following matters:

34 (a) Regulating or prohibiting processions or assemblages on the  
 35 highways.

36 (b) Licensing and regulating the operation of vehicles for hire  
 37 and drivers of passenger vehicles for hire.

38 (c) Regulating traffic by means of traffic ~~officers~~; officers or  
 39 other government employees.

SB 50

— 4 —

1 (d) Regulating traffic by means of official traffic control devices  
2 meeting the requirements of Section 21400.

3 (e) (1) Regulating traffic by means of a person given temporary  
4 or permanent appointment for that duty by the local authority when  
5 official traffic control devices are disabled or otherwise inoperable,  
6 at the scenes of accidents or disasters, or at locations as may require  
7 traffic direction for orderly traffic flow.

8 (2) A person shall not be appointed pursuant to this subdivision  
9 unless and until the local authority has submitted to the  
10 commissioner or to the chief law enforcement officer exercising  
11 jurisdiction in the enforcement of traffic laws within the area in  
12 which the person is to perform the duty, for review, a proposed  
13 program of instruction for the training of a person for that duty,  
14 and unless and until the commissioner or other chief law  
15 enforcement officer approves the proposed program. The  
16 commissioner or other chief law enforcement officer shall approve  
17 a proposed program ~~if he or she reasonably determines~~ *they*  
18 *reasonably determine* that the program will provide sufficient  
19 training for persons assigned to perform the duty described in this  
20 subdivision.

21 (f) Regulating traffic at the site of road or street construction or  
22 maintenance by persons authorized for that duty by the local  
23 authority.

24 (g) (1) Licensing and regulating the operation of tow truck  
25 service or tow truck drivers whose principal place of business or  
26 employment is within the jurisdiction of the local authority,  
27 excepting the operation and operators of any auto dismantlers' tow  
28 vehicle licensed under Section 11505 or any tow truck operated  
29 by a repossessing agency licensed under Chapter 11 (commencing  
30 with Section 7500) of Division 3 of the Business and Professions  
31 Code and its registered employees.

32 (2) The Legislature finds that the safety and welfare of the  
33 general public is promoted by permitting local authorities to  
34 regulate tow truck service companies and operators by requiring  
35 licensure, insurance, and proper training in the safe operation of  
36 towing equipment, thereby ensuring against towing mistakes that  
37 may lead to violent confrontation, stranding motorists in dangerous  
38 situations, impeding the expedited vehicle recovery, and wasting  
39 state and local law enforcement's limited resources.

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1 (3) This subdivision does not limit the authority of a city or city  
2 and county pursuant to Section 12111.

3 (h) Operation of bicycles, and, as specified in Section 21114.5,  
4 electric carts by physically disabled persons, or persons 50 years  
5 of age or older, on public sidewalks.

6 (i) Providing for the appointment of nonstudent school crossing  
7 guards for the protection of persons who are crossing a street or  
8 highway in the vicinity of a school or while returning thereafter  
9 to a place of safety.

10 (j) Regulating the methods of deposit of garbage and refuse in  
11 streets and highways for collection by the local authority or by  
12 any person authorized by the local authority.

13 (k) (1) Regulating cruising.

14 (2) The ordinance or resolution adopted pursuant to this  
15 subdivision shall regulate cruising, which is the repetitive driving  
16 of a motor vehicle past a traffic control point in traffic that is  
17 congested at or near the traffic control point, as determined by the  
18 ranking peace officer on duty within the affected area, within a  
19 specified time period and after the vehicle operator has been given  
20 an adequate written notice that further driving past the control  
21 point will be a violation of the ordinance or resolution.

22 (3) A person is not in violation of an ordinance or resolution  
23 adopted pursuant to this subdivision unless both of the following  
24 apply:

25 (A) That person has been given the written notice on a previous  
26 driving trip past the control point and then again passes the control  
27 point in that same time interval.

28 (B) The beginning and end of the portion of the street subject  
29 to cruising controls are clearly identified by signs that briefly and  
30 clearly state the appropriate provisions of this subdivision and the  
31 local ordinance or resolution on cruising.

32 (l) Regulating or authorizing the removal by peace officers of  
33 vehicles unlawfully parked in a fire lane, as described in Section  
34 22500.1, on private property. A removal pursuant to this  
35 subdivision shall be consistent, to the extent possible, with the  
36 procedures for removal and storage set forth in Chapter 10  
37 (commencing with Section 22650).

38 (m) Regulating mobile billboard advertising displays, as defined  
39 in Section 395.5, including the establishment of penalties, which  
40 may include, but are not limited to, removal of the mobile billboard

1 advertising display, civil penalties, and misdemeanor criminal  
2 penalties, for a violation of the ordinance or resolution. The  
3 ordinance or resolution may establish a minimum distance that a  
4 mobile billboard advertising display shall be moved after a  
5 specified time period.

6 (n) Licensing and regulating the operation of pedicabs for hire,  
7 as defined in Section 467.5, and operators of pedicabs for hire,  
8 including requiring one or more of the following documents:

9 (1) A valid California driver's license.

10 (2) Proof of successful completion of a bicycle safety training  
11 course certified by the League of American Bicyclists or an  
12 equivalent organization as determined by the local authority.

13 (3) A valid California identification card and proof of successful  
14 completion of the written portion of the California driver's license  
15 examination administered by the department. The department shall  
16 administer, without charging a fee, the original driver's license  
17 written examination on traffic laws and signs to a person who  
18 ~~states that he or she is, or intends~~ *state that they are or that they*  
19 *intend* to become, a pedicab operator, and who holds a valid  
20 California identification card or has successfully completed an  
21 application for a California identification card. If the person  
22 achieves a passing score on the examination, the department shall  
23 issue a certificate of successful completion of the examination,  
24 bearing the person's name and identification card number. The  
25 certificate shall not serve in lieu of successful completion of the  
26 required examination administered as part of any subsequent  
27 application for a driver's license. The department is not required  
28 to enter the results of the examination into the computerized record  
29 of the person's identification card or otherwise retain a record of  
30 the examination or results.

31 (o) (1) This section does not authorize a local authority to enact  
32 or enforce an ordinance or resolution that establishes a violation  
33 if a violation for the same or similar conduct is provided in this  
34 code, nor does it authorize a local authority to enact or enforce an  
35 ordinance or resolution that assesses a fine, penalty, assessment,  
36 or fee for a violation if a fine, penalty, assessment, or fee for a  
37 violation involving the same or similar conduct is provided in this  
38 code.

1 (2) This section does not preclude a local authority from enacting  
2 parking ordinances pursuant to existing authority in Chapter 9  
3 (commencing with Section 22500) of Division 11.

4 (3) *This section does not preclude a county, city, municipality,*  
5 *or any other local authority from enforcing a violation provided*  
6 *in this code through government employees who are not peace*  
7 *officers.*

8 (p) (1) Regulating advertising signs on motor vehicles parked  
9 or left standing upon a public street. The ordinance or resolution  
10 may establish a minimum distance that the advertising sign shall  
11 be moved after a specified time period.

12 (2) Paragraph (1) does not apply to any of the following:

13 (A) Advertising signs that are permanently affixed to the body  
14 of, an integral part of, or a fixture of a motor vehicle for permanent  
15 decoration, identification, or display and that do not extend beyond  
16 the overall length, width, or height of the vehicle.

17 (B) If the license plate frame is installed in compliance with  
18 Section 5201, paper advertisements issued by a dealer contained  
19 within that license plate frame or any advertisements on that license  
20 plate frame.

21 (3) As used in paragraph (2), “permanently affixed” means any  
22 of the following:

23 (A) Painted directly on the body of a motor vehicle.

24 (B) Applied as a decal on the body of a motor vehicle.

25 (C) Placed in a location on the body of a motor vehicle that was  
26 specifically designed by a vehicle manufacturer as defined in  
27 Section 672 and licensed pursuant to Section 11701, in compliance  
28 with both state and federal law or guidelines, for the express  
29 purpose of containing an advertising sign.

30 ~~SECTION 1. It is the intent of the Legislature to enact~~  
31 ~~legislation relating to limiting a peace officer’s authority to initiate~~  
32 ~~pretextual stops to reduce racial profiling and the harm stemming~~  
33 ~~from such stops.~~

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Office of the Mayor

CONSENT CALENDAR

March 14, 2023

To: Honorable Members of the City Council

From: Mayor Jesse Arreguín

Subject: Support SB 252 – State Divestment from Fossil Fuels

RECOMMENDATION

Adopt a Resolution in support of SB 252 (Gonzalez), which would prohibit the Public Employees' Retirement System (CalPERS) and the State Teachers' Retirement System (CalSTRS) from investing in fossil fuel companies. Send a copy of the Resolution to Assemblymember Buffy Wicks, State Senators Nancy Skinner and Lena Gonzalez, Governor Gavin Newsom, CalPERS, and CalSTRS.

BACKGROUND

The impacts of human-caused climate change are becoming increasingly unavoidable. Without taking bold and immediate action to reduce our greenhouse gas emissions, the world will heat above 2C by 2100. Such an event would lead to vast ecological destruction and mass extinctions, in addition to increased drought and food crop failures that could destabilized human society, disproportionately impacting those living in poverty.

California has been a leader in addressing climate change. Under State law, California must procure 60% of all electricity from renewable resources by 2030, and be carbon-free by 2045. SB 32, approved in 2016, requires California's greenhouse gas emissions to be 40% below 1990 levels by 2030. State policies around climate change have been evolving based on the latest science, with an acceleration of these efforts necessary to address the projections in the latest report by the United Nations' Intergovernmental Panel on Climate Change (IPCC), which says that the only way to stay below 1.5C is to have carbon emissions peak in 2025, followed by a rapid decline and reaching net-zero by the middle of the century.

Locally, extensive work has been done to mitigate our impacts on the climate. There is a goal to reach net-zero carbon emissions by 2045 or earlier. Electrification policies and improvements to transportation infrastructure to encourage moving away from gasoline-powered vehicles have also been approved. Under the City of Berkeley's Investment Policy, there has been a divestment from publicly traded fossil fuel companies and banks that finance pipelines and fossil fuel infrastructure. The rationale for this is the cost of the impacts of climate change outweigh any return on investment from such companies.

SB 1173, introduced by State Senator Lena Gonzalez, will help meet the State’s climate action goals by prohibiting the California Public Employees Retirement System (CalPERS) and the California State Teachers’ Retirement System (CalSTRS) from investing in fossil fuel companies. Additionally, divestment from such companies must be done by 2030. Currently, CalPERS and CalSTRS have approximately \$11.5 billion invested in fossil fuel companies. This bill builds upon the work we have done locally to divest from fossil fuels.

In May 2022, Council unanimously approved Resolution No. #70,348-N.S. in support of SB 1173, which was a previous version of this bill. While that bill did pass the State Senate, the bill died after time ran out for a vote at the Assembly.

FINANCIAL IMPLICATIONS

None.

ENVIRONMENTAL SUSTAINABILITY

Ending reliance on fossil fuels is necessary for achieving Berkeley’s Climate Action Plan and related environmental goals.

CONTACT PERSON

Mayor Jesse Arreguín      510-981-7100

Attachments:

- 1: Resolution
- 2: Text of SB 252
- 3: SB 252 Fact Sheet

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

IN SUPPORT OF SB 252 – FOSSIL FUEL DIVESTMENT ACT

WHEREAS, anthropogenic climate change, through rising sea levels, drought, heat waves, extreme precipitation events and increased wildfires is observably affecting human wellbeing, ecosystems and biodiversity; and

WHEREAS, climate change is an issue of environmental justice, disproportionately affects Indigenous communities, communities of color, and low income communities due to historical oppression, inadequate political power and access to resources for prevention and relief; and

WHEREAS, the International Panel on Climate Change concluded in 2018 that we have 12 years to make dramatic cuts in the use of fossil fuels (coal, oil, gas and tar sands) if we are to keep warming to 1.5° C and avoid more catastrophic change; and

WHEREAS, the fossil fuel industry is the single most powerful obstacle to addressing climate change, using its immense lobbying power in Washington, D.C. and Sacramento to block climate legislation; and

WHEREAS, fossil fuel companies' own scientists knew as early as the 1970s that their products were causing climate change, but the companies kept it secret; and

WHEREAS, to effectively address climate change, most fossil fuel reserves must remain in the ground, never to be used. Such reserves held as investments are liable to become stranded assets. This makes fossil fuel stocks a risky investment; and

WHEREAS, a Corporate Knights study found that if CalPERS and CalSTRS had divested in 2010, by 2019 their assets would have increased by \$11.9 and \$5.5 billion, respectively.

WHEREAS, independent studies by financial consulting firms BlackRock and Meketa have found that divestment reduces risk and improves rather than weakens investment returns; and

WHEREAS, divestment from specific segments or business operations by CalPERS and CalSTRS is already standard practice and is specifically allowed by the California Constitution; and

WHEREAS, the “engagement” strategy preferred by CalPERS and CalSTRS has been largely ineffective in moving fossil fuel companies away from fossil fuel exploration, extraction and distribution; and

WHEREAS, divestment means selling directly held or commingled assets including fossil fuel public equities and corporate bonds; and

WHEREAS, SB 252, introduced by State Senator Lena Gonzalez, will help meet the State's climate action goals by prohibiting CalPERS and CalSTRS from investing in fossil fuel companies and to divest from such companies by 2030.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that it hereby supports SB 252.

BE IT FURTHER RESOLVED that copies of this Resolution be sent to Assemblymember Buffy Wicks, State Senators Nancy Skinner and Lena Gonzalez, Governor Gavin Newsom, CalPERS, and CalSTRS.

**SENATE BILL**

**No. 252**

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**Introduced by Senators Gonzalez, Stern, and Wiener**

January 30, 2023

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An act to amend Section 16642 of, and to add Section 7513.76 to, the Government Code, relating to public retirement systems.

LEGISLATIVE COUNSEL'S DIGEST

SB 252, as introduced, Gonzalez. Public retirement systems: fossil fuels: divestment.

The California Constitution grants the retirement board of a public employee retirement system plenary authority and fiduciary responsibility for investment of moneys and administration of the retirement fund and system. These provisions qualify this grant of powers by reserving to the Legislature the authority to prohibit investments if it is in the public interest and the prohibition satisfies standards of fiduciary care and loyalty required of a retirement board.

Existing law prohibits the boards of the Public Employees' Retirement System and the State Teachers' Retirement System from making new investments or renewing existing investments of public employee retirement funds in a thermal coal company, as defined. Existing law requires the boards to liquidate investments in thermal coal companies on or before July 1, 2017, and requires the boards, in making a determination to liquidate investments, to constructively engage with thermal coal companies to establish whether the companies are transitioning their business models to adapt to clean energy generation. Existing law provides that it does not require a board to take any action unless the board determines in good faith that the action is consistent with the board's fiduciary responsibilities established in the California Constitution.

This bill would prohibit the boards of the Public Employees' Retirement System and the State Teachers' Retirement System from making new investments or renewing existing investments of public employee retirement funds in a fossil fuel company, as defined. The bill would require the boards to liquidate investments in a fossil fuel company on or before July 1, 2030. The bill would temporarily suspend the above-described liquidation provision upon a good faith determination by the board that certain conditions materially impact normal market mechanisms for pricing assets, as specified, and would make this suspension provision inoperative on January 1, 2035. The bill would provide that it does not require a board to take any action unless the board determines in good faith that the action is consistent with the board's fiduciary responsibilities established in the California Constitution.

This bill would require the boards, commencing February 1, 2025, and annually thereafter, to file a report with the Legislature and the Governor, containing specified information, including a list of fossil fuel companies of which the board has liquidated their investments. The bill would provide that board members and other officers and employees shall be held harmless and be eligible for indemnification in connection with actions taken pursuant to the bill's requirements, as specified.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

- 1 SECTION 1. Section 7513.76 is added to the Government
- 2 Code, to read:
- 3 7513.76. (a) The Legislature finds and declares all of the
- 4 following:
- 5 (1) The combustion of coal, oil, and natural gas, known as fossil
- 6 fuels, is the single largest contributor to global climate change.
- 7 (2) Climate change affects all parts of the California economy
- 8 and environment, and the Legislature has adopted numerous laws
- 9 to mitigate greenhouse gas emissions and to adapt to a changing
- 10 climate.
- 11 (3) Fossil fuel companies' plans to expand production, public
- 12 relations campaigns, and efforts to obstruct climate stabilization

1 policies are incompatible with California’s climate goals, and our  
2 obligation to current and future generations.

3 (4) The production of fossil fuels and the effects of climate  
4 change resulting from the use of fossil fuels all lead to  
5 disproportionate adverse impacts on low-income communities and  
6 communities of color.

7 (5) A transition away from fossil fuels to clean energy will  
8 create greater employment, support the economy, and improve  
9 public health.

10 (6) The purpose of this section is to require the Public  
11 Employees’ Retirement System and the State Teachers’ Retirement  
12 System, consistent with, and not in violation of, their fiduciary  
13 responsibilities, to divest their holdings of fossil fuel company  
14 investments as one part of the state’s broader efforts to decarbonize  
15 the California economy and to transition to clean, pollution-free  
16 energy resources.

17 (b) As used in this section, the following definitions apply:

18 (1) “Board” means the Board of Administration of the Public  
19 Employees’ Retirement System or the Teachers’ Retirement Board  
20 of the State Teachers’ Retirement System, as applicable.

21 (2) “Company” means a sole proprietorship, organization,  
22 association, corporation, partnership, venture, or other entity, or  
23 its subsidiary or affiliate, that exists for profitmaking purposes or  
24 to otherwise secure economic advantage.

25 (3) “Investment” means the purchase, ownership, or control of  
26 publicly issued stock, corporate bonds, or other debt instruments  
27 issued by a company. “Investments” also includes purchase,  
28 ownership, or control of mutual funds and exchange-traded funds,  
29 unless the board is satisfied on reasonable grounds that a mutual  
30 fund or exchange-traded fund is unlikely to have in excess of 2  
31 percent of its assets, averaged annually, directly or indirectly  
32 invested in fossil fuel companies.

33 (4) “Public employee retirement funds” means the Public  
34 Employees’ Retirement Fund described in Section 20062 of this  
35 code, and the Teachers’ Retirement Fund described in Section  
36 22167 of the Education Code.

37 (5) “Fossil fuel” means petroleum oil, natural gas, and thermal  
38 coal. Thermal coal is coal used to generate electricity, such as that  
39 which is burned to create steam to run turbines. Thermal coal does  
40 not mean metallurgical coal or coking coal used to produce steel.

1 (6) “Fossil fuel company” means one of the 200 largest publicly  
2 traded fossil fuel companies, as established by carbon content in  
3 the companies’ proven oil, gas, and coal reserves.

4 (c) The board shall not make additional or new investments or  
5 renew existing investments of public employee retirement funds  
6 in a fossil fuel company.

7 (d) (1) The board shall liquidate investments in a fossil fuel  
8 company on or before July 1, 2030.

9 (2) Notwithstanding paragraph (1), this subdivision shall be  
10 suspended upon a good faith determination by the board that an  
11 act of God, war, or other unforeseeable event creates conditions  
12 that materially impact normal market mechanisms for pricing assets  
13 and shall only be reinstated upon a subsequent good faith finding  
14 of the board that market conditions have substantially returned to  
15 normal ex-ante. Upon such a finding, the board shall have six  
16 months to liquidate any remaining investments in a fossil fuel  
17 company.

18 (3) Paragraph (2) shall remain in effect only until January 1,  
19 2035, and as of that date is inoperative.

20 (e) (1) Commencing February 1, 2025, and annually on  
21 February 1 thereafter, the board shall create a report that includes  
22 the following:

23 (A) A list of fossil fuel companies of which the board has  
24 liquidated its investments pursuant to subdivision (d).

25 (B) A list of fossil fuel companies with which the board still  
26 has not liquidated its investments.

27 (C) A list of fossil fuel companies of which the board has not  
28 liquidated its investments as a result of a determination made  
29 pursuant to subdivision (f) that a sale or transfer of investments is  
30 inconsistent with the fiduciary responsibilities of the board as  
31 described in Section 17 of Article XVI of the California  
32 Constitution and the board’s findings adopted in support of that  
33 determination.

34 (D) An analysis of methods and opportunities to rapidly and  
35 effectively reduce dependence on fossil fuels and transition to  
36 alternative energy sources in a realistic timeframe that avoids  
37 negatively contributing to economic conditions particularly  
38 damaging to public employee retirement funds and to overall net  
39 employment earnings of the state’s workforce.



1 (2) The board shall submit the report to the Legislature, in  
2 compliance with Section 9795, and to the Governor, and shall post  
3 the report on the board's internet website.

4 (f) Nothing in this section shall require a board to take action  
5 as described in this section unless the board determines in good  
6 faith that the action described in this section is consistent with the  
7 fiduciary responsibilities of the board described in Section 17 of  
8 Article XVI of the California Constitution.

9 SEC. 2. Section 16642 of the Government Code, as amended  
10 by Section 3 of Chapter 459 of the Statutes of 2019, is amended  
11 to read:

12 16642. (a) Present, future, and former board members of the  
13 Public Employees' Retirement System or the State Teachers'  
14 Retirement System, jointly and individually, state officers and  
15 employees, research firms described in subdivision (d) of Section  
16 7513.6, and investment managers under contract with the Public  
17 Employees' Retirement System or the State Teachers' Retirement  
18 System shall be indemnified from the General Fund and held  
19 harmless by the State of California from all claims, demands, suits,  
20 actions, damages, judgments, costs, charges, and expenses,  
21 including court costs and attorney's fees, and against all liability,  
22 losses, and damages of any nature whatsoever that these present,  
23 future, or former board members, officers, employees, research  
24 firms as described in subdivision (d) of Section 7513.6, or contract  
25 investment managers shall or may at any time sustain by reason  
26 of any decision to restrict, reduce, or eliminate investments  
27 pursuant to Sections 7513.6, 7513.7, 7513.74, ~~and 7513.75.~~  
28 ~~7513.75, and 7513.76.~~

29 (b) This section shall remain in effect only until Section 7513.74  
30 is repealed, and as of that date is repealed.

31 SEC. 3. Section 16642 of the Government Code, as added by  
32 Section 4 of Chapter 459 of the Statutes of 2019, is amended to  
33 read:

34 16642. (a) Present, future, and former board members of the  
35 Public Employees' Retirement System or the State Teachers'  
36 Retirement System, jointly and individually, state officers and  
37 employees, research firms described in subdivision (d) of Section  
38 7513.6, and investment managers under contract with the Public  
39 Employees' Retirement System or the State Teachers' Retirement  
40 System shall be indemnified from the General Fund and held

SB 252

— 6 —

1 harmless by the State of California from all claims, demands, suits,  
2 actions, damages, judgments, costs, charges, and expenses,  
3 including court costs and attorney's fees, and against all liability,  
4 losses, and damages of any nature whatsoever that these present,  
5 future, or former board members, officers, employees, research  
6 firms as described in subdivision (d) of Section 7513.6, or contract  
7 investment managers shall or may at any time sustain by reason  
8 of any decision to restrict, reduce, or eliminate investments  
9 pursuant to Sections 7513.6, 7513.7, ~~and 7513.75~~; 7513.75, and  
10 7513.76.

11 (b) This section shall become operative upon the repeal of  
12 Section 7513.74.

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## SB 252 (Gonzalez) – Fossil Fuel Divestment Act

### SUMMARY

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Senate Bill (SB) 252 will prohibit the California Public Employees Retirement System (CalPERS) and the California State Teachers Retirement System (CalSTRS) from investing in fossil fuel companies, and provide they divest any current holdings in these companies by 2030, with an additional 5-year off-ramp should the funds encounter specified market conditions.

### EXISTING LAW

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SB 185 (De Leon, Chapter 605, Statutes of 2015) required CalPERS and CalSTRS to divest their investments in thermal coal companies, which has resulted in a positive \$598 million return to the CalPERS fund.

California Constitution Article 16, Section 17 – establishes that: “the Legislature may by statute continue to prohibit certain investments by a retirement board where it is in the public interest to do so, and provided that the prohibition satisfies the standards of fiduciary care and loyalty required of a retirement board.”

### BACKGROUND/PROBLEM

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Californians, along with states and nations around the globe, are facing the real and immediate threats of climate change and its ever-growing impacts on our health, safety, environment, and our ability to pass on a livable planet to future generations.

California has been a world leader in taking steps to combat the causes of climate change, setting historic carbon reduction goals, and taking meaningful actions to

help prevent environmental destruction and protect communities who bear the overwhelming brunt of carbon emissions.

Despite these forward-thinking actions, California’s multi-billion dollar retirement pension funds are actively investing billions of dollars in the very fossil fuel companies that are the primary cause of climate change.

CalPERS and CalSTRS, which invest the pension funds of state employees and teachers, have an investing power of \$469 billion and \$327 billion, respectively. Unfortunately, CalPERS estimates that they are currently investing \$7.4 billion of these dollars in the 200 largest fossil fuel companies, and CalSTRS is investing in 174 fossil fuel companies with a combined market value of approximately \$4.1 billion.

With the explosion of investment and development in carbon-free technologies, consumer pressure, and governmental regulation forcing a move away from fossil fuels, it has become clear that the fossil fuel industry may be a risky and myopic financial investment. In fact, data from the last four decades shows that in 1980, the fossil fuel industry claimed 29% of the S&P 500, whereas today, it only occupies 5.3%, the lowest level in more than 40 years.<sup>1</sup>

An estimated 1,500 institutions with over \$39 trillion in assets have already taken action to end direct financial support of climate destruction by committing to some form of fossil fuel divestment, including the University of California, the California State University, the State and

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<sup>1</sup> <https://ieefa.org/resources/fossil-fuel-investments-looking-backwards-may-prove-costly-investors-todays-market>

City of New York, the State of Maine, the Vatican, and the province of Quebec.<sup>2</sup>

In October of 2021, Netherland’s ABP, the fifth largest public employee pension fund in the world with \$600 billion in assets, announced it would divest its current \$17.4 billion of fossil fuels investments by the first quarter of 2023, citing corporate engagement as an ineffective strategy to change fossil fuel behavior.<sup>3</sup> These investment numbers dwarf that of CalPERS and CalSTRS, and is following a divestment timeline of under two years.

Major investment management firms, BlackRock and Meketa, have independently concluded that funds can divest from fossil fuels without weakening investment returns.<sup>4</sup> A further study has shown that if CalPERS and CalSTRS had divested from fossil fuels in 2010, they would have gained \$11.9 billion and \$5.5 billion in returns by 2019.<sup>5</sup>

In fact, CalPERS and CalSTRS have taken on divestments that have resulted in positive returns for the funds. CalPERS’s active divestment from Thermal Coal has resulted in \$598 million in gains; divestment from Iran has resulted in \$256 million in gains; and divestment from firearms manufacturers has resulted in \$36 million in gains. Of CalPERS active divestments, only the divestment from tobacco companies has resulted in losses to the pension fund, and no one is arguing that CalPERS reinvest into such a dangerous product that runs afoul of the state’s public interest.

The pension funds have already recognized the need to move investments out of dangerous carbon emitting companies. CalPERS and CalSTRS have committed to reach a goal of NetZero investments at some point over the next 27 years. And while CalSTRS has taken steps in the last year to invest some of its assets in low carbon indexes and establish a partial NetZero goal by 2030, it still retains the ability to invest directly into the largest fossil fuel companies, such as: Gazprom (Russia), Rosneft (Russia), LukOil (Russia), Aramco (Saudi Arabia), and the state-owned PetroChina.

Many of the teachers and state employees whose retirement futures are invested by CalPERS and CalSTRS have passed resolutions calling for the divestment of fossil fuels, including the California Faculty Association, the California Federation of Teachers, associations representing higher education faculty, academic senates at California State University and the University of California, and local chapters of the California Teachers Association from Los Angeles to Oakland.

**SOLUTION**

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SB 252 seizes the momentum of the worldwide divestment movement and continues the bold and progressive actions that California must take to address climate change. SB 252 ends the contradictory and incongruous actions that position the state as a leader in the fight against climate change, while simultaneously investing billions directly in the fossil fuel companies that are causing climate change.

Specifically, SB 252 will prohibit CalPERS and CalSTRS from making any new investments in the top 200 fossil fuel companies, and provides an off-ramp of 7 years to divest any current investments; with an additional 5-year off-ramp should the funds encounter specified market conditions.

Additionally, SB 252 will require CalPERS and CalSTRS to annually report on their divestment progress beginning in 2025.

**SUPPORT**

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California Faculty Association (Sponsor)  
Fossil Free California (Sponsor)

**CONTACT**

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Trevor Taylor  
Legislative Director  
(916) 651-4033  
Trevor.Taylor@sen.ca.gov  
Senator Lena Gonzalez

<sup>2</sup> <https://divestmentdatabase.org/>

<sup>3</sup> <https://apnews.com/article/climate-business-united-nations-netherlands-greenpeace-45f4a39e838667d032d2483956f01c9b>

<sup>4</sup> <https://ieefa.org/resources/major-investment-advisors-blackrock-and-meketa-provide-fiduciary-path-through-energy>

<sup>5</sup> <https://drive.google.com/file/d/1k27W2oTzaqueEZrvit4RLfve6pvakqMI/view>



Rashi Kesarwani  
Councilmember, District 1

CONSENT CALENDAR  
MARCH 14, 2023

TO: Honorable Mayor and Members of the City Council

FROM: Councilmember Rashi Kesarwani (Author) and Councilmembers Mark Humbert, Terry Taplin, and Susan Wengraf (Co-Sponsors)

SUBJECT: Budget Referral: Additional Street Maintenance Funding to Improve Pavement Condition, Saving Tax Dollars and Our Streets

RECOMMENDATION

Refer to the FY 2023-25 biennial budget process to further increase the street paving budget by \$4.7 million General Fund in FY 2024-25 for a total street paving budget of approximately \$20 million in FY 2024-25.

On July 26, 2022, the City Council unanimously passed a policy ensuring an adequate annual General Fund contribution for street maintenance that amounts to a total of \$15.3 million annually plus inflation—the amount needed to maintain (although not improve) the pavement condition.<sup>1</sup> This budget request for an additional \$4.7 million builds on the streets fiscal policy by seeking to increase the street paving budget further in FY 2024-25 *to begin to improve the pavement condition*.

We note that the City Council already approved a \$9 million increase to the street paving budget for FY 2023-24 for a total of \$16.3 million in FY 2023-24.

A dollar of maintenance early in a street's life-cycle saves \$8 later in the street's life-cycle due to avoided rehabilitation and/or reconstruction costs associated with failing streets, making this budget request an urgent matter of fiscal oversight.<sup>2</sup> Further, the

<sup>1</sup> Arreguín, Jesse, Kesarwani, Rashi, Taplin, Terry, and Wengraf, Susan, [Establishing Policy for Adequate Annual General Fund Contribution for Street Maintenance to Prevent Deterioration of Pavement Condition](#), Special City Council Meeting July 26, 2022, Item #3 and Pavement Engineering Inc., City of Berkeley 2020/21 Pavement Management System Update, p. 8, Jan. 2021

<sup>2</sup> L. Galehouse, J. S. Moulthrop, and R. G. Hicks, "Principles of pavement preservation: definitions, benefits, issues, and barriers," TR News, pp. 4–15, 2003 as cited in City Manager, *Discuss Vision 2050, Infrastructure Priorities, Stakeholder and Community Engagement, and City's Bonding Capacity*;

defeat of the Measure L general obligation bond on the November 8, 2022 ballot means that the City currently lacks significant resources to fully address deferred street maintenance, requiring the City Council to add additional resources from the General Fund in order to make steady progress towards improving the average pavement condition.

#### CURRENT SITUATION AND ITS EFFECTS

***Without A General Obligation Bond, City's Streets Will Decline In the Long Run Even with Higher Maintenance Budget of \$15.3 Million Annually.*** The defeat of Measure L, which would have provided \$231 million to address deferred street maintenance, means that the City does not have a major funding source for addressing this liability. In Exhibit 1, a 30-year projection for various funding scenarios shows that the City's streets will continue to deteriorate in the absence of a large general obligation bond—even with a higher maintenance budget of \$15.3 million annually plus inflation. For the biennial FY 2022-24 budget, a total of \$14 million in new street paving funds was added—\$5 million added (for a total of \$12.3 million) in FY 2022-23 and \$9 million added (for a total of \$16.3 million) in FY 2023-24. Further, the City Council passed a streets fiscal policy in July 2022 committing \$15.3 million plus inflation to street paving annually.<sup>3</sup> However, even if these higher funding levels are maintained, our pavement condition will continue to deteriorate due to the inability to address the significant backlog of deferred maintenance, mirroring the orange scenario (S2) in Exhibit 1 shown below.

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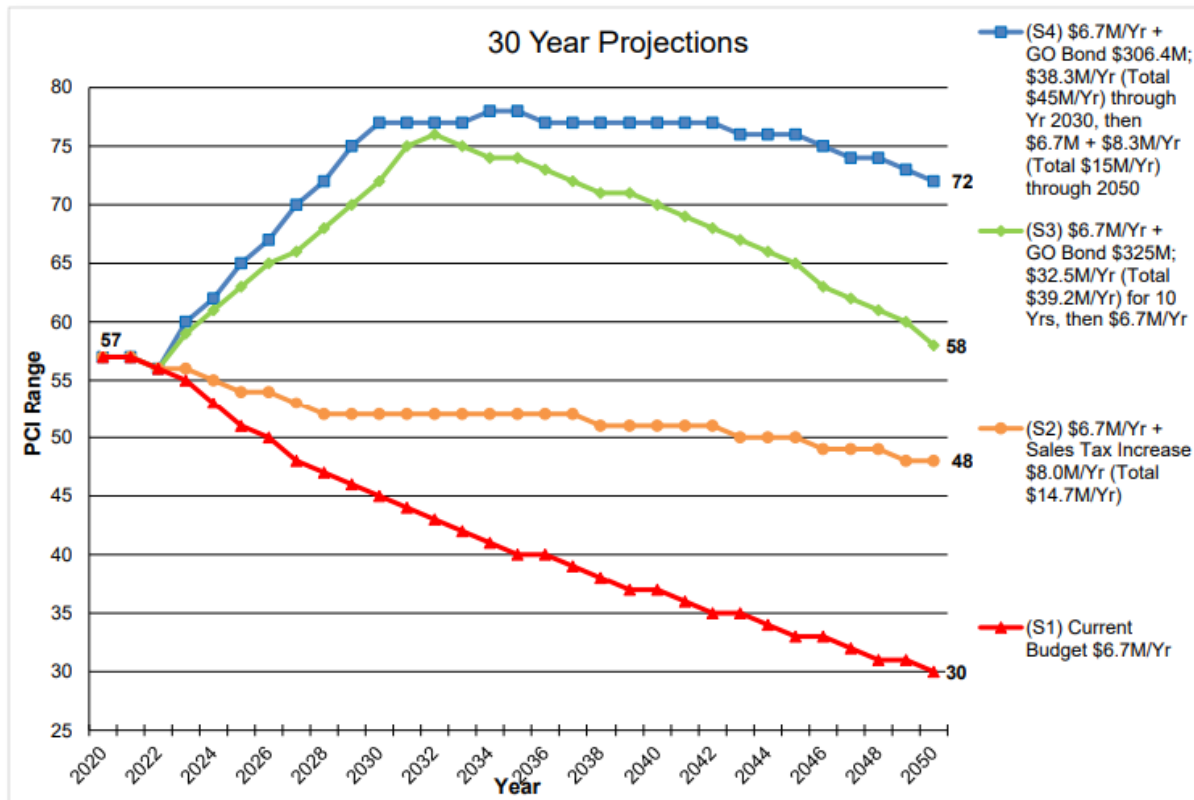
and Seek Direction on November 2022 Revenue Measure(s) Presentation slide 4, City Council Worksession Item 1, Jan. 20, 2022

<sup>3</sup> Arreguín, Jesse, Kesarwani, Rashi, Taplin, Terry, and Wengraf, Susan, [Establishing Policy for Adequate Annual General Fund Contribution for Street Maintenance to Prevent Deterioration of Pavement Condition](#), Special City Council Meeting July 26, 2022, Item #3

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**Exhibit 1: Without A General Obligation Bond, City’s Streets Will Decline In the Long Run Even with Higher Maintenance Budget of \$15.3 Million Annually (S2 Orange Scenario)**



Source: Pavement Engineering Inc., City of Berkeley 2020/21 Pavement Management System Update, <https://berkeleyca.gov/sites/default/files/2022-02/Pavement-Management-Update-2020.pdf>, p. 19, Jan. 2021

**Berkeley’s Streets Are Rated Among the Worst in the Bay Area, Costing Motorists an Extra \$1,049 Annually for Vehicle Repair and Increasing Risk of Injury for Bicyclists and Pedestrians.** Compared to other jurisdictions in the Bay Area, Berkeley has the 15th worst Pavement Condition Index (PCI) rating out of 101 cities in the nine-county jurisdiction covered by the Metropolitan Transportation Commission, the federally designated transportation planning organization for the Bay Area.<sup>4</sup> The general condition of streets is measured by PCI, a numerical rating from 0 to 100, as shown in Exhibit 2. Berkeley’s streets were rated in 2021 at an average of 56 out of 100, meaning they are “at risk”—defined as deteriorated pavement that requires immediate attention, including rehabilitative work. At this rating, ride quality is significantly inferior compared to better pavement ratings, impacting all roadway users including pedestrians, bicyclists, public transit riders, and motorists. At-risk pavement conditions make it more likely for bicyclists and pedestrians to suffer injuries. For drivers, at-risk conditions cost \$1,049 annually, according to TRIP, a national transportation research group, due to vehicle repair

<sup>4</sup> Berkeley City Auditor, [Rocky Road: Berkeley Streets at Risk and Significantly Underfunded](#), p. 2, Nov. 19, 2020

costs, accelerated vehicle deterioration and depreciation, increased maintenance costs, and additional fuel consumption.<sup>5</sup> This pavement condition disproportionately harms lower-income residents for whom extra vehicle costs consume a greater share of income. During the heavy winter storms, in which Berkeley received 20 inches of rain in December 2022 and January 2023, many streets that developed the most potholes had poor quality pavement to start.<sup>6</sup> In Attachment 1, we include a list of all City streets and their respective PCI rating in 2020, provided by the Public Works Department.

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<sup>5</sup> Berkeley City Auditor, [Rocky Road: Berkeley Streets at Risk and Significantly Underfunded](#), p. 3, Nov. 19, 2020

<sup>6</sup> Markovich, Ally, *January was Berkeley's worst month for potholes on record*, <https://www.berkeleyside.org/2023/02/19/january-was-berkeleys-worst-month-for-potholes-on-record>, Feb. 19, 2023.



**Exhibit 2: Pavement Condition Index (PCI) is a Numerical Rating for the General Condition of Streets**

| Very Good-Excellent (100-80)                                                                                                                                                                                    | Good (79-70)                                                                                                                                                                                                                                                           | Fair (69-60)                                                                                                                                                                                                                          |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Pavements are newly constructed or resurfaced and have few if any signs of distress.</p> <p>Photo: PCI 98, Arterial</p>                                                                                      | <p>Pavements require mostly preventive maintenance and have only low levels of distress, such as minor cracks or spalling, which occurs when the top layer of asphalt begins to peel or flake off as a result of water permeation.</p> <p>Photo: PCI 74, Collector</p> | <p>Pavements at the low end of this range have significant levels of distress and may require a combination of rehabilitation and preventive maintenance to keep them from deteriorating rapidly.</p> <p>Photo: PCI 63, Collector</p> |
|                                                                                                                               |                                                                                                                                                                                      |                                                                                                                                                   |
| At Risk (59-50)                                                                                                                                                                                                 | Poor (49-25)                                                                                                                                                                                                                                                           | Failed (24-0)                                                                                                                                                                                                                         |
| <p>Pavements are deteriorated and require immediate attention including rehabilitative work. Ride quality is significantly inferior to better pavement categories.</p> <p>Photo: PCI 50, Residential Street</p> | <p>Pavements have extensive amounts of distress and require major rehabilitation or reconstruction. Pavements in this category affect the speed and flow of traffic significantly.</p> <p>Photo: PCI 39, Residential Street</p>                                        | <p>Pavements need reconstruction and are extremely rough and difficult to drive.</p> <p>Photo: PCI 20, Residential/Bike Boulevard</p>                                                                                                 |
|                                                                                                                              |                                                                                                                                                                                     |                                                                                                                                                  |

Source: Berkeley City Auditor, [Rocky Road: Berkeley Streets at Risk and Significantly Underfunded](#), p. 5, Nov. 19, 2020

**Historically, Berkeley Has Inadequately Funded Street Paving.** In recent fiscal years, the total annual amount that the City of Berkeley has budgeted for street maintenance has fluctuated from \$4.9 million in FY 2018-19 to as much as \$11.3

million in FY 2015-16, as shown in Exhibit 3.<sup>7</sup> The City has added one-time bond funding to enhance the annual street paving budget through Measures M and T1 in recent fiscal years. However, the General Fund contribution to street maintenance remained flat at just \$1.9 million from FY 2013-14 through FY 2019-20, shown as Capital Improvement Fund in Exhibit 3.

**Exhibit 3: General Fund Contribution to Street Maintenance Remained Flat at \$1.9 Million From FY 2013-14 through FY 2019-20 (Dollars in Millions)**

| Funding Source                        | FY 2013-14   | FY 2014-15    | FY 2015-16    | FY 2016-17    | FY 2017-18   | FY 2018-19   | FY 2019-20   | Total         |
|---------------------------------------|--------------|---------------|---------------|---------------|--------------|--------------|--------------|---------------|
| <b>Non-Recurring Funding</b>          | <b>\$2.5</b> | <b>\$6.0</b>  | <b>\$6.1</b>  | <b>\$6.0</b>  | <b>\$4.4</b> |              | <b>\$2.8</b> | <b>\$27.8</b> |
| Measure M                             | \$2.5        | \$6.0         | \$6.0         | \$6.0         | \$4.4        |              |              | \$24.9        |
| Measure T1                            |              |               |               |               |              |              | \$2.6        | \$2.6         |
| Measure T1 - AAO #1                   |              |               |               |               |              |              | \$0.3        | \$0.3         |
| Successor Agency - WBIP               |              |               | \$0.1         |               |              |              |              | \$0.1         |
| <b>Recurring Funding</b>              | <b>\$3.5</b> | <b>\$4.0</b>  | <b>\$5.2</b>  | <b>\$5.2</b>  | <b>\$4.3</b> | <b>\$4.9</b> | <b>\$7.0</b> | <b>\$34.1</b> |
| State Transportation Tax Fund         | \$0.8        | \$0.8         | \$0.8         | \$0.8         | \$0.5        | \$0.5        | \$0.5        | \$4.7         |
| State Transportation Tax Fund - SB1   |              |               |               |               |              |              | \$1.5        | \$1.5         |
| Measure B                             | \$0.7        | \$0.7         | \$0.7         | \$0.7         | \$0.7        | \$0.7        | \$0.7        | \$5.0         |
| Measure BB                            |              |               | \$1.6         | \$1.6         | \$1.1        | \$1.6        | \$2.2        | \$8.1         |
| Measure F                             | \$0.1        | \$0.6         | \$0.2         | \$0.2         |              | \$0.2        | \$0.2        | \$1.3         |
| Capital Improvement Fund <sup>1</sup> | \$1.9        | \$1.9         | \$1.9         | \$1.9         | \$1.9        | \$1.9        | \$1.9        | \$13.5        |
| <b>Total</b>                          | <b>\$6.0</b> | <b>\$10.0</b> | <b>\$11.3</b> | <b>\$11.2</b> | <b>\$8.7</b> | <b>\$4.9</b> | <b>\$9.8</b> | <b>\$61.9</b> |

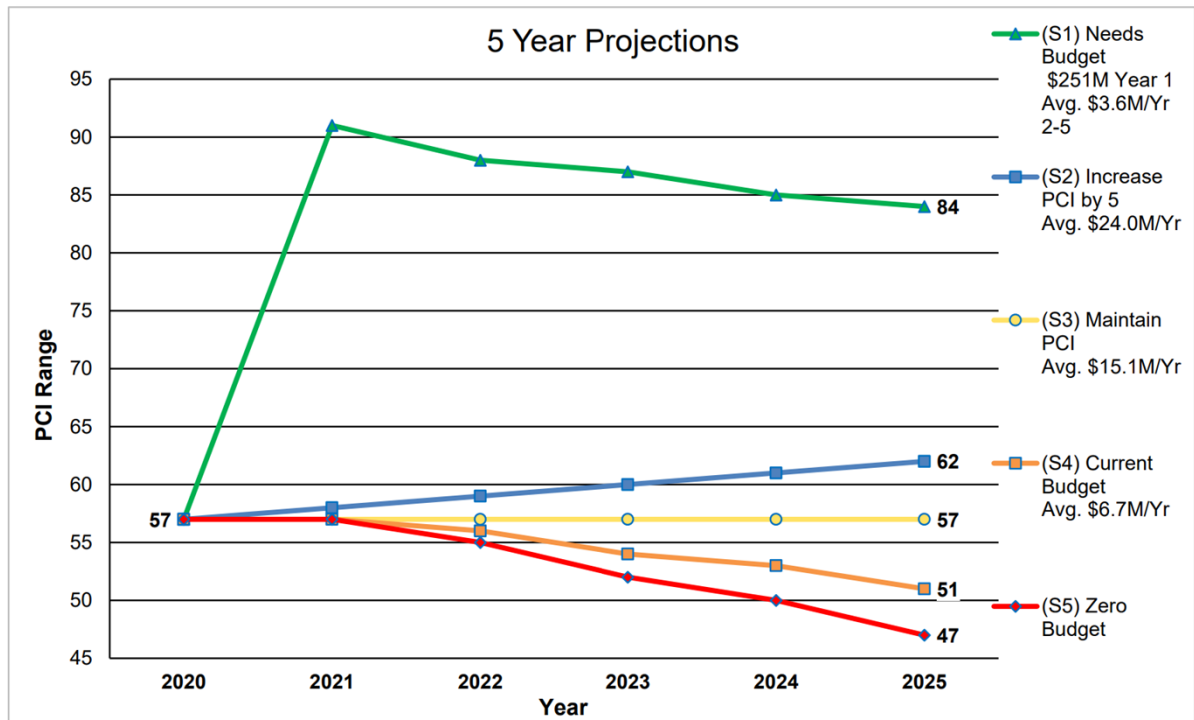
<sup>1</sup>Capital Improvement Fund is from the City's General Fund.

Source: Berkeley City Auditor

The City Council has made progress in adding resources to the City's street paving budget, particularly with the July 2022 streets fiscal policy that commits \$15.3 million plus inflation annually. Significantly, even if this level of funding is maintained through 2025, the PCI will not increase, as shown in Exhibit 4 (see S3 Yellow Line).

<sup>7</sup> Berkeley City Auditor, [Rocky Road: Berkeley Streets at Risk and Significantly Underfunded](#), p. 6, Nov. 19, 2020.

### Exhibit 4: Even If Streets Are Funded at \$15.3 Million Annually, the Pavement Condition Will Not Improve By 2025 (S3 Yellow Line)



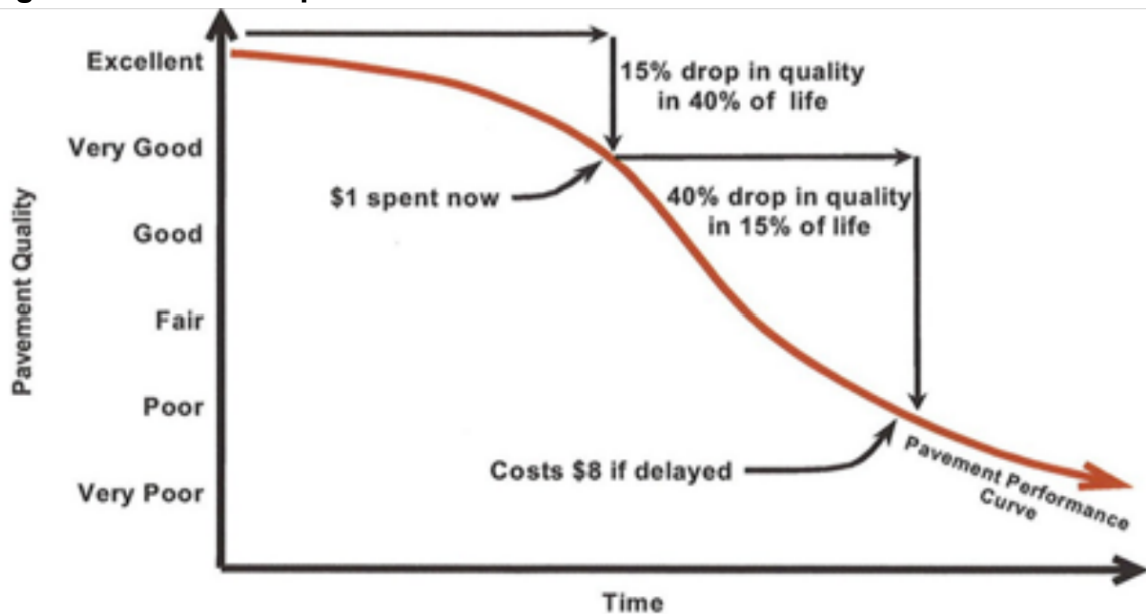
Source: Pavement Engineering Inc., City of Berkeley 2020/21 Pavement Management System Update, <https://berkeleyca.gov/sites/default/files/2022-02/Pavement-Management-Update-2020.pdf>, p. 9, Jan. 2021

**Deferring Street Maintenance Makes Street Paving and Repair Eight Times More Expensive Later.** The City's inability to adequately maintain a street early in its life-cycle leads to escalating costs that are eight times higher later in a street's life-cycle, as shown in Exhibit 5.<sup>8</sup> In the case of arterial streets that are receiving significantly less attention under the current street paving plan, a predictable outcome is that they will deteriorate precipitously due to lack of investment and costs to repair them will rise exponentially, *absent additional resources for street maintenance*.<sup>9</sup>

<sup>8</sup> L. Galehouse, J. S. Moulthrop, and R. G. Hicks, "Principles of pavement preservation: definitions, benefits, issues, and barriers," TR News, pp. 4–15, 2003 as cited in City Manager, *Discuss Vision 2050, Infrastructure Priorities, Stakeholder and Community Engagement, and City's Bonding Capacity; and Seek Direction on November 2022 Revenue Measure(s)* Presentation slide 4, City Council Worksession Item 1, Jan. 20, 2022

<sup>9</sup> Garland, Liam, [Street Maintenance and Rehabilitation Policy and Five-Year Paving Plan](#) pgs. 9-11, City Council Meeting Jan. 25, 2022, Item Aa

### Exhibit 5: Conducting Street Paving and Repair Later in a Street's Life Cycle is Eight Times More Expensive



Source: L. Galehouse, J. S. Moulthrop, and R. G. Hicks, "Principles of pavement preservation: definitions, benefits, issues, and barriers," TR News, pp. 4–15, 2003 as cited in City Manager, *Discuss Vision 2050, Infrastructure Priorities, Stakeholder and Community Engagement, and City's Bonding Capacity; and Seek Direction on November 2022 Revenue Measure(s)* Presentation slide 4, City Council Worksession Item 1, Jan. 20, 2022

***Inadequate Street Paving Budget Has Led to an Estimated \$286 Million in Deferred Maintenance and Growing.*** Because the City's street paving budget has historically been underfunded for the last 15 years, a significant backlog of deferred street maintenance has accumulated that is now estimated at about \$286 million.<sup>10</sup> This amount is larger than the City's entire revised General Fund budget for FY 2021-22 of \$269 million.<sup>11</sup> Deferred street maintenance has grown exponentially over the last decade. In a 2011 audit *Failing Streets: Time to Change Direction to Achieve Sustainability*, the City Auditor found that Berkeley needed an estimated total of \$54 million to address the backlog of street maintenance and improve the average PCI from 58 to 75.<sup>12</sup> Over the past 12 years, that amount has grown by more than five times to a \$286 million unfunded liability in 2023 and will continue to grow precipitously in the future, even with a \$15 million contribution annually:

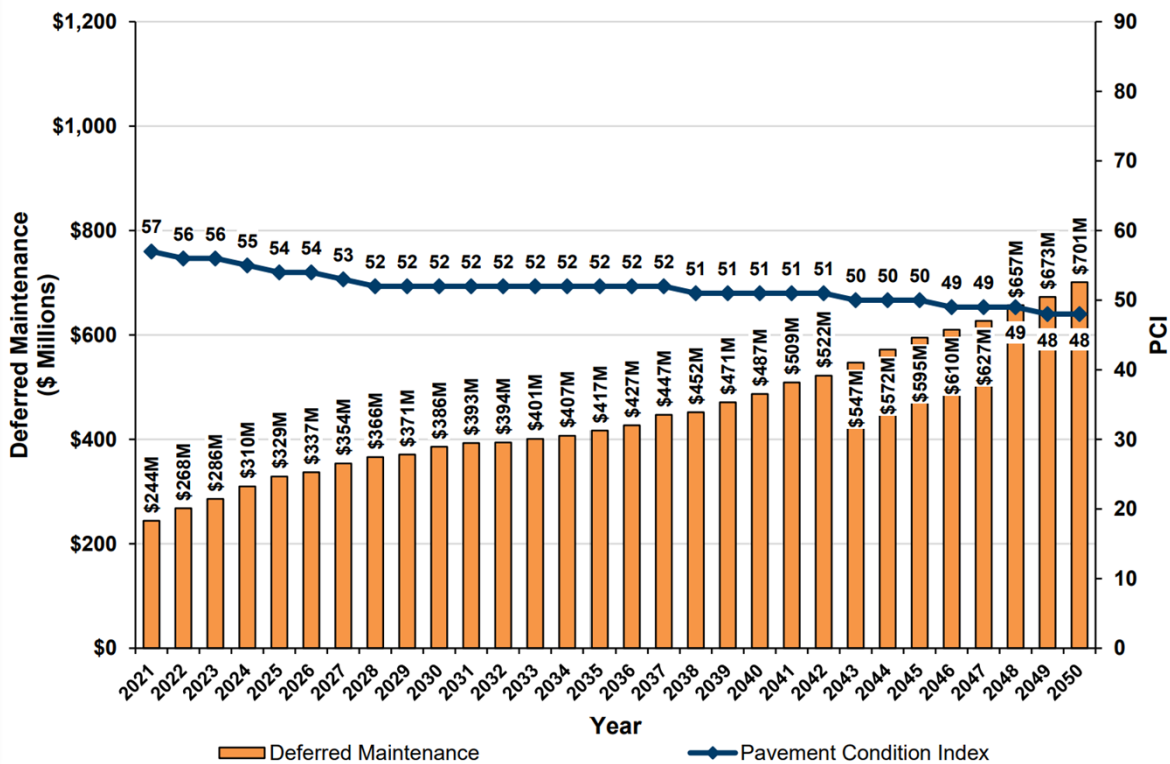
<sup>10</sup> Pavement Engineering Inc., City of Berkeley 2020/21 Pavement Management System Update, <https://berkeleyca.gov/sites/default/files/2022-02/Pavement-Management-Update-2020.pdf>, p. 14, Jan. 2021. We note that the estimate of \$286 million in deferred street maintenance only accounts for paving, not other "Complete Streets" infrastructure.

<sup>11</sup> City Manager, *Amendment: FY 2022 Annual Appropriations Ordinance*, City Council Meeting Dec. 14, 2021, Item 45, Revised Material (Supp 3), <https://berkeleyca.gov/sites/default/files/documents/2021-12-14%20Item%2045%20Amendment%20%20FY%202022%20Annual%20Appropriations%20Ordinance%20-%20Rev%20CMO.pdf>

<sup>12</sup> Hogan, Anne-Marie, *Failing Streets: Time to Change Direction to Achieve Sustainability*, Nov. 15, 2011

- In five years in 2028, deferred street maintenance is estimated to total \$366 million.
- In 10 years in 2033, deferred street maintenance is estimated to total \$401 million.
- By 2050, deferred street maintenance is estimated to total \$701 million, as shown in Exhibit 6.

**Exhibit 6: If \$15 Million Funding Level Continues, Deferred Street Maintenance Still Grows to More than \$700 Million by 2050**



Source: Pavement Engineering Inc., City of Berkeley 2020/21 Pavement Management System Update, <https://berkeleyca.gov/sites/default/files/2022-02/Pavement-Management-Update-2020.pdf>, p. 14, Jan. 2021

**BACKGROUND**

**Lessons Learned from 2012 Measure M for Streets.** Measure M raised \$30 million in general obligation bond funds for street maintenance, falling short of the \$54 million of identified deferred maintenance.<sup>13</sup> A Complete Streets approach was also applied, which—at the time—funded sidewalk repair, green infrastructure, as well as bike and pedestrian improvements. This approach meant that about 75 to 85 percent of the \$30 million went toward street paving, with the remaining funds paying for Complete Streets improvements. Because the funding was inadequate to fully clear the backlog of deferred street paving, and additional annual maintenance funding

<sup>13</sup> City Auditor Report, [Rocky Road: Berkeley Streets at Risk and Significantly Underfunded](#), p. 13, Nov. 19, 2020

was not added to the budget, Measure M only succeeded in temporarily stalling the decline in the City's pavement condition. Today, sidewalk improvements are budgeted separately from street paving, and the City has a clear understanding of the cost of funding Bicycle and Pedestrian Plan upgrades; however, the cost of green infrastructure improvements are harder to predict. The City should be aware of the additional costs associated with green infrastructure as well as the Bicycle Plan and Pedestrian Plan when planning and budgeting for deferred street maintenance.

#### FISCAL IMPACT

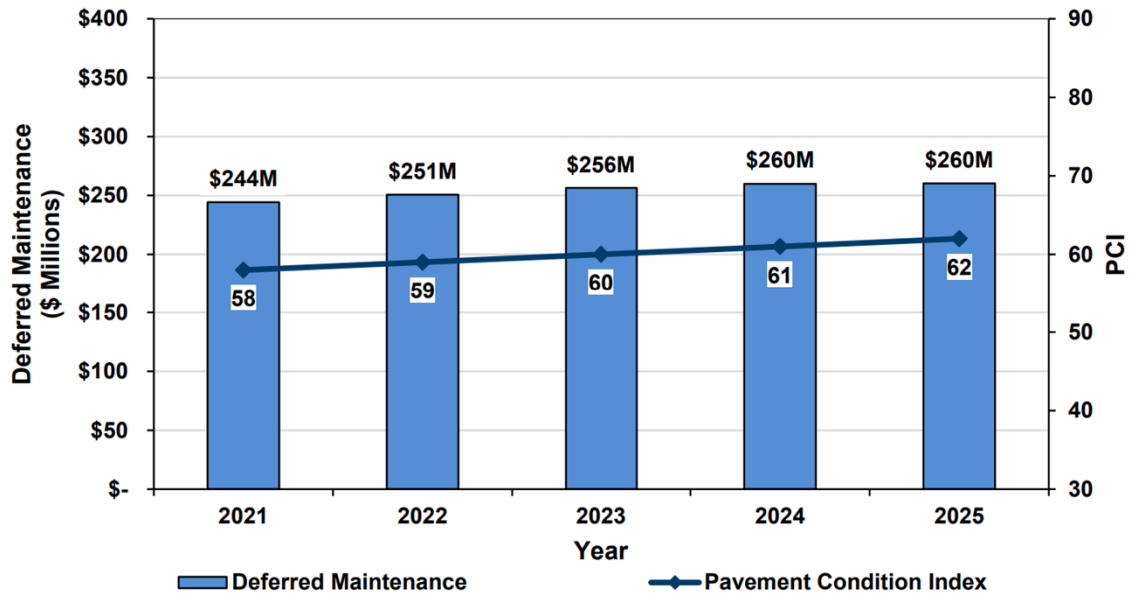
##### ***City Would Need to Budget \$24 Million Annually to Improve Pavement***

**Condition.** The City needs to continue to address the shortfall of street maintenance funds. To increase the PCI by 5 points from 57 to 62, it is projected by Pavement Engineering Inc. that an average funding level of \$24 million annually would be needed, as shown in Exhibit 7.<sup>14</sup> At this funding level, the backlog of deferred street maintenance still grows—from \$244 million in 2021 to \$260 million in 2025—albeit at a slower rate of 7 percent (when compared to budgeting \$15.1 million annually for street paving). This budget referral recognizes that there are numerous competing priorities for General Fund resources, including the Measure T1 infrastructure funding shortfall, allocation to the Section 115 Trust for unfunded pension liabilities, among other priorities. We request an augmentation of \$4.7 million General Fund to reach a total street paving budget of approximately \$20 million in FY 2024-25 so that the City moves beyond the minimum amount to simply maintain the existing PCI of roughly 57.

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<sup>14</sup> Pavement Engineering Inc., City of Berkeley 2020/21 Pavement Management System Update, <https://berkeleyca.gov/sites/default/files/2022-02/Pavement-Management-Update-2020.pdf>, p. 11, Jan. 2021

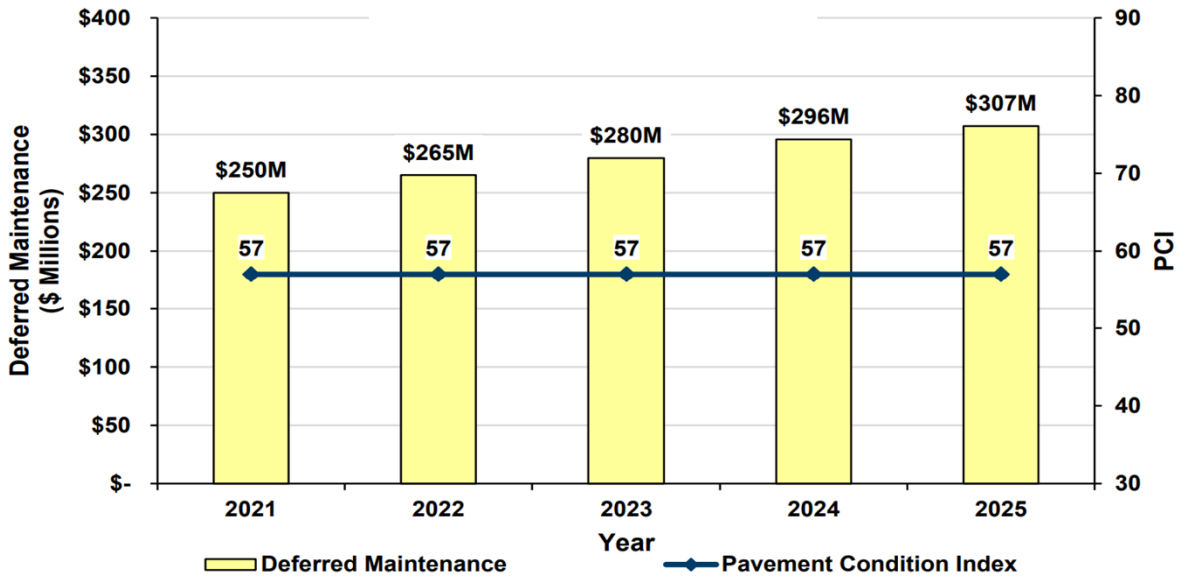
**Exhibit 7: \$24 Million Annually Leads to a 5-Point Increase in Pavement Condition Index and Slower Rate of Deferred Maintenance Growth**



Source: Pavement Engineering Inc., City of Berkeley 2020/21 Pavement Management System Update, <https://berkeleyca.gov/sites/default/files/2022-02/Pavement-Management-Update-2020.pdf>, p. 11, Jan. 2021

**\$15.1 Million Annually Maintains Current Pavement Condition, But Deferred Maintenance Grows By 23 Percent.** To maintain a PCI of 57, it is projected by Pavement Engineering Inc. that an average funding level of \$15.1 million annually is needed, as shown in Exhibit 8. At this funding level, the backlog of deferred street maintenance grows from \$250 million in 2021 to \$307 million in 2025, an increase of 23 percent.

**Exhibit 8: \$15.1 Million Annually Maintains Pavement Condition, But Leads to Faster Deferred Maintenance Growth**



Source: Pavement Engineering Inc., City of Berkeley 2020/21 Pavement Management System Update, <https://berkeleyca.gov/sites/default/files/2022-02/Pavement-Management-Update-2020.pdf>, p. 11, Jan. 2021

**Street Paving and Maintenance is a Core Service that Aligns with our Strategic Plan.** Providing state-of-the-art, well-maintained infrastructure, amenities, and facilities is one of the priorities articulated in our Strategic Plan, adopted in January 2018. This plan sets forth the long-term goals that Berkeley City government will achieve on behalf of its residents and acts as a conceptual guide to help ensure these goals are met.<sup>15</sup>

ENVIRONMENTAL IMPACTS

Good street conditions will improve safety for pedestrians, cyclists, users of micro-mobility devices, and public transit users. Using alternatives to driving cars will decrease our greenhouse gas emissions, which aligns with another of the City’s Strategic Plan priorities to be a global leader in addressing climate change, protecting the environment, and advancing environmental justice.

CONTACT

Councilmember Rashi Kesarwani, District 1

(510) 981-7110

<sup>15</sup> See City of Berkeley 2018-2019 Strategic Plan presented to Berkeley City Council on January 16, 2018.



Attachment:

Attachment 1 - City of Berkeley Roads (by PCI as of 2020) from Pavement Engineering Inc., City of Berkeley 2020/21 Pavement Management System Update, pgs. 39-78, Jan. 2021

| Road Name | Section ID | Beg Location                 | End Location          | Lanes | Length | Width | Funct. Class | PCI |
|-----------|------------|------------------------------|-----------------------|-------|--------|-------|--------------|-----|
| 10TH ST   | 047        | DELAWARE ST                  | UNIVERSITY AVE        | 2     | 950    | 36    | R            | 15  |
| 10TH ST   | 045        | VIRGINIA ST                  | DELAWARE ST           | 2     | 675    | 36    | R            | 16  |
| 10TH ST   | 060        | DWIGHT WAY                   | HEINZ AVE             | 2     | 2520   | 36    | R            | 19  |
| 10TH ST   | 044        | CEDAR ST                     | VIRGINIA ST           | 2     | 675    | 36    | R            | 51  |
| 10TH ST   | 042        | CAMELIA ST                   | CEDAR ST              | 2     | 1320   | 36    | R            | 68  |
| 10TH ST   | 050        | UNIVERSITY AVE               | DWIGHT WAY            | 2     | 3005   | 36    | R            | 94  |
| 10TH ST   | 030        | NORTH CITY LIMIT             | HARRISON ST           | 2     | 450    | 36    | R            | 95  |
| 10TH ST   | 033        | HARRISON ST                  | CAMELIA ST            | 2     | 1270   | 36    | R            | 95  |
| 2ND ST    | 043        | PAGE ST                      | CEDAR ST              | 2     | 820    | 40    | R            | 8   |
| 2ND ST    | 044        | CEDAR ST                     | VIRGINIA ST           | 2     | 740    | 40    | R            | 9   |
| 2ND ST    | 047        | DELAWARE ST                  | HEARST AVE            | 2     | 475    | 42    | R            | 12  |
| 2ND ST    | 040        | CAMELIA ST                   | PAGE ST               | 2     | 450    | 40    | R            | 28  |
| 2ND ST    | 048        | HEARST AVE                   | UNIVERSITY AVE        | 2     | 490    | 40    | R            | 33  |
| 2ND ST    | 050        | UNIVERSITY AVE               | ADDISON ST            | 2     | 450    | 35    | R            | 34  |
| 2ND ST    | 035        | GILMAN ST                    | CAMELIA ST            | 2     | 655    | 40    | R            | 41  |
| 2ND ST    | 045        | VIRGINIA ST                  | HEARST AVE            | 2     | 1115   | 42    | R            | 46  |
| 2ND ST    | 030        | NORTH CITY LIMIT             | GILMAN ST             | 2     | 1305   | 63    | R            | 50  |
| 4TH ST    | 054        | ADDISON ST                   | CHANNING WAY          | 2     | 1810   | 36    | C            | 33  |
| 4TH ST    | 056        | CHANNING WAY                 | DWIGHT WAY            | 2     | 615    | 36    | C            | 66  |
| 4TH ST    | 050        | UNIVERSITY AVE               | ADDISON ST            | 2     | 450    | 35    | R            | 70  |
| 4TH ST    | 044        | CEDAR ST                     | VIRGINIA ST           | 2     | 665    | 36    | R            | 73  |
| 4TH ST    | 040        | CAMELIA ST                   | CEDAR ST              | 2     | 1330   | 36    | R            | 79  |
| 4TH ST    | 030        | HARRISON ST                  | CAMELIA ST            | 2     | 1375   | 36    | R            | 82  |
| 4TH ST    | 048        | DELAWARE ST                  | UNIVERSITY AVE        | 2     | 950    | 28    | R            | 89  |
| 4TH ST    | 046        | VIRGINIA ST                  | DELAWARE ST           | 2     | 665    | 36    | R            | 90  |
| 4TH ST    | 060        | DWIGHT WAY                   | PARKER ST             | 2     | 600    | 21    | NCR          | 96  |
| 5TH ST    | 040        | CAMELIA ST                   | CEDAR ST              | 2     | 1320   | 48    | R            | 27  |
| 5TH ST    | 050        | UNIVERSITY AVE               | DWIGHT WAY            | 2     | 2990   | 34    | R            | 29  |
| 5TH ST    | 065        | END NORTH OF ANTHONY ST      | POTTER ST             | 2     | 390    | 36    | R            | 35  |
| 5TH ST    | 044        | CEDAR ST                     | VIRGINIA ST           | 2     | 675    | 44    | R            | 71  |
| 5TH ST    | 045        | VIRGINIA ST                  | UNIVERSITY AVE        | 2     | 1650   | 44    | R            | 76  |
| 5TH ST    | 030        | NORTH CITY LIMIT             | HARRISON ST           | 2     | 400    | 41    | R            | 82  |
| 5TH ST    | 033        | HARRISON ST                  | CAMELIA ST            | 2     | 1305   | 48    | R            | 86  |
| 62ND ST   | 060        | MARTIN LUTHER KING JR WAY    | CITY LIMIT (DOVER ST) | 2     | 525    | 36    | R            | 30  |
| 62ND ST   | 050        | WEST CITY LIMIT (CALIFORNIA) | ADELINE ST            | 2     | 985    | 36    | R            | 36  |
| 63RD ST   | 060        | MARTIN LUTHER KING JR WAY    | CITY LIMIT (DOVER ST) | 2     | 400    | 36    | R            | 28  |
| 63RD ST   | 050        | WEST CITY LIMIT (CALIFORNIA) | ADELINE ST            | 2     | 1220   | 36    | R            | 40  |
| 65TH ST   | 060        | ADELINE ST                   | 680' E/O ADELINE ST   | 2     | 680    | 36    | R            | 32  |
| 65TH ST   | 045        | WEST CITY LIMIT (IDAHO)      | IDAHO ST              | 2     | 191    | 33    | R            | 47  |
| 66TH ST   | 045        | WEST CITY LIMIT (MABEL)      | SACRAMENTO ST         | 2     | 1418   | 36    | R            | 54  |
| 67TH ST   | 045        | WEST CITY LIMIT (MABEL)      | SACRAMENTO ST         | 2     | 1465   | 30    | R            | 85  |
| 6TH ST    | 044        | CEDAR ST                     | VIRGINIA ST           | 4     | 675    | 59    | C            | 54  |
| 6TH ST    | 045        | VIRGINIA ST                  | UNIVERSITY AVE        | 4     | 1625   | 59    | C            | 63  |
| 6TH ST    | 040        | CAMELIA ST                   | CEDAR ST              | 2     | 1320   | 48    | C            | 75  |
| 6TH ST    | 035        | GILMAN ST                    | CAMELIA ST            | 2     | 640    | 48    | C            | 84  |
| 6TH ST    | 030        | NORTH CITY LIMIT             | GILMAN ST             | 2     | 1140   | 42    | R            | 74  |

| Road Name      | Section ID | Beg Location              | End Location              | Lanes | Length | Width | Funct. Class | PCI |
|----------------|------------|---------------------------|---------------------------|-------|--------|-------|--------------|-----|
| 6TH ST         | 050        | UNIVERSITY AVE            | ALLSTON WAY               | 2     | 1000   | 48    | C            | 93  |
| 6TH ST         | 055        | ALLSTON WAY               | DWIGHT WAY                | 2     | 1955   | 48    | C            | 97  |
| 7TH ST         | 050        | UNIVERSITY AVE            | BANCROFT WAY              | 2     | 1670   | 36    | R            | 31  |
| 7TH ST         | 055        | BANCROFT WAY              | DWIGHT WAY                | 2     | 1330   | 36    | R            | 32  |
| 7TH ST         | 045        | VIRGINIA ST               | UNIVERSITY AVE            | 2     | 1625   | 36    | R            | 36  |
| 7TH ST         | 030        | HARRISON ST               | CAMELIA ST                | 2     | 1350   | 34    | R            | 37  |
| 7TH ST         | 070        | ASHBY AVE                 | FOLGER AVE                | 2     | 364    | 34    | C            | 38  |
| 7TH ST         | 040        | CAMELIA ST                | VIRGINIA ST               | 2     | 1995   | 36    | R            | 41  |
| 7TH ST         | 060        | DWIGHT WAY                | GRAYSON ST                | 2     | 1844   | 41    | C            | 74  |
| 7TH ST         | 065        | GRAYSON ST                | HEINZ AVE                 | 2     | 690    | 41    | C            | 80  |
| 7TH ST         | 067        | HEINZ AVE                 | ASHBY AVE                 | 2     | 1010   | 46    | C            | 84  |
| 8TH ST         | 042        | PAGE ST                   | JONES ST                  | 2     | 460    | 35    | R            | 16  |
| 8TH ST         | 045        | VIRGINIA ST               | UNIVERSITY AVE            | 2     | 1625   | 37    | R            | 18  |
| 8TH ST         | 044        | JONES ST                  | VIRGINIA ST               | 2     | 1095   | 35    | R            | 19  |
| 8TH ST         | 055        | COLUMBUS SCHOOL           | DWIGHT WAY                | 2     | 1705   | 36    | R            | 20  |
| 8TH ST         | 063        | CARLETON ST               | PARDEE ST                 | 2     | 304    | 34    | R            | 25  |
| 8TH ST         | 050        | UNIVERSITY AVE            | ALLSTON WAY               | 2     | 1010   | 36    | R            | 29  |
| 8TH ST         | 034        | GILMAN ST                 | CAMELIA ST                | 2     | 625    | 35    | R            | 35  |
| 8TH ST         | 040        | CAMELIA ST                | PAGE ST                   | 2     | 440    | 34    | R            | 42  |
| 8TH ST         | 065        | PARDEE ST                 | HEINZ AVE                 | 2     | 962    | 36    | R            | 75  |
| 8TH ST         | 061        | DWIGHT WAY                | PARKER ST                 | 2     | 660    | 36    | R            | 78  |
| 8TH ST         | 062        | PARKER ST                 | CARLETON ST               | 2     | 545    | 33    | R            | 80  |
| 8TH ST         | 030        | NORTH CITY LIMIT          | GILMAN ST                 | 2     | 1185   | 36    | R            | 84  |
| 9TH ST         | 063        | PARDEE ST                 | HEINZ AVE                 | 2     | 1000   | 48    | R            | 24  |
| 9TH ST         | 048        | HEARST AVE                | UNIVERSITY AVE            | 2     | 480    | 48    | R            | 65  |
| 9TH ST         | 046        | DELAWARE ST               | HEARST AVE                | 2     | 480    | 48    | R            | 68  |
| 9TH ST         | 043        | CEDAR ST                  | DELAWARE ST               | 2     | 1330   | 48    | R            | 70  |
| 9TH ST         | 069        | ASHBY ST                  | MURRAY ST                 | 2     | 150    | 36    | R            | 79  |
| 9TH ST         | 052        | UNIVERSITY AVE            | BANCROFT WAY              | 2     | 1635   | 48    | R            | 80  |
| 9TH ST         | 056        | CHANNING WAY              | DWIGHT WAY                | 2     | 665    | 48    | R            | 85  |
| 9TH ST         | 040        | CAMELIA ST                | CEDAR ST                  | 2     | 1330   | 47    | R            | 86  |
| 9TH ST         | 060        | DWIGHT WAY                | PARDEE ST                 | 2     | 1444   | 43    | R            | 86  |
| 9TH ST         | 066        | HEINZ AVE                 | JOG JUST NORTH OF ANTHONY | 2     | 410    | 36    | R            | 87  |
| 9TH ST         | 054        | BANCROFT WAY              | CHANNING WAY              | 2     | 705    | 48    | R            | 87  |
| 9TH ST         | 030        | NORTH CITY LIMIT          | CAMELIA ST                | 2     | 1720   | 46    | R            | 89  |
| 9TH ST         | 068        | JOG JUST NORTH OF ANTHONY | ASHBY ST                  | 2     | 340    | 38    | R            | 95  |
| ACACIA AVE     | 070        | CRAGMONT AVE              | EUCLID AVE                | 2     | 500    | 22    | R            | 16  |
| ACROFT CT      | 040        | ACTON ST                  | DEAD END (ACTON ST)       | 2     | 270    | 20    | R            | 63  |
| ACTON CIRCLE   | 050        | DEAD END (ACTON CRESCENT) | ACTON CRESCENT            | 2     | 120    | 21    | R            | 29  |
| ACTON CRESCENT | 040        | ACTON ST                  | EAST DEAD END (ACTON ST)  | 2     | 470    | 21    | R            | 30  |
| ACTON ST       | 063        | PARKER ST                 | WARD ST                   | 2     | 895    | 36    | R            | 15  |
| ACTON ST       | 061        | BLAKE ST                  | PARKER ST                 | 2     | 325    | 36    | R            | 17  |
| ACTON ST       | 065        | WARD ST                   | RUSSELL ST                | 2     | 1154   | 36    | R            | 19  |
| ACTON ST       | 055        | BANCROFT WAY              | DWIGHT WAY                | 2     | 1330   | 36    | R            | 20  |
| ACTON ST       | 035        | HOPKINS ST                | ROSE ST                   | 2     | 640    | 28    | R            | 22  |
| ACTON ST       | 038        | ROSE ST                   | CEDAR ST                  | 2     | 635    | 34    | R            | 23  |

| Road Name       | Section ID | Beg Location                          | End Location                 | Lanes | Length | Width | Funct. Class | PCI |
|-----------------|------------|---------------------------------------|------------------------------|-------|--------|-------|--------------|-----|
| ACTON ST        | 052        | ADDISON ST                            | UNIVERSITY AVE               | 2     | 340    | 30    | R            | 42  |
| ACTON ST        | 060        | DWIGHT WAY                            | BLAKE ST                     | 2     | 320    | 36    | R            | 42  |
| ACTON ST        | 050        | ADDISON ST                            | BANCROFT WAY                 | 2     | 1350   | 26    | R            | 43  |
| ACTON ST        | 040        | CEDAR ST                              | UNIVERSITY AVE               | 2     | 2260   | 34    | R            | 44  |
| ACTON ST        | 030        | NORTH CITY LIMIT                      | HOPKINS ST                   | 2     | 1085   | 36    | R            | 65  |
| ACTON ST        | 069        | RUSSELL ST                            | ASHBY AVE                    | 2     | 491    | 36    | R            | 79  |
| ACTON ST        | 070        | ASHBY ST                              | 66TH ST                      | 2     | 1234   | 36    | R            | 86  |
| ADA ST          | 045        | ORDWAY ST                             | SACRAMENTO ST                | 2     | 1350   | 30    | R            | 25  |
| ADA ST          | 055        | CALIFORNIA ST                         | MC GEE ST                    | 2     | 360    | 36    | R            | 71  |
| ADA ST          | 050        | SACRAMENTO ST                         | CALIFORNIA ST                | 2     | 500    | 36    | R            | 79  |
| ADDISON ST      | 030        | 6TH ST                                | SAN PABLO AVE                | 2     | 1642   | 36    | R            | 16  |
| ADDISON ST      | 025        | 4TH ST                                | 6TH ST                       | 2     | 680    | 36    | R            | 19  |
| ADDISON ST      | 040        | SAN PABLO AVE                         | CURTIS ST                    | 2     | 730    | 36    | R            | 23  |
| ADDISON ST      | 062        | MILVIA ST                             | SHATTUCK AVE                 | 2     | 700    | 31    | R            | 35  |
| ADDISON ST      | 050        | SACRAMENTO ST                         | MARTIN LUTHER KING JR WAY    | 2     | 2620   | 36    | R            | 40  |
| ADDISON ST      | 060        | MARTIN LUTHER KING JR WAY             | MILVIA ST                    | 2     | 670    | 37    | R            | 52  |
| ADDISON ST      | 044        | BROWNING ST                           | SACRAMENTO ST                | 2     | 1900   | 36    | R            | 55  |
| ADDISON ST      | 010        | AQUATIC PARK                          | RRX                          | 2     | 466    | 36    | R            | 75  |
| ADDISON ST      | 015        | RRX                                   | 4TH ST                       | 2     | 322    | 36    | R            | 83  |
| ADDISON ST      | 066        | SHATTUCK AVE                          | OXFORD ST                    | 2     | 490    | 37    | R            | 90  |
| ADDISON ST      | 064        | SHATTUCK AVE                          | SHATTUCK AVE                 | 2     | 180    | 39    | R            | 100 |
| ADELINE (NB)    | 076        | ALCATRAZ AVE                          | MLK/ ADELINE ST              | 2     | 890    | 37    | A            | 75  |
| ADELINE ST      | 070        | ASHBY AVE                             | MLK/ ADELINE ST              | 4     | 1420   | 85    | A            | 73  |
| ADELINE ST      | 078        | ALCATRAZ AVE                          | SOUTH CITY LIMIT (KING ST)   | 5     | 1045   | 70    | A            | 75  |
| ADELINE ST      | 060        | DERBY ST                              | STUART ST                    | 4     | 750    | 85    | A            | 100 |
| ADELINE ST      | 064        | STUART ST                             | ASHBY AVE                    | 4     | 1480   | 84    | A            | 100 |
| ADELINE ST (SB) | 074        | ADELINE ST/ MARTIN LUTHER KING JR WAY | ALCATRAZ AVE                 | 2     | 945    | 36    | A            | 69  |
| AJAX PL         | 080        | AJAX LANE                             | SUMMIT RD                    | 2     | 305    | 20    | R            | 13  |
| ALAMO AVE       | 010        | SPRUCE ST                             | HALKIN LANE                  | 2     | 840    | 20    | R            | 20  |
| ALBINA AVE      | 030        | NORTH CITY LIMIT                      | HOPKINS ST                   | 2     | 730    | 32    | R            | 82  |
| ALCATRAZ AVE    | 080        | CITY LIMIT (COLLEGE AVE)              | CLAREMONT AVE                | 2     | 670    | 36    | C            | 56  |
| ALCATRAZ AVE    | 050        | SACRAMENTO ST                         | ADELINE ST                   | 2     | 1840   | 38    | C            | 65  |
| ALCATRAZ AVE    | 045        | WEST CITY LIMIT (IDAHO)               | SACRAMENTO ST                | 2     | 1225   | 38    | C            | 90  |
| ALCATRAZ AVE    | 060        | ADELINE ST                            | CITY LIMIT (DOVER ST)        | 2     | 910    | 48    | C            | 95  |
| ALLSTON WAY     | 020        | DEAD END                              | 6TH ST                       | 2     | 930    | 36    | R            | 20  |
| ALLSTON WAY     | 030        | 6TH ST                                | 9TH ST                       | 2     | 985    | 36    | R            | 21  |
| ALLSTON WAY     | 035        | 9TH ST                                | SAN PABLO AVE                | 2     | 657    | 36    | R            | 24  |
| ALLSTON WAY     | 040        | SAN PABLO AVE                         | STRAWBERRY CK PARK           | 2     | 1430   | 36    | R            | 33  |
| ALLSTON WAY     | 063        | MILVIA ST                             | SHATTUCK AVE                 | 2     | 715    | 36    | R            | 45  |
| ALLSTON WAY     | 045        | STRAWBERRY CK PARK                    | ACTON ST                     | 2     | 530    | 36    | R            | 69  |
| ALLSTON WAY     | 047        | ACTON ST                              | SACRAMENTO ST                | 2     | 640    | 36    | R            | 69  |
| ALLSTON WAY     | 050        | SACRAMENTO ST                         | MARTIN LUTHER KING JR WAY    | 2     | 2660   | 36    | R            | 90  |
| ALLSTON WAY     | 065        | SHATTUCK AVE                          | OXFORD ST                    | 2     | 590    | 32    | R            | 100 |
| ALLSTON WAY     | 060        | MARTIN LUTHER KING JR WAY             | MILVIA ST                    | 2     | 660    | 42    | R            | 100 |
| ALTA RD         | 070        | SPRUCE ST                             | CRAGMONT AVE                 | 2     | 390    | 22    | R            | 20  |
| ALVARADO RD     | 094        | BRIDGE RD                             | NORTH CITY LIMIT AB WILLOW W | 2     | 1890   | 24    | R            | 76  |

| Road Name     | Section ID | Beg Location               | End Location                | Lanes | Length | Width | Funct. Class | PCI |
|---------------|------------|----------------------------|-----------------------------|-------|--------|-------|--------------|-----|
| ALVARADO RD   | 092        | NORTH CITY LIMIT           | BRIDGE RD                   | 2     | 450    | 24    | R            | 93  |
| ALVARADO RD   | 090        | TUNNEL RD                  | NORTH CITY LIMIT            | 2     | 770    | 24    | R            | 95  |
| AMADOR AVE    | 060        | SUTTER ST                  | SHATTUCK AVE                | 2     | 920    | 32    | R            | 57  |
| ANTHONY ST    | 030        | 5TH ST                     | 7TH ST                      | 2     | 650    | 36    | R            | 19  |
| ANTHONY ST    | 040        | 7TH ST                     | 9TH ST                      | 2     | 564    | 36    | R            | 37  |
| ARCADE AVE    | 030        | GRIZZLY PEAK BLVD          | FAIRLAWN DR                 | 2     | 310    | 23    | R            | 100 |
| ARCH ST       | 030        | GLEN AVE                   | CEDAR ST                    | 2     | 1995   | 36    | R            | 11  |
| ARCH ST       | 020        | SPRUCE ST                  | EUNICE ST                   | 2     | 1175   | 35    | R            | 16  |
| ARCH ST       | 040        | CEDAR ST                   | HEARST AVE                  | 2     | 1735   | 31    | R            | 79  |
| ARDEN RD      | 050        | MOSSWOOD RD                | PANORAMIC WAY               | 2     | 610    | 15    | R            | 97  |
| ARLINGTON AVE | 010        | NORTH CITY LIMIT (BOYNTON) | THOUSAND OAKS BLVD          | 2     | 2695   | 44    | C            | 69  |
| ARLINGTON AVE | 015        | THOUSAND OAKS BLVD         | THE CIRCLE                  | 2     | 2940   | 49    | C            | 69  |
| ASHBY PL      | 080        | ASHBY AVE & ELMWOOD AVE    | ASHBY AVE & PIEDMONT AVE    | 2     | 600    | 34    | R            | 90  |
| ATHERTON ST   | 050        | CHANNING WAY               | HASTE ST                    | 2     | 325    | 35    | R            | 20  |
| ATLAS PL      | 080        | HILL RD                    | SUMMIT RD                   | 2     | 200    | 20    | R            | 10  |
| AVALON AVE    | 083        | OAK KNOLL TERR             | CLAREMONT BLVD              | 2     | 525    | 36    | R            | 28  |
| AVALON AVE    | 082        | AVALON WALK                | OAK KNOLL TERR              | 2     | 630    | 20    | R            | 30  |
| AVALON AVE    | 084        | CLAREMONT BLVD             | CLAREMONT AVE               | 2     | 300    | 25    | R            | 37  |
| AVENIDA DR    | 080        | QUEENS RD                  | GRIZZLY PEAK BLVD           | 2     | 1315   | 24    | R            | 38  |
| AVENIDA DR    | 034        | CAMPUS DR                  | QUEENS RD                   | 2     | 445    | 24    | R            | 81  |
| AVIS RD       | 060        | SAN ANTONIO AVE            | SAN LUIS RD                 | 2     | 440    | 20    | R            | 80  |
| BAKER ST      | 075        | 66TH ST                    | SOUTH CITY LIMIT (ALCATRAZ) | 2     | 1019   | 36    | R            | 62  |
| BANCROFT WAY  | 080        | PIEDMONT AVE               | COLLEGE AVE                 | 2     | 670    | 36    | C            | 26  |
| BANCROFT WAY  | 082        | PIEDMONT AVE               | WARRING ST                  | 2     | 350    | 36    | R            | 28  |
| BANCROFT WAY  | 050        | SACRAMENTO ST              | MARTIN LUTHER KING JR WAY   | 2     | 2640   | 36    | R            | 33  |
| BANCROFT WAY  | 065        | FULTON ST                  | SHATTUCK AVE                | 2     | 500    | 40    | C            | 41  |
| BANCROFT WAY  | 060        | MILVIA WAY                 | SHATTUCK AVE                | 2     | 710    | 40    | C            | 46  |
| BANCROFT WAY  | 076        | BOWDITCH ST                | TELEGRAPH AVE               | 2     | 670    | 40    | C            | 48  |
| BANCROFT WAY  | 030        | 6TH ST                     | 7TH ST                      | 2     | 660    | 36    | R            | 52  |
| BANCROFT WAY  | 078        | COLLEGE AVE                | BOWDITCH ST                 | 2     | 670    | 40    | C            | 54  |
| BANCROFT WAY  | 035        | 7TH ST                     | SAN PABLO AVE               | 2     | 1000   | 36    | R            | 55  |
| BANCROFT WAY  | 040        | SAN PABLO AVE              | WEST ST                     | 2     | 1524   | 36    | R            | 56  |
| BANCROFT WAY  | 022        | AQUATIC PARK               | 3RD ST (RR TRACKS)          | 2     | 300    | 36    | R            | 75  |
| BANCROFT WAY  | 045        | WEST ST                    | SACRAMENTO ST               | 2     | 1121   | 36    | R            | 75  |
| BANCROFT WAY  | 024        | 3RD ST (RR TRACKS)         | 6TH ST                      | 2     | 1000   | 36    | R            | 78  |
| BANCROFT WAY  | 072        | TELEGRAPH AVE              | DANA ST                     | 2     | 1200   | 48    | C            | 90  |
| BANCROFT WAY  | 074        | DANA ST                    | FULTON ST                   | 2     | 1305   | 48    | C            | 90  |
| BANCROFT WAY  | 086        | PROSPECT ST                | PANORAMIC WAY               | 2     | 135    | 30    | R            | 97  |
| BATAAN AVE    | 030        | 7TH ST                     | 8TH ST                      | 2     | 330    | 22    | R            | 16  |
| BATEMAN ST    | 070        | WEBSTER ST                 | 108 N/O PRINCE ST.          | 2     | 475    | 18    | R            | 85  |
| BATEMAN ST    | 080        | 108 N/O PRINCE ST.         | WOOLSEY                     | 2     | 323    | 20    | R            | 88  |
| BAY ST        | 010        | ASHYBY AVE OVERPASS        | POTTER ST                   | 2     | 560    | 26    | A            | 95  |
| BAY VIEW PL   | 070        | SCENIC AVE                 | EUCLID AVE                  | 2     | 800    | 30    | R            | 74  |
| BELROSE AVE   | 060        | DERBY ST                   | CLAREMONT BLVD/ GARBER ST   | 2     | 650    | 40    | C            | 97  |
| BELVEDERE AVE | 035        | ROSE ST                    | CEDAR ST                    | 2     | 350    | 30    | R            | 47  |
| BELVEDERE AVE | 040        | CEDAR ST                   | VIRGINIA ST                 | 2     | 660    | 30    | R            | 78  |

| Road Name        | Section ID | Beg Location                   | End Location              | Lanes | Length | Width | Funct. Class | PCI |
|------------------|------------|--------------------------------|---------------------------|-------|--------|-------|--------------|-----|
| BENVENUE AVE     | 060        | DWIGHT WAY                     | RUSSELL ST                | 2     | 2660   | 36    | R            | 34  |
| BENVENUE AVE     | 065        | RUSSELL ST                     | ASHBY AVE                 | 2     | 530    | 36    | R            | 42  |
| BENVENUE AVE     | 070        | ASHBY AVE                      | CITY LIMIT (WOOLSEY ST)   | 2     | 1165   | 36    | R            | 47  |
| BERKELEY WAY     | 046        | WEST ST PATHWAY                | SACRAMENTO ST             | 2     | 1320   | 30    | R            | 23  |
| BERKELEY WAY     | 050        | SACRAMENTO ST                  | GRANT ST                  | 2     | 1920   | 32    | R            | 41  |
| BERKELEY WAY     | 045        | CHESTNUT ST                    | WEST ST PATHWAY           | 2     | 435    | 24    | R            | 48  |
| BERKELEY WAY     | 058        | GRANT ST                       | MARTIN LUTHER KING JR WAY | 2     | 670    | 36    | R            | 48  |
| BERKELEY WAY     | 060        | MARTIN LUTHER KING JR WAY      | MILVIA WAY                | 2     | 700    | 34    | R            | 65  |
| BERKELEY WAY     | 063        | MILVIA WAY                     | SHATTUCK AVE              | 2     | 645    | 40    | R            | 70  |
| BERKELEY WAY     | 065        | SHATTUCK AVE                   | OXFORD ST                 | 2     | 740    | 47    | R            | 76  |
| BERRYMAN ST      | 063        | MILVIA ST                      | HENRY ST                  | 2     | 303    | 36    | R            | 57  |
| BERRYMAN ST      | 064        | HENRY ST                       | SHATTUCK AVE              | 2     | 367    | 36    | R            | 76  |
| BERRYMAN ST      | 055        | WEST END                       | MARTIN LUTHER KING JR WAY | 2     | 495    | 36    | R            | 80  |
| BERRYMAN ST      | 060        | MARTIN LUTHER KING JR WAY      | MILVIA ST                 | 2     | 640    | 36    | R            | 82  |
| BEVERLY PL       | 050        | WEST CITY LIMIT COP W/O MONTER | HOPKINS ST                | 2     | 1830   | 36    | R            | 68  |
| BLAKE ST         | 063        | MILVIA ST                      | SHATTUCK AVE              | 2     | 688    | 48    | R            | 19  |
| BLAKE ST         | 060        | MARTIN LUTHER KING JR WAY      | MILVIA ST                 | 2     | 665    | 48    | R            | 19  |
| BLAKE ST         | 040        | SAN PABLO AVE                  | SACRAMENTO ST             | 2     | 2442   | 36    | R            | 19  |
| BLAKE ST         | 070        | FULTON ST                      | TELEGRAPH AVE             | 2     | 1910   | 36    | R            | 20  |
| BLAKE ST         | 055        | MC GEE ST                      | MARTIN LUTHER KING JR WAY | 2     | 1280   | 36    | R            | 20  |
| BLAKE ST         | 065        | SHATTUCK AVE                   | FULTON ST                 | 2     | 575    | 36    | R            | 34  |
| BLAKE ST         | 050        | SACRAMENTO ST                  | MC GEE ST                 | 2     | 1270   | 36    | R            | 76  |
| BOISE ST         | 075        | 66TH ST                        | HARMON ST                 | 2     | 505    | 36    | R            | 65  |
| BONAR ST         | 051        | UNIVERSITY AVE                 | ADDISON ST                | 2     | 314    | 36    | R            | 97  |
| BONAR ST         | 053        | ADDISON ST                     | ALLSTON WAY               | 2     | 670    | 36    | R            | 97  |
| BONAR ST         | 055        | ALLSTON WAY                    | DWIGHT WAY                | 2     | 1982   | 36    | R            | 97  |
| BONITA AVE       | 040        | CEDAR ST                       | VIRGINIA ST               | 2     | 670    | 36    | R            | 19  |
| BONITA AVE       | 034        | ROSE ST                        | VINE ST                   | 2     | 660    | 36    | R            | 26  |
| BONITA AVE       | 036        | VINE ST                        | CEDAR ST                  | 2     | 655    | 36    | R            | 78  |
| BONITA AVE       | 032        | BERRYMAN ST                    | ROSE ST                   | 2     | 665    | 36    | R            | 79  |
| BONITA AVE       | 030        | YOLO AVE                       | BERRYMAN ST               | 2     | 745    | 30    | R            | 82  |
| BONITA AVE       | 045        | UNIVERSITY AVE                 | NORTH END                 | 2     | 210    | 36    | R            | 87  |
| BONITA AVE       | 055        | DELAWARE ST                    | SOUTH END                 | 2     | 180    | 36    | R            | 92  |
| BONITA AVE       | 050        | BERKLEY WAY                    | NORTH OF HEARST           | 2     | 475    | 36    | R            | 93  |
| BONNIE LANE      | 010        | HILLDALE AVE                   | MARIN AVE                 | 2     | 750    | 21    | R            | 61  |
| BOWDITCH ST      | 050        | BANCROFT WAY                   | DURANT AVE                | 2     | 330    | 36    | R            | 20  |
| BOWDITCH ST      | 052        | DURANT AVE                     | HASTE ST                  | 2     | 660    | 36    | R            | 23  |
| BOWDITCH ST      | 056        | HASTE ST                       | DWIGHT WAY                | 2     | 330    | 36    | R            | 40  |
| BOYNTON AVE      | 015        | COLORADO AVE                   | FLORIDA AVE               | 2     | 280    | 26    | R            | 59  |
| BOYNTON AVE (NB) | 010        | ARLINGTON AVE                  | COLORADO AVE              | 2     | 1540   | 16    | R            | 42  |
| BOYNTON AVE (SB) | 011        | COLORADO AVE                   | ARLINGTON AVE             | 2     | 1540   | 16    | R            | 44  |
| BRET HARTE RD    | 070        | KEITH AVE                      | CREGMONT AVE              | 2     | 300    | 21    | R            | 65  |
| BRET HARTE RD    | 075        | CRAGMONT AVE                   | KEELER RD                 | 2     | 750    | 22    | R            | 79  |
| BRIDGE RD        | 070        | ALVARADO RD                    | TUNNEL RD                 | 2     | 450    | 24    | R            | 95  |
| BROOKSIDE AVE    | 080        | CLAREMONT AVE                  | DEAD END (CLAREMONT AVE)  | 2     | 425    | 26    | R            | 95  |
| BROOKSIDE CT     | 070        | DEAD END NR BROOKSIDE DR       | BROOKSIDE DR              | 2     | 110    | 24    | R            | 95  |

| Road Name       | Section ID | Beg Location               | End Location               | Lanes | Length | Width | Funct. Class | PCI |
|-----------------|------------|----------------------------|----------------------------|-------|--------|-------|--------------|-----|
| BROOKSIDE DR    | 070        | CLAREMONT AVE              | CLAREMONT AVE              | 2     | 535    | 24    | R            | 95  |
| BROWNING ST     | 050        | ADDISON ST                 | DWIGHT WAY                 | 2     | 2650   | 36    | R            | 33  |
| BUENA AVE       | 055        | MCGEE AVE                  | CYPRESS ST                 | 2     | 400    | 25    | R            | 27  |
| BUENA AVE       | 050        | WEST DEAD END (HOLLY ST)   | MCGEE AVE                  | 2     | 904    | 37    | R            | 95  |
| BUENA VISTA WAY | 078        | 260' NORTH OF PRIVATE PROP | PRIVATE PROPERTY           | 2     | 260    | 14    | R            | 8   |
| BUENA VISTA WAY | 074        | DELMAR AVE                 | 260' NORTH OF PRIVATE PROP | 2     | 470    | 22    | R            | 10  |
| BUENA VISTA WAY | 070        | EUCLID AVE                 | DEL MAR AVE                | 2     | 3775   | 30    | R            | 21  |
| BURNETT ST      | 040        | SAN PABLO AVE              | MABEL ST                   | 2     | 874    | 36    | R            | 22  |
| BURNETT ST      | 042        | MABEL ST                   | ACTON ST                   | 2     | 704    | 36    | R            | 76  |
| BYRON ST        | 055        | CHANNING WAY               | DWIGHT WAY                 | 2     | 660    | 30    | R            | 17  |
| BYRON ST        | 050        | ADDISON ST                 | BANCROFT WAY               | 2     | 1320   | 36    | R            | 85  |
| CALIFORNIA ST   | 066        | OREGON ST                  | ASHBY AVE                  | 2     | 950    | 42    | R            | 35  |
| CALIFORNIA ST   | 045        | HEARST AVE                 | UNIVERSITY AVE             | 2     | 600    | 42    | R            | 37  |
| CALIFORNIA ST   | 040        | CEDAR ST                   | OHLONE PARK                | 2     | 1455   | 42    | R            | 58  |
| CALIFORNIA ST   | 030        | ADA ST                     | CEDAR ST                   | 2     | 1405   | 45    | R            | 71  |
| CALIFORNIA ST   | 050        | UNIVERSITY AVE             | DWIGHT WAY                 | 2     | 3015   | 48    | R            | 71  |
| CALIFORNIA ST   | 072        | ASHBY AVE                  | ALCATRAZ AVE               | 2     | 2000   | 42    | R            | 77  |
| CALIFORNIA ST   | 076        | ALCATRAZ AVE               | SOUTH CITY LIMIT           | 2     | 840    | 42    | R            | 77  |
| CALIFORNIA ST   | 020        | HOPKINS ST                 | ADA ST                     | 2     | 345    | 40    | R            | 83  |
| CALIFORNIA ST   | 060        | DWIGHT WAY                 | OREGON ST                  | 2     | 2270   | 42    | R            | 83  |
| CAMELIA ST      | 024        | 3RD ST (RR TRACKS)         | 4TH ST                     | 2     | 330    | 36    | R            | 18  |
| CAMELIA ST      | 020        | 2ND ST                     | 3RD ST (RR TRACKS)         | 2     | 345    | 35    | R            | 19  |
| CAMELIA ST      | 034        | 8TH ST                     | SAN PABLO AVE              | 2     | 1030   | 36    | R            | 19  |
| CAMELIA ST      | 030        | 6TH ST                     | 8TH ST                     | 2     | 620    | 36    | R            | 27  |
| CAMELIA ST      | 026        | 4TH ST                     | 6TH ST                     | 2     | 637    | 36    | R            | 48  |
| CAMELIA ST      | 040        | SAN PABLO AVE              | SANTA FE AVE               | 2     | 1050   | 36    | R            | 89  |
| CAMPUS DR       | 030        | SHASTA RD                  | QUAIL AVE                  | 2     | 370    | 22    | R            | 42  |
| CAMPUS DR       | 032        | QUAIL AVE                  | GLENDALE AVE               | 2     | 450    | 24    | R            | 46  |
| CAMPUS DR       | 033        | GLENDALE AVE               | DELMAR AVE                 | 2     | 1090   | 24    | R            | 79  |
| CAMPUS DR       | 035        | DELMAR AVE                 | AVENIDA DRIVE              | 2     | 525    | 22    | R            | 85  |
| CAMPUS DR       | 036        | AVENIDA DR                 | PARNASSUS RD               | 2     | 540    | 22    | R            | 93  |
| CAMPUS DR       | 037        | PARNASSUS RD               | DEAD END, U C PLOT 82      | 2     | 760    | 19    | R            | 93  |
| CANYON RD       | 080        | PANORAMIC WAY              | RIM ROAD (UC CAMPUS)       | 2     | 275    | 30    | R            | 97  |
| CANYON RD       | 085        | RIM ROAD (UC CAMPUS)       | DEAD END                   | 2     | 583    | 15    | R            | 97  |
| CAPISTRANO AVE  | 050        | PERALTA AVE                | THE ALAMEDA                | 2     | 2645   | 26    | R            | 38  |
| CAPISTRANO AVE  | 060        | THE ALAMEDA                | CONTRA COSTA AVE           | 2     | 340    | 19    | R            | 74  |
| CARLETON ST     | 070        | FULTON ST                  | TELEGRAPH AVE              | 2     | 1720   | 36    | R            | 16  |
| CARLETON ST     | 060        | MARTIN LUTHER KING JR WAY  | MILVIA ST                  | 2     | 665    | 42    | R            | 24  |
| CARLETON ST     | 042        | MATHEWS ST                 | SACRAMENTO ST              | 2     | 1912   | 36    | R            | 28  |
| CARLETON ST     | 078        | TELEGRAPH AVE              | DEAD END ABOVE TELEGRAPH A | 2     | 160    | 27    | R            | 29  |
| CARLETON ST     | 050        | 7TH ST                     | SAN PABLO                  | 2     | 1330   | 36    | R            | 33  |
| CARLETON ST     | 050        | SACRAMENTO ST              | MARTIN LUTHER KING JR WAY  | 2     | 2540   | 36    | R            | 35  |
| CARLETON ST     | 063        | MILVIA ST                  | SHATTUCK AVE               | 2     | 675    | 42    | R            | 57  |
| CARLETON ST     | 065        | SHATTUCK AVE               | FULTON ST                  | 2     | 622    | 36    | R            | 60  |
| CARLETON ST     | 040        | 5TH ST                     | 7TH ST                     | 2     | 615    | 36    | R            | 77  |
| CARLETON ST     | 030        | 3RD ST                     | 5TH ST                     | 2     | 630    | 36    | R            | 79  |

| Road Name        | Section ID | Beg Location                 | End Location              | Lanes | Length | Width | Funct. Class | PCI |
|------------------|------------|------------------------------|---------------------------|-------|--------|-------|--------------|-----|
| CARLETON ST      | 040        | SAN PABLO AVE                | MATHEWS ST                | 2     | 500    | 36    | R            | 82  |
| CARLOTTA AVE     | 020        | POSEN AVE                    | HOPKINS ST                | 2     | 865    | 36    | R            | 71  |
| CARLOTTA AVE     | 030        | HOPKINS ST                   | ROSE ST                   | 2     | 880    | 30    | R            | 73  |
| CARRISON ST      | 040        | SAN PABLO AVE                | ACTON ST                  | 2     | 1528   | 36    | R            | 73  |
| CATALINA AVE     | 050        | COLUSA AVE                   | THE ALAMEDA               | 2     | 980    | 27    | R            | 97  |
| CATHERINE DR     | 030        | KEONCREST DR (N)             | KEONCREST DR (S)          | 2     | 410    | 25    | R            | 20  |
| CEDAR ST         | 078        | END W/O LA VEREDA            | LA VEREDA                 | 2     | 105    | 12    | R            | 19  |
| CEDAR ST         | 020        | EAST FRONTAGE RD (STATE P/L) | 4TH ST                    | 2     | 925    | 36    | A            | 23  |
| CEDAR ST         | 050        | SACRAMENTO ST                | MARTIN LUTHER KING JR WAY | 2     | 2600   | 40    | C            | 24  |
| CEDAR ST         | 025        | 4TH ST                       | 6TH ST                    | 2     | 670    | 43    | A            | 42  |
| CEDAR ST         | 070        | SPRUCE ST                    | EUCLID AVE                | 2     | 1380   | 35    | C            | 70  |
| CEDAR ST         | 075        | EUCLID AVE                   | LA LOMA AVE               | 2     | 920    | 34    | C            | 74  |
| CEDAR ST         | 065        | OXFORD ST                    | SPRUCE ST                 | 2     | 335    | 36    | C            | 86  |
| CEDAR ST         | 063        | MILVIA ST                    | SHATTUCK AVE              | 2     | 660    | 36    | C            | 90  |
| CEDAR ST         | 060        | MARTIN LUTHER KING JR WAY    | MILVIA ST                 | 2     | 665    | 36    | C            | 91  |
| CEDAR ST         | 045        | CHESTNUT ST                  | ACTON ST                  | 2     | 1140   | 37    | C            | 93  |
| CEDAR ST         | 064        | SHATTUCK AVE                 | OXFORD ST                 | 2     | 635    | 38    | C            | 93  |
| CEDAR ST         | 040        | SAN PABLO AVE                | CHESTNUT ST               | 2     | 1485   | 37    | C            | 95  |
| CEDAR ST         | 049        | ACTON ST                     | SACRAMENTO ST             | 2     | 665    | 34    | C            | 95  |
| CEDAR ST         | 030        | 6TH ST                       | SAN PABLO AVE             | 2     | 1650   | 37    | C            | 100 |
| CEDARWOOD LANE   | 030        | HARRISON ST                  | PARK WAY                  | 2     | 330    | 36    | R            | 0   |
| CENTER ST        | 064        | SHATTUCK AVE                 | OXFORD ST                 | 2     | 620    | 47    | R            | 64  |
| CENTER ST        | 062        | MILVIA ST                    | SHATTUCK AVE              | 2     | 730    | 47    | R            | 100 |
| CENTER ST        | 060        | MARTIN LUTHER KING JR WAY    | MILVIA ST                 | 2     | 670    | 53    | R            | 100 |
| CHABOLYN TERRACE | 080        | SOUTH CITY LIMIT             | SOUTH CITY LIMIT          | 2     | 420    | 26    | R            | 90  |
| CHANNING WAY     | 060        | MARTIN LUTHER KING JR WAY    | MILVIA ST                 | 2     | 670    | 36    | R            | 17  |
| CHANNING WAY     | 057        | ROOSEVELT AVE                | MARTIN LUTHER KING JR WAY | 2     | 1000   | 36    | R            | 18  |
| CHANNING WAY     | 084        | PIEDMONT AVE                 | PROSPECT ST               | 2     | 630    | 36    | R            | 30  |
| CHANNING WAY     | 063        | MILVIA ST                    | SHATTUCK AVE              | 2     | 710    | 36    | R            | 30  |
| CHANNING WAY     | 050        | SACRAMENTO ST                | ROOSEVELT AVE             | 2     | 1620   | 36    | R            | 34  |
| CHANNING WAY     | 040        | SAN PABLO AVE                | SACRAMENTO ST             | 2     | 2775   | 36    | R            | 50  |
| CHANNING WAY     | 038        | 10TH ST                      | SAN PABLO AVE             | 2     | 330    | 36    | R            | 56  |
| CHANNING WAY     | 030        | 6TH ST                       | 10TH ST                   | 2     | 1397   | 36    | R            | 69  |
| CHANNING WAY     | 078        | BOWDITCH ST                  | COLLEGE AVE               | 2     | 670    | 37    | R            | 76  |
| CHANNING WAY     | 080        | COLLEGE AVE                  | PIEDMONT AVE              | 2     | 630    | 36    | R            | 78  |
| CHANNING WAY     | 075        | DANA ST                      | BOWDITCH ST               | 2     | 1340   | 40    | R            | 78  |
| CHANNING WAY     | 020        | 3RD ST                       | 6TH ST                    | 2     | 935    | 36    | R            | 87  |
| CHANNING WAY     | 070        | FULTON ST                    | DANA ST                   | 2     | 1340   | 36    | R            | 93  |
| CHANNING WAY     | 066        | SHATTUCK AVE                 | FULTON ST                 | 2     | 560    | 36    | R            | 93  |
| CHAUCER ST       | 040        | SAN PABLO AVE                | CURTIS ST                 | 2     | 550    | 30    | R            | 21  |
| CHERRY ST        | 065        | STUART ST                    | RUSSELL ST                | 2     | 500    | 36    | R            | 85  |
| CHESTNUT ST      | 035        | ROSE ST                      | CEDAR ST                  | 2     | 350    | 34    | R            | 20  |
| CHESTNUT ST      | 044        | VIRGINIA ST                  | UNIVERSITY AVE            | 2     | 1620   | 36    | R            | 24  |
| CHESTNUT ST      | 042        | CEDAR ST                     | VIRGINIA ST               | 2     | 650    | 36    | R            | 39  |
| CHILTON WAY      | 060        | BLAKE ST                     | PARKER ST                 | 2     | 335    | 30    | R            | 27  |
| CLAREMONT AVE    | 065        | RUSSELL ST                   | ASHBY AVE                 | 2     | 425    | 56    | R            | 80  |



| Road Name          | Section ID | Beg Location                 | End Location                | Lanes | Length | Width | Funct. Class | PCI |
|--------------------|------------|------------------------------|-----------------------------|-------|--------|-------|--------------|-----|
| CLAREMONT AVE      | 060        | EAST CITY LIMIT NR GARBER RD | RUSSELL AVE                 | 2     | 600    | 38    | C            | 27  |
| CLAREMONT AVE      | 070        | ASHBY AVE                    | SOUTH CITY LIMIT (ALCATRAZ) | 4     | 2985   | 56    | C            | 54  |
| CLAREMONT BLVD     | 060        | DERBY ST                     | CUL-DE-SAC                  | 2     | 560    | 40    | R            | 32  |
| CLAREMONT BLVD     | 065        | BELROSE AVE                  | CLAREMONT AVE               | 2     | 875    | 37    | C            | 94  |
| CLAREMONT CRESCENT | 070        | CLAREMONT AVE                | ASHBY AVE                   | 2     | 410    | 24    | R            | 90  |
| CODORNICES RD      | 030        | DEAD END (EUCLID AVE)        | EUCLID AVE                  | 2     | 600    | 15    | R            | 72  |
| COLBY ST           | 070        | ASHBY AVE                    | WEBSTER ST.                 | 2     | 299    | 36    | R            | 52  |
| COLBY ST           | 080        | WEBSTER ST.                  | END                         | 2     | 385    | 32    | R            | 80  |
| COLLEGE AVE        | 060        | DWIGHT WAY                   | DERBY ST (S)                | 2     | 1430   | 36    | A            | 40  |
| COLLEGE AVE        | 070        | ASHBY AVE                    | SOUTH CITY LIMIT (ALCATRAZ) | 2     | 2155   | 36    | A            | 42  |
| COLLEGE AVE        | 065        | DERBY ST (S)                 | ASHBY AVE                   | 2     | 1785   | 36    | A            | 45  |
| COLLEGE AVE        | 050        | BANCROFT WAY                 | DWIGHT WAY                  | 2     | 1340   | 36    | C            | 89  |
| COLORADO AVE       | 065        | VERMONT AVE                  | MICHIGAN AVE                | 2     | 260    | 24    | R            | 55  |
| COLORADO AVE       | 060        | BOYNTON AVE                  | VERMONT AVE                 | 2     | 250    | 24    | R            | 58  |
| COLUMBIA CIRCLE    | 080        | COLUMBIA PATH                | FAIRLAWN DR                 | 2     | 230    | 21    | R            | 91  |
| COLUSA AVE         | 025        | MONTEREY AVE                 | POSEN AVE                   | 2     | 1233   | 36    | C            | 23  |
| COLUSA AVE         | 026        | POSEN AVE                    | HOPKINS ST                  | 2     | 520    | 36    | C            | 25  |
| COLUSA AVE         | 010        | NORTH CITY LIMIT (VISALIA)   | SOLANO AVE                  | 2     | 3565   | 36    | C            | 37  |
| COLUSA AVE         | 022        | MARIN AVE                    | MONTEREY AVE                | 2     | 870    | 46    | C            | 56  |
| COLUSA AVE         | 020        | SOLANO AVE                   | MARIN AVE                   | 2     | 670    | 46    | C            | 73  |
| COMSTOCK CT        | 035        | JAYNES ST                    | CEDAR ST                    | 2     | 300    | 24    | R            | 80  |
| CONTRA COSTA AVE   | 010        | YOSEMITE RD                  | SOLANO AVE                  | 2     | 2375   | 20    | R            | 89  |
| CONTRA COSTA AVE   | 018        | SOLANO AVE                   | LOS ANGELES AVE             | 2     | 185    | 25    | R            | 95  |
| CORNELL AVE        | 030        | NORTH CITY LIMIT             | GILMAN ST                   | 2     | 765    | 30    | R            | 46  |
| CORNELL AVE        | 036        | PAGE ST                      | HOPKINS ST                  | 2     | 695    | 30    | R            | 72  |
| CORNELL AVE        | 035        | GILMAN ST                    | PAGE ST                     | 2     | 1000   | 30    | R            | 74  |
| CORNELL AVE        | 039        | HOPKINS ST                   | CEDAR ST                    | 2     | 345    | 29    | R            | 98  |
| CORNELL AVE        | 040        | CEDAR ST                     | VIRGINIA ST                 | 2     | 660    | 30    | R            | 98  |
| CORONA CT          | 070        | ARCH ST                      | DEAD END (ARCH ST)          | 2     | 320    | 24    | R            | 50  |
| COWPER ST          | 040        | SAN PABLO AVE                | BYRON ST                    | 2     | 370    | 30    | R            | 91  |
| CRAGMONT AVE       | 010        | GRIZZLY PEAK BLVD            | MARIN AVE                   | 2     | 4100   | 22    | C            | 38  |
| CRAGMONT AVE       | 027        | BRET HARTE RD                | SHASTA RD                   | 2     | 1625   | 21    | R            | 85  |
| CRAGMONT AVE       | 021        | MARIN AVE                    | SANTA BARBARA RD            | 2     | 1110   | 23    | R            | 87  |
| CRAGMONT AVE       | 023        | SANTA BARBARA RD             | EUCLID AVE                  | 2     | 830    | 22    | R            | 87  |
| CRAGMONT AVE       | 025        | EUCLID AVE                   | BRET HARTE RD               | 2     | 1420   | 20    | R            | 88  |
| CRESTON RD         | 020        | SUNSET LANE                  | GRIZZLY PEAK BLVD (S)       | 2     | 2699   | 22    | R            | 57  |
| CRESTON RD         | 010        | GRIZZLY PEAK BLVD (N)        | SUNSET LANE                 | 2     | 1910   | 22    | R            | 61  |
| CRYSTAL WAY        | 020        | EUCLID AVE (WEST)            | EUCLID AVE (EAST)           | 1     | 80     | 24    | R            | 37  |
| CURTIS ST          | 038        | HOPKINS ST                   | CEDAR ST                    | 2     | 370    | 30    | R            | 11  |
| CURTIS ST          | 050        | UNIVERSITY AVE               | DWIGHT WAY                  | 2     | 2990   | 36    | R            | 14  |
| CURTIS ST          | 040        | CEDAR ST                     | VIRGINIA ST                 | 2     | 660    | 30    | R            | 16  |
| CURTIS ST          | 030        | NORTH CITY LIMIT             | HOPKINS ST                  | 2     | 2400   | 29    | R            | 28  |
| CURTIS ST          | 045        | VIRGINIA ST                  | UNIVERSITY AVE              | 2     | 1615   | 36    | R            | 66  |
| CYPRESS ST         | 031        | ROSE ST                      | BUENA AVE                   | 2     | 325    | 26    | R            | 81  |
| DANA ST            | 050        | BANCROFT WAY                 | DWIGHT WAY                  | 2     | 1320   | 36    | R            | 47  |
| DANA ST            | 060        | DWIGHT WAY                   | BLAKE ST                    | 2     | 330    | 36    | R            | 46  |

| Road Name       | Section ID | Beg Location                | End Location                   | Lanes | Length | Width | Funct. Class | PCI |
|-----------------|------------|-----------------------------|--------------------------------|-------|--------|-------|--------------|-----|
| DANA ST         | 065        | BLAKE ST                    | WARD ST                        | 2     | 1320   | 36    | R            | 61  |
| DANA ST         | 070        | WEBSTER ST                  | CITY LIMIT (WOOLSEY ST)        | 2     | 765    | 32    | R            | 70  |
| DEAKIN ST       | 075        | PRINCE ST                   | CITY LIMIT (WOOLSEY ST)        | 2     | 385    | 36    | R            | 79  |
| DEAKIN ST       | 070        | ASHBY AVE                   | PRINCE ST                      | 2     | 820    | 36    | R            | 89  |
| DEAKIN ST       | 068        | RUSSELL ST                  | ASHBY AVE                      | 2     | 525    | 36    | R            | 100 |
| DEL MAR AVE     | 085        | GLENDALE AVE                | CAMPUS DR                      | 2     | 480    | 24    | R            | 12  |
| DEL MAR AVE     | 083        | BUENA VISTA WAY             | GLENDALE AVE                   | 2     | 795    | 21    | R            | 22  |
| DEL NORTE CT    | 020        | DEL NORTE ST                | DEAD END (DEL NORTE ST)        | 2     | 110    | 12    | R            | 74  |
| DEL NORTE ST    | 020        | THE CIRCLE                  | SUTTER ST                      | 2     | 690    | 28    | C            | 91  |
| DELAWARE ST     | 040        | SAN PABLO AVE               | ACTON ST                       | 2     | 2435   | 48    | C            | 28  |
| DELAWARE ST     | 060        | MARTIN LUTHER KING JR WAY   | MILVIA ST                      | 2     | 665    | 34    | R            | 38  |
| DELAWARE ST     | 063        | MILVIA ST                   | WALNUT ST                      | 2     | 975    | 34    | R            | 40  |
| DELAWARE ST     | 048        | ACTON ST                    | SACRAMENTO ST                  | 2     | 665    | 48    | C            | 57  |
| DELAWARE ST     | 030        | 6TH ST                      | 9TH ST                         | 2     | 955    | 48    | C            | 76  |
| DELAWARE ST     | 035        | 9TH ST                      | SAN PABLO AVE                  | 2     | 670    | 48    | C            | 76  |
| DELAWARE ST     | 052        | DEAD END WEST OF CALIFORNIA | CALIFORNIA ST                  | 2     | 375    | 36    | R            | 93  |
| DELAWARE ST     | 055        | CALIFORNIA ST               | MARTIN LUTHER KING JR WAY      | 2     | 2000   | 36    | R            | 97  |
| DERBY ST        | 070        | FULTON ST                   | TELEGRAPH AVE                  | 2     | 1630   | 36    | R            | 15  |
| DERBY ST        | 063        | MILVIA ST                   | SHATTUCK AVE                   | 2     | 633    | 42    | R            | 16  |
| DERBY ST        | 075        | TELEGRAPH AVE               | HILLEGASS AVE (S)              | 2     | 860    | 38    | R            | 19  |
| DERBY ST        | 050        | SACRAMENTO ST               | MARTIN LUTHER KING JR WAY      | 2     | 2510   | 36    | R            | 20  |
| DERBY ST        | 065        | SHATTUCK AVE                | FULTON ST                      | 2     | 675    | 36    | R            | 22  |
| DERBY ST        | 078        | HILLEGASS AVE (S)           | COLLEGE AVE                    | 2     | 760    | 36    | R            | 23  |
| DERBY ST        | 082        | PIEDMONT AVE                | WARRING ST                     | 2     | 322    | 37    | R            | 27  |
| DERBY ST        | 080        | COLLEGE AVE                 | PIEDMONT AVE                   | 2     | 653    | 37    | R            | 31  |
| DERBY ST        | 045        | MABEL ST                    | SACRAMENTO ST                  | 2     | 1311   | 36    | R            | 32  |
| DERBY ST        | 060        | MARTIN LUTHER KING JR WAY   | MILVIA ST                      | 2     | 665    | 42    | R            | 86  |
| DERBY ST        | 085        | WARRING ST                  | BELROSE AVE &<br>TANGLEWOOD R  | 2     | 1205   | 36    | A            | 95  |
| DERBY ST        | 042        | SAN PABLO AVE               | MATHEWS ST                     | 2     | 455    | 36    | R            | 97  |
| DERBY ST        | 044        | MATHEWS ST                  | MABEL ST                       | 2     | 608    | 36    | R            | 97  |
| DOHR ST         | 065        | WARD ST                     | RUSSELL ST                     | 2     | 1170   | 36    | R            | 19  |
| DOHR ST         | 068        | RUSSELL ST                  | ASHBY AVE                      | 2     | 489    | 22    | R            | 21  |
| DOHR ST         | 070        | ASHBY AVE                   | PRINCE ST                      | 2     | 764    | 26    | R            | 100 |
| DOMINGO AVE     | 068        | CITY LIMIT NR RUSSELL ST    | TUNNEL RD                      | 2     | 220    | 40    | R            | 39  |
| DOMINGO AVE     | 070        | TUNNEL RD                   | THE PLAZA DR                   | 2     | 1130   | 40    | R            | 73  |
| DOVER ST        | 075        | ALCATRAZ AVE                | CITY LIMIT (63RD ST)           | 2     | 130    | 32    | R            | 21  |
| DOWLING PL      | 070        | TELEGRAPH AVE               | DANA ST                        | 2     | 385    | 36    | R            | 84  |
| DURANT AVE      | 060        | MILVIA ST                   | SHATTUCK AVE                   | 2     | 710    | 47    | C            | 15  |
| DURANT AVE      | 064        | SHATTUCK AVE                | FULTON ST                      | 2     | 530    | 48    | C            | 29  |
| DURANT AVE      | 070        | FULTON ST                   | BOWDITCH ST                    | 2     | 2650   | 48    | C            | 52  |
| DURANT AVE      | 078        | BOWDITCH ST                 | COLLEGE AVE                    | 2     | 670    | 48    | C            | 64  |
| DURANT AVE      | 080        | COLLEGE AVE                 | PIEDMONT AVE                   | 2     | 640    | 33    | C            | 67  |
| DWIGHT CRESCENT | 055        | 6TH ST                      | 7TH ST                         | 2     | 420    | 45    | C            | 98  |
| DWIGHT WAY      | 020        | 4TH ST                      | 6TH ST                         | 2     | 650    | 36    | C            | 12  |
| DWIGHT WAY      | 083        | PIEDMONT AVE                | HILLSIDE AVE                   | 2     | 765    | 36    | R            | 14  |
| DWIGHT WAY      | 085        | HILLSIDE AVE                | DEAD END ABOVE HILLSIDE<br>AVE | 2     | 590    | 36    | R            | 82  |

| Road Name         | Section ID | Beg Location              | End Location               | Lanes | Length | Width | Funct. Class | PCI |
|-------------------|------------|---------------------------|----------------------------|-------|--------|-------|--------------|-----|
| DWIGHT WAY        | 050        | SACRAMENTO ST             | MARTIN LUTHER KING JR WAY  | 2     | 2615   | 39    | A            | 23  |
| DWIGHT WAY        | 030        | 6TH ST                    | 7TH ST                     | 2     | 310    | 36    | C            | 30  |
| DWIGHT WAY        | 032        | 7TH ST                    | SAN PABLO AVE              | 2     | 1350   | 36    | A            | 43  |
| DWIGHT WAY        | 064        | MILVIA WAY                | SHATTUCK AVE               | 2     | 710    | 38    | A            | 57  |
| DWIGHT WAY        | 060        | MARTIN LUTHER KING JR WAY | MILVIA ST                  | 2     | 665    | 36    | A            | 59  |
| DWIGHT WAY        | 073        | DANA ST                   | TELEGRAPH AVE              | 2     | 670    | 40    | A            | 79  |
| DWIGHT WAY        | 070        | FULTON ST                 | DANA ST                    | 2     | 1325   | 40    | A            | 85  |
| DWIGHT WAY        | 075        | TELEGRAPH AVE             | BOWDITCH ST                | 2     | 660    | 36    | A            | 86  |
| DWIGHT WAY        | 066        | SHATTUCK AVE              | FULTON ST                  | 2     | 600    | 40    | A            | 91  |
| DWIGHT WAY        | 080        | COLLEGE AVE               | PIEDMONT AVE               | 2     | 775    | 36    | A            | 93  |
| DWIGHT WAY        | 078        | BOWDITCH ST               | COLLEGE AVE                | 2     | 660    | 36    | A            | 93  |
| DWIGHT WAY        | 040        | SAN PABLO AVE             | SACRAMENTO ST              | 2     | 2430   | 36    | A            | 95  |
| DWIGHT WAY        | 090        | PANORAMIC WAY             | EAST CITY LIMIT            | 2     | 100    | 28    | R            | 97  |
| EAST BOLIVAR DR   | 050        | ADDISON ST                | DEAD END NR CHANNING       | 2     | 1800   | 24    | R            | 29  |
| EAST FRONTAGE RD  | 040        | GILMAN ST                 | HEARST AVE                 | 2     | 3696   | 34    | C            | 30  |
| EAST FRONTAGE RD  | 030        | NORTH CITY LIMIT          | GILMAN ST                  | 2     | 1350   | 32    | C            | 43  |
| EAST PARNASSUS CT | 080        | PARNASSUS RD              | DEAD END (PARNASSUS RD)    | 2     | 210    | 22    | R            | 93  |
| EDITH ST          | 040        | CEDAR ST                  | VIRGINIA ST                | 2     | 638    | 30    | R            | 55  |
| EDITH ST          | 030        | ROSE ST                   | CEDAR ST                   | 2     | 1295   | 32    | R            | 71  |
| EDWARDS ST        | 055        | BANCROFT WAY              | DWIGHT WAY                 | 2     | 1330   | 36    | R            | 56  |
| EL CAMINO REAL    | 070        | DOMINGO AVE               | THE UPLANDS                | 2     | 1840   | 24    | R            | 86  |
| EL CAMINO REAL    | 075        | THE UPLANDS               | DEAD END ABOVE THE UPLANDS | 2     | 485    | 24    | R            | 87  |
| EL DORADO AVE     | 060        | THE ALAMEDA               | SUTTER ST                  | 2     | 1290   | 33    | R            | 25  |
| EL PORTAL CT      | 030        | DEAD END (LA LOMA AVE)    | LA LOMA AVE                | 2     | 250    | 18    | R            | 10  |
| ELLIS ST          | 068        | RUSSELL ST                | ASHBY AVE                  | 2     | 650    | 37    | R            | 47  |
| ELLIS ST          | 070        | ASHBY AVE                 | ALCATRAZ AVE               | 2     | 2005   | 37    | R            | 78  |
| ELLSWORTH ST      | 050        | BANCROFT WAY              | DWIGHT WAY                 | 2     | 1320   | 36    | R            | 22  |
| ELLSWORTH ST      | 062        | CARLETON ST               | WARD ST                    | 2     | 620    | 42    | R            | 87  |
| ELLSWORTH ST      | 060        | DWIGHT WAY                | CARLETON ST                | 2     | 1000   | 36    | R            | 90  |
| ELLSWORTH ST      | 065        | WARD ST                   | ASHBY AVE                  | 2     | 1520   | 42    | R            | 92  |
| ELMWOOD AVE       | 080        | ASHBY AVE & ASHBY PL      | PIEDMONT AVE               | 2     | 570    | 34    | R            | 20  |
| ELMWOOD CT        | 070        | ASHBY AVE                 | DEAD END (ASHBY AVE)       | 2     | 270    | 32    | R            | 76  |
| EMERSON ST        | 065        | SHATTUCK AVE              | WHEELER ST                 | 2     | 575    | 36    | R            | 24  |
| EMERSON ST        | 060        | ADELINE ST                | SHATTUCK AVE               | 2     | 805    | 36    | R            | 55  |
| ENCINA PL         | 070        | THE PLAZA DR              | THE UPLANDS                | 2     | 350    | 40    | R            | 93  |
| ENSENADA AVE      | 020        | SOLANO AVE                | MARIN AVE                  | 2     | 545    | 36    | R            | 27  |
| ENSENADA AVE      | 010        | PERALTA AVE               | SOLANO AVE                 | 2     | 2255   | 27    | R            | 62  |
| EOLA ST           | 040        | VIRGINIA ST               | FRANCISCO ST               | 2     | 325    | 22    | R            | 28  |
| ESSEX ST          | 064        | SHATTUCK AVE              | WHEELER ST                 | 2     | 585    | 36    | R            | 26  |
| ESSEX ST          | 062        | TREMONT ST                | SHATTUCK AVE               | 2     | 580    | 36    | R            | 61  |
| ESSEX ST          | 060        | ADELINE ST                | TREMONT ST                 | 2     | 340    | 36    | R            | 68  |
| ETNA ST           | 062        | DWIGHT WAY                | PARKER ST                  | 2     | 665    | 36    | R            | 29  |
| ETNA ST           | 064        | PARKER ST                 | DERBY ST                   | 2     | 665    | 36    | R            | 31  |
| ETON AVE          | 070        | WOOLSEY ST                | CLAREMONT AVE              | 2     | 750    | 36    | R            | 86  |
| ETON CT           | 070        | CLAREMONT AVE             | DEAD END (CLAREMONT AVE)   | 2     | 150    | 25    | R            | 25  |
| EUCALYPTUS RD     | 070        | HILLCREST RD              | SOUTH CITY LIMIT           | 2     | 440    | 25    | R            | 86  |

| Road Name       | Section ID | Beg Location              | End Location              | Lanes | Length | Width | Funct. Class | PCI |
|-----------------|------------|---------------------------|---------------------------|-------|--------|-------|--------------|-----|
| EUCLID AVE      | 032        | BAYVIEW PL                | CEDAR ST                  | 2     | 1890   | 34    | C            | 28  |
| EUCLID AVE      | 040        | CEDAR ST                  | HEARST AVE                | 2     | 1625   | 35    | C            | 41  |
| EUCLID AVE      | 015        | MARIN AVE                 | REGAL RD                  | 2     | 600    | 32    | R            | 73  |
| EUCLID AVE      | 020        | REGAL RD                  | CRAGMONT AVE              | 2     | 1475   | 40    | C            | 74  |
| EUCLID AVE      | 010        | GRIZZLY PEAK BLVD         | MARIN AVE                 | 2     | 3054   | 32    | C            | 77  |
| EUCLID AVE      | 024        | CRAGMONT AVE              | BEG OF DIVIDED ROAD       | 2     | 650    | 41    | R            | 77  |
| EUCLID AVE      | 028        | END OF DIVIDED ROAD       | EUNICE ST                 | 2     | 900    | 42    | R            | 83  |
| EUCLID AVE      | 030        | EUNICE ST                 | BAYVIEW PL                | 2     | 870    | 36    | C            | 100 |
| EUCLID AVE (NB) | 026        | BEG OF DIVIDED ROAD       | END OF DIVIDED ROAD       | 2     | 850    | 18    | R            | 82  |
| EUCLID AVE (SB) | 027        | BEG OF DIVIDED ROAD       | END OF DIVIDED ROAD       | 2     | 845    | 31    | R            | 81  |
| EUNICE ST       | 070        | SPRUCE ST                 | EUCLID AVE                | 2     | 1235   | 35    | R            | 26  |
| EUNICE ST       | 064        | HENRY ST                  | SPRUCE ST                 | 2     | 1370   | 34    | R            | 39  |
| EUNICE ST       | 060        | MILVIA ST                 | CUL-DE-SAC                | 2     | 225    | 36    | R            | 93  |
| EVELYN AVE      | 030        | NORTH CITY LIMIT          | SANTA FE AVE              | 2     | 980    | 30    | R            | 90  |
| FAIRLAWN DR     | 038        | AVENIDA DR                | OLYMPUS DR                | 2     | 615    | 23    | R            | 46  |
| FAIRLAWN DR     | 030        | QUEENS RD                 | AVENIDA DR                | 2     | 2575   | 21    | R            | 93  |
| FAIRVIEW ST     | 050        | SACRAMENTO ST             | ADELIN ST                 | 2     | 2145   | 36    | R            | 23  |
| FAIRVIEW ST     | 060        | ADELIN ST                 | CITY LIMIT (DOVER ST)     | 2     | 530    | 36    | R            | 27  |
| FAIRVIEW ST     | 047        | BAKER ST                  | SACRAMENTO ST             | 2     | 630    | 36    | R            | 73  |
| FLORANCE ST     | 068        | RUSSELL ST                | ASHBY AVE                 | 2     | 530    | 36    | R            | 30  |
| FLORIDA AVE     | 060        | SANTA BARBARA RD          | DEAD END (FLORIDA WALK)   | 2     | 400    | 26    | R            | 82  |
| FOLGER AVE      | 024        | HOLLIS ST                 | 7TH ST                    | 2     | 365    | 42    | C            | 86  |
| FOLGER AVE      | 025        | 7TH ST                    | SAN PABLO AVE             | 2     | 1325   | 42    | C            | 87  |
| FOLGER AVE      | 020        | WEST END                  | HOLLIS ST                 | 2     | 365    | 42    | R            | 97  |
| FOREST AVE      | 080        | COLLEGE AVE               | CLAREMONT BLVD            | 2     | 1875   | 36    | R            | 39  |
| FORREST LANE    | 073        | GRIZZY PARK               | CRESTON RD                | 2     | 337    | 22    | R            | 18  |
| FORREST LANE    | 072        | KEELER AVE                | GRIZZLY PEAK BLVD         | 2     | 615    | 22    | R            | 22  |
| FORREST LANE    | 070        | HILLDALE AVE              | KEELER AVE                | 2     | 520    | 19    | R            | 38  |
| FRANCISCO ST    | 040        | SAN PABLO AVE             | CHESTNUT ST               | 2     | 1370   | 30    | R            | 19  |
| FRANCISCO ST    | 050        | SACRAMENTO ST             | MARTIN LUTHER KING JR WAY | 2     | 2610   | 36    | R            | 21  |
| FRANCISCO ST    | 045        | CHESTNUT ST               | DEAD END                  | 2     | 1130   | 30    | R            | 25  |
| FRANCISCO ST    | 060        | MARTIN LUTHER KING JR WAY | MILVIA ST                 | 2     | 670    | 36    | R            | 27  |
| FRANCISCO ST    | 063        | MILVIA ST                 | SHATTUCK AVE              | 2     | 670    | 36    | R            | 28  |
| FRANKLIN ST     | 042        | CEDAR ST                  | FRANCISCO ST              | 2     | 1025   | 38    | R            | 80  |
| FRANKLIN ST     | 044        | FRANCISCO ST              | HEARST AVE                | 2     | 745    | 38    | R            | 87  |
| FRESNO AVE      | 022        | MARIN AVE                 | SONOMA AVE                | 2     | 1310   | 36    | R            | 33  |
| FRESNO AVE      | 020        | SOLANO AVE                | MARIN AVE                 | 2     | 900    | 36    | R            | 45  |
| FULTON ST       | 060        | DWIGHT WAY                | BLAKE ST                  | 2     | 312    | 36    | R            | 54  |
| FULTON ST       | 063        | PARKER ST                 | STUART ST                 | 2     | 1318   | 36    | R            | 54  |
| FULTON ST       | 061        | BLAKE ST                  | PARKER ST                 | 2     | 348    | 36    | R            | 63  |
| FULTON ST       | 070        | ASHBY ST                  | PRINCE ST                 | 2     | 810    | 36    | R            | 75  |
| FULTON ST       | 048        | KITTREDGE ST              | BANCROFT WAY              | 4     | 315    | 67    | A            | 83  |
| FULTON ST       | 065        | STUART ST                 | ASHBY AVE                 | 2     | 1166   | 36    | R            | 85  |
| FULTON ST       | 050        | BANCROFT WAY              | DURANT AVE                | 2     | 330    | 54    | A            | 90  |
| FULTON ST       | 052        | DURANT AVE                | DWIGHT WAY                | 2     | 990    | 36    | A            | 90  |
| GARBER ST       | 085        | WEST END                  | OAK KNOLL TERRACE         | 2     | 550    | 22    | R            | 84  |

| Road Name            | Section ID | Beg Location                  | End Location                     | Lanes | Length | Width | Funct. Class | PCI |
|----------------------|------------|-------------------------------|----------------------------------|-------|--------|-------|--------------|-----|
| GARBER ST            | 080        | COLLEGE AVE                   | EAST END                         | 2     | 1010   | 36    | R            | 33  |
| GARBER ST            | 088        | BELROSE AVE                   | EAST CITY LIMIT<br>(TANGLEWOOD)  | 2     | 450    | 24    | R            | 36  |
| GILMAN ST            | 035        | 8TH ST                        | SAN PABLO AVE                    | 2     | 995    | 48    | A            | 38  |
| GILMAN ST            | 045        | SANTA FE AVE                  | HOPKINS ST                       | 2     | 1595   | 36    | A            | 43  |
| GILMAN ST            | 040        | SAN PABLO AVE                 | SANTA FE AVE                     | 2     | 1445   | 38    | A            | 48  |
| GILMAN ST            | 015        | ENTRANCE OF FWY               | 2ND ST                           | 2     | 700    | 62    | R            | 59  |
| GILMAN ST            | 024        | 3RD ST (RR TRACKS)            | 6TH ST                           | 2     | 1000   | 48    | A            | 59  |
| GILMAN ST            | 020        | 2ND ST                        | 3RD ST (RR TRACKS)               | 2     | 485    | 48    | A            | 70  |
| GILMAN ST            | 030        | 6TH ST                        | 8TH ST                           | 2     | 655    | 48    | A            | 74  |
| GLEN AVE             | 033        | CORNER BETWEEN<br>SUMMER/ARCH | SPRUCE ST                        | 2     | 380    | 23    | R            | 12  |
| GLEN AVE             | 030        | EUNICE ST                     | CORNER BETWEEN<br>SUMMER/ARC     | 2     | 620    | 22    | R            | 14  |
| GLEN AVE             | 020        | OAK ST                        | EUNICE ST                        | 2     | 510    | 28    | R            | 90  |
| GLENDALE AVE         | 034        | LA LOMA AVE                   | DEL MAR AVE                      | 2     | 675    | 22    | R            | 31  |
| GLENDALE AVE         | 030        | CAMPUS DR                     | LA LOMA AVE                      | 2     | 640    | 32    | C            | 88  |
| GRANT ST             | 042        | VIRGINIA ST                   | FRANCISCO ST                     | 2     | 318    | 36    | R            | 25  |
| GRANT ST             | 060        | DWIGHT WAY                    | OREGON ST                        | 2     | 2266   | 36    | R            | 33  |
| GRANT ST             | 053        | ADDISON ST                    | ALLSTON WAY                      | 2     | 665    | 42    | R            | 43  |
| GRANT ST             | 061        | N. END                        | RUSSELL ST                       | 2     | 196    | 36    | R            | 43  |
| GRANT ST             | 057        | BANCROFT WAY                  | CHANNING WAY                     | 2     | 670    | 42    | R            | 45  |
| GRANT ST             | 041        | LINCOLN ST                    | VIRGINIA ST                      | 2     | 320    | 36    | R            | 48  |
| GRANT ST             | 030        | NORTH END                     | ROSE ST                          | 2     | 310    | 36    | R            | 54  |
| GRANT ST             | 040        | CEDAR ST                      | LINCOLN ST                       | 2     | 318    | 36    | R            | 56  |
| GRANT ST             | 032        | ROSE ST                       | CEDAR ST                         | 2     | 1325   | 36    | R            | 65  |
| GRANT ST             | 048        | HEARST AVE                    | UNIVERSITY AVE                   | 2     | 600    | 36    | R            | 78  |
| GRANT ST             | 059        | CHANNING WAY                  | DWIGHT                           | 2     | 665    | 42    | R            | 83  |
| GRANT ST             | 055        | ALLSTON WAY                   | BANCROFT WAY                     | 2     | 670    | 42    | R            | 90  |
| GRANT ST             | 051        | UNIVERSITY AVE                | ADDISON ST                       | 2     | 335    | 42    | R            | 93  |
| GRANT ST             | 044        | FRANCISCO ST                  | OHLONE PARK                      | 2     | 525    | 36    | R            | 97  |
| GRAYSON ST           | 020        | 3RD ST (WEST END)             | SAN PABLO AVE                    | 2     | 2568   | 36    | R            | 70  |
| GREENWOOD<br>TERRACE | 030        | ROSE ST                       | BUENA VISTA WAY                  | 2     | 850    | 17    | R            | 21  |
| GRIZZLY PEAK BLVD    | 015        | EUCLID AVE                    | KEELER AVE                       | 2     | 1250   | 30    | C            | 19  |
| GRIZZLY PEAK BLVD    | 017        | KEELER AVE                    | MARIN AVE                        | 2     | 1400   | 33    | C            | 19  |
| GRIZZLY PEAK BLVD    | 010        | NORTH CITY LIMIT (SPRUCE ST)  | EUCLID AVE                       | 2     | 1050   | 35    | C            | 24  |
| GRIZZLY PEAK BLVD    | 035        | HILL RD                       | EAST CITY LIMIT                  | 2     | 2515   | 32    | C            | 51  |
| GRIZZLY PEAK BLVD    | 029        | SHASTA RD (S)                 | ARCADE AVE                       | 2     | 1065   | 32    | C            | 76  |
| GRIZZLY PEAK BLVD    | 020        | MARIN AVE                     | SHASTA RD (S)                    | 2     | 4065   | 34    | C            | 88  |
| GRIZZLY PEAK BLVD    | 032        | ARCADE AVE                    | (EXTENSION OF EUNICE) HILL<br>RD | 2     | 785    | 32    | C            | 94  |
| HALCYON CT           | 070        | WEBSTER ST                    | PRINCE ST                        | 2     | 460    | 57    | R            | 89  |
| HALKIN LANE          | 070        | SPRUCE ST                     | CRAGMONT AVE                     | 2     | 515    | 22    | R            | 52  |
| HARDING CIRCLE       | 030        | OLYMPUS AVE                   | END                              | 2     | 65     | 38    | R            | 48  |
| HARMON ST            | 045        | IDAHO ST                      | SACRAMENTO ST                    | 2     | 1025   | 36    | R            | 15  |
| HARMON ST            | 050        | SACRAMENTO ST                 | ADELIN ST                        | 2     | 1985   | 36    | R            | 67  |
| HAROLD WAY           | 050        | ALLSTON WAY                   | KITTREDGE ST                     | 2     | 325    | 36    | R            | 53  |
| HARPER ST            | 070        | ASHBY AVE                     | WOOLSEY ST                       | 2     | 935    | 36    | R            | 64  |
| HARPER ST            | 068        | RUSSELL ST                    | ASHBY AVE                        | 2     | 665    | 36    | R            | 70  |
| HARPER ST            | 072        | WOOLSEY ST                    | FAIRVIEW ST                      | 2     | 306    | 36    | R            | 85  |

| Road Name         | Section ID | Beg Location                 | End Location              | Lanes | Length | Width | Funct. Class | PCI |
|-------------------|------------|------------------------------|---------------------------|-------|--------|-------|--------------|-----|
| HARRISON ST       | 020        | EASTSHORE HWY                | 2ND ST                    | 2     | 270    | 49    | R            | 48  |
| HARRISON ST       | 022        | 3RD ST                       | 6TH ST                    | 2     | 935    | 34    | R            | 73  |
| HARRISON ST       | 030        | 6TH ST                       | 8TH ST                    | 2     | 645    | 35    | R            | 78  |
| HARRISON ST       | 040        | SAN PABLO AVE                | STANNAGE AVE              | 2     | 495    | 36    | R            | 83  |
| HARRISON ST       | 034        | 8TH ST                       | SAN PABLO AVE             | 2     | 990    | 35    | R            | 84  |
| HARVARD CIRCLE    | 030        | FAIRLAWN DR & SENIOR AVE     | FAIRLAWN DR               | 2     | 100    | 30    | R            | 38  |
| HASKELL ST        | 040        | SAN PABLO AVE                | ACTON ST                  | 2     | 1505   | 36    | R            | 77  |
| HASTE ST          | 060        | FULTON ST                    | SHATTUCK AVE              | 2     | 580    | 36    | A            | 29  |
| HASTE ST          | 070        | BOWDITCH ST                  | FULTON ST                 | 2     | 2680   | 40    | A            | 35  |
| HASTE ST          | 078        | COLLEGE AVE                  | BODWITCH ST               | 2     | 670    | 39    | A            | 41  |
| HASTE ST          | 080        | PIEDMONT AVE                 | COLLEGE AVE               | 2     | 650    | 36    | A            | 43  |
| HASTE ST          | 065        | MILVIA ST                    | MARTIN LUTHER KING JR WAY | 2     | 670    | 36    | A            | 76  |
| HASTE ST          | 063        | SHATTUCK AVE                 | MILVIA ST                 | 2     | 705    | 36    | A            | 83  |
| HAWTHORNE TERRACE | 030        | LE ROY AVE                   | EUCLID AVE                | 2     | 365    | 24    | R            | 62  |
| HAWTHORNE TERRACE | 035        | EUCLID AVE                   | CEDAR ST                  | 2     | 1465   | 24    | R            | 87  |
| HAZEL RD          | 090        | CLAREMONT AVE                | DOMINGO AVE               | 2     | 830    | 30    | R            | 85  |
| HEARST AVE        | 030        | 6TH ST                       | SAN PABLO AVE             | 2     | 1650   | 36    | C            | 25  |
| HEARST AVE        | 045        | ACTON ST                     | SACRAMENTO ST             | 2     | 676    | 36    | R            | 26  |
| HEARST AVE        | 040        | SAN PABLO AVE                | ACTON ST                  | 2     | 2350   | 36    | R            | 29  |
| HEARST AVE        | 020        | EAST FRONTAGE RD (STATE P/L) | 6TH ST                    | 2     | 1515   | 48    | C            | 33  |
| HEARST AVE        | 060        | MARTIN LUTHER KING JR WAY    | MILVIA ST                 | 2     | 670    | 34    | A            | 47  |
| HEARST AVE        | 052        | SACRAMENTO ST                | CALIFORNIA ST             | 2     | 600    | 36    | C            | 67  |
| HEARST AVE        | 055        | MC GEE AVE                   | MARTIN LUTHER KING JR WAY | 2     | 1355   | 36    | C            | 68  |
| HEARST AVE        | 054        | CALIFORNIA ST                | MC GEE AVE                | 2     | 660    | 36    | C            | 71  |
| HEARST AVE        | 078        | HIGHLAND PL                  | DEAD END (COP @ CL)       | 2     | 140    | 23    | R            | 82  |
| HEARST AVE        | 077        | LA LOMA AVE                  | HIGHLAND PL               | 2     | 340    | 35    | A            | 83  |
| HEARST AVE        | 064        | HENRY ST                     | SHATTUCK AVE              | 2     | 330    | 55    | A            | 93  |
| HEARST AVE        | 065        | SHATTUCK AVE                 | WALNUT ST                 | 2     | 325    | 57    | A            | 93  |
| HEARST AVE        | 067        | WALNUT ST                    | OXFORD ST                 | 2     | 355    | 57    | A            | 93  |
| HEARST AVE        | 068        | OXFORD ST                    | SPRUCE ST                 | 2     | 250    | 58    | A            | 93  |
| HEARST AVE        | 070        | SPRUCE ST                    | ARCH ST                   | 2     | 425    | 56    | A            | 93  |
| HEARST AVE        | 075        | EUCLID AVE                   | LA LOMA AVE               | 2     | 975    | 39    | A            | 93  |
| HEARST AVE        | 062        | MILVIA ST                    | HENRY ST                  | 2     | 335    | 46    | A            | 100 |
| HEARST AVE (EB)   | 072        | ARCH ST                      | EUCLID AVE                | 2     | 1160   | 20    | A            | 95  |
| HEARST AVE (WB)   | 073        | EUCLID AVE                   | ARCH ST                   | 2     | 1160   | 23    | A            | 95  |
| HEINZ AVE         | 040        | 7TH ST                       | SAN PABLO AVE             | 2     | 1368   | 36    | R            | 22  |
| HEINZ AVE         | 030        | 3RD ST (WEST END)            | 7TH ST                    | 2     | 1197   | 36    | R            | 83  |
| HENRY ST          | 030        | EUNICE ST                    | ROSE ST                   | 2     | 1375   | 62    | A            | 36  |
| HENRY ST          | 045        | HEARST AVE                   | BERKELEY WAY              | 2     | 335    | 34    | R            | 73  |
| HENRY ST          | 034        | ROSE ST                      | VINE ST                   | 2     | 660    | 36    | R            | 97  |
| HENRY ST          | 035        | VINE ST                      | CEDAR ST                  | 2     | 655    | 36    | R            | 97  |
| HIGH COURT        | 020        | DEAD END                     | OAK ST                    | 2     | 645    | 24    | R            | 26  |
| HIGHLAND PL       | 040        | NORTH END                    | RIDGE RD                  | 2     | 215    | 15    | R            | 5   |
| HIGHLAND PL       | 042        | RIDGE RD                     | HEARST AVE                | 2     | 345    | 36    | R            | 97  |
| HILGARD AVE       | 070        | ARCH ST                      | SCENIC AVE                | 2     | 440    | 36    | R            | 61  |
| HILGARD AVE       | 072        | SCENIC AVE                   | EUCLID AVE                | 2     | 595    | 36    | R            | 61  |

| Road Name       | Section ID | Beg Location            | End Location              | Lanes | Length | Width | Funct. Class | PCI |
|-----------------|------------|-------------------------|---------------------------|-------|--------|-------|--------------|-----|
| HILGARD AVE     | 074        | EUCLID AVE              | LA LOMA AVE               | 2     | 1050   | 35    | R            | 88  |
| HILGARD AVE     | 078        | LA LOMA AVE             | LA VEREDA                 | 2     | 490    | 17    | R            | 93  |
| HILGARD AVE     | 080        | LA VEREDA               | DEAD END                  | 2     | 220    | 24    | R            | 97  |
| HILL CT         | 070        | EUCLID AVE              | DEAD END (EUCLID AVE)     | 2     | 310    | 15    | R            | 100 |
| HILL RD         | 025        | SHASTA RD               | DEAD END                  | 2     | 575    | 18    | R            | 9   |
| HILL RD         | 030        | DEAD END NR AJAX LANE   | GRIZZLY PEAK BLVD (SOUTH) | 2     | 945    | 20    | R            | 22  |
| HILLCREST CT    | 070        | THE FOOTWAY             | HILLCREST RD              | 2     | 190    | 20    | R            | 47  |
| HILLCREST RD    | 088        | ROANOK RD               | DEAD END ABOVE ROANOK RD  | 2     | 390    | 24    | R            | 30  |
| HILLCREST RD    | 080        | CLAREMONT AVE           | ROANOK RD                 | 2     | 3150   | 25    | R            | 45  |
| HILLDALE AVE    | 020        | MARIN AVE               | REGAL RD                  | 2     | 1265   | 20    | R            | 17  |
| HILLDALE AVE    | 010        | GRIZZLY PEAK BLVD       | MARIN AVE                 | 2     | 1870   | 21    | R            | 20  |
| HILLEGASS AVE   | 060        | DWIGHT WAY              | ASHBY AVE                 | 2     | 3200   | 36    | R            | 67  |
| HILLEGASS AVE   | 070        | ASHBY AVE               | CITY LIMIT (WOOLSEY ST)   | 2     | 855    | 36    | R            | 75  |
| HILLSIDE AVE    | 050        | PROSPECT ST             | DWIGHT WAY                | 2     | 760    | 30    | R            | 90  |
| HILLSIDE CT     | 050        | DEAD END (HILLSIDE AVE) | HILLSIDE AVE              | 2     | 290    | 16    | R            | 95  |
| HILLVIEW RD     | 020        | WOODSIDE RD             | PARK HILLS RD             | 2     | 1265   | 22    | R            | 88  |
| HOLLIS ST       | 070        | FOLGER AVE              | SOUTH CITY LIMIT          | 2     | 175    | 43    | C            | 74  |
| HOLLY ST        | 030        | ROSE ST                 | CEDAR ST                  | 2     | 910    | 36    | R            | 7   |
| HOPKINS CT      | 020        | ALBINA AVE              | HOPKINS ST                | 2     | 570    | 25    | R            | 87  |
| HOPKINS ST      | 047        | GILMAN ST               | SACRAMENTO ST             | 2     | 530    | 36    | R            | 29  |
| HOPKINS ST      | 060        | THE ALAMEDA             | SUTTER ST                 | 2     | 1375   | 60    | C            | 30  |
| HOPKINS ST      | 050        | HOPKINS CT              | MONTEREY AVE              | 2     | 250    | 36    | C            | 41  |
| HOPKINS ST      | 055        | CARLOTTA AVE            | JOSEPHINE ST              | 2     | 1525   | 45    | C            | 41  |
| HOPKINS ST      | 049        | SACRAMENTO ST           | HOPKINS CT                | 2     | 200    | 36    | A            | 45  |
| HOPKINS ST      | 053        | MC GEE AVE              | CARLOTTA AVE              | 2     | 320    | 45    | C            | 45  |
| HOPKINS ST      | 052        | MONTEREY AVE            | MC GEE AVE                | 2     | 250    | 40    | C            | 46  |
| HOPKINS ST      | 059        | JOSEPHINE ST            | THE ALAMEDA               | 2     | 335    | 60    | C            | 49  |
| HOPKINS ST      | 046        | PERALTA AVE             | GILMAN ST                 | 2     | 1442   | 36    | R            | 51  |
| HOPKINS ST      | 042        | STANNAGE AVE            | NORTHSIDE AVE             | 2     | 915    | 40    | R            | 69  |
| HOPKINS ST      | 045        | NORTHSIDE AVE           | PERALTA AVE               | 2     | 545    | 35    | R            | 72  |
| HOPKINS ST      | 040        | SAN PABLO AVE           | STANNAGE AVE              | 2     | 500    | 40    | R            | 74  |
| HOWE ST         | 070        | ELLSWORTH ST            | TELEGRAPH AVE             | 2     | 545    | 36    | R            | 23  |
| IDAHO ST        | 072        | 66TH ST                 | ALCATRAZ AVE              | 2     | 823    | 36    | R            | 18  |
| IDAHO ST        | 076        | ALCATRAZ AVE            | SOUTH CITY LIMIT          | 2     | 135    | 36    | R            | 85  |
| INDIAN ROCK AVE | 064        | SAN LUIS RD             | SANTA BARBARA RD          | 2     | 565    | 30    | R            | 20  |
| INDIAN ROCK AVE | 062        | ARLINGTON AVE           | SAN LUIS RD               | 2     | 1600   | 30    | R            | 51  |
| JAYNES ST       | 050        | CALIFORNIA ST           | EDITH ST                  | 2     | 990    | 36    | R            | 91  |
| JEFFERSON AVE   | 050        | UNIVERSITY AVE          | ADDISON ST                | 2     | 335    | 24    | R            | 35  |
| JEFFERSON AVE   | 052        | ALLSTON WAY             | DWIGHT WAY                | 2     | 2000   | 39    | R            | 35  |
| JONES ST        | 040        | SAN PABLO AVE           | STANNAGE AVE              | 2     | 505    | 36    | R            | 66  |
| JONES ST        | 030        | 6TH ST                  | SAN PABLO AVE             | 2     | 1650   | 36    | R            | 68  |
| JONES ST        | 020        | EASTSHORE HWY           | 2ND ST                    | 2     | 280    | 37    | R            | 97  |
| JONES ST        | 025        | 4TH ST                  | 6TH ST                    | 2     | 685    | 36    | R            | 97  |
| JOSEPHINE ST    | 040        | CEDAR ST                | VIRGINIA ST               | 2     | 660    | 36    | R            | 30  |
| JOSEPHINE ST    | 036        | ROSE ST                 | CEDAR ST                  | 2     | 1320   | 36    | R            | 67  |
| JOSEPHINE ST    | 032        | HOPKINS ST              | ROSE ST                   | 2     | 1290   | 36    | R            | 82  |

| Road Name         | Section ID | Beg Location         | End Location               | Lanes | Length | Width | Funct. Class | PCI |
|-------------------|------------|----------------------|----------------------------|-------|--------|-------|--------------|-----|
| JOSEPHINE ST      | 020        | THE ALAMEDA          | HOPKINS ST                 | 2     | 575    | 36    | R            | 97  |
| JUANITA WAY       | 035        | ROSE ST              | CEDAR ST                   | 2     | 595    | 25    | R            | 29  |
| JULIA ST          | 050        | SACRAMENTO ST        | KING ST                    | 2     | 1415   | 36    | R            | 80  |
| KAINS AVE         | 040        | CEDAR ST             | VIRGINIA ST                | 2     | 660    | 30    | R            | 72  |
| KAINS AVE         | 030        | NORTH CITY LIMIT     | HOPKINS ST                 | 2     | 2730   | 30    | R            | 86  |
| KALA BAGAI WAY    | 052        | ADDISON ST           | CENTER ST                  | 2     | 330    | 48    | A            | 100 |
| KALA BAGAI WAY    | 050        | UNIVERSITY AVE       | ADDISON ST                 | 3     | 356    | 50    | A            | 100 |
| KEELER AVE        | 020        | MARIN AVE            | MILLER AVE                 | 2     | 1025   | 19    | R            | 14  |
| KEELER AVE        | 023        | MILLER AVE           | POPPY LANE                 | 2     | 600    | 18    | R            | 18  |
| KEELER AVE        | 025        | STERLING AVE         | BRET HARTE RD              | 2     | 400    | 20    | R            | 46  |
| KEELER AVE        | 027        | BRET HARTE RD        | SHASTA RD                  | 2     | 1760   | 25    | R            | 55  |
| KEELER AVE        | 010        | GRIZZLY PEAK BLVD    | MARIN AVE                  | 2     | 1350   | 20    | R            | 89  |
| KEITH AVE         | 020        | SPRUCE ST            | EUCLID AVE                 | 2     | 1472   | 22    | C            | 75  |
| KEITH AVE         | 025        | EUCLID AVE           | SHASTA RD                  | 2     | 2570   | 25    | C            | 80  |
| KELSEY ST         | 060        | STUART ST            | RUSSELL ST                 | 2     | 500    | 36    | R            | 80  |
| KENTUCKY AVE      | 010        | VASSAR AVE           | MARYLAND AVE               | 2     | 475    | 26    | R            | 55  |
| KENTUCKY AVE (NB) | 015        | MARYLAND AVE         | MICHIGAN AVE               | 2     | 840    | 15    | R            | 48  |
| KENTUCKY AVE (SB) | 020        | MICHIGAN AVE         | MARYLAND AVE               | 2     | 840    | 15    | R            | 50  |
| KEONCREST DR      | 040        | ROSE ST              | ACTON ST                   | 2     | 950    | 25    | R            | 24  |
| KING ST           | 075        | FAIRVIEW ST          | SOUTH CITY LIMIT (62ND ST) | 2     | 1500   | 37    | R            | 75  |
| KING ST           | 068        | RUSSELL ST           | ASHBY AVE                  | 2     | 635    | 37    | R            | 77  |
| KING ST           | 070        | ASHBY AVE            | FAIRVIEW ST                | 2     | 1325   | 37    | R            | 78  |
| KITTREDGE ST      | 066        | SHATTUCK AVE         | FUTON ST                   | 2     | 440    | 32    | R            | 17  |
| KITTREDGE ST      | 063        | MILVIA ST            | SHATTUCK AVE               | 2     | 705    | 36    | R            | 27  |
| LA LOMA AVE       | 036        | END PCC              | BUENA VISTA WAY            | 2     | 630    | 28    | C            | 30  |
| LA LOMA AVE       | 038        | BUENA VISTA WAY      | CEDAR ST                   | 2     | 765    | 32    | C            | 34  |
| LA LOMA AVE       | 045        | VIRGINIA ST          | LA CONTE                   | 2     | 273    | 25    | C            | 40  |
| LA LOMA AVE       | 050        | LA CONTE             | HEARST AVE                 | 2     | 729    | 36    | C            | 52  |
| LA LOMA AVE       | 030        | GLENDALE AVE         | EL PORTAL CT               | 2     | 250    | 36    | C            | 71  |
| LA LOMA AVE       | 032        | EL PORTAL CT         | QUARRY RD                  | 2     | 155    | 35    | C            | 77  |
| LA LOMA AVE       | 034        | START PCC            | END PCC                    | 2     | 575    | 27    | C            | 79  |
| LA LOMA AVE       | 040        | CEDAR ST             | VIRGINIA ST                | 2     | 660    | 34    | C            | 84  |
| LA VEREDA RD      | 030        | LA LOMA AVE          | CEDAR ST                   | 2     | 550    | 18    | R            | 80  |
| LA VEREDA RD      | 040        | CEDAR ST             | DEAD END ABOVE VIRGINIA ST | 2     | 820    | 18    | R            | 93  |
| LASSEN ST         | 020        | MARIN AVE            | EL DORADO AVE              | 2     | 370    | 32    | R            | 44  |
| LATHAM LANE       | 080        | MILLER AVE           | GRIZZLY PEAK               | 2     | 485    | 21    | R            | 45  |
| LATHAM LANE       | 083        | CRESTON RD           | OVERLOOK RD                | 2     | 275    | 23    | R            | 70  |
| LAUREL LN         | 010        | CAPISTRANO AVE       | SAN PEDRO AVE              | 2     | 500    | 20    | R            | 32  |
| LAUREL ST         | 020        | OAK ST               | EUNICE ST                  | 2     | 510    | 32    | R            | 37  |
| LE CONTE AVE      | 074        | SCENIC AVE           | EAST END                   | 2     | 2147   | 36    | R            | 80  |
| LE CONTE AVE      | 072        | ARCH ST & HEARST AVE | SCENIC AVE                 | 2     | 746    | 32    | R            | 90  |
| LE ROY AVE        | 044        | CUL-DE-SAC           | RIDGE RD                   | 2     | 805    | 35    | R            | 26  |
| LE ROY AVE        | 032        | ROSE ST              | HAWTHORNE TERRACE          | 2     | 390    | 30    | R            | 51  |
| LE ROY AVE        | 040        | CEDAR ST             | HILGARD AVE                | 2     | 375    | 34    | R            | 84  |
| LE ROY AVE        | 034        | HAWTHORNE TERRACE    | CEDAR ST                   | 2     | 1235   | 30    | R            | 92  |
| LE ROY AVE        | 048        | RIDGE RD             | HEARST AVE                 | 2     | 350    | 37    | R            | 88  |



| Road Name          | Section ID | Beg Location                 | End Location                | Lanes | Length | Width | Funct. Class | PCI |
|--------------------|------------|------------------------------|-----------------------------|-------|--------|-------|--------------|-----|
| LEWISTON AVE       | 070        | WOOLSEY ST                   | ALCATRAZ AVE                | 2     | 880    | 36    | R            | 87  |
| LINCOLN ST         | 045        | ACTON ST                     | SACRAMENTO ST               | 2     | 750    | 24    | R            | 46  |
| LINCOLN ST         | 040        | CHESTNUT ST                  | DEAD END                    | 2     | 440    | 36    | R            | 47  |
| LINCOLN ST         | 050        | SACRAMENTO ST                | GRANT ST                    | 2     | 1935   | 36    | R            | 87  |
| LINCOLN ST         | 060        | MILVIA ST                    | SHATTUCK AVE                | 2     | 665    | 32    | R            | 93  |
| LINDEN AVE         | 070        | ASHBY AVE                    | WEBSTER ST                  | 2     | 660    | 27    | R            | 31  |
| LORINA ST          | 068        | RUSSELL ST                   | ASHBY AVE                   | 2     | 550    | 30    | R            | 55  |
| LOS ANGELES AVE    | 060        | THE ALAMEDA                  | CONTRA COSTA AVE            | 2     | 420    | 48    | R            | 39  |
| LOS ANGELES AVE    | 065        | THE CIRCLE                   | SPRUCE ST                   | 2     | 1755   | 30    | C            | 74  |
| LOS ANGELES AVE    | 065        | CONTRA COSTA AVE             | THE CIRCLE                  | 2     | 845    | 24    | R            | 76  |
| MABEL ST           | 062        | PARKER ST                    | DERBY ST                    | 2     | 650    | 36    | R            | 21  |
| MABEL ST           | 060        | DWIGHT WAY                   | PARKER ST                   | 2     | 645    | 36    | R            | 31  |
| MABEL ST           | 065        | WARD ST                      | RUSSELL ST                  | 2     | 1197   | 36    | R            | 31  |
| MABEL ST           | 064        | DERBY ST                     | WARD ST                     | 2     | 295    | 36    | R            | 33  |
| MABEL ST           | 067        | RUSSELL ST                   | ASHBY AVE                   | 2     | 523    | 36    | R            | 33  |
| MABEL ST           | 070        | ASHBY ST                     | 66TH ST                     | 2     | 1248   | 36    | R            | 74  |
| MADERA ST          | 050        | TULARE AVE                   | COLUSA AVE                  | 2     | 827    | 32    | R            | 75  |
| MAGNOLIA ST        | 070        | ASHBY AVE                    | WEBSTER ST                  | 2     | 660    | 24    | R            | 40  |
| MARIN AVE          | 078        | GRIZZLY PEAK BLVD            | CRESTON RD                  | 2     | 330    | 28    | R            | 19  |
| MARIN AVE          | 079        | CRESTON RD                   | DEAD END (PACIFIC LUTHERAN) | 2     | 450    | 30    | R            | 42  |
| MARIN AVE          | 074        | EUCLID AVE                   | GRIZZLY PEAK BLVD           | 2     | 1078   | 23    | C            | 45  |
| MARIN AVE          | 065        | THE CIRCLE                   | SPRUCE ST                   | 2     | 1646   | 23    | C            | 58  |
| MARIN AVE          | 070        | SPRUCE ST                    | EUCLID AVE                  | 2     | 1050   | 23    | C            | 65  |
| MARIN AVE          | 050        | WEST CITY LIMIT (TULARE AVE) | THE ALAMEDA                 | 2     | 1655   | 60    | A            | 86  |
| MARIN AVE          | 060        | THE ALAMEDA                  | THE CIRCLE                  | 2     | 1150   | 60    | A            | 87  |
| MARINA BLVD        | 010        | SPINNAKER WAY                | UNIVERSITY AVE              | 2     | 2250   | 27    | C            | 39  |
| MARIPOSA AVE       | 020        | LOS ANGELES AVE              | AMADOR AVE                  | 2     | 1070   | 36    | R            | 84  |
| MARTIN LUTHER KING | 075        | 63RD ST                      | MARTIN LUTHER KING JR WAY   | 2     | 520    | 24    | R            | 35  |
| MARTIN LUTHER KING | 050        | UNIVERSITY AVE               | ALLSTON WAY                 | 4     | 1000   | 60    | A            | 41  |
| MARTIN LUTHER KING | 030        | YOLO AVE                     | CEDAR ST                    | 2     | 2610   | 40    | A            | 54  |
| MARTIN LUTHER KING | 060        | DWIGHT WAY                   | ASHBY AVE                   | 4     | 3383   | 56    | A            | 54  |
| MARTIN LUTHER KING | 055        | ALLSTON WAY                  | DWIGHT WAY                  | 4     | 1980   | 56    | A            | 56  |
| MARTIN LUTHER KING | 040        | CEDAR ST                     | UNIVERSITY AVE              | 2     | 2955   | 56    | A            | 64  |
| MARTIN LUTHER KING | 070        | ASHBY AVE                    | WOOLSEY ST & ADELINE ST     | 2     | 985    | 65    | A            | 67  |
| MARTIN LUTHER KING | 078        | ADELINE ST                   | SOUTH CITY LIMIT            | 3     | 335    | 72    | A            | 71  |
| MARYLAND AVE       | 060        | VERMONT AVE                  | KENTUCKY AVE                | 2     | 635    | 26    | R            | 50  |
| MASONIC AVE        | 030        | NORTH CITY LIMIT             | SANTA FE AVE                | 2     | 480    | 30    | R            | 88  |
| MATHEWS ST         | 060        | DWIGHT WAY                   | PARKER ST                   | 2     | 645    | 36    | R            | 17  |
| MATHEWS ST         | 063        | PARKER ST                    | WARD ST                     | 2     | 954    | 36    | R            | 20  |
| MATHEWS ST         | 066        | WARD ST                      | RUSSELL ST                  | 2     | 1208   | 36    | R            | 29  |
| MC GEE AVE         | 035        | ROSE ST                      | CEDAR ST                    | 2     | 1105   | 36    | R            | 14  |
| MC GEE AVE         | 050        | UNIVERSITY AVE               | DWIGHT WAY                  | 2     | 3005   | 42    | R            | 32  |
| MC GEE AVE         | 040        | CEDAR ST                     | VIRGINIA ST                 | 2     | 645    | 36    | R            | 42  |
| MC GEE AVE         | 043        | VIRGINIA ST                  | OHLONE PARK                 | 2     | 848    | 36    | R            | 43  |
| MC GEE AVE         | 065        | DERBY ST                     | RUSSELL ST                  | 2     | 1343   | 36    | R            | 49  |
| MC GEE AVE         | 030        | HOPKINS ST                   | ROSE ST                     | 2     | 807    | 36    | R            | 80  |

| Road Name        | Section ID | Beg Location               | End Location            | Lanes | Length | Width | Funct. Class | PCI |
|------------------|------------|----------------------------|-------------------------|-------|--------|-------|--------------|-----|
| MC GEE AVE       | 060        | DWIGHT WAY                 | DERBY ST                | 2     | 1350   | 36    | R            | 60  |
| MC GEE AVE       | 047        | HEARST AVE                 | UNIVERSITY AVE          | 2     | 600    | 36    | R            | 63  |
| MC KINLEY AVE    | 050        | ADDISON ST                 | DWIGHT WAY              | 2     | 2670   | 42    | R            | 41  |
| MENDOCINO AVE    | 015        | ARLINGTON AVE              | LOS ANGELES AVE         | 2     | 1650   | 24    | R            | 23  |
| MENDOCINO PL     | 017        | MENDOCINO AVE              | LOS ANGELES AVE         | 2     | 110    | 26    | R            | 25  |
| MENLO PL         | 050        | THOUSAND OAKS BLVD         | SANTA ROSA AVE          | 2     | 490    | 24    | R            | 93  |
| MENLO PL         | 055        | SANTA ROSA AVE             | THE ALAMEDA             | 2     | 450    | 24    | R            | 93  |
| MERCED ST        | 020        | MADERA ST                  | SONOMA AVE              | 2     | 965    | 32    | R            | 24  |
| MICHIGAN AVE     | 010        | MARYLAND AVE               | SPRUCE ST               | 2     | 1480   | 24    | R            | 100 |
| MIDDLEFIELD RD   | 022        | THE CROSSWAYS              | THE SHORTCUT            | 2     | 360    | 21    | R            | 60  |
| MIDDLEFIELD RD   | 025        | THE SHORTCUT               | PARK HILLS RD           | 2     | 545    | 21    | R            | 82  |
| MIDDLEFIELD RD   | 020        | DEAD END                   | THE CROSSWAYS           | 2     | 415    | 18    | R            | 86  |
| MILLER AVE       | 070        | POPPY LN                   | SHASTA RD               | 2     | 3510   | 21    | R            | 45  |
| MILVIA ST        | 034        | ROSE ST                    | CEDAR ST                | 2     | 1325   | 36    | R            | 24  |
| MILVIA ST        | 040        | CEDAR ST                   | HEARST AVE              | 2     | 1665   | 36    | C            | 31  |
| MILVIA ST        | 025        | YOLO AVE                   | EUNICE ST               | 2     | 217    | 32    | R            | 53  |
| MILVIA ST        | 047        | HEARST AVE                 | UNIVERSITY AVE          | 2     | 615    | 40    | C            | 69  |
| MILVIA ST        | 058        | CHANNING WAY               | BLAKE ST                | 2     | 990    | 36    | C            | 85  |
| MILVIA ST        | 050        | UNIVERSITY AVE             | CENTER ST               | 2     | 660    | 40    | C            | 86  |
| MILVIA ST        | 052        | CENTER ST                  | CHANNING WAY            | 2     | 1655   | 51    | C            | 88  |
| MILVIA ST        | 030        | EUNICE ST                  | BERRYMAN ST             | 2     | 670    | 26    | R            | 90  |
| MILVIA ST        | 032        | BERRYMAN ST                | ROSE ST                 | 2     | 665    | 36    | R            | 90  |
| MILVIA ST        | 020        | HOPKINS ST                 | YOLO AVE                | 2     | 435    | 32    | R            | 91  |
| MILVIA ST        | 060        | BLAKE ST                   | RUSSELL ST              | 2     | 2340   | 36    | R            | 100 |
| MIRAMAR AVE      | 010        | SAN LORENZO AVE            | CAPISTRANO AVE          | 2     | 380    | 26    | R            | 40  |
| MIRAMONTE CT     | 030        | ADA ST                     | SOUTH DEAD END (ADA ST) | 2     | 180    | 21    | R            | 71  |
| MODOC ST         | 020        | SOLANO AVE                 | MARIN AVE               | 2     | 560    | 36    | R            | 97  |
| MONTEREY AVE     | 020        | MARIN AVE                  | THE ALAMEDA             | 2     | 500    | 61    | C            | 93  |
| MONTEREY AVE     | 022        | THE ALAMEDA                | HOPKINS ST              | 2     | 3035   | 48    | C            | 100 |
| MONTROSE RD      | 060        | SAN LUIS RD                | SANTA BARBARA RD        | 2     | 375    | 23    | R            | 45  |
| MONTROSE RD      | 065        | SANTA BARBARA RD           | SPRUCE ST               | 2     | 640    | 24    | R            | 51  |
| MOSSWOOD RD      | 070        | PANORAMIC WAY              | DEAD END ABOVE ARDEN RD | 2     | 800    | 15    | R            | 97  |
| MUIR WAY         | 080        | GRIZZLY PEAK BLVD          | PARK HILLS RD           | 2     | 385    | 25    | R            | 63  |
| MURRAY ST        | 030        | 7TH ST                     | SAN PABLO AVE           | 2     | 1322   | 29    | R            | 97  |
| MYSTIC ST        | 080        | ROCKWELL ST                | DEAD END NR ETON CT     | 2     | 110    | 26    | R            | 78  |
| NAPA AVE         | 060        | HOPKINS ST                 | BLOCKADE @ THE ALAMEDA  | 2     | 970    | 32    | R            | 42  |
| NEILSON ST       | 030        | NORTH CITY LIMIT           | BARTD                   | 2     | 890    | 26    | R            | 14  |
| NEILSON ST       | 035        | BARTD                      | HOPKINS ST              | 2     | 1200   | 26    | R            | 24  |
| NEILSON ST       | 010        | VISALIA AVE                | SOLANO AVE              | 2     | 2635   | 26    | R            | 71  |
| NEWBURY ST       | 068        | RUSSELL ST                 | ASHBY AVE               | 2     | 550    | 30    | R            | 55  |
| NOGALES ST       | 070        | THE PLAZA DR               | PARKSIDE DR             | 2     | 285    | 40    | R            | 77  |
| NORTH ST         | 035        | NORTH DEAD END (JAYNES ST) | JAYNES ST               | 2     | 155    | 24    | R            | 94  |
| NORTH VALLEY ST  | 050        | NORTH DEAD END (ALLSTON)   | ALLSTON WAY             | 2     | 375    | 23    | R            | 73  |
| NORTHAMPTON AVE  | 060        | SANTA BARBARA RD           | SPRUCE ST               | 2     | 1150   | 23    | R            | 27  |
| NORTHBRAE TUNNEL | 065        | CONTRA COSTA AVE           | DEL NORTE ST            | 2     | 1410   | 24    | C            | 95  |
| NORTHGATE AVE    | 080        | DEAD END (NORTHGATE PATH)  | SHASTA RD               | 2     | 880    | 21    | R            | 96  |

| Road Name         | Section ID | Beg Location                  | End Location               | Lanes | Length | Width | Funct. Class | PCI |
|-------------------|------------|-------------------------------|----------------------------|-------|--------|-------|--------------|-----|
| NORTHSIDE AVE     | 035        | BARTD                         | HOPKINS ST                 | 2     | 880    | 30    | R            | 27  |
| NORTHSIDE AVE     | 030        | GILMAN ST                     | BARTD                      | 2     | 430    | 30    | R            | 29  |
| OAK KNOLL TERRACE | 060        | GARBER ST                     | AVALON AVE                 | 2     | 475    | 36    | R            | 21  |
| OAK RIDGE RD      | 070        | TUNNEL RD                     | DEAD END (OAK RIDGE STEPS) | 2     | 1200   | 17    | R            | 81  |
| OAK ST            | 075        | WEST END                      | HIGH CT                    | 2     | 141    | 24    | R            | 8   |
| OAK ST            | 070        | ARCH ST                       | GLEN ANE                   | 2     | 313    | 24    | R            | 11  |
| OAKVALE AVE       | 090        | CLAREMONT AVE                 | DOMINGO AVE                | 2     | 1190   | 30    | R            | 87  |
| OLYMPUS AVE       | 035        | FAIRLAWN DR                   | DEAD END (U C PLOT 82)     | 2     | 760    | 21    | R            | 20  |
| OLYMPUS AVE       | 030        | AVENIDA DR                    | FAIRLAWN DR                | 2     | 825    | 25    | R            | 31  |
| ORDWAY ST         | 030        | NORTH CITY LIMIT              | HOPKINS ST                 | 2     | 1390   | 36    | R            | 24  |
| ORDWAY ST         | 035        | HOPKINS ST                    | ROSE ST                    | 2     | 490    | 26    | R            | 67  |
| OREGON ST         | 052        | CALIFORNIA ST                 | GRANT ST                   | 2     | 1319   | 36    | R            | 13  |
| OREGON ST         | 040        | SAN PABLO AVE                 | MABEL ST                   | 2     | 790    | 36    | R            | 18  |
| OREGON ST         | 045        | PARK ST                       | SACRAMENTO ST              | 2     | 977    | 36    | R            | 24  |
| OREGON ST         | 055        | GRANT ST                      | MARTIN LUTHER KING JR WAY  | 2     | 450    | 36    | R            | 36  |
| OREGON ST         | 060        | MARTIN LUTHER KING JR WAY     | MILVIA ST                  | 2     | 675    | 42    | R            | 39  |
| OREGON ST         | 066        | SHATTUCK AVE                  | FULTON ST                  | 2     | 850    | 36    | R            | 40  |
| OREGON ST         | 063        | MILVIA ST                     | ADELINE ST                 | 2     | 560    | 42    | R            | 60  |
| OREGON ST         | 064        | ADELINE ST                    | SHATTUCK AVE               | 2     | 262    | 42    | R            | 76  |
| OREGON ST         | 070        | FULTON ST                     | REGENT ST                  | 2     | 2050   | 36    | R            | 79  |
| OREGON ST         | 050        | SACRAMENTO ST                 | CALIFORNIA ST              | 2     | 620    | 36    | R            | 86  |
| OTIS ST           | 065        | RUSSELL ST                    | ASHBY AVE                  | 2     | 700    | 36    | R            | 40  |
| OVERLOOK RD       | 020        | END NORTH OF THE<br>CROSSWAYS | PARK HILLS RD              | 2     | 1715   | 22    | R            | 60  |
| OXFORD ST         | 010        | INDIAN ROCK AVE               | MARIN AVE                  | 2     | 975    | 23    | R            | 46  |
| OXFORD ST         | 041        | CEDAR ST                      | 161' N/O HEARST AVE        | 2     | 1326   | 43    | A            | 48  |
| OXFORD ST         | 030        | EUNICE ST                     | ROSE ST                    | 2     | 1350   | 36    | R            | 50  |
| OXFORD ST         | 035        | ROSE ST                       | CEDAR ST                   | 2     | 1318   | 33    | A            | 63  |
| OXFORD ST         | 048        | BERKELEY WAY                  | UNIVERSITY AVE             | 4     | 315    | 69    | A            | 72  |
| OXFORD ST         | 020        | MARIN AVE                     | LOS ANGELES AVE            | 2     | 1400   | 23    | R            | 76  |
| OXFORD ST         | 025        | LOS ANGELES AVE               | EUNICE ST                  | 2     | 1170   | 30    | R            | 79  |
| OXFORD ST         | 052        | UNIVERSITY AVE                | ADDISON ST                 | 4     | 350    | 64    | A            | 80  |
| OXFORD ST         | 054        | ADDISON ST                    | KITTREDGE ST               | 4     | 1015   | 62    | A            | 82  |
| OXFORD ST         | 045        | HEARST AVE                    | BERKELEY WAY               | 4     | 290    | 68    | A            | 83  |
| OXFORD ST         | 042        | 161' N/O HEARST AVE           | HEARST AVE                 | 2     | 161    | 43    | A            | 100 |
| PAGE ST           | 040        | SAN PABLO AVE                 | CORNELL AVE                | 2     | 765    | 36    | R            | 43  |
| PAGE ST           | 035        | 10TH ST                       | SAN PABLO AVE              | 2     | 335    | 36    | R            | 54  |
| PAGE ST           | 030        | 6TH ST                        | 10TH ST                    | 2     | 1335   | 30    | R            | 69  |
| PAGE ST           | 028        | 4TH ST                        | 6TH ST                     | 2     | 637    | 30    | R            | 71  |
| PAGE ST           | 020        | EAST FRONTAGE RD              | 2ND ST                     | 2     | 270    | 36    | R            | 95  |
| PAGE ST           | 022        | 2ND ST                        | RAILROAD TRACKS            | 2     | 345    | 16    | R            | 95  |
| PAGE ST           | 026        | 3RD ST                        | 4TH ST                     | 2     | 330    | 30    | R            | 97  |
| PALM CT           | 080        | KELSEY ST                     | DEAD END (KELSEY ST)       | 2     | 150    | 25    | R            | 87  |
| PANORAMIC WAY     | 082        | CANYON RD                     | 1ST TURN                   | 2     | 670    | 17    | R            | 97  |
| PANORAMIC WAY     | 084        | 1ST TURN                      | ARDEN RD                   | 2     | 1215   | 15    | R            | 97  |
| PANORAMIC WAY     | 086        | ARDEN RD                      | BEG OF PCC (DWIGHT WAY)    | 2     | 342    | 15    | R            | 97  |
| PANORAMIC WAY     | 090        | END OF PCC                    | EAST CITY LIMIT            | 2     | 836    | 15    | R            | 97  |

| Road Name         | Section ID | Beg Location                     | End Location                   | Lanes | Length | Width | Funct. Class | PCI |
|-------------------|------------|----------------------------------|--------------------------------|-------|--------|-------|--------------|-----|
| PANORAMIC WAY     | 088        | BEG OF PCC (DWIGHT WAY)          | END OF PCC (#222)              | 2     | 517    | 15    | R            | 98  |
| PARDEE ST         | 030        | 7TH ST                           | SAN PABLO AVE                  | 2     | 1330   | 30    | R            | 20  |
| PARK GATE         | 020        | PARK HILLS RD                    | SHASTA RD                      | 2     | 920    | 40    | R            | 86  |
| PARK HILLS RD     | 023        | MIDDLEFIELD RD                   | PARK GATE                      | 2     | 1305   | 22    | R            | 67  |
| PARK HILLS RD     | 025        | PARK GATE                        | SHASTA RD                      | 2     | 920    | 22    | R            | 70  |
| PARK HILLS RD     | 020        | WILDCAT CANYON RD                | MIDDLEFIELD RD                 | 2     | 850    | 22    | R            | 87  |
| PARK ST           | 065        | WARD ST                          | BURNETTE ST                    | 2     | 1363   | 36    | R            | 20  |
| PARK WAY          | 020        | 3RD ST                           | 4TH ST                         | 2     | 250    | 36    | R            | 0   |
| PARKER ST         | 078        | HILLEGASS AVE                    | COLLEGE AVE                    | 2     | 760    | 36    | R            | 8   |
| PARKER ST         | 045        | MABEL ST                         | SACRAMENTO ST                  | 2     | 1320   | 36    | R            | 20  |
| PARKER ST         | 040        | SAN PABLO AVE                    | MATHEWS ST                     | 2     | 560    | 36    | R            | 21  |
| PARKER ST         | 042        | MATHEWS ST                       | MABEL ST                       | 2     | 560    | 36    | R            | 21  |
| PARKER ST         | 074        | ELLSWORTH ST                     | DANA ST                        | 2     | 670    | 36    | R            | 28  |
| PARKER ST         | 075        | DANA ST                          | HILLEGASS AVE                  | 2     | 1175   | 36    | R            | 56  |
| PARKER ST         | 035        | 7TH ST                           | SAN PABLO AVE                  | 2     | 1350   | 36    | R            | 71  |
| PARKER ST         | 030        | 4TH ST                           | 25' W/O 7TH ST                 | 2     | 975    | 36    | NCR          | 77  |
| PARKER ST         | 050        | SACRAMENTO ST                    | MARTIN LUTHER KING JR WAY      | 2     | 2560   | 36    | R            | 78  |
| PARKER ST         | 032        | 25' W/O 7TH ST                   | 7TH ST                         | 4     | 25     | 50    | R            | 78  |
| PARKER ST         | 063        | MILVIA ST                        | SHATTUCK ST                    | 2     | 718    | 42    | R            | 81  |
| PARKER ST         | 060B       | 374' E/O MARTIN LUTHER KING JR W | MILVIA WAY                     | 2     | 291    | 42    | R            | 85  |
| PARKER ST         | 066        | SHATTUCK AVE                     | FULTON ST                      | 2     | 650    | 36    | R            | 88  |
| PARKER ST         | 072        | FULTON ST                        | ELLSWORTH ST                   | 2     | 660    | 36    | R            | 90  |
| PARKER ST         | 060A       | MARTIN LUTHER KING               | 374' E/O MARTIN LUTHER KING JR | 2     | 374    | 42    | R            | 90  |
| PARKER ST         | 085        | PIEDMONT AVE                     | WARRING ST                     | 2     | 325    | 36    | R            | 93  |
| PARKER ST         | 080        | COLLEGE AVE                      | PIEDMONT AVE                   | 2     | 665    | 36    | R            | 94  |
| PARKSIDE DR       | 080        | ENCINA PL                        | THE PLAZA DR                   | 2     | 1700   | 28    | R            | 85  |
| PARNASSUS RD      | 030        | DEL MAR AVE                      | CAMPUS DR                      | 2     | 1145   | 24    | R            | 93  |
| PERALTA AVE       | 030        | NORTH CITY LIMIT                 | HOPKINS ST                     | 2     | 1750   | 42    | R            | 23  |
| PERALTA AVE       | 010        | COLUSA AVE                       | SOLANO AVE                     | 2     | 2250   | 26    | R            | 77  |
| PIEDMONT AVE      | 070        | ASHBY AVE                        | WEBSTER ST                     | 2     | 660    | 34    | R            | 32  |
| PIEDMONT AVE      | 063        | DERBY ST                         | STUART ST                      | 2     | 825    | 36    | R            | 47  |
| PIEDMONT AVE      | 065        | STUART ST                        | RUSSELL ST                     | 2     | 455    | 36    | R            | 60  |
| PIEDMONT AVE      | 040        | AT END OF GAYLEY RD              | BANCROFT WAY                   | 2     | 723    | 46    | C            | 69  |
| PIEDMONT AVE      | 066        | RUSSELL ST                       | ASHBY AVE                      | 2     | 325    | 36    | R            | 76  |
| PIEDMONT AVE      | 060        | BANCROFT WAY                     | DWIGHT WAY                     | 2     | 1392   | 46    | C            | 82  |
| PIEDMONT AVE      | 060        | DWIGHT WAY                       | PARKER ST                      | 2     | 622    | 36    | R            | 93  |
| PIEDMONT AVE      | 062        | PARKER ST                        | DERBY ST                       | 2     | 708    | 36    | R            | 93  |
| PIEDMONT CRESCENT | 060        | DWIGHT WAY                       | WARRING ST                     | 2     | 285    | 56    | C            | 93  |
| PINE AVE          | 070        | ASHBY AVE                        | WEBSTER ST                     | 2     | 660    | 26    | R            | 29  |
| PINE AVE          | 068        | RUSSELL ST                       | ASHBY AVE                      | 2     | 325    | 32    | R            | 45  |
| POE ST            | 040        | BONAR ST                         | DEAD END (BONAR ST)            | 2     | 175    | 30    | R            | 97  |
| POPLAR ST         | 080        | EUCLID AVE                       | HILLDALE AVE                   | 2     | 575    | 20    | R            | 23  |
| POPLAR ST         | 070        | CRAGMONT AVE                     | EUCLID AVE                     | 2     | 545    | 20    | R            | 26  |
| POPPY LANE        | 070        | HILLDALE AVE                     | KEELER AVE                     | 2     | 980    | 22    | R            | 43  |
| PORTLAND AVE      | 050        | WEST CITY LIMIT (NEILSON)        | COLUSA AVE                     | 2     | 1250   | 36    | R            | 60  |
| POSEN AVE         | 050        | WEST CITY LIMIT (MONTEREY)       | COLUSA AVE                     | 2     | 683    | 49    | R            | 92  |

| Road Name     | Section ID | Beg Location                  | End Location                | Lanes | Length | Width | Funct. Class | PCI |
|---------------|------------|-------------------------------|-----------------------------|-------|--------|-------|--------------|-----|
| POTTER ST     | 030        | BAY ST                        | I-80 FREEWAY RAMP           | 2     | 700    | 23    | A            | 90  |
| POTTER ST     | 020        | 3RD ST (WESTEND)              | 9TH ST                      | 2     | 1700   | 34    | R            | 93  |
| PRINCE ST     | 070        | TELEGRAPH AVE                 | DANA ST                     | 2     | 406    | 36    | R            | 40  |
| PRINCE ST     | 050        | SACRAMENTO ST                 | MARTIN LUTHER KING JR WAY   | 2     | 2220   | 36    | R            | 45  |
| PRINCE ST     | 075        | DANA ST                       | BATEMAN ST                  | 2     | 771    | 24    | R            | 46  |
| PRINCE ST     | 045        | ACTON ST                      | STANTON ST                  | 2     | 523    | 24    | R            | 90  |
| PRINCE ST     | 080        | CLAREMONT AVE                 | COLLEGE AVE                 | 2     | 1510   | 36    | R            | 93  |
| PRINCE ST     | 065        | TREMONT ST                    | SHATTUCK AVE                | 2     | 601    | 36    | R            | 95  |
| PRINCE ST     | 067        | SHATTUCK AVE                  | TELEGRAPH AVE               | 2     | 1784   | 36    | R            | 97  |
| PROSPECT ST   | 056        | HILLSIDE AVE                  | DWIGHT WAY                  | 2     | 530    | 36    | R            | 92  |
| PROSPECT ST   | 052        | BANCROFT WAY                  | HILLSIDE AVE                | 2     | 710    | 36    | R            | 97  |
| QUAIL AVE     | 085        | CAMPUS DR                     | QUEENS RD                   | 2     | 325    | 23    | R            | 54  |
| QUAIL AVE     | 080        | NORTHGATE AVE                 | CAMPUS DR                   | 2     | 340    | 21    | R            | 82  |
| QUARRY RD     | 030        | DEAD END (LA LOMA AVE)        | LA LOMA AVE                 | 2     | 340    | 12    | R            | 39  |
| QUEENS RD     | 030        | SHASTA RD                     | QUAIL AVE                   | 2     | 640    | 22    | R            | 38  |
| QUEENS RD     | 031        | QUAIL AVE                     | FAIRLAWN DR                 | 2     | 880    | 21    | R            | 38  |
| QUEENS RD     | 033        | FAIRLAWN DR                   | AVENIDA DR                  | 2     | 975    | 21    | R            | 51  |
| REGAL RD      | 070        | SPRUCE ST                     | MARIN AVE                   | 2     | 1050   | 24    | R            | 21  |
| REGAL RD      | 075        | MARIN AVE                     | EUCLID AVE                  | 2     | 550    | 24    | R            | 32  |
| REGAL RD      | 076        | EUCLID AVE                    | CRAGMONT AVE                | 2     | 1325   | 22    | R            | 34  |
| REGENT ST     | 065        | WILLARD PARK SCHOOL (WARD ST) | ASHBY AVE                   | 2     | 1440   | 36    | R            | 32  |
| REGENT ST     | 060        | DWIGHT WAY                    | DERBY ST                    | 2     | 1345   | 36    | R            | 36  |
| REGENT ST     | 070        | ASHBY AVE                     | DEAD END                    | 2     | 720    | 36    | R            | 66  |
| REGENT ST     | 075        | DEAD END                      | CITY LIMIT (WOOLSEY ST)     | 2     | 370    | 36    | R            | 69  |
| RIDGE RD      | 070        | SCENIC AVE                    | EUCLID AVE                  | 2     | 670    | 36    | R            | 93  |
| RIDGE RD      | 072        | EUCLID AVE                    | LA LOMA AVE                 | 2     | 975    | 36    | R            | 93  |
| RIDGE RD      | 077        | LA LOMA AVE                   | HIGHLAND PL                 | 2     | 340    | 36    | R            | 93  |
| ROANOKE RD    | 070        | HILLCREST RD & THE UPLANDS    | SOUTH CITY LIMIT            | 2     | 300    | 24    | R            | 41  |
| ROBLE CT      | 090        | DEAD END (ROBLE RD)           | ROBLE RD                    | 2     | 430    | 24    | R            | 8   |
| ROBLE RD      | 070        | TUNNEL RD                     | SOUTH CITY LIMIT (ROBLE CT) | 2     | 920    | 24    | R            | 95  |
| ROCK LANE     | 010        | POPLAR ST                     | CRAGMONT AVE                | 2     | 800    | 22    | R            | 20  |
| ROOSEVELT AVE | 050        | ADDISON ST                    | CHANNING WAY                | 2     | 1995   | 42    | R            | 29  |
| ROOSEVELT AVE | 058        | CHANNING WAY                  | DWIGHT WAY                  | 2     | 660    | 42    | R            | 70  |
| ROSE ST       | 050        | SACRAMENTO ST                 | MARTIN LUTHER KING JR WAY   | 2     | 2559   | 36    | C            | 21  |
| ROSE ST       | 065        | SHATTUCK AVE                  | SPRUCE ST                   | 2     | 945    | 36    | C            | 87  |
| ROSE ST       | 040        | HOPKINS ST                    | CHESTNUT ST                 | 2     | 703    | 36    | R            | 90  |
| ROSE ST       | 070        | SPRUCE ST                     | ARCH ST                     | 2     | 315    | 36    | R            | 90  |
| ROSE ST       | 063        | MILVIA ST                     | SHATTUCK AVE                | 2     | 675    | 40    | C            | 90  |
| ROSE ST       | 072        | ARCH ST                       | SCENIC AVE                  | 2     | 455    | 24    | R            | 91  |
| ROSE ST       | 044        | CHESTNUT ST                   | ORDWAY                      | 2     | 655    | 36    | R            | 93  |
| ROSE ST       | 045        | ORDWAY ST                     | SACRAMENTO ST               | 2     | 1250   | 36    | R            | 93  |
| ROSE ST       | 060        | MARTIN LUTHER KING JR WAY     | MILVIA ST                   | 2     | 665    | 40    | C            | 93  |
| ROSE ST       | 075        | LE ROY AVE                    | EAST END                    | 2     | 750    | 18    | R            | 100 |
| ROSEMONT AVE  | 070        | CRESTON RD                    | VISTAMONT AVE               | 2     | 540    | 24    | R            | 38  |
| ROSLYN CT     | 080        | THE SOUTH CROSSWAYS           | CHABOLYN TERRACE            | 2     | 150    | 20    | R            | 90  |
| RUGBY AVE     | 010        | NORTH CITY LIMIT (VERMONT)    | VERMONT AVE                 | 2     | 210    | 25    | R            | 90  |

| Road Name          | Section ID | Beg Location                  | End Location                  | Lanes | Length | Width | Funct. Class | PCI |
|--------------------|------------|-------------------------------|-------------------------------|-------|--------|-------|--------------|-----|
| RUSSELL ST         | 040        | SAN PABLO AVE                 | PARK ST                       | 2     | 1230   | 36    | R            | 29  |
| RUSSELL ST         | 045        | PARK ST                       | SACRAMENTO ST                 | 2     | 1021   | 36    | R            | 31  |
| RUSSELL ST         | 063        | SHATTUCK AVE                  | FULTON ST                     | 2     | 855    | 36    | R            | 32  |
| RUSSELL ST         | 070        | FULTON ST                     | TELEGRAPH AVE                 | 2     | 1265   | 36    | R            | 32  |
| RUSSELL ST         | 088        | CLAREMONT BLVD                | EAST CITY LIMIT (DOMINGO AVE) | 2     | 135    | 36    | R            | 35  |
| RUSSELL ST         | 062        | ADELINE ST                    | SHATTUCK AVE                  | 2     | 465    | 36    | R            | 44  |
| RUSSELL ST         | 080        | COLLEGE AVE                   | PIEDMONT AVE                  | 2     | 585    | 36    | R            | 59  |
| RUSSELL ST         | 060        | MARTIN LUTHER KING JR WAY     | MILVIA ST                     | 2     | 715    | 36    | R            | 71  |
| RUSSELL ST         | 075        | TELEGRAPH AVE                 | HILLEGASS AVE                 | 2     | 1125   | 35    | R            | 72  |
| RUSSELL ST         | 085        | PIEDMONT AVE                  | CLAREMONT BLVD                | 2     | 1590   | 36    | R            | 73  |
| RUSSELL ST         | 076        | HILLEGASS AVE                 | BENVENUE AVE                  | 2     | 360    | 35    | R            | 76  |
| RUSSELL ST         | 077        | BENVENUE AVE                  | COLLEGE AVE                   | 2     | 360    | 35    | R            | 93  |
| RUSSELL ST         | 050        | SACRAMENTO ST                 | MARTIN LUTHER KING JR WAY     | 2     | 2375   | 36    | R            | 93  |
| RUSSELL ST         | 061        | MILVIA ST                     | ADELINE ST                    | 2     | 115    | 38    | R            | 98  |
| SACRAMENTO ST      | 035        | CEDAR ST                      | VIRGINIA ST                   | 2     | 660    | 68    | A            | 50  |
| SACRAMENTO ST      | 030        | HOPKINS ST                    | ROSE ST                       | 2     | 789    | 36    | A            | 60  |
| SACRAMENTO ST      | 034        | ROSE ST                       | CEDAR ST                      | 4     | 845    | 66    | A            | 69  |
| SACRAMENTO ST      | 050        | UNIVERSITY AVE                | DWIGHT WAY                    | 4     | 3001   | 56    | A            | 76  |
| SACRAMENTO ST      | 070        | ASHBY AVE                     | SOUTH CITY LIMIT (ALCATRAZ)   | 4     | 2164   | 64    | A            | 89  |
| SACRAMENTO ST      | 064        | OREGON ST                     | ASHBY AVE                     | 4     | 1021   | 63    | A            | 90  |
| SACRAMENTO ST      | 040        | VIRGINIA ST                   | UNIVERSITY AVE                | 2     | 1587   | 80    | A            | 93  |
| SACRAMENTO ST (NB) | 062        | OREGON ST                     | DWIGHT WAY                    | 2     | 2310   | 33    | A            | 87  |
| SACRAMENTO ST (SB) | 060        | DWIGHT WAY                    | OREGON ST                     | 2     | 2310   | 32    | A            | 78  |
| SAN ANTONIO AVE    | 062        | ARLINGTON AVE                 | 300 FT +/- EAST OF AVIS RD    | 2     | 525    | 17    | R            | 34  |
| SAN ANTONIO AVE    | 060        | SAN RAMON AVE & THE ALAMEDA   | ARLINGTON AVE                 | 2     | 865    | 24    | R            | 70  |
| SAN BENITO RD      | 020        | MARIN AVE                     | SPRUCE ST                     | 2     | 810    | 24    | R            | 61  |
| SAN DIEGO RD       | 010        | SOUTHAMPTON AVE               | INDIAN ROCK AVE               | 2     | 1850   | 19    | R            | 56  |
| SAN FERNANDO AVE   | 010        | ARLINGTON AVE                 | YOSEMITE RD                   | 2     | 1055   | 24    | R            | 87  |
| SAN JUAN AVE       | 060        | SANTA CLARA AVE               | SAN FERNANDO AVE              | 2     | 900    | 24    | R            | 91  |
| SAN LORENZO AVE    | 052        | PERALTA AVE                   | THE ALAMEDA                   | 2     | 2145   | 26    | R            | 56  |
| SAN LORENZO AVE    | 050        | WEST CITY LIMIT (NEILSON)     | PERALTA AVE                   | 2     | 370    | 26    | R            | 70  |
| SAN LUIS RD        | 010        | ARLINGTON AVE                 | INDIAN ROCK AVE               | 2     | 3430   | 22    | R            | 64  |
| SAN MATEO RD       | 010        | DEAD END (CUL-DE-SAC)         | INDIAN ROCK AVE               | 2     | 780    | 24    | R            | 18  |
| SAN MIGUEL AVE     | 010        | THOUSAND OAKS BLVD            | SANTA ROSA AVE                | 2     | 470    | 22    | R            | 88  |
| SAN PEDRO AVE      | 050        | COLUSA AVE                    | THE ALAMEDA                   | 2     | 1050   | 26    | R            | 81  |
| SAN RAMON AVE      | 060        | SAN ANTONIO AVE & THE ALAMEDA | SAN FERNANDO AVE              | 2     | 1060   | 24    | R            | 34  |
| SANTA BARBARA RD   | 025        | SPRUCE ST                     | CRAGMONT AVE                  | 2     | 605    | 24    | R            | 20  |
| SANTA BARBARA RD   | 010        | ARLINGTON AVE                 | FLORIDA AVE                   | 2     | 1040   | 26    | R            | 40  |
| SANTA BARBARA RD   | 020        | MARIN AVE                     | SPRUCE ST                     | 2     | 510    | 24    | R            | 61  |
| SANTA BARBARA RD   | 012        | FLORIDA AVE                   | MARIN AVE                     | 2     | 3250   | 26    | R            | 62  |
| SANTA CLARA AVE    | 010        | SAN RAMON AVE                 | THOUSAND OAKS BLVD            | 2     | 870    | 24    | R            | 91  |
| SANTA FE AVE       | 030        | NORTH CITY LIMIT              | GILMAN ST                     | 2     | 587    | 30    | R            | 97  |
| SANTA FE AVE       | 035        | GILMAN ST                     | CORNELL AVE & PAGE ST         | 2     | 1450   | 31    | R            | 100 |
| SANTA ROSA AVE     | 020        | THOUSAND OAKS BLVD            | SAN LORENZO AVE               | 2     | 1280   | 24    | R            | 86  |
| SANTA ROSA AVE     | 015        | MENLO PLACE                   | THOUSAND OAKS BLVD            | 2     | 455    | 22    | R            | 87  |
| SCENIC AVE         | 040        | CEDAR ST                      | HEARST AVE                    | 2     | 1600   | 36    | R            | 94  |

| Road Name           | Section ID | Beg Location                 | End Location                  | Lanes | Length | Width | Funct. Class | PCI |
|---------------------|------------|------------------------------|-------------------------------|-------|--------|-------|--------------|-----|
| SCENIC AVE          | 030        | BAYVIEW PL/ ROSE ST          | VINE ST                       | 2     | 1030   | 24    | R            | 66  |
| SCENIC AVE          | 035        | VINE ST                      | CEDAR ST                      | 2     | 645    | 36    | R            | 82  |
| SEAWALL DR          | 010        | NORTH END                    | UNIVERSITY AVE                | 2     | 1350   | 28    | R            | 22  |
| SEAWALL DR          | 020        | UNIVERSITY AVE               | SOUTH END                     | 2     | 1100   | 31    | R            | 23  |
| SENIOR AVE          | 080        | FAIRLAWN DR                  | GRIZZLY PEAK BLVD             | 2     | 700    | 24    | R            | 31  |
| SHASTA RD           | 072        | TAMALPAIS RD                 | KEITH AVE                     | 2     | 565    | 20    | R            | 51  |
| SHASTA RD           | 070        | TAMALPAIS RD AND ROSE ST     | TAMALPAIS RD                  | 2     | 1540   | 22    | R            | 51  |
| SHASTA RD           | 073        | KEITH AVE                    | CRAGMONT AVE                  | 2     | 1000   | 24    | C            | 56  |
| SHASTA RD           | 076        | QUEENS RD                    | GRIZZLY PEAK BLVD             | 2     | 1130   | 25    | C            | 75  |
| SHASTA RD           | 074        | CRAGMONT AVE                 | KEELER AVE                    | 2     | 680    | 25    | C            | 87  |
| SHASTA RD           | 075        | KEELER AVE                   | QUEENS RD                     | 2     | 1315   | 24    | C            | 90  |
| SHASTA RD           | 077        | GRIZZLY PEAK BLVD            | PARK GATE                     | 2     | 250    | 29    | C            | 100 |
| SHASTA RD           | 079        | PARK GATE                    | EAST CITY LIMIT (GOLF COURSE) | 2     | 565    | 20    | C            | 100 |
| SHATTUCK AVE        | 038        | VINE ST                      | CEDAR ST                      | 4     | 660    | 60    | A            | 23  |
| SHATTUCK AVE        | 040        | CEDAR ST                     | HEARST AVE                    | 4     | 1670   | 60    | A            | 23  |
| SHATTUCK AVE        | 036        | ROSE ST                      | VINE ST                       | 4     | 660    | 60    | A            | 33  |
| SHATTUCK AVE        | 010        | INDIAN ROCK AVE              | MARIN AVE                     | 2     | 615    | 24    | R            | 35  |
| SHATTUCK AVE        | 048        | HEARST AVE                   | UNIVERSITY AVE                | 4     | 620    | 60    | A            | 35  |
| SHATTUCK AVE        | 030        | EUNICE ST                    | ROSE ST                       | 2     | 1335   | 40    | R            | 48  |
| SHATTUCK AVE        | 050        | ALLSTON WAY                  | DWIGHT WAY                    | 4     | 1980   | 48    | A            | 49  |
| SHATTUCK AVE        | 070        | ASHBY AVE                    | CITY LIMIT (WOOLSEY ST)       | 2     | 1210   | 46    | C            | 54  |
| SHATTUCK AVE        | 060        | DWIGHT WAY                   | WARD ST                       | 4     | 1340   | 48    | A            | 57  |
| SHATTUCK AVE        | 066        | WARD ST                      | ASHBY AVE                     | 2     | 1510   | 46    | C            | 64  |
| SHATTUCK AVE        | 025        | LOS ANGELES AVE              | EUNICE ST                     | 2     | 1590   | 30    | R            | 77  |
| SHATTUCK AVE        | 020        | MARIN AVE                    | LOS ANGELES AVE               | 2     | 950    | 24    | R            | 80  |
| SHATTUCK AVE        | 055        | CENTER ST                    | ALLSTON WAY                   | 4     | 340    | 69    | A            | 100 |
| SHATTUCK AVE (SB)   | 057        | UNIVERSITY AVE               | CENTER ST                     | 3     | 660    | 52    | A            | 100 |
| SHATTUCK PL         | 030        | HENRY ST & ROSE ST           | SHATTUCK AVE                  | 4     | 525    | 61    | A            | 24  |
| SHORT ST            | 045        | DELAWARE ST                  | HEARST ST                     | 2     | 345    | 36    | R            | 23  |
| SHORT ST            | 040        | LINCOLN AVE                  | VIRGINIA ST                   | 2     | 360    | 30    | R            | 87  |
| SIERRA ST           | 020        | MADERA ST                    | SONOMA AVE                    | 2     | 940    | 30    | R            | 58  |
| SOJOURNER TRUTH CT  | 065        | WARD ST                      | CUL DE SAC                    | 2     | 440    | 30    | R            | 67  |
| SOLANO AVE          | 060        | THE ALAMEDA                  | CONTRA COSTA AVE              | 2     | 510    | 43    | C            | 71  |
| SOLANO AVE          | 055        | COLUSA AVE                   | THE ALAMEDA                   | 2     | 756    | 60    | C            | 82  |
| SOLANO AVE          | 050        | TULARE AVE                   | COLUSA AVE                    | 2     | 762    | 57    | C            | 83  |
| SOMERSET PL         | 060        | SOUTHAMPTON AVE              | DEAD END (JOHN HINKEL PARK)   | 2     | 425    | 22    | R            | 84  |
| SONOMA AVE          | 050        | WEST CITY LIMIT (TULARE AVE) | JOSEPHINE ST                  | 2     | 1975   | 36    | R            | 80  |
| SOUTH HOSPITAL DRIV | 075        | COLBY ST                     | REGENT ST                     | 2     | 300    | 30    | R            | 66  |
| SOUTHAMPTON AVE     | 068        | SAN LUIS RD                  | SANTA BARBARA RD              | 2     | 400    | 24    | R            | 76  |
| SOUTHAMPTON AVE     | 060        | ARLINGTON AVE                | SAN LUIS RD                   | 2     | 2050   | 24    | R            | 84  |
| SPAULDING AVE       | 050        | ADDISON ST                   | DWIGHT WAY                    | 2     | 2675   | 48    | R            | 36  |
| SPINNAKER WAY       | 010        | BREAKWATER DR                | MARINA BLVD                   | 2     | 1500   | 40    | R            | 18  |
| SPRING WAY          | 030        | DEAD END                     | SCENIC AVE                    | 2     | 220    | 18    | R            | 85  |
| SPRUCE ST           | 025        | ARCH ST                      | EUNICE ST                     | 2     | 980    | 37    | C            | 37  |
| SPRUCE ST           | 030        | EUNICE ST                    | ROSE ST                       | 2     | 1365   | 36    | C            | 66  |
| SPRUCE ST           | 045        | VIRGINIA ST                  | HEARST AVE                    | 2     | 1040   | 36    | R            | 95  |

| Road Name     | Section ID | Beg Location              | End Location                 | Lanes | Length | Width | Funct. Class | PCI |
|---------------|------------|---------------------------|------------------------------|-------|--------|-------|--------------|-----|
| SPRUCE ST     | 036        | VINE ST                   | CEDAR ST                     | 2     | 660    | 36    | R            | 69  |
| SPRUCE ST     | 033        | ROSE ST                   | VINE ST                      | 2     | 665    | 36    | R            | 71  |
| SPRUCE ST     | 010        | GRIZZLY PEAK AVE          | ALTA RD                      | 2     | 800    | 36    | C            | 75  |
| SPRUCE ST     | 015        | ALTA RD                   | MARIN AVE                    | 2     | 4375   | 36    | C            | 79  |
| SPRUCE ST     | 020        | MARIN AVE                 | ARCH ST                      | 2     | 1738   | 36    | C            | 85  |
| SPRUCE ST     | 040        | CEDAR ST                  | VIRGINIA ST                  | 2     | 670    | 36    | R            | 93  |
| STANNAGE AVE  | 038        | HOPKINS ST                | CEDAR ST                     | 2     | 210    | 30    | R            | 63  |
| STANNAGE AVE  | 034        | GILMAN ST                 | HOPKINS ST                   | 2     | 1685   | 30    | R            | 82  |
| STANNAGE AVE  | 040        | CEDAR ST                  | VIRGINIA ST                  | 2     | 660    | 30    | R            | 83  |
| STANNAGE AVE  | 030        | NORTH CITY LIMIT          | GILMAN ST                    | 2     | 700    | 30    | R            | 85  |
| STANTON ST    | 067        | RUSSELL ST                | ASHBY AVE                    | 2     | 560    | 26    | R            | 71  |
| STANTON ST    | 070        | ASHBY AVE                 | PRINCE ST                    | 2     | 706    | 26    | R            | 73  |
| STANTON ST    | 065        | OREGON ST                 | RUSSELL ST                   | 2     | 428    | 30    | R            | 74  |
| STATION PL    | 010        | CATALINA AVE              | SOUTH DEAD END (CATALINA AV  | 2     | 210    | 36    | R            | 97  |
| STERLING AVE  | 020        | KEELER AVE                | SHASTA RD                    | 2     | 2310   | 20    | R            | 35  |
| STEVENSON AVE | 020        | GRIZZLY PEAK BLVD         | MILLER AVE                   | 2     | 520    | 24    | R            | 49  |
| STODDARD WAY  | 020        | DEAD END                  | GRIZZLY PEAK BLVD            | 2     | 260    | 20    | R            | 24  |
| STUART ST     | 050        | SACRAMENTO ST             | MARTIN LUTHER KING JR WAY    | 2     | 2405   | 36    | R            | 20  |
| STUART ST     | 060        | MARTIN LUTHER KING JR WAY | MILVIA ST                    | 2     | 660    | 42    | R            | 28  |
| STUART ST     | 078        | HILLEGASS AVE             | COLLEGE AVE                  | 2     | 715    | 36    | R            | 30  |
| STUART ST     | 070        | FULTON ST                 | HILLEGASS AVE                | 2     | 2450   | 36    | R            | 37  |
| STUART ST     | 065        | ADELINE ST                | FULTON ST                    | 2     | 995    | 36    | R            | 43  |
| STUART ST     | 080        | COLLEGE AVE               | KELSEY ST & PALM CT          | 2     | 900    | 36    | R            | 56  |
| STUART ST     | 063        | MILVIA ST                 | ADELINE ST                   | 2     | 385    | 42    | R            | 56  |
| SUMMER ST     | 070        | SPRUCE ST                 | GLEN AVE                     | 2     | 660    | 25    | R            | 18  |
| SUMMIT LANE   | 030        | SUMMIT RD NR GRIZZLY PEAK | DEAD END                     | 2     | 180    | 6     | R            | 21  |
| SUMMIT RD     | 038        | GRIZZLY PEAK BLVD         | END SOUTH OF GRIZZLY PEAK BL | 2     | 740    | 26    | R            | 13  |
| SUMMIT RD     | 032        | ATLAS PL                  | GRIZZLY PEAK BLVD            | 2     | 2530   | 23    | R            | 18  |
| SUMMIT RD     | 030        | AJAX LANE                 | ATLAS PL                     | 2     | 240    | 20    | R            | 20  |
| SUNSET LANE   | 075        | GRIZZLY PEAK BLVD         | WOODMONT RD                  | 2     | 344    | 22    | R            | 20  |
| SUNSET LANE   | 070        | WOODMONT RD               | WILDCAT CANYON RD            | 2     | 370    | 17    | R            | 27  |
| SUTTER ST     | 020        | DEL NORTE ST              | EUNICE ST                    | 4     | 1340   | 50    | A            | 28  |
| TACOMA AVE    | 055        | COLUSA AVE                | THE ALAMEDA                  | 2     | 1010   | 26    | R            | 42  |
| TACOMA AVE    | 050        | SOLANO AVE                | COLUSA AVE                   | 2     | 1360   | 26    | R            | 73  |
| TALBOT AVE    | 030        | NORTH CITY LIMIT          | SANTA FE AVE                 | 2     | 1350   | 30    | R            | 85  |
| TAMALPAIS RD  | 030        | SHASTA RD                 | ROSE ST                      | 2     | 2075   | 22    | R            | 43  |
| TANGLEWOOD RD | 060        | BELROSE AVE               | EAST CITY LIMIT (CLAREMONT)  | 2     | 900    | 26    | R            | 39  |
| TELEGRAPH AVE | 065        | WARD ST                   | ASHBY AVE                    | 4     | 1580   | 74    | A            | 25  |
| TELEGRAPH AVE | 060        | DWIGHT WAY                | WARD ST                      | 4     | 1725   | 68    | A            | 26  |
| TELEGRAPH AVE | 050        | DWIGHT WAY                | BANCROFT WAY                 | 2     | 1320   | 31    | C            | 38  |
| TELEGRAPH AVE | 070        | ASHBY AVE                 | CITY LIMIT (WOOLSEY ST)      | 4     | 1255   | 68    | A            | 39  |
| TEVLIN ST     | 035        | WATKINS ST                | END SOUTH OF GILMAN ST       | 2     | 425    | 25    | R            | 3   |
| TEVLIN ST     | 030        | NORTH END                 | WATKINS ST                   | 2     | 300    | 21    | R            | 6   |
| THE ALAMEDA   | 028        | HOPKINS ST                | YOLO AVE                     | 2     | 210    | 66    | A            | 71  |
| THE ALAMEDA   | 015        | CAPISTRANO AVE            | TACOMA AVE                   | 2     | 245    | 36    | R            | 75  |
| THE ALAMEDA   | 012        | THOUSAND OAKS BLVD        | CAPISTRANO AVE               | 2     | 1510   | 28    | R            | 96  |



| Road Name           | Section ID | Beg Location                  | End Location                | Lanes | Length | Width | Funct. Class | PCI |
|---------------------|------------|-------------------------------|-----------------------------|-------|--------|-------|--------------|-----|
| THE ALAMEDA         | 010        | SAN ANTONIO AVE               | THOUSAND OAKS BLVD          | 2     | 1385   | 24    | R            | 78  |
| THE ALAMEDA         | 016        | TACOMA AVE                    | SOLANO AVE                  | 2     | 1250   | 36    | R            | 95  |
| THE ALAMEDA         | 018        | SOLANO AVE                    | MARIN AVE                   | 2     | 935    | 60    | A            | 95  |
| THE ALAMEDA         | 020        | MARIN AVE                     | HOPKINS ST                  | 4     | 1370   | 61    | A            | 95  |
| THE CIRCLE          | 060        | INTERSECTION MARIN AVE, ETC.  | INTERSECTION ARLINGTON AVE  | 2     | 246    | 50    | A            | 75  |
| THE CRESCENT        | 020        | PARK HILLS RD (NORTH)         | PARK HILLS RD (SOUTH)       | 2     | 1020   | 23    | R            | 88  |
| THE CROSSWAYS       | 080        | OVERLOOK RD                   | MIDDLEFIELD RD              | 2     | 230    | 21    | R            | 58  |
| THE PLAZA DR        | 080        | ENCINA PL                     | PARKSIDE DR                 | 2     | 1380   | 40    | R            | 85  |
| THE SHORT CUT       | 080        | MIDDLEFIELD RD                | PARK HILLS RD               | 2     | 200    | 22    | R            | 85  |
| THE SPIRAL          | 080        | DEAD END                      | WILDCAT CANYON RD           | 2     | 305    | 25    | R            | 93  |
| THE UPLANDS         | 099        | TUNNEL RD                     | DEAD END                    | 2     | 340    | 14    | R            | 20  |
| THE UPLANDS         | 090        | CLAREMONT AVE                 | ENCINA PL                   | 2     | 320    | 56    | R            | 39  |
| THE UPLANDS         | 093        | HILLCREST RD                  | EL CAMINO REAL              | 2     | 495    | 28    | R            | 39  |
| THE UPLANDS         | 097        | EL CAMINO REAL                | TUNNEL RD                   | 2     | 1048   | 25    | R            | 40  |
| THE UPLANDS         | 091        | ENCINA PL                     | HILLCREST RD                | 2     | 1685   | 28    | R            | 61  |
| THOUSAND OAKS BLVD  | 050        | WEST CITY LIMIT (NEILSON)     | COLUSA AVE                  | 2     | 450    | 36    | R            | 48  |
| THOUSAND OAKS BLVD  | 055        | VINCENTE AVE                  | THE ALAMEDA                 | 2     | 850    | 24    | C            | 73  |
| THOUSAND OAKS BLVD  | 053        | COLUSA AVE                    | VINCENTE AVE                | 2     | 380    | 24    | C            | 76  |
| THOUSAND OAKS BLVD  | 060        | THE ALAMEDA                   | ARLINGTON AVE               | 2     | 1605   | 26    | C            | 79  |
| TOMLEE DR           | 045        | JUANITA WAY                   | ACTON ST                    | 2     | 330    | 25    | R            | 19  |
| TREMONT ST          | 070        | EMERSON ST                    | CITY LIMIT (WOOLSEY ST)     | 2     | 925    | 34    | R            | 29  |
| TULARE AVE          | 020        | SOLANO AVE                    | SONOMA AVE                  | 2     | 1715   | 36    | R            | 95  |
| TWAIN AVE           | 070        | KEELER AVE                    | STERLING AVE                | 2     | 740    | 20    | R            | 26  |
| TYLER ST            | 050        | SACRAMENTO ST                 | KING ST                     | 2     | 1333   | 36    | R            | 29  |
| UNIVERSITY AVE      | 015        | MARINA BLVD                   | WEST FRONTAGE RD            | 2     | 1600   | 66    | C            | 8   |
| UNIVERSITY AVE      | 010        | SEAWALL DR                    | MARINA BLVD                 | 2     | 1950   | 40    | C            | 31  |
| UNIVERSITY AVE      | 060        | MARTIN LUTHER KING JR WAY     | MILVIA ST                   | 4     | 715    | 63    | A            | 36  |
| UNIVERSITY AVE      | 063        | MILVIA ST                     | SHATTUCK AVE                | 4     | 630    | 63    | A            | 37  |
| UNIVERSITY AVE      | 025        | 3RD ST                        | 5TH ST                      | 4     | 400    | 115   | A            | 52  |
| UNIVERSITY AVE      | 028        | 5TH ST                        | 6TH ST                      | 4     | 185    | 84    | A            | 52  |
| UNIVERSITY AVE      | 040        | SAN PABLO AVE                 | SACRAMENTO ST               | 4     | 2940   | 69    | A            | 54  |
| UNIVERSITY AVE      | 064        | SHATTUCK AVE                  | SHATTUCK AVE                | 4     | 260    | 70    | A            | 55  |
| UNIVERSITY AVE      | 065        | SHATTUCK AVE                  | OXFORD ST                   | 4     | 450    | 65    | A            | 59  |
| UNIVERSITY AVE      | 030        | 6TH ST                        | SAN PABLO AVE               | 4     | 1638   | 72    | A            | 66  |
| UNIVERSITY AVE      | 052        | SACRAMENTO ST                 | MCGEE AVE                   | 4     | 1325   | 73    | A            | 72  |
| UNIVERSITY AVE      | 055        | MCGEE AVE                     | MARTIN LUTHER KING JR WAY   | 4     | 1329   | 63    | A            | 72  |
| UNIVERSITY AVE OVER | 018        | I-80 ON/OFF RAMPS             | 6TH ST                      | 4     | 2100   | 52    | A            | 46  |
| VALLEJO ST          | 060        | THE ALAMEDA                   | SAN RAMON AVE               | 2     | 460    | 24    | R            | 30  |
| VALLEY ST           | 055        | NORTH DEAD END (BANCROFT)     | DWIGHT WAY                  | 2     | 1245   | 36    | R            | 45  |
| VASSAR AVE (NB)     | 010        | NORTH CITY LIMIT (KENTUCKY)   | KENTUCKY AVE                | 2     | 375    | 19    | R            | 78  |
| VASSAR AVE (NB)     | 012        | KENTUCKY AVE                  | SPRUCE ST                   | 2     | 1160   | 16    | R            | 79  |
| VASSAR AVE (SB)     | 011        | KENTUCKY AVE                  | NORTH CITY LIMIT (KENTUCKY) | 2     | 375    | 17    | R            | 78  |
| VASSAR AVE (SB)     | 013        | SPRUCE ST                     | KENTUCKY AVE                | 2     | 1160   | 14    | R            | 79  |
| VERMONT AVE         | 015        | MARYLAND AVE                  | COLORADO AVE                | 2     | 750    | 25    | R            | 27  |
| VERMONT AVE         | 010        | NORTH WEST DEAD END (RUGBY)   | MARYLAND AVE                | 2     | 770    | 23    | R            | 97  |
| VICENTE RD          | 075        | EAST CITY LIMIT NR GRAND VIEW | TUNNEL RD                   | 2     | 1310   | 24    | R            | 97  |

| Road Name        | Section ID | Beg Location                    | End Location                  | Lanes | Length | Width | Funct. Class | PCI |
|------------------|------------|---------------------------------|-------------------------------|-------|--------|-------|--------------|-----|
| VICENTE RD       | 070        | ALVARADO RD                     | EAST CITY LIMIT NR GRAND VIEW | 2     | 550    | 24    | R            | 45  |
| VINCENTE AVE     | 013        | THOUSAND OAKS BLVD              | COLUSA AVE                    | 2     | 1165   | 24    | R            | 70  |
| VINCENTE AVE     | 010        | NORTH END (VINCENTE WALK)       | THOUSAND OAKS BLVD            | 2     | 1400   | 24    | R            | 75  |
| VINCENTE AVE     | 016        | COLUSA AVE                      | PERALTA AVE                   | 2     | 1000   | 24    | R            | 77  |
| VINE ST          | 063        | MILVIA ST                       | SHATTUCK AVE                  | 2     | 670    | 36    | R            | 25  |
| VINE ST          | 055        | GRANT ST                        | MARTIN LUTHER KING JR WAY     | 2     | 665    | 36    | R            | 29  |
| VINE ST          | 060        | MARTIN LUTHER KING JR WAY       | MILVIA ST                     | 2     | 665    | 36    | R            | 32  |
| VINE ST          | 052        | EDITH ST                        | GRANT ST                      | 2     | 335    | 36    | R            | 33  |
| VINE ST          | 065        | SHATTUCK AVE                    | WALNUT ST                     | 2     | 335    | 36    | R            | 49  |
| VINE ST          | 067        | WALNUT ST                       | SPRUCE ST                     | 2     | 665    | 36    | R            | 63  |
| VINE ST          | 070        | SPRUCE ST                       | SCENIC AVE                    | 2     | 635    | 36    | R            | 68  |
| VINE ST          | 050        | MC GEE AVE                      | EDITH ST                      | 2     | 575    | 26    | R            | 91  |
| VINE ST          | 080        | SCENIC AVE                      | HAWTHORNE TERRACE             | 2     | 315    | 30    | R            | 95  |
| VIRGINIA GARDENS | 040        | NORTH DEAD END (CEDAR)          | VIRGINIA ST                   | 2     | 470    | 20    | R            | 90  |
| VIRGINIA ST      | 030        | 6TH ST                          | SAN PABLO AVE                 | 2     | 1650   | 36    | R            | 36  |
| VIRGINIA ST      | 030        | 2ND ST                          | 6TH ST                        | 2     | 1325   | 36    | R            | 39  |
| VIRGINIA ST      | 076        | EUCLID AVE                      | LA LOMA AVE                   | 2     | 1000   | 34    | R            | 47  |
| VIRGINIA ST      | 050        | SACRAMENTO ST                   | MC GEE AVE                    | 2     | 1270   | 36    | C            | 54  |
| VIRGINIA ST      | 055        | MC GEE AVE                      | GRANT ST                      | 2     | 665    | 36    | C            | 66  |
| VIRGINIA ST      | 064        | SHATTUCK AVE                    | SPRUCE ST                     | 2     | 1000   | 36    | R            | 67  |
| VIRGINIA ST      | 070        | SPRUCE ST                       | ARCH ST                       | 2     | 450    | 36    | R            | 68  |
| VIRGINIA ST      | 072        | ARCH ST                         | EUCLID AVE                    | 2     | 1060   | 36    | R            | 68  |
| VIRGINIA ST      | 060        | MARTIN LUTHER KING JR WAY       | MILVIA ST                     | 2     | 680    | 36    | R            | 71  |
| VIRGINIA ST      | 047        | ACTON ST                        | SACRAMENTO ST                 | 2     | 710    | 51    | R            | 76  |
| VIRGINIA ST      | 057        | GRANT ST                        | MARTIN LUTHER KING JR WAY     | 2     | 670    | 36    | C            | 83  |
| VIRGINIA ST      | 062        | MILVIA ST                       | SHATTUCK AVE                  | 2     | 615    | 36    | R            | 83  |
| VIRGINIA ST      | 040        | SAN PABLO AVE                   | ACTON ST                      | 2     | 2500   | 36    | R            | 85  |
| VIRGINIA ST      | 078        | LA LOMA AVE                     | DEAD END (AT LA VEREDA)       | 2     | 220    | 17    | R            | 95  |
| VIRGINIA ST      | 020        | EAST FRONTAGE RD (STATE P/L)    | 2ND ST                        | 2     | 350    | 37    | R            | 98  |
| VISALIA AVE      | 053        | WEST CITY LIMIT COP W/O NEILSON | COLUSA AVE                    | 2     | 325    | 24    | R            | 27  |
| VISALIA AVE      | 055        | COLUSA AVE                      | VINCENTE AVE                  | 2     | 890    | 24    | R            | 48  |
| VISTAMONT AVE    | 110        | NORTH END                       | WOODMONT AVE                  | 2     | 415    | 22    | R            | 14  |
| VISTAMONT AVE    | 010        | WOODMONT AVE                    | WOODMONT AVE NR SUNSET LA     | 2     | 1340   | 22    | R            | 42  |
| WALKER ST        | 060        | DERBY ST                        | WARD ST                       | 2     | 330    | 18    | R            | 40  |
| WALLACE ST       | 065        | WARD ST                         | RUSSELL ST                    | 2     | 1220   | 35    | R            | 18  |
| WALNUT ST        | 049        | BERKELEY WAY                    | UNIVERSITY AVE                | 2     | 315    | 36    | R            | 20  |
| WALNUT ST        | 020        | SHATTUCK AVE                    | EUNICE ST                     | 2     | 900    | 33    | R            | 27  |
| WALNUT ST        | 030        | EUNICE ST                       | CEDAR ST                      | 2     | 2645   | 36    | R            | 44  |
| WALNUT ST        | 040        | CEDAR ST                        | HEARST AVE                    | 2     | 1680   | 36    | R            | 54  |
| WARD ST          | 075        | ELLSWORTH ST                    | TELEGRAPH AVE                 | 2     | 880    | 36    | R            | 14  |
| WARD ST          | 046        | ACTON ST                        | SACRAMENTO ST                 | 2     | 727    | 36    | R            | 18  |
| WARD ST          | 070        | FULTON ST                       | ELLSWORTH ST                  | 2     | 660    | 36    | R            | 21  |
| WARD ST          | 050        | SACRAMENTO ST                   | MARTIN LUTHER KING JR WAY     | 2     | 2437   | 36    | R            | 25  |
| WARD ST          | 060        | MARTIN LUTHER KING JR WAY       | MILVIA ST                     | 2     | 660    | 42    | R            | 27  |
| WARD ST          | 066        | SHATTUCK AVE                    | FULTON ST                     | 2     | 780    | 36    | R            | 30  |
| WARD ST          | 063        | MILVIA ST                       | ADELIN ST                     | 2     | 500    | 45    | R            | 32  |

| Road Name         | Section ID | Beg Location                  | End Location                   | Lanes | Length | Width | Funct. Class | PCI |
|-------------------|------------|-------------------------------|--------------------------------|-------|--------|-------|--------------|-----|
| WARD ST           | 040        | SAN PABLO AVE                 | ACTON ST                       | 2     | 1658   | 36    | R            | 100 |
| WARRING ST        | 050        | BANCROFT WAY                  | DWIGHT WAY                     | 2     | 1270   | 36    | R            | 27  |
| WARRING ST        | 060        | DWIGHT WAY                    | DERBY ST                       | 2     | 1545   | 43    | C            | 95  |
| WATKINS ST        | 040        | NEILSON ST                    | TEVLIN ST                      | 2     | 250    | 26    | R            | 21  |
| WEBSTER ST        | 078        | HILLEGASS AVE                 | COLLEGE AVE                    | 2     | 600    | 36    | R            | 59  |
| WEBSTER ST        | 074        | TELEGRAPH AVE                 | COLBY ST                       | 2     | 645    | 36    | R            | 63  |
| WEBSTER ST        | 076        | REGENT ST                     | DEAD END                       | 2     | 202    | 20    | R            | 85  |
| WEBSTER ST        | 077        | DEAD END                      | HILLEGASS AVE                  | 2     | 268    | 36    | R            | 85  |
| WEBSTER ST        | 080        | COLLEGE AVE                   | CLAREMONT AVE                  | 2     | 1760   | 36    | R            | 92  |
| WEBSTER ST        | 072        | DEAKIN ST                     | TELEGRAPH AVE                  | 2     | 670    | 36    | R            | 93  |
| WEST BOLIVAR DR   | 050        | GATE                          | END NR ANTHONY ST              | 2     | 6515   | 22    | R            | 83  |
| WEST BOLIVAR DR   | 040        | PARKER ST                     | GATE                           | 2     | 50     | 22    | R            | 89  |
| WEST FRONTAGE RD  | 040        | GILMAN ST                     | UNIVERSITY AVE                 | 2     | 4400   | 30    | C            | 55  |
| WEST FRONTAGE RD  | 050        | UNIVERSITY AVE                | OPP DWIGHT WAY                 | 2     | 3170   | 26    | C            | 59  |
| WEST FRONTAGE RD  | 060        | OPP DWIGHT WAY                | SOUTH CITY LIMIT               | 2     | 4250   | 26    | C            | 59  |
| WEST PARNASSUS CT | 080        | PARNASSUS PATH                | PARNASSUS RD                   | 2     | 230    | 22    | R            | 93  |
| WEST ST           | 053        | ADDISON ST                    | DEAD END                       | 2     | 265    | 21    | R            | 93  |
| WEST ST           | 055        | BANCROFT WAY                  | DWIGHT WAY                     | 2     | 1325   | 32    | R            | 100 |
| WHEELER ST        | 068        | RUSSELL ST                    | ASHBY AVE                      | 2     | 530    | 36    | R            | 30  |
| WHEELER ST        | 070        | ASHBY AVE                     | WOOLSEY ST                     | 2     | 1105   | 36    | R            | 72  |
| WHITAKER AVE      | 020        | MILLER AVE                    | STERLING AVE                   | 2     | 550    | 18    | R            | 35  |
| WHITNEY ST        | 070        | WOOLSEY ST                    | SOUTH CITY LIMIT               | 2     | 130    | 36    | R            | 75  |
| WILDCAT CANYON RD | 025        | THE SPIRAL                    | EAST CITY LIMIT (NR SHASTA RD) | 2     | 3590   | 28    | C            | 77  |
| WILDCAT CANYON RD | 020        | SUNSET LN                     | THE SPIRAL                     | 2     | 2400   | 27    | C            | 79  |
| WILDCAT CANYON RD | 010        | GRIZZLY PEAK BLVD             | SUNSET LANE                    | 2     | 3730   | 29    | C            | 81  |
| WILSON CIRCLE     | 080        | OLYMPUS DR                    | CUL-DE-SAC                     | 2     | 180    | 23    | R            | 40  |
| WOODMONT AVE      | 012        | WILDCAT CANYON & GRIZZLY PEAK | ROSEMONT AVE                   | 2     | 1175   | 20    | R            | 24  |
| WOODMONT AVE      | 020        | SUNSET LANE                   | DEAD END                       | 2     | 175    | 12    | R            | 43  |
| WOODMONT AVE      | 014        | ROSEMONT AVE                  | SUNSET LANE                    | 2     | 1700   | 20    | R            | 55  |
| WOODMONT CT       | 070        | WOODMONT AVE (NORTH)          | WOODMONT AVE (SOUTH)           | 2     | 285    | 23    | R            | 42  |
| WOODSIDE RD       | 020        | THE CRESCENT                  | PARK HILLS RD                  | 2     | 1450   | 24    | R            | 41  |
| WOOLSEY ST        | 078        | HILLEGASS AVE                 | COLLEGE AVE                    | 2     | 600    | 37    | R            | 18  |
| WOOLSEY ST        | 080        | COLLEGE ST                    | CLAREMONT AVE                  | 2     | 1250   | 36    | R            | 20  |
| WOOLSEY ST        | 050        | SACRAMENTO ST                 | KING ST                        | 2     | 1275   | 36    | R            | 50  |
| WOOLSEY ST        | 065        | TREMONT ST                    | SHATTUCK AVE                   | 2     | 579    | 42    | R            | 59  |
| WOOLSEY ST        | 066        | SHATTUCK AVE                  | WHEELER ST                     | 2     | 680    | 42    | R            | 63  |
| WOOLSEY ST        | 067        | WHEELER ST                    | TELEGRAPH AVE                  | 2     | 1036   | 36    | R            | 63  |
| WOOLSEY ST        | 055        | KING ST                       | MARTIN LUTHER KING JR WAY      | 2     | 905    | 36    | R            | 79  |
| WOOLSEY ST        | 072        | TELEGRAPH AVE                 | HILLEGASS AVE                  | 2     | 1555   | 36    | R            | 90  |
| WOOLSEY ST        | 060        | ADELIN ST                     | TREMONT ST                     | 2     | 600    | 42    | R            | 90  |
| YOLO AVE          | 060        | THE ALAMEDA                   | MILVIA ST                      | 2     | 570    | 36    | R            | 93  |
| YOLO AVE          | 065        | MILVIA AVE                    | SUTTER ST                      | 2     | 375    | 36    | R            | 93  |
| YOSEMITE RD       | 064        | SAN FERNANDO AVE              | CONTRA COSTA AVE               | 2     | 400    | 26    | R            | 37  |
| YOSEMITE RD       | 066        | CONTRA COSTA AVE              | ARLINGTON AVE                  | 2     | 1090   | 24    | R            | 48  |
| YOSEMITE RD       | 062        | THE ALAMEDA                   | SAN FERNANDO AVE               | 2     | 870    | 26    | R            | 91  |





CONSENT CALENDAR  
March 14, 2023

To: Honorable Mayor and Members of the City Council

From: Councilmember Taplin

Subject: Budget Referral: Vision 2050 Complete Streets Parcel Tax Community Engagement and Program Plan

### RECOMMENDATION

Refer \$400,000 to the June 2023 mid-year budget update to conduct community engagement, public information campaign, and program plan development for potential 2024 complete streets and climate-resilient infrastructure revenue measures.

### FINANCIAL IMPLICATIONS

\$400,000 in General Fund impacts with an estimated \$100,000 in cost to conduct community outreach, and an additional \$300,000 to develop a final 2050 Program Plan.

### CURRENT SITUATION AND ITS EFFECTS

Investing Berkeley's deferred maintenance needs with Complete Streets funding and long-range asset management planning is a Strategic Plan Priority Project, advancing our goals to: provide state-of-the-art, well-maintained infrastructure, amenities, and facilities; create a resilient, safe, connected, and prepared city; champion and demonstrate social and racial equity; and be a global leader in addressing climate change, advancing environmental justice, and protecting the environment.

In 2017, the City of Berkeley had the 15th worst pavement condition index (PCI) out of 101 jurisdictions in the Bay Area region. While baseline funding has marginally improved since then, deferred maintenance for infrastructure continues to outpace available resources, and costs continue to grow. In November 2020, the Berkeley City Auditor reported: "Berkeley streets have an asset replacement value of approximately \$777.6 million, and deferred maintenance needs of streets exceeded \$251 million in 2019... In addition to the continued deterioration of pavement condition, the current level of funding would also increase deferred maintenance costs to an estimated \$328 million by 2023. In 2018, a City contractor estimated the City would need \$17.3 million annually to maintain the current PCI or \$27.3 million annually to increase PCI by five points in five years."<sup>1</sup>

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<sup>1</sup> Wong, J., et al (2020). Rocky Road: Berkeley Streets at Risk and Significantly Underfunded. *Berkeley City Auditor*. Retrieved from <https://berkeleyca.gov/sites/default/files/2022-01/Rocky-Road-Berkeley-Streets-at-Risk-and-Significantly-Underfunded.pdf>

In July 2022, the City Council voted to increase the annual street paving budget from \$7.3 million to \$15.3 million. Under 2020 estimates, the funding gap for improving PCI by 5 points citywide in 5 years is still \$12 million annually. However, street paving costs can increase five-to-tenfold when conditions necessitate “full rehabilitation” beyond regular maintenance. Thus, paving costs will continue to increase sharply the longer they are deferred.

In November 2022, Berkeley voters approved Measure L by only 59.4%, short of the two-thirds supermajority required to approve the \$650 million bond measure. Measure L would have funded the following categories of capital projects:

- \$300 million for street safety improvements, including pedestrian crossings, bicycle facilities, and street paving;
- \$200 million for affordable housing;
- \$150 million for public parks, facilities, pools, utility undergrounding along fire evacuation routes, and climate resiliency.

In a January 2022 Work Session, the City Manager presented several revenue measure options to fund deferred infrastructure needs, including: “A parcel tax of \$12M annually (or \$250M if bonded against) to address street repair and traffic safety.” In an online survey of 1,024 Berkeley residents concluding on January 12, 2022, a plurality of 28.5% of respondents ranked “Street Repair” as their top priority.

As deferred maintenance costs continue to increase, it is more urgent than ever to foster broad-based community trust in designing future revenue measures for infrastructure. Developing and finalizing a Program Plan will be essential for identifying and prioritizing projects while maintaining the flexibility to respond to changing conditions.

### BACKGROUND

The City of Berkeley began developing the Vision 2050 Framework in 2018 to ensure that a 30-year long-term investment plan for sustainability and resilience in City infrastructure would reflect the community’s collective vision across the lifespan of our public assets. Berkeley voters supported Vision 2050 with the passage of Measure R in the November 2018 election, which asked: *Shall the measure, advising the Mayor to engage citizens and experts in the development of Vision 2050, a 30-year plan to identify and guide implementation of climate-smart, technologically-advanced, integrated and efficient infrastructure to support a safe, vibrant and resilient future for Berkeley, be adopted?*

The Vision 2050 Framework lays out 5 strategies for a sustainable, “cradle-to-grave” planning process to maintain Berkeley’s infrastructure. Additionally, three core principles have guided planning for the Draft Vision 2050 Program Plan:

1. **Support vibrant and safe communities.** Infrastructure shall take equity into account and improve quality of life of all Berkeley residents, including having green open spaces, safe modes of mobility, and being prepared for fires and earthquakes.
2. **Have efficient, inspired and well maintained infrastructure.** Infrastructure shall be long lasting, use advanced technologies, and be maintained to provide efficient service.
3. **Facilitate a green Berkeley and contribute to saving our planet.** Infrastructure shall accelerate the transition to carbon neutrality and include electrification, develop natural streetscapes using green infrastructure, and prioritize human-powered and public transportation.

In 2022, Berkeley's total estimated infrastructure funding needs—including capital costs and ongoing maintenance costs for streets—totaled \$1.8 billion.

Four major outcomes have been identified as goals in the Draft Program Plan for Vision 2050:

1. Streets are safer, more sustainable, improved to a good condition, and maintained.
2. Infrastructure is resilient, protects the environment, and is adapted to climate change impacts.
3. Open space, parks, and recreation improve our quality of life.
4. Public facilities are safe and provide community placemaking.

#### ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

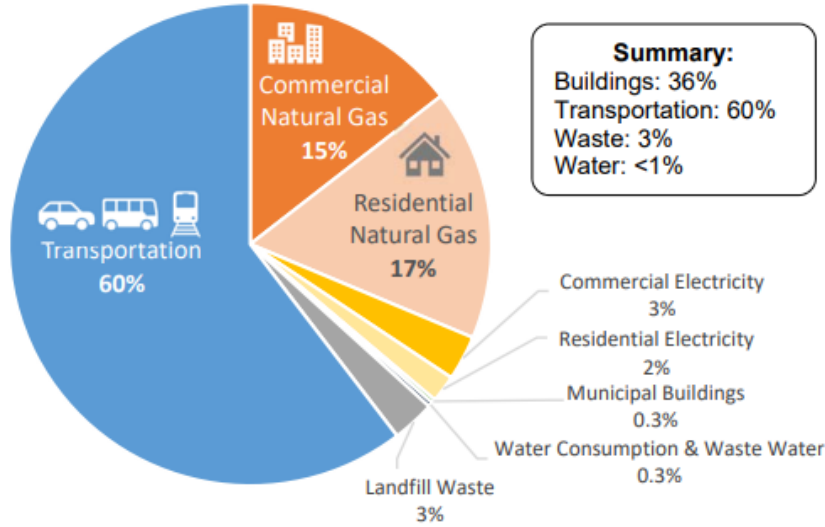
Aligning paving schedules with Complete Streets safety upgrades and design standards identified in the Berkeley Bicycle Plan, Pedestrian Plan, and Vision Zero Action Plan, would reduce planning and construction costs while maintaining consistency with Berkeley's transportation and climate policy goals. At the statewide level, the California Air Resources Board reported in 2018 that even the most optimistic assumptions about Electric Vehicle adoption would still require a 25% reduction in Vehicle Miles Traveled per capita to meet California's emission reduction goals.

Locally, Berkeley's 2019 greenhouse gas inventories identify 60% of the City's carbon footprint coming from the transportation sector. (The decrease in 2020 has been largely attributed to the COVID-19 pandemic.)<sup>2</sup> Meeting our ambitious decarbonization goals will require significant investments in well-paved streets that are safe for all transportation modes, especially increasing safety for pedestrians and cyclists of all body types and abilities.

---

<sup>2</sup> <https://berkeleyca.gov/sites/default/files/documents/2021-11-30%20Item%2032%20Berkeley%E2%80%99s%202019%20Community-Wide%20Greenhouse%20Gas%20Emissions%20Inventory.pdf>

### 2019 Greenhouse Gas Inventory



While Berkeley has a strong tradition promoting bicycles and other mobility devices, surveys have consistently shown that transport mode choices are strongly affected at the margins by perceptions and experiences of safety. <sup>3</sup>

## THE SAFER PEOPLE FEEL, THE MORE THEY CYCLE



Base: 20,507 online adults across 28 countries. The "Global Country Average" reflects the average result for all the countries and markets where the survey was conducted. It has not been adjusted to the population size of each country or market and is not intended to suggest a total result. The samples in Brazil, Chile, China (mainland), Colombia, India, Malaysia, Mexico, Peru, Saudi Arabia, South Africa, and Turkey are more urban, more educated, and/or more affluent than the general population.





Smoother pavement, wider sidewalks, and physical separation from motor vehicles both significantly reduce the risk of dangerous collisions. The Berkeley City Council has consistently supported incorporating Complete Streets safety designs into road maintenance projects to increase safety and reduce automobile dependence, while also reducing traffic congestion for motorists and reducing stress on street pavement.

CONTACT PERSON

Councilmember Taplin      Council District 2      510-981-7120

Attachments:

- 1: Draft Vision 2050 Program Plan
- 2: January 20, 2022 Work Session: Vision 2050 Update



# VISION 2050 PROGRAM PLAN

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# 01

## THE INFRASTRUCTURE PROGRAM PLAN: OVERVIEW

This section provides an overview of the Vision 2050 Initiative and describes the Program Plan.



## 1.1 The Vision 2050 Initiative

The Vision 2050 initiative was introduced by Mayor Arreguin at his 2017 State of the City address. He described a complex network of pipes, streets, utility wires, bikeways, and transportation systems that are old and have suffered from historic disinvestment, neglect, and poor maintenance. As our infrastructure ages, we need a plan to make sure our systems are resilient to handle a growing population and climate change, including sea-level rise, more flooding, and wildfires. As technological innovations emerge and the condition of our infrastructure declines, we have an enormous and exciting opportunity to reimagine our streets and public spaces. This initiative is about building a future for Berkeley that provides essential services for future generations.

In November 2018, Berkeley voters approved Measure R. The Measure asked: “Shall the measure, advising the Mayor to engage citizens and experts in the development of Vision 2050, a 30-year plan to identify and guide implementation of climate-smart, technologically-advanced, integrated and efficient infrastructure to support a safe, vibrant and resilient future for Berkeley, be adopted?” The response was a resounding yes.

A 40-member residents’ task force was formed and the team analyzed quality of life, environmental and technology trends, and funding issues. To help keep focus on the future, the team imagined being on a street corner in Berkeley in the year 2050. What will Berkeley be like then? Figure 1 shows a street corner view from 2050.

The task force worked diligently for 18 months and developed the principles, strategies and

recommended actions shown on Figure 2.

Community engagement was at the center of Vision 2050. Outreach began early in 2018 with four information nights across Berkeley. Outreach continued in an effort to reach people where they already congregate, including neighborhood and faith-based groups and community organizations. From September 2018 to July 2019, the Mayor’s Office presented at thirteen community organization meetings in conversations that ranged from a handful to one hundred people. Community feedback was used to develop the principles, strategies, and recommended actions.



▲ **Figure 1:** Street Corner View from Vision 2050 report

## VISION 2050

The Vision 2050 Framework focused on better coordination, integrated project delivery, utilizing new financing mechanisms, and broad principles and strategies for our infrastructure needs. The Framework was approved by Berkeley's City Council in September 2020. The City Manager then turned to implement the recommendations and assigned the Public Works Department to lead the effort. A timeline for the Vision 2050 initiative is shown below.

- 2017**  
Mayor Arreguin announces Vision 2050 Initiative
- November 2018**  
Measure R approved by voters
- 2018-2019**  
Residents task force conducted analysis
- September 2020**  
City Council approves Vision 2050 Framework
- Current**  
Implementation led by City Manager

▲ **Figure 3:** Timeline for Vision 2050 Initiative



## PRINCIPLES, STRATEGIES AND RECOMMENDED ACTIONS

### 1 STRATEGY ONE Use Integrated and Balanced Planning

- > Use multi-criteria decision-making
- > Use adaptive planning
- > Prepare and implement a Dig Once policy

### 2 STRATEGY TWO Manage Infrastructure from Cradle to Grave

- > Institute structured master planning
- > Develop an Asset Management Program

### 3 STRATEGY THREE Adopt Sustainable and Safe Technologies

- > Accelerate the transition to clean energy and electrification
- > Implement Complete Streets to provide sustainable and healthy transportation
- > Develop natural streetscapes that provide ecosystem services
- > Use sensors, data, and advanced technologies
- > Prepare a wildfire mitigation and safety plan

### 4 STRATEGY FOUR Invest in Our Future

- > Take advantage of a strong financial position to address infrastructure needs and commit to reducing large unfunded infrastructure liability by doubling capital expenditures

### 5 STRATEGY FIVE Prepare the City's Organization to Implement a Major Capital Program

- > Develop an organization that is integrated and has capacity to deliver
- > Prepare a program approach with management tools
- > Provide independent oversight and reporting

▲ **Figure 2:** Vision 2050 Principles, Strategies, and Recommended Actions  
Page 111

## 1.2 What is an Infrastructure Program Plan?

This Infrastructure Program Plan (Plan) is the City of Berkeley's roadmap to rebuild our public infrastructure over the next 30 years. This Plan supports the Vision 2050 principles and provides information on outcome objectives, program elements, community input, the funding plan, program implementation, and program oversight and reporting. The Plan serves as a roadmap to guide the many infrastructure decisions that will be required throughout the next three decades. The Plan is flexible and adaptable, so the City can anticipate and address new challenges that we will face in the future. Why prepare a Plan now?

Improving the City's infrastructure requires new funding and a revenue measure or measures, which voters may consider on the November 2022 ballot. This Plan is prepared to provide the public with an understanding of the "big picture" for Vision 2050 in advance of voting for new funding. This approach is an advancement from prior measures. The Plan describes the work at the asset category level—streets, stormwater, parks, waterfront, etc. It is not a project-by-project prioritization. That will happen if voters approve funding, after which a project and program team will be formed and an oversight committee designated.

## 1.3 Core Values and Principles Guide our Planning

Berkeley's streets, storm drains, sewers, and water lines date back to the early decades of the 20th century. Critical systems are simply wearing out. Recent budgets have been insufficient to address these infrastructure needs, let alone modernize our systems or improve their resilience. As defined in the City's resilience strategy, resilience is the capacity of individuals, communities, institutions, businesses, and systems within a city to survive, adapt, and grow no matter what kinds of chronic stresses and acute shocks they experience.

The growing backlog of aging infrastructure leaves the community vulnerable to unplanned failure and service interruptions. For residents, workers, and businesses, this can translate to unsafe conditions, increased cost, and impediments to quality of life. Examples of infrastructure needs are shown in Figure 4.

As we begin to grapple with Berkeley's unfunded infrastructure needs, new challenges are emerging. The local impacts of the global climate crisis pose a major threat to our aging infrastructure. Extreme storm events, wildfires, heat waves, drought, groundwater, and sea level rise will challenge streets, pipes, and open spaces that were designed for a more benign environment. These vulnerabilities are layered upon other acute risks such as a major earthquake, and chronic challenges such as inequity. If our city is to survive and thrive, we must increase our resilience to these challenges.



### PRINCIPLE ONE

SUPPORT VIBRANT AND SAFE COMMUNITIES

Infrastructure shall take equity into account and improve the quality of life of all Berkeley residents, including having green open spaces, safe modes of mobility, and being prepared for fires and earthquakes.

### PRINCIPLE TWO

HAVE EFFICIENT, INSPIRED AND WELL MAINTAINED INFRASTRUCTURE

Infrastructure shall be long lasting, use advanced technologies, and be maintained to provide efficient service.

### PRINCIPLE THREE

FACILITATE A GREEN BERKELEY AND CONTRIBUTE TO SAVING OUR PLANET

Infrastructure shall accelerate the transition to carbon neutrality and include electrification, develop natural streetscapes using green infrastructure, and prioritize human-powered and public transportation.

▲ **Figure 2:** Vision 2050 Principles

As we rebuild our infrastructure and, at the same time, reimagine a landscape for a changing future, our infrastructure decisions must remain flexible, yet grounded in a set of clear values. For this reason, the Vision 2050 Framework identified four core values as shown in Figure 5. These values will guide implementation of Vision 2050.



**Street Pavement Damage**



**Sidewalk Repair**



**Deteriorated Marina Dock**

▲ **Figure 4:** Example Infrastructure Needs

## CORE VALUES FOR INFRASTRUCTURE DEVELOPMENT



### EQUITY

The benefits of improved infrastructure must be distributed equitably throughout the entire community. Equity should mean that disadvantaged citizens with more pressing needs experience benefits sooner than others and receive benefits particularly tailored to their unique needs.



### STRONG LOCAL ECONOMY

A strong local economy provides resources to Berkeley citizens and creates an opportunity to build local skills and employment opportunities that support the city's diverse community.



### PUBLIC HEALTH AND SAFETY

This core value considers safe and convenient access to greenspaces, public services, clean air, and social support networks, all of which can have a big impact on people's emotional and physical health.



### RESILIENCY AND SUSTAINABILITY

Resilience requires systems and structures that are able to recover quickly from temporary and, sometimes, catastrophic events. Sustainability refers to the ability to minimize our impacts on the environment while still providing core services.

▲ **Figure 5:** Vision 2050 Core Values



# 02

## INFRASTRUCTURE NEEDS AND COMMUNITY PRIORITIES

This section provides an update on the City's infrastructure funding needs and the community's infrastructure priorities.



## 2.1 Infrastructure Needs

The City has an extensive portfolio of capital assets and infrastructure, including 216 miles of streets, more than 300 miles of sidewalks, 255 miles of sewers, 78 miles of underground storm drains, 95 public buildings, 52 parks, 2 pools, and 3 camps. In addition, the City operates and maintains the Berkeley Waterfront and its related facilities, including the pier, docks, pilings, channel, streets, pathways, parking lots, buildings, trails, Adventure Playground, and 1,000 berth marina.

A City budget is prepared every two years and it includes a Capital Improvement Program (CIP). The City's ability to fund its CIP is limited by the total available resources that are competing with other community priorities. CIP funding resources include the General Fund, a number of special revenue funds, grants, and loans. The CIP attempts to identify all known CIP projects, categorizing them as baseline (annual, recurring program), one-time (special allocations, grants, loans), and unfunded (funding source has yet to be identified).

The FY2022 CIP identified an infrastructure capital funding need of more than \$1 billion in Berkeley. However, these infrastructure needs are constantly changing due to increased construction costs and new planning studies that result in updated cost estimates. Past estimates also focused primarily on "fix it first" type repairs rather than the transformational infrastructure sought by the Vision 2050 Framework.

For this reason, Table 1 provides an updated list of infrastructure needs. This list includes updates from prior estimates and advances Vision 2050 in several significant ways. It adds asset categories

that are more than simply fixing or repairing an asset and are about the ultimate use and safety of the asset. For example, instead of solely identifying the deferred maintenance in our pavement, the list includes the cost of fully implementing our adopted Bicycle and Pedestrian Plans, which would keep our streets safe for all users, especially bicyclists and pedestrians. Instead of focusing solely on traditional infrastructure, it includes trees as an important infrastructure category and begins to address the climate crises by building in the cost of undergrounding the City's evacuation routes.

Some of these categories have existing, dedicated funding for which an increase is necessary to cover these needs. Others categories may require multiple revenue sources, such as the General Fund, grants, State and Federal funding, developer contributions, user rates, and new revenue sources. An estimate of potential revenue from these funding sources is provided in Section 4.

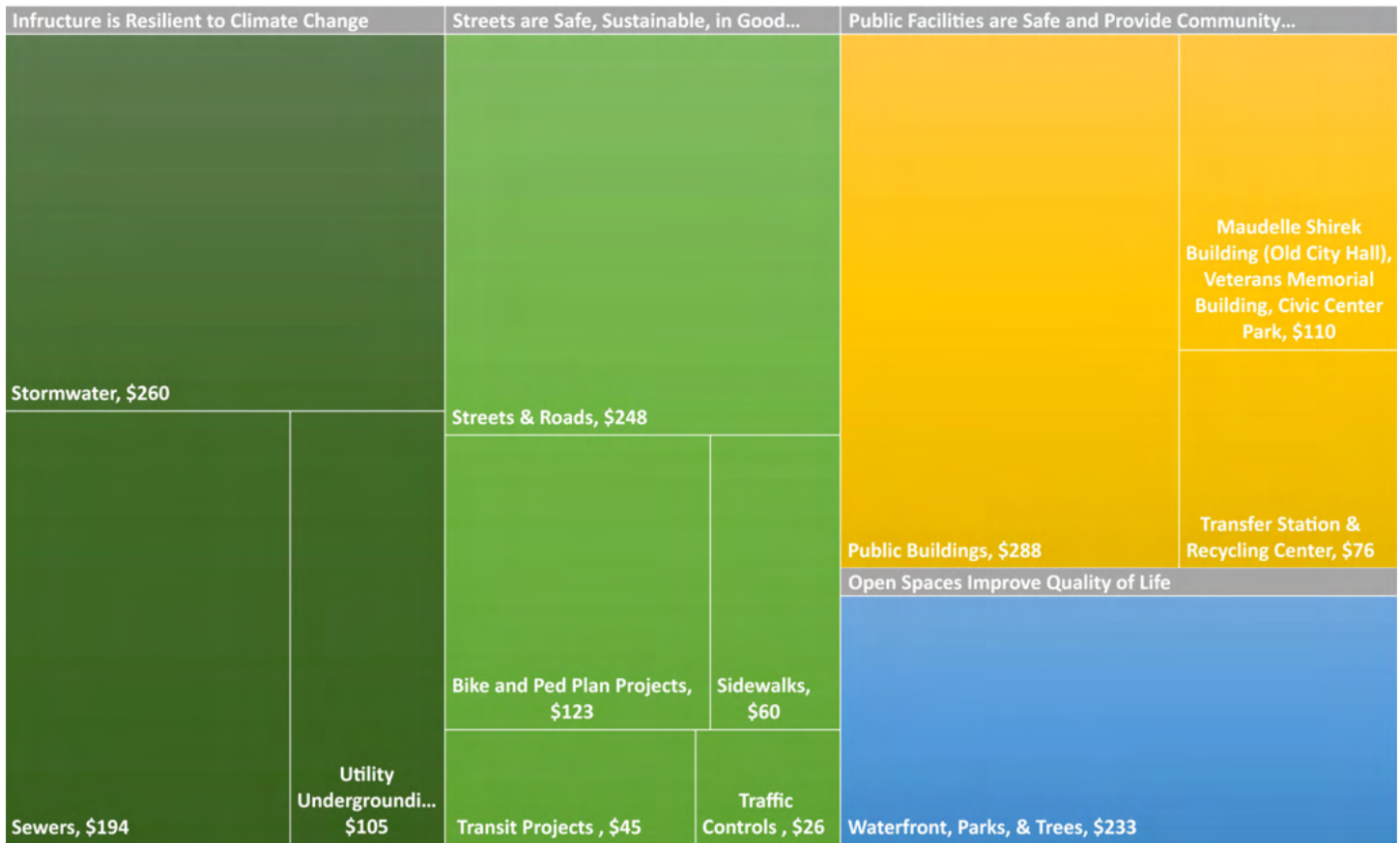
Figure 6 summarizes these same needs, grouped by asset category within each of the four Vision 2050 Program outcomes discussed in Section 3. If these needs are addressed, then Vision 2050's goal of resilient and sustainable infrastructure will be reached.

**TABLE 1**  
**INFRASTRUCTURE FUNDING NEEDS**  
 (These are updated on an ongoing basis)

| Asset Category                                                                             | Infrastructure Funding Needs, in 2022 dollars |
|--------------------------------------------------------------------------------------------|-----------------------------------------------|
| <b>More immediate needs</b>                                                                |                                               |
| Parks, camps, and pools                                                                    | \$116,000,000                                 |
| Waterfront                                                                                 | \$131,000,000                                 |
| Public buildings                                                                           | \$288,000,000                                 |
| Sidewalks                                                                                  | \$60,000,000                                  |
| Streets                                                                                    | \$248,000,000                                 |
| Sewers                                                                                     | \$194,000,000                                 |
| Stormwater                                                                                 | \$259,500,000                                 |
| Traffic Controls, Streetlights, and Parking                                                | \$26,000,000                                  |
| <b>Longer-term needs</b>                                                                   |                                               |
| Bike and Pedestrian plan projects                                                          | \$122,500,000                                 |
| Maudelle Shirek Building (Old City Hall),<br>Veterans Memorial Building, Civic Center Park | \$110,000,000                                 |
| Transfer station and recycling center                                                      | \$76,000,000                                  |
| Transit projects                                                                           | \$45,000,000                                  |
| Trees                                                                                      | \$21,000,000                                  |
| Utility Undergrounding                                                                     | \$105,000,000                                 |
| <b>Total Average</b>                                                                       | <b>\$1,802,000,000</b>                        |

Table 1's cost estimates are largely work that would be capital funded. In some cases, such as with streets and roads, the estimate includes recurring annual costs to keep the asset performing at the

expected level and without deterioration. The requirement to fund the annual maintenance of assets is addressed in the Asset Management Program discussed in Section 6.



▲ **Figure 6:** Infrastructure Funding Needs by Vision 2050 Outcome Objective

## 2.2 Community Input and Priorities

To better understand the community’s infrastructure priorities, the following was completed in winter 2021 through spring 2022:

- › Two statistically-reliable surveys of a representative sample of 500 Berkeley voters
- › Meetings with over 25 commissions and local community organizations
- › An online public survey that received over 1,000 responses
- › An informational mailer to all Berkeley residents
- › Development of a Vision 2050 website [BerkeleyVision2050.org](https://BerkeleyVision2050.org)
- › Four virtual large area public meetings

All of these efforts have been instrumental in sharing information and gaining input in the development of this Program Plan.

A survey in October 2021 of a random, representative sample of 500 Berkeley voters elicited respondents’ infrastructure priorities and found that voters’ top priorities included:

- › Increasing affordable housing for low-income and homeless residents (79% rated as “important”)
- › Upgrading storm drains, green infrastructure, and watersheds to keep pollution from the Bay (79% important)
- › Developing climate change resiliency, including protecting against sea level rise, wildfires and drought (78% important)
- › Undergrounding utilities to reduce the risk of wildfire (73% important)
- › Repairing deteriorating streets (73% important)

An online survey was also conducted and a total of 1,024 responses were received. For the most part, the results from the online survey aligned with the scientific survey. More so than the scientific survey, street repair stood out as a clear top priority followed by affordable housing. The top five ranked priorities are listed below, with percentages indicating the number of respondents who ranked the particular item as top priority:

- › 28.5% - Street repair
- › 19.2% - Affordable housing
- › 8.3% - Bike lanes/safety
- › 7.5% - Climate change resiliency
- › 6.8% - Pedestrian safety

Input on this Program Plan was gained from four large area public meetings held on March 30, April 6, April 13, and April 20 and the following Commissions: Environment and Climate, Disaster and Fire Safety, Disabilities, Parks and Waterfront, Public Works, and Transportation. Berkeley residents brought their questions, input, and comments, a summary of which can be found at [BerkeleyVision2050.org](http://BerkeleyVision2050.org).

This program plan reflects input gathered from these meetings and City Council meetings on May 31 and June 21, 2022:

- › More detail on possible climate and street investments
- › Adding regular five-year updates
- › Address overall vision
- › Incorporate trees as public infrastructure assets
- › Include indicator on tree canopy and diversity
- › Address sidewalks
- › Address equity and reference existing equity-based plans
- › Include transit
- › Explain why affordable housing is being considered for the revenue measure(s)
- › Include developers' fees as source of revenue
- › Address General Fund commitments to maintaining public infrastructure
- › Include public art
- › Revise indicators on EVs, sidewalks, and micromobility
- › Revise Program Delivery section to address paving, traffic safety, and a multi-benefit approach
- › Include more on climate change, e.g., resilience and electrification in buildings
- › Include reference to the San Pablo Park pool
- › Include coordination of programs/projects for multiple benefits







03

# INTRODUCING THE 30-YEAR PROGRAM PLAN



The City's infrastructure systems are very complex, are in daily use, and can't be improved all at once. This Plan proposes making the improvements over a 30-year planning period in order to achieve a sustainable and resilient infrastructure. This is a reasonable time frame given the need to balance the work priority, the funding required, tax impacts, and the ability to deliver the projects. This also allows time for incorporating new technologies as they develop.

This 30-year Program Plan provides the following information:

- › The major outcomes from implementing the Plan
- › Implementing the Plan over 30 years in phases
- › Possible results from the first phase

### 3.1 Outcomes of the Program Plan

This Plan includes visible outcomes. Four major outcomes have been identified that incorporate and advance Vision 2050 principles and core values, and

incorporate community input received to date. The outcomes are shown in Figure 7 and the related infrastructure components are described below.



▲ **Figure 7:** Outcomes of the Program Plan

# Outcome 1 - Have Safe and Good Quality Streets

## Streets are Safer, More Sustainable, Improved to a Good Condition, and Maintained

Having streets and streetscapes that are safer, greener, vibrant and enjoyable, use sustainable technologies, and are in “good” or better condition is a top priority from the community input, has been a subject of City audits, and is a priority of the Council. The asset categories to achieve this outcome are described below.

### Asset Category 1 - Street Surface

The poor condition of Berkeley’s streets has been documented by the City Auditor’s report *Rocky Road: Berkeley Streets at Risk and Significantly Underfunded*, by residents’ complaints, and by an overall low Pavement Condition Index (PCI). On a scale of 0 to 100, streets in a “good” condition have a PCI between 70 - 79. Berkeley’s streets are “at risk” with an overall average PCI of 57 and, without more funding, will continue to deteriorate. From a community survey conducted in the fall of 2021, improving the condition of Berkeley’s streets is one of the community’s highest infrastructure priorities. The target is to improve Berkeley’s streets to a PCI of more than 70.

Berkeley’s streets in 2050 will look much different than today. Personal automobiles will be rarer, and public transit, ride sharing services, bicycling, and walking more common. Streets will better serve all users, and include visible engineering improvements that make bicycling and walking safer. These streets will make transit easier, safer, faster, and more reliable to access and use. Work in our streets will also require a coordinated approach to the infrastructure above, both at and below the street surface. This will require planning that is integrated and uses concepts such as “Dig Once”.

We also will use other street surface technologies that are long lasting, help absorb stormwater and reduce pollution, reduce surface temperatures and the “urban heat island” effect, and reduce our dependence on asphalt paving, the production of which generates greenhouse gas emissions.

The expected outcome is for Berkeley’s street surface to be in an overall “good” condition, to move toward using sustainable technologies, and to have Vision Zero and Dig Once policies fully implemented.

#### Reimagine Streets:

- › Implement Multi modal Streets with Protected Sidewalks and Bike Lanes
- › Introduce Pervious and/or Cool Pavement
- › Reclaim Street Parking for Trees and Vegetation
- › Promote transit use



▲ **Figure 8:** Vision 2050 Streets

### Asset Category 2 - Sidewalks

Most Berkeley residents use a sidewalk daily, and many of us much more. Sidewalks in 2050 will be an even more important part of the transportation network. They will accommodate and promote the City’s trees and healthy urban forest, serve users



of all levels of ability and accessibility, and use materials that help filter stormwater and reduce surface temperatures. At present, the City faces a backlog of thousands of sidewalk repairs that have been requested by residents. While Measure T1 has significantly reduced that backlog, the backlog is about to grow again as City staff complete the first proactive assessment of the City's sidewalks to identify repair locations. This proactive assessment is being conducted as part of the City's update to its Americans with Disabilities (ADA) Transition Plan. The City addresses sidewalk repairs with short-term grinding and filling of problem areas and long-term replacement of damaged sidewalks. Where conflicts with the urban forest exist, tools like meandering sidewalks are used to reduce or resolve those conflicts and make tree removal a last resort.

The expected outcome is for the backlog of Berkeley's sidewalk repairs to be completed and to have adequate resources to address future repair needs.

### Asset Category 3 - Bicycle and Pedestrian Plans

Eighty percent of the collisions that result in deaths or severe injuries on our streets involve someone riding a bike or walking. Making our streets safer means prioritizing bicycle and pedestrian safety. This is especially important to help more residents and workers choose these fossil fuel-free active transportation modes, and is why Berkeley's vision for the future of its transportation network is to be

multi-modal, fossil-fuel free, and equitably accessed. The City has adopted the 2017 Bicycle Plan and the 2020 Pedestrian Plan, and has identified projects to help to bring the City closer to these safe and accessible multi-modal goals.

The City is transforming the City's bicycle network into a low-stress experience with a goal of reducing motor vehicle conflicts and connecting cyclists with the most utilized portions of the City. At the end of the program, over 50 miles of city streets will comprise bikeways, with 15.8 miles of these streets being full bicycle boulevards that criss-cross the City.

Walking is also a core mode of transportation in Berkeley. Improving walkability makes Berkeley safer, more inclusive, and more connected. As the most accessible and affordable form of transportation, walking lies at the core of an equitable mobility network and a healthy community. In addition to enhancing Berkeley's quality of life, improving walking will help the City to achieve its Vision Zero Policy goal of zero traffic deaths and severe injuries.

The Berkeley Pedestrian Plan includes an infrastructure inventory and an assessment of pedestrian demand and safety. The plan identifies ten priority street segments requiring projects to improve pedestrian safety and walkability. Projects provide improved street design, upgraded pedestrian crossings, installed speed management and traffic calming, and improved sidewalk maintenance and accessibility.

The expected outcome is for Berkeley's Bicycle and Pedestrian plans to be fully implemented.



## Asset Category 4 - Traffic Controls, Streetlights, and Parking

In support of creating safe, accessible, and easy to use streets, the City of Berkeley is planning upgrades to existing traffic signals, including detection at 67 locations, ADA accessibility, pedestrian push buttons at 103 locations, and battery back-ups at 124

locations. Public Works maintains 8,011 streetlights and is planning replacements and upgrades of 2,100 parking meters and 240 pay stations.

The expected outcome is for these traffic controls, streetlights, and parking needs to be addressed.

## Outcome 2 - Protect the Environment

### Infrastructure is Resilient, Protects the Environment, and is Adapted to Climate Change Impacts

Global warming is a significant threat to communities globally and to the City of Berkeley. Berkeley's 2009 Climate Action Plan, 2016 Resilience Strategy, and 2019 Local Hazard Mitigation Plan establish city-wide actions to reduce greenhouse gas emissions and adapt to climate change impacts. The message is clear that the City's infrastructure must be resilient to prepare the City for these risks. Key goals of the City's climate action plans are to use energy more efficiently, transition to renewable energy as a power source for both buildings and transportation, improve access to sustainable transportation modes, recycle our waste, and build local food systems. The asset categories to achieve this outcome are described below.

### Asset Category 1 - Stormwater and Watershed Management

The 2012 Watershed Management Plan (WMP) identified projects to improve storm drains, restore creeks, attenuate peak flows and to reduce pollutants entering San Francisco Bay. That project modelled the Potter and Codornices watersheds. The City is in the process of updating the WMP. The updated plan will consider flooding and drought caused by extreme storm events, sea level, and groundwater rise, implementation of the Green Infrastructure Plan, and modelling of all the watersheds. Infrastructure improvements will include storm drains, flow attenuation basins, permeable surfaces, bio-swales, and improvements at Aquatic Park.

The expected outcome is to have a stormwater system that addresses future climate impacts, reduces impervious surfaces, minimizes flooding, meets the City's stormwater discharge permit into San Francisco Bay, prevents pollution from reaching the San Francisco Bay, and revitalizes the urban watershed.

### Asset Category 2 - Sewers

The City's wastewater collection system includes approximately 254 miles of City-owned sanitary



sewers, 7,200 manholes and other sewer structures, seven pump stations, and approximately 31,600 service laterals. The City is responsible for maintenance and repair of the lower portion of the service laterals (located within the public right-of-way) from the property line cleanout to the connection to the City's sewer main. Wastewater generated in the City's collection system is conveyed to the East Bay Municipal Utility District (EBMUD) wastewater interceptor system and is treated at EBMUD's Main Wastewater Treatment Plant.

During the 1980s, EBMUD and the seven Satellite agencies conducted studies to address the problem of overflows and bypasses of untreated wastewater that occurred during large wet weather events due to excessive infiltration and inflow (I/I) into the collection systems. These studies resulted in a long-term program of construction of collection system relief sewers and sewer rehabilitation. The City has rehabilitated or replaced over 200 miles of its gravity sewers and associated lower laterals over the past 30 years. Since 2006, the City has also implemented a private sewer lateral (PSL) certification program requiring the inspection and/or repair or replacement of private (upper) sewer laterals at the time of property transfer or major building remodel.

The seven Satellites and EBMUD are in a Consent Decree with the U.S EPA, the State Water Resources Control Board, and the Regional Water Quality Control Board, which establishes requirements for achieving the elimination of untreated wastewater overflows and bypasses over the next 20 to 25 years.

The expected outcome is to comply with the City's requirements in the Consent Decree and seal the sewer system from storm water intrusion, thereby reducing the risk of untreated sewage reaching the Bay during wet weather. This will become even more important as storms intensify due to the climate crisis.

### Asset Category 3 - Undergrounding Overhead Utility Wires

The City of Berkeley's stated goal, as outlined in the General Plan, Disaster Preparedness and Safety Element, is to ensure the City's disaster related efforts are directed toward preparation, mitigation, response and recovery from disaster shocks. The Berkeley Local Hazard Mitigation Plan states that our two greatest disaster challenges are a Hayward Fault rupture and Wildland Urban Interface (WUI) fire. The climate crisis will result in periods of drought followed by very wet winters, producing heavy vegetation, dry summers, and hot easterly winds in the late summer. These conditions are known to create significant fires such as the 1991 Oakland Hills Tunnel Fire and fires in many parts of California in the past five years.

Methods to reduce the threat of overhead wires creating WUI fires include aggressive vegetation management and other fire hardening techniques. Overhead power lines, more so than undergrounded wires, can exacerbate unsafe conditions either by contributing to the disaster itself or hampering public safety efforts and evacuations. Earthquakes and landslides can knock over utility poles creating a special hazard. In an earthquake,



poles have a tendency to sway in opposite directions causing wires to snap and throw sparks. Some of California’s biggest fires have started because of live wires in contact with combustible fuel.

The Public Works Commission led a three-phase study to underground overhead utility wires in Berkeley. The Phase 3 report recommended undergrounding along evacuation routes to support public safety through ingress of first responders and egress of community members in the event of a major disaster.

The expected outcome is to implement the Phase 3 study recommendations to underground overhead utility wires along Berkeley’s evacuation routes and to support neighborhoods in fire zones that choose to underground.

### Asset Category 4 - Electrification of Buildings Neighborhoods and Transportation

A major goal of Vision 2050 is to decrease the City’s overall climate impact. This effort requires both the reduction of City-wide energy use and transition away from fossil fuels to renewable energy. The Existing Buildings Electrification Strategy in 2021 transitions existing buildings in Berkeley from natural gas appliances to all-electric alternatives in a way that benefits all residents, especially members of historically marginalized communities. As identified in the City’s Resilience Strategy and Climate Action Plan, Berkeley seeks an energy system that, by 2045, is carbon neutral and delivers carbon-free electricity across a highly distributed system. Multifaceted changes to existing infrastructure and its uses are required to achieve carbon neutrality. Improvements to the existing energy grid may include, among other items:

- › Increasing electricity distribution capacity to accommodate neighborhood electrification and mobility charging, in coordination with streets and other infrastructure improvements
- › Improving or expanding access to transformers, vaults, and switchgears
- › Seeking opportunities to decommission gas pipes in areas where buildings or neighborhoods are transitioning to all-electric
- › Supporting solar energy and storage for critical facilities that prioritizes renewable backup power over diesel generators, including mobile batteries and electric vehicle-to-building connections
- › Increasing electric vehicle infrastructure for municipal fleet and distributed mobility charging for residents

The expected outcome is to achieve the City’s goal of becoming a fossil fuel-free city as soon as possible.

### Asset Category 5 - Urban Forest

The City’s municipal forest includes approximately 42,000 street, park, and median trees. These are often referred to as “city trees” or “public trees.”

#### CLIMATE EQUITY FUND PILOT PROGRAMS

In 2021, the Berkeley City Council allocated \$600,000 for Climate Equity Fund Pilot Programs that provide decarbonization and resilience programs for low income community members to retrofit homes, increase access to electric bikes or other forms of electric micro mobility, and gain access to resilience measures and other electrification measures.

They are maintained by the Parks, Recreation, and Waterfront’s Urban Forestry Unit, which performs pruning, removing, and planting trees. These trees are hard at work. They remove pollutants and carbon dioxide from the air, help cool the City during the summer, absorb stormwater during storms, and help the City stay green and support a high quality of life. However, there are approximately 10,000 vacant tree locations and many of these locations are in areas with higher proportions of low-income residents of color. The expected outcome is to increase our City’s tree canopy by planting thousands more trees for the purpose of enhancing our urban forest, sequestering carbon, addressing equity, mitigating urban heat island impacts, and improving quality of life.

### Asset Category 6 - Specific Resilience Infrastructure Assets

While limiting City-wide climate impact is necessary, the effects of global warming are already testing traditional infrastructure and will continue to push our resources to their limits. Worsening drought conditions, increased risk of extreme weather events such as flooding and sea level rise create major challenges for our water supplies, watershed management, and resilience of our underground infrastructure systems. These events also have implications on the safety, health, and well-being of the community. The City has identified several new technologies and infrastructure to build while working towards climate adaptation and resilience. Some of the new infrastructure and adaptation strategies include:

- › Develop rainwater catchments, expanding the use of gray water and expanding the distribution and use of EDMUD recycled water (purple pipe) for landscaping irrigation.
- › Use natural green infrastructure solutions including infiltration basins, wetlands, bioswales, permeable paving, etc. to mitigate

flooding from the combined effects of groundwater, sea level rise, and extreme rain events.

- › Increase the urban forestry canopy and use cool paving technologies to protect against extreme heat.
- › Upgrade Community Resilience Centers and Resilience Hubs to ensure respite and evacuation capacity.
- › Identify and manage urban - wildland forest canopy to mitigate wildfire risks.
- › Install technologies such as air filtration to mitigate wildfire smoke impacts.
- › Use “cool” paving and reduce dark asphalt street surfaces to combat urban heat island effects.
- › Improve seismic safety systems in City facilities to reduce impacts from future earthquakes.





## Outcome 3 - Promote Quality of Life

### Open Space, Parks, and Recreation Improve Our Quality of Life

A key outcome of the Vision 2050 initiative is to improve our overall quality of life through the promotion of open spaces, parks, and recreational opportunities. The asset categories to achieve this outcome are described below.

#### Asset Category 1 - Parks

The City has 52 parks that contain 15 athletic fields, 49 sports courts (basketball and tennis), and 63 play areas. Many parks need significant improvements to pathways, lighting, irrigation systems, play structures, and athletic fields. The expected outcome is to implement these improvements.



#### Asset Category 2 - Pools

The City has two swimming pools, one by King Middle School and the other at West Campus. The pools require improvements to the locker rooms and office areas, and improvements to piping, decking, tiling, and roofs. While the King pool has a 30-year lease, the West Campus site has a five-year lease with the possibility that a new pool will be built at San Pablo Park that serves south and west Berkeley residents.

#### Asset Category 3 - Park Buildings and Restrooms

The City has four community centers, 2 clubhouses, 29 restrooms, and outbuildings. Many of the

required improvements have been made with funding from Measure T1. Future improvements include seismic/deferred maintenance at some park buildings, renovation of existing restrooms, and construction of new restrooms. The expected outcome is to implement the required improvements, including electrification, elimination of natural gas connections, and the addition of solar and battery storage, where feasible.

#### Asset Category 4 - Camps

The City of Berkeley's non-resident camps include Cazadero Camp located off the Russian River, Echo Lake Camp located just above South Lake Tahoe, and Berkeley Tuolumne Camp located just east of Yosemite Park. These camps include hundreds of facilities, amphitheaters, bridges, pathways, water systems, and swimming pools.

There are two significant camp projects in progress. The rebuilding of Berkeley Tuolumne Camp is nearly completed and is scheduled to reopen in the summer of 2022. At Cazadero Camp, the Jensen Dorm, which was destroyed by a landslide in 2016, has been reconstructed. These projects are primarily funded by insurance.

The expected outcome is to complete the construction at the camps and to have them back in operation.

#### Asset Category 5 - Waterfront

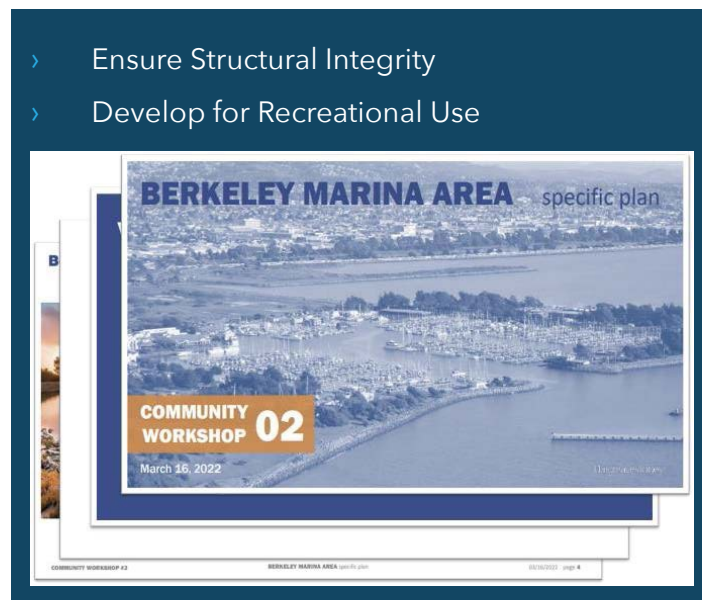
The Waterfront is the largest public marina in the Bay Area located on 125 acres of land and 50 acres of water, and includes approximately 1,040 berths, public access docks, pilings, channels, streets, pathways, parking lots, buildings, restrooms, buildings, and small boat launch ramps.

There are many funding needs at the Waterfront, where many of the facilities have reached the end of their useful life and are starting to fail. As documented in multiple reports, there is a diminishing ability to pay for the pressing capital needs in the Waterfront. The Marina Fund is the City’s mechanism for managing all Waterfront revenues and expenditures. Revenues steeply declined in the last two years as a result of safety and security concerns and failing infrastructure. The combination of falling revenue and increasing expenditure needs have strained the relatively small Marina Fund to a breaking point.

The City has begun a long-term planning effort – the Berkeley Marina Area Specific Plan (Figure 9)– to establish the community’s vision for the Waterfront and to plan for making the Marina Fund viable and stable. There is still a need to address urgent infrastructure repairs to finger docks, pilings, electrical systems, and restrooms.

If these investments are not made, facilities and infrastructure will either require more costly emergency funding or be closed as in the case of the Berkeley Pier.

The expected outcome is to make the urgent repairs, complete the Berkeley Marina Area Specific Plans, and to return the Marina Fund to solvency.



▲ Figure 9: Marina Community Vision

## Outcome 4 – Have Safe Public Facilities

### Public Facilities are Safe, Resilient, and Provide Community Placemaking

The City is responsible for maintenance of 95 facilities, not including Library facilities and facilities leased to other entities. These facilities include 39 facilities in the Parks, Recreation, and Waterfront inventory and 56 facilities in the Public Works inventory. These facilities house City staff and are places where residents receive public services. These facilities need to be safe, healthy, and resilient, and provide community placemaking, where the connection between people and these places is strengthened. The asset categories to achieve this outcome are described below.

#### Asset Category 1 – Public Buildings

In 2013, staff retained a consultant to perform

assessments and provide updated condition reports and cost estimates for the City’s facility inventory. The recommended improvements are extensive. All projects included in these assessments are considered either major maintenance or capital projects. Despite support from a variety of City funds, the cost for routine maintenance, major maintenance, and capital improvements far exceeds currently existing sources of funds.

The expected outcome is that condition assessments of the City’s public buildings will be conducted regularly, and necessary improvements identified and completed. These improvements include electrification, elimination of natural gas

connections, and addition of solar and battery storage, where feasible.

### Asset Category 2 - Civic Center

The Civic Center comprises portions of the area surrounding Martin Luther King Jr. Civic Center Park including the Maudelle Shirek Building “Old City Hall” (1909) and the Veterans Memorial Building (1928). Presently, the historic buildings have decades of accumulated deferred maintenance and are seismically unsound. As part of the city’s Measure T1 program, the Veterans Memorial Building and Old City Hall were slated for structural analysis and visioning of possible conceptual design alternatives, in concert with Civic Center Park. A consultant was retained to conduct a community outreach strategy, perform an assessment of the existing infrastructures, identify programs and functions for the two buildings, develop concepts for improvements for the Park. The consultant completed this work and presented a suite of financing and revenue generation strategies for the facility. City Council approved the following vision:

#### CIVIC CENTER VISION

The Civic Center will be the heart of Berkeley’s community. Civic Center will be the prime space for civic life, culture, and the arts. It will reflect the city’s diverse identities, celebrating its history, and contributing to shaping its future. A place of shared resources and a platform for free expression accessible to all, Civic Center aims to manifest the city’s values, advance social justice, and demonstrate the power of true public space.

The expected outcome is to design and construct a Civic Center consistent with this vision and to provide placemaking.

### Asset Category 3 - Transfer Station and Recycling Center

The city’s current solid waste transfer station was opened in 1983. In the late 1980s, Berkeley’s recycling operations relocated to the site to be operated by the Community Conservation Center. In the 1990s, the residential recyclable collection operator, the Ecology Center, was allocated an area at the site for its operations yard and office building. These facilities are not integrated and operations are not coordinated in a way that provides customers ease of use, access, or efficient drop-off of materials. These facilities do not meet current seismic requirements, have not been upgraded or improved since constructed, exceed their serviceable life, and cannot help meet the city’s Zero Waste Goal. The city retained a consultant to conduct a feasibility study to build a new solid waste transfer and recycling facility. Through active collaboration and community participation between November 2018 to May 2019, the city has developed a consensus around two conceptual facility designs.

The expected outcome is that the CEQA analysis and design of the approved project will be completed and a replacement facility constructed that helps the city achieve its Zero Waste goal.



**Award Winning Remodel of the Mental Health Building**

## 3.2 Work Prioritization and Phasing






The Vision 2050 program is planned to be implemented over 30 years in approximately three, 10-year phases. Due to the work’s complexity and volume, an understandable prioritization process is needed to sequence the work. The Program Plan uses a scoring system based on these components and weighting:

- › Envision criteria, 60% weighting
- › Community input criteria, 40% weighting

The Vision 2050 report recommended the use of multi-criteria decision-making and suggested using the Envision criteria as prioritization tool. Envision is a program that is organized by the Institute for Sustainable Infrastructure and provides an objective framework of criteria designed to help identify ways in which sustainable approaches can be used to plan, design, construct, and operate individual infrastructure projects.

The Envision framework includes 64 sustainability and resilience indicators organized around five categories: quality of life, leadership, resource allocation, natural world, and climate and resilience. Envision is now widely applied to civil infrastructure projects akin to LEED certification. This criteria is given a weighting of 60%.

The other criteria comprises community input from the surveys, online feedback and community meetings. What the community wants for Berkeley is important and this criteria is given a weighting of 40%. The resulting criteria and score sheet is shown on Table 2.

| TABLE 2:<br>PRIORITIZATION SCORE CARD                                                                               |                                            |
|---------------------------------------------------------------------------------------------------------------------|--------------------------------------------|
| Envision Criteria (Weight 60%)                                                                                      |                                            |
| <b>Quality of Life</b>           |                                            |
|                                                                                                                     | Public Health and Safety                   |
|                                                                                                                     | Equity                                     |
|                                                                                                                     | Public Space                               |
| <b>Leadership</b>                 |                                            |
|                                                                                                                     | Integrated Planning                        |
|                                                                                                                     | Lifecycle Maintenance                      |
|                                                                                                                     | Local Economy                              |
| <b>Resource Allocation</b>       |                                            |
|                                                                                                                     | Sustainable and Durable Materials          |
|                                                                                                                     | Reduces Energy Use                         |
|                                                                                                                     | Preserves Water Resources                  |
|                                                                                                                     | Ready to Implement                         |
| <b>Natural World</b>           |                                            |
|                                                                                                                     | Green Infrastructure                       |
|                                                                                                                     | Open Space and Habitats                    |
| <b>Climate and Resilience</b>  |                                            |
|                                                                                                                     | Reduces Greenhouse Gas Emissions           |
|                                                                                                                     | Extreme Climate Impacts                    |
|                                                                                                                     | Resilience Strategy                        |
|                                                                                                                     | <b>Total Envision Points</b>               |
|                                                                                                                     |                                            |
| Community Input Criteria (Weight 40%)                                                                               |                                            |
|                                                                                                                     | Complies with Community Survey Input       |
|                                                                                                                     | Complies with Commissions and Public Input |
|                                                                                                                     | <b>Total Community Input Points</b>        |



Each asset category was rated using the score sheet, and initial scoring was completed by managers in the Public Works and Parks, Recreation and Waterfront departments. A summary of the scoring results is shown on Table 3. This rating is intended as a general guideline for resource allocation. It does not dictate when the works gets done as there may be other project requirements.

For planning purposes, the work can be placed in three priority groups as shown in Table 3. This can serve as a start for the planning of a 30-year program. More details of the 3-phase program will be developed by the program team, should voters approve new funding for the program. Ultimately, the City Council will select the projects to fund and their timing.

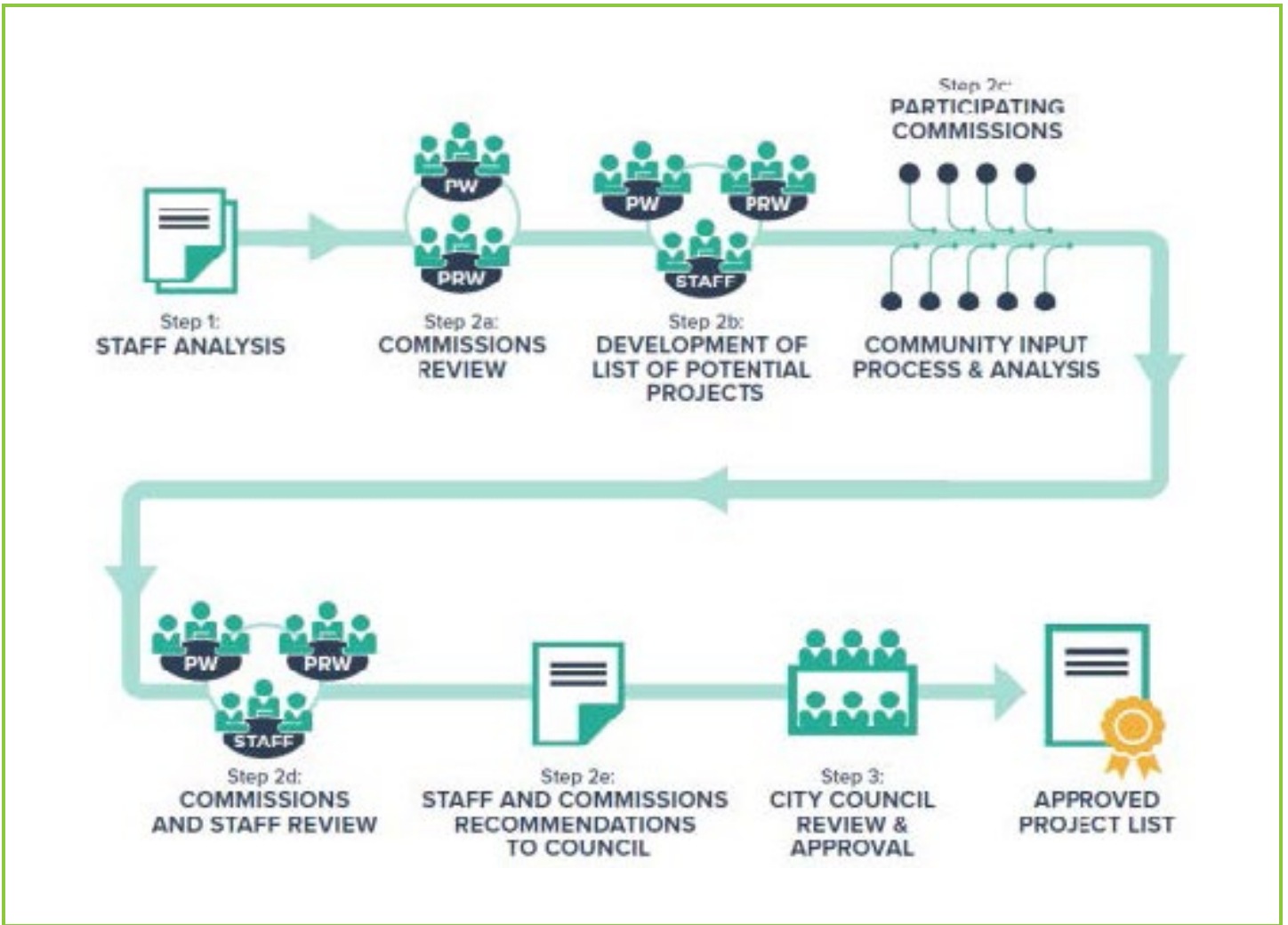
**TABLE 3**  
**SUMMARY OF PRIORITY SCORING**

| Priority | Asset Category by Score                     |
|----------|---------------------------------------------|
| <b>1</b> | Streets                                     |
|          | Bicycle and Pedestrian Plan projects        |
|          | Sidewalks                                   |
| <b>2</b> | Undergrounding                              |
|          | Stormwater                                  |
|          | Parks                                       |
|          | Trees                                       |
|          | Waterfront                                  |
| <b>3</b> | Traffic Controls, Streetlights, and Parking |
|          | Transit projects                            |
|          | Civic center                                |
|          | City buildings                              |
|          | Transfer station                            |
|          | Sewer                                       |

The Program Plan’s goal is to ensure all of these asset categories become Priority 1 well before 2050. Asset categories in Priorities 1 and 2 are most aligned to resilience and sustainability measures in the criteria and are closest to being able to move into construction. Many of the asset categories in Priorities 2 and 3 require more public process, planning, and/or engineering, some of which may be supported by a revenue measure or measures.

Some of these asset categories, such as sewer, have sufficient, dedicated funding sources that make them unnecessary to prioritize for new revenue funding.

When sufficient funding mechanisms and the project team are in place, the work of selecting projects will begin. The process will be carried out separately for each 10-year program phase. The project selection process is shown on Figure 10. This process is being used successfully on the second phase of the Measure T1 program. Projects that are identified as high priority for implementation within each 10-year phase will move forward to final acceptance after staff analysis, community and Commission input, and City Council review and approval. The prioritization of the projects will use the scorecard shown on Table 2, or as updated at the time.



▲ **Figure 10:** Project Approval Process

# 04

## THE PLAN'S FUNDING, RESULTS, AND TAX IMPACT

This section describes a high-level funding approach to achieving resilient and sustainable infrastructure by 2050, the various sources of funds available for this work, results that could be delivered, and a review of the tax impacts on residents for implementing a Vision 2050 program.

MARTIN LUTHER KING JR  
CIVIC CENTER

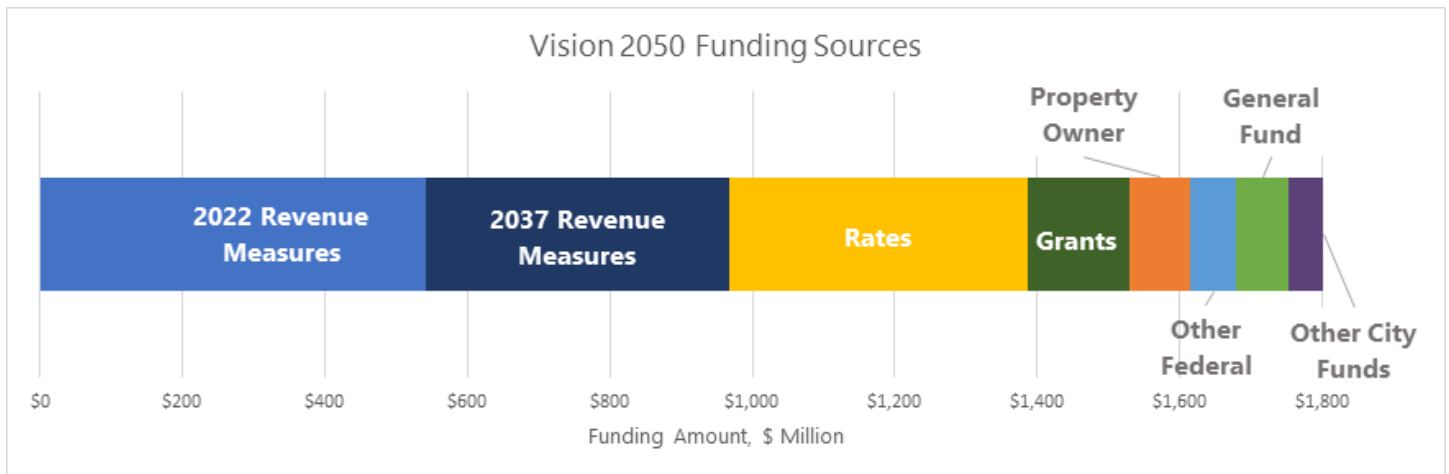
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## 4.1 Funding Sources

Achieving a resilient and sustainable infrastructure by 2050 will require new revenue from a variety of sources, including new voter-approved measures. Adjustment to user fees and rates that are dedicated to certain services will be another important source of infrastructure funding. For example, Berkeley’s sewer system is operated and maintained through user fees charged to customers. Through financial analysis, staff have determined that the \$194 million needed in the city’s sewer systems can be addressed in the next decade or so with cost-of-living adjustments to existing rates. Other services have dedicated funding sources (or rates), but that funding falls short. This is true of the city’s

stormwater fee and a special parcel tax for parks and trees. Other sources of funds include grants (federal, state, and other), developer fees, city funds (including the General Fund), and property owner fees, e.g., 50/50 sidewalk repairs.

Figure 11 shows the anticipated funding sources that will be available to complete each of the four Program outcomes and deliver sustainable and resilient infrastructure by 2050. This is a high-level projection with many assumptions yet to be proven, but is offered to show a funding path to the Vision 2050 destination and its dependence on a variety of revenue sources.



▲ **Figure 11:** Vision 2050 Funding Sources





## 4.2 Funding Alternatives

For the November 2022 ballot, two types of infrastructure revenue measures are being considered: a General Obligation Bond (or Infrastructure Bond) and Parcel Tax.

**General Obligation Bonds** (GO Bonds) are paid by an ad valorem property tax based on taxable property assessed value and can only be used to fund capital improvements (no maintenance, operations or services). GO Bonds are considered the most secure type of municipal debt and carry the lowest interest rates given the taxing power for repayment of the debt service. GO Bonds can also be structured to match the life expectancy of the infrastructure improvements and be issued in independent series as required based on project costs and timing. This phasing can allow for a better alignment of infrastructure utilization and repayment of the debt. Also, bond measures are generally considered progressive forms of taxation since they are based on the assessed value of properties.

The city has historically managed its GO Bond program for each authorization (Measures G, S, I, FF, M, T1 and O) through the issuance of individual bond series calculated to meet the capital funding requirements of the projects. Bonds were issued in amounts that minimized the impact on the tax rate required to make debt service payments. Since 1992, the city has maintained annual tax rates below original projections represented to voters for each of the GO Bond authorizations.

A **Parcel Tax** is a property tax that generates annual special revenues for capital, operations, maintenance and services. State law provides for

a number of different tax formulas for levies to all properties (residential and commercial) including per parcel, building square footage or land use. A parcel tax cannot be based on property value. A parcel tax based on building square feet is generally considered a progressive form of taxation since larger properties pay more than smaller properties, exemptions for seniors and low-income property owners are allowed.

Given the scale of the infrastructure need, the Program Plan assumes two 2022 Revenue Measures. First, a parcel tax of \$0.30 per building square foot for 14 years, raising approximately \$25 million annually, that is dedicated to streets, sidewalks, and traffic safety as described under Outcome Number 1. Second, an infrastructure bond of \$300 million with \$150 million to address affordable housing for low-income persons and the unhoused and \$150 million to improve resilience to climate change, wildfire prevention and protection, and to improve other select public infrastructure, as described in Outcome Numbers 2, 3, and 4.

These measures fund the community's top priorities voiced in the public outreach: affordable housing, street repair, and resilience to climate change. Multiple measures provide more flexible sources of funding that could address maintenance needs in addition to capital improvements. Street repair, sidewalk repair, and traffic safety are also top needs identified by online survey respondents, and is supported by the city's prioritization using the Vision 2050/Envision scorecard. These measures would significantly reduce the city's risk related to infrastructure unfunded liabilities, and improve the City's streets for all users.

**TABLE 4**  
**FUNDING MECHANISMS**

| Type                     | GO Bond                                                                      | Parcel Tax                                                                    |
|--------------------------|------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| <b>TAX BASIS</b>         | Assessed Value (AV)                                                          | Building square footage                                                       |
| <b>USE OF FUNDS</b>      | Capital only                                                                 | Capital + Maintenance                                                         |
| <b>TAX PROGRESSIVITY</b> | Progressive                                                                  | Progressive                                                                   |
| <b>EXEMPTIONS</b>        | None                                                                         | Low income/senior                                                             |
| <b>PROS</b>              | Relative tax burden decreases as total AV increases                          | Fixed payments with cost of living adjustments, funds capital and maintenance |
| <b>CONS</b>              | Cannot pay for maintenance or operations<br>Does not adjust for future costs | Increases tax burden if building square footage increases                     |

### **Why is affordable housing included in these possible revenue measures?**

The Vision 2050 Framework focused on infrastructure, not affordable housing. However, on April 27, 2021, City Council approved exploring revenue measures that addressed both infrastructure and affordable housing, given both were top priorities for residents. Housing and infrastructure are connected. Ensuring affordable housing in a city such as Berkeley reduces greenhouse gas emissions because it affords lower and middle-income residents an opportunity to live closer to where they work, which means less emissions getting to work. At the same time, ensuring affordable housing is an important tool for ensuring a diverse and equitable city, which is an important priority of our community and City Council.

## Results

Per Section 4.1, these results assume:

- › The City continues its track record of successfully leveraging state, federal, and regional grants.
- › City Council allocates a total of \$15 million to annual paving from non-revenue measure sources in order to ensure proper ongoing maintenance of the City's streets, as accomplished for FY 2024.
- › Parcel tax revenue of \$25M annually is distributed roughly two-thirds to paving condition and one-third to traffic safety and sidewalks.
- › GO bond revenue is distributed roughly 60% to climate change, resiliency, and wildfire protection projects; and 40% to public realm and other infrastructure projects.

These investments would:

- › Improve streets to good paving condition and repave 97% of street mileage across the City.
- › Implement 100% of adopted traffic safety plans (bike/ped) and achieve Berkeley's vision of a low-stress bike network
- › Begin to underground the City's evacuation routes to enable emergency responders' ingress and evacuating residents' egress in the event of a wildfire, earthquake, or other disaster
- › Complete selected sea level rise projects at the Waterfront
- › Replace and improve Aquatic Park, storm drain, and green infrastructure citywide to prevent pollution from reaching the Bay and improve the City's resiliency from climate-infused storms
- › Assist in advancing the city's park and public realm projects, e.g., Waterfront, Civic Center Renovation, and San Pablo Park pool



## 4.3 Review of Tax Implications

Property tax rates for Berkeley property owners are comparable to neighboring cities. After accounting for ad valorem taxes, city voter-approved taxes and assessments, school district taxes, and other fixed charges, FY 2021 tax rates in Berkeley (1.58%) were on par with Oakland (1.54%) and lower than in Albany (1.89%).

The city's prior bond issuances include Measure FF (neighborhood libraries), Measures G, S, and I (public safety, main library/seismic retrofit, animal shelter), Measure O (affordable housing), Measure M (streets and watershed), and Measure T1 (infrastructure and public facilities). Debt service from prior bond measures constitutes only 3.2% of the average property owner's tax bill.

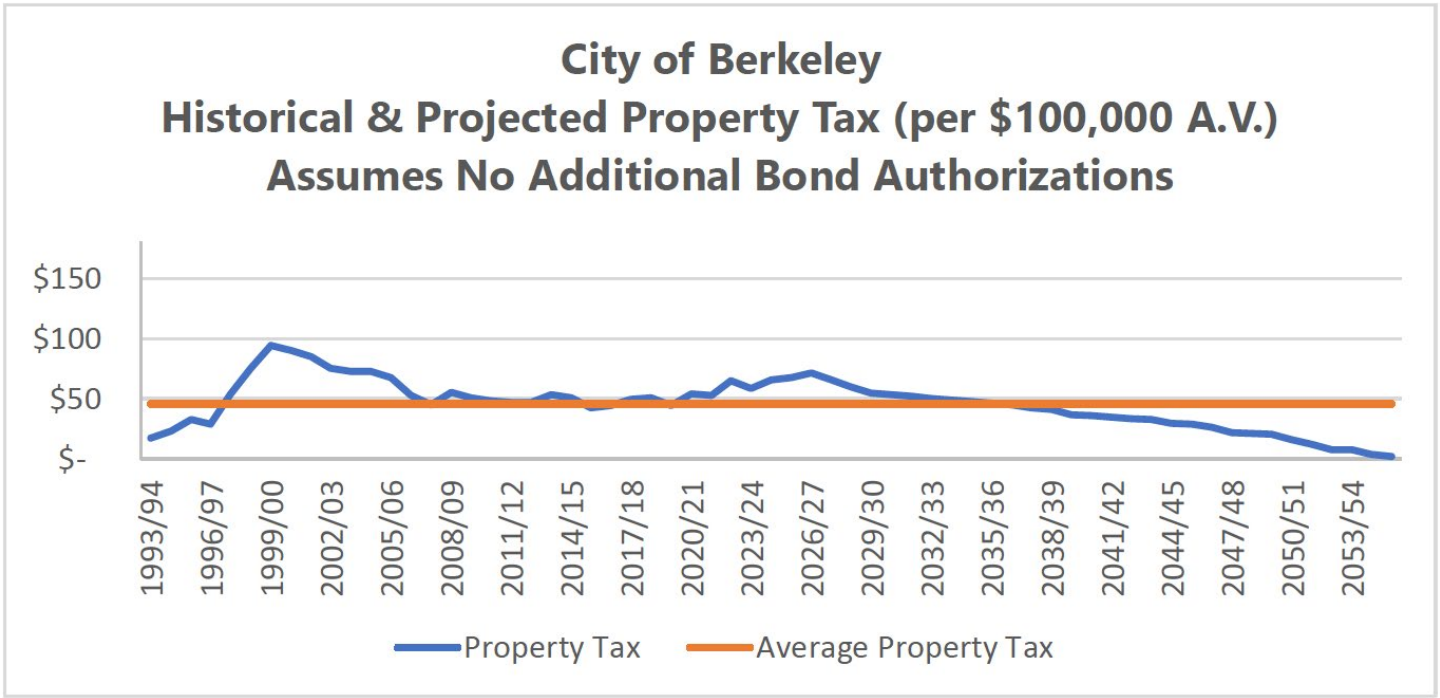
The city has a current debt service of \$52.90 per \$100,000, which is low compared to nearby cities and their school districts, as shown in the table below. Even after implementation of a \$300M GO bond, the city's debt service will continue to be lower than nearby cities and school districts.

| <b>2021/22 Tax Rates</b>                                       | <b>Total GO Bond Tax Burden</b> |
|----------------------------------------------------------------|---------------------------------|
| Per \$100,000                                                  | \$52.90                         |
| Average Tax<br>(based on assessed property value of \$647,972) | \$342.78                        |

| <b>City or District</b>           | <b>Debt Service per \$100,000 of Assessed Value</b> |
|-----------------------------------|-----------------------------------------------------|
| City of Oakland                   | \$201.10                                            |
| Albany School District            | \$195.00                                            |
| Berkeley School District          | \$145.10                                            |
| City of Albany                    | \$130.30                                            |
| Oakland School District           | \$120.20                                            |
| City of Berkeley plus \$300M bond | \$79.75<br>(average)                                |
| City of Berkeley (current)        | \$52.90<br>(average)                                |

The city has historically maintained low GO Bond tax rates as shown in Figure 12. This represents the previously approved bond measures including the remaining bonds for Measures T1 and O to be issued over the next four years.

If voters approved a \$300 million GO bond, the average tax required for the new bond authorization will be \$27 per \$100,000 of assessed value. Assuming the existing GO bond authorization capacity are issued as scheduled, the cumulative debt service on all GO Bonds will increase through 2036, and then begin to decrease as prior bonds are paid off.



▲ **Figure 12:** Historical & Projected Property Tax

Assuming average developed property size of 1,900 square feet, a parcel tax of 30 cents per square foot would add \$570 annually to the average property owner’s tax bill, which is comparable to the annual cost of refuse service based on a 32-gallon cart.

Below is a summary of the tax impacts on an average property, assumed to be an average valued house at \$647,972 (assessed value) with 1,900 sq ft.

| TABLE 7<br>SUMMARY OF TAX IMPACTS         |                                                     |
|-------------------------------------------|-----------------------------------------------------|
|                                           | \$300M<br>GO Bond + Parcel Tax                      |
| Tax Rate (\$100,000 A.V.)                 | Avg Bond = \$27<br>Parcel = 30 cents per sq. ft.    |
| Tax (Avg Home: \$647,972;<br>1,900 sq ft) | Avg Bond = \$166<br>Parcel = \$570<br>Total = \$736 |

## 4.4 Other Benefits of Infrastructure Spending

Infrastructure spending has other benefits. It creates jobs. The U.S. Department of Transportation has found that for every \$1 billion in infrastructure investment, 13,000 jobs are created. In a place like Berkeley, which follows both state law on public works expenditures and local law via a Community Workforce Agreement, this means jobs that pay prevailing wages and benefits.

Infrastructure spending also can add art to our public spaces. If 1 percent of a revenue measure is dedicated to local public art, as was the case with Measure T1, or City Council commits an annual General Fund allotment of a similar amount, then Berkeley's public spaces will get more public art. Public art plays an integral role in improving our community's wellbeing by creating inspired spaces that reflect the unique character of our city. Public art breathes life into the built environment, engages the community with creative art experiences, and fosters a sense of belonging.



Art Installation at Civic Center Garage



Statue of William Byron Rumford



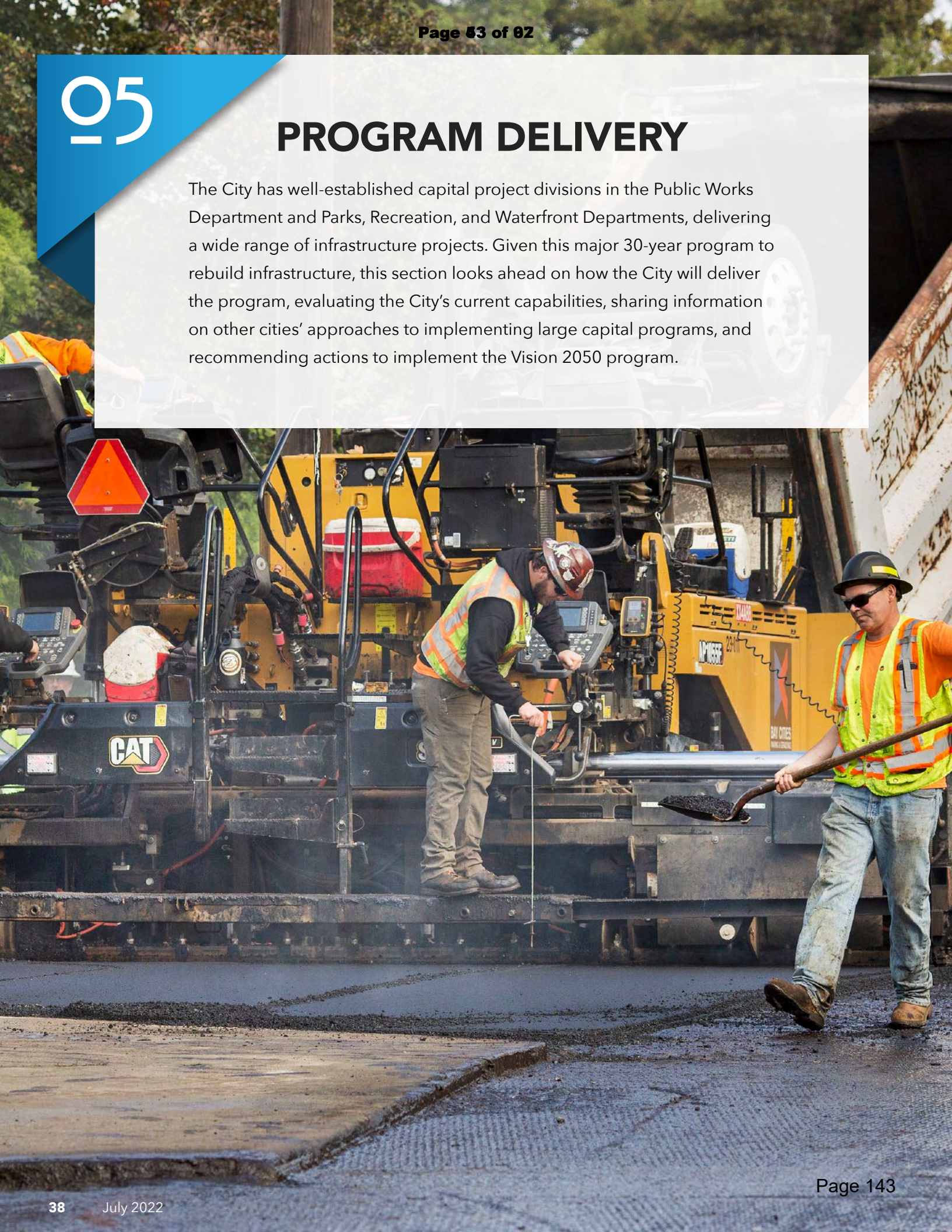
Art Installation at Shattuck & Center



# 05

## PROGRAM DELIVERY

The City has well-established capital project divisions in the Public Works Department and Parks, Recreation, and Waterfront Departments, delivering a wide range of infrastructure projects. Given this major 30-year program to rebuild infrastructure, this section looks ahead on how the City will deliver the program, evaluating the City's current capabilities, sharing information on other cities' approaches to implementing large capital programs, and recommending actions to implement the Vision 2050 program.



## 5.1 Current Organization and Measure T1 Implementation

Capital projects are delivered by the Engineering and Transportation Divisions in the Public Works Department, and Capital Projects Division of the Parks, Recreation and Waterfront Department. Most of this work is based on regular, annual contributions from special funds, including ratepayer funds (sewer, stormwater, and streetlight) and a parks-focused parcel tax.

As shown in the table below, capital investments have more than doubled in the last decade.

| Year | Capital Program |
|------|-----------------|
| 2010 | \$41.6 million  |
| 2020 | \$114.5 million |

This growth has largely been driven by Measure T1 and the large project to rebuild Tuolumne Camp. In November of 2016, Berkeley voters passed Measure T1, authorizing the city to sell \$100 million of General Obligation Bonds to repair, renovate, replace, or reconstruct portions of the city's aging infrastructure.

The City of Berkeley has managed all T1 projects internally with a team that includes administrative, financial, and project management staff from the Public Works and Parks, Recreation, and Waterfront Departments. Five full-time equivalent positions were allocated across 11 staff within PW and PRW. One of the five FTEs is a T1 Associate Management Analyst. While projects are managed by city staff, the planning, design, and construction management of projects are largely completed by consultants.

As a part of preparing this Program Plan, interviews were conducted with the T1 Management Team and project managers to learn what has worked well and how things can be done better in the future.

### Positive outcomes of T1 implementation:

- › The City has completed nearly all of the 39 projects in Phase 1. Phase 2 projects are approved and are on track to be completed by 2026
- › Interdepartmental collaboration has been very effective with regular meetings and open communications
- › Community messaging has been regular and recurring, with ongoing updates to the website and email distribution lists, periodic reporting to Council, and a January 2022 informational brochure mailed to residents
- › The program team has been able to staff up and retain staff during the program
- › Staff costs have been kept to a minimum, i.e., less than 12% of project costs
- › Meetings are held at the conclusion of each project to discuss challenges, successes, and lessons learned
- › The project teams have largely been able to keep up with the project schedules



**Ideas for future improvements:**

- › Reduce the time it takes to hire staff
- › Increase IT and legal support to match the program size
- › Add consultants to help with certain tasks in project management
- › Improve tools to aid in project management

- › Streamline contracting policies, including bid protest procedures and purchasing policies

It is important to note there will be overlap with the T1 team completing the Phase 2 projects and the Vision 2050 team ramping up. The future organization will need to account for this to ensure the success of both programs.

## 5.2 Research on Other Programs

The City and its consultants conducted interviews with three cities implementing large capital programs. Interview topics included organization, tools, implementation, and accountability.

Successes, challenges, and lessons learned were discussed with each group, too. Table 8 summarizes the cities and their programs.

| TABLE 8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                     |                                                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|---------------------------------------------------------|
| CITIES INTERVIEWED AND THEIR CAPITAL PROGRAMS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                     |                                                         |
| City                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Program Description | Budget and Staff                                        |
| <p><b>City of Oakland</b></p> <ul style="list-style-type: none"> <li>› Measure KK’s funding allocations are a) \$350 million for streets and roads, b) \$150 million for facilities and c) \$100 million for anti-displacement and affordable housing</li> <li>› CIP projects are delivered through Public Works (PW) and Transportation (OakDOT). PW delivers non-transportation projects, such as sewer, drainage, and parks. OakDOT delivers transportation projects through two divisions: a) Great Streets (large projects) and b) Safe Streets (street repairs)</li> <li>› Program management is primarily done with City staff with some consultant support. There are about 20 dedicated staff members for program management</li> <li>› Staffing vacancies have been as high as 25%</li> </ul> |                     | <p>\$87M / 20 employees =<br/>~\$4.4M per employee.</p> |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                            |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|
| <p><b>City of Oakland (cont.)</b></p> <ul style="list-style-type: none"> <li>› Oakland’s PCI was 53 in 2019 and increased to 58 in 2021. They are using \$100 M of Measure KK funds over 3 years to improve 350 miles of street surface</li> <li>› Measure KK has a 9 member Public Oversight Committee. The members were appointed by the Mayor and report to the City Council</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                            |
| <p><b>City of Sunnyvale</b></p> <ul style="list-style-type: none"> <li>› The Public Works Engineering Division delivers all capital projects through four groups: a) special projects, b) project design, c) construction management, and d) land development</li> <li>› The special projects group manages very large capital projects, e.g., \$1 billion wastewater treatment plant re-build. Consultants handle the day-to-day project management but do not have monetary authority</li> <li>› There are 8 staff in the project design group, who manage the smaller on-going capital projects</li> <li>› The City uses e-Builder software</li> <li>› Staffing vacancies are a problem</li> <li>› City Council’s target PCI is 80. Their current PCI is about 76</li> </ul>                                                                                                                                          | <p>\$176.5M / 30 employees<br/>= ~\$5.9M per employee.</p> |
| <p><b>City of San Diego</b></p> <ul style="list-style-type: none"> <li>› The City delivers capital projects through two departments: a) Capital Projects and b) Strategic Capital Projects. Capital Projects perform projects that are \$5 to 20 million in size, the work is long-term and they have about 700 staff. The Strategic Capital department works on projects over \$100 million in size, the work requires special expertise, there are about 50 staff and there is a high reliance on consultants</li> <li>› The current 5-year CIP has a funding need of \$8.4 billion</li> <li>› The City uses OCI (overall condition index) instead of PCI. The City’s target for OCI is 70</li> <li>› Staff vacancies range from 15 - 20%</li> <li>› A State of CIP Report is provided to City Council twice per year</li> <li>› San Diego is a participant in a California multi-agency benchmarking group</li> </ul> | <p>\$830M / 750 employees<br/>= ~\$1.1M per employee</p>   |

While Berkeley uses City staff for project management and consultants for planning, design, and construction management, by comparison, the larger programs are managed by a combination of City staff and consultants. Berkeley's 5 full time equivalent employees are handling \$45 million projects at present, a higher ratio than these other cities. City staff make all financial decisions, manage City processes, and complete repeatable tasks. Consultants assist City staff with a wide variety of tasks involving project planning, design, construction management, and execution, and provide necessary specialized expertise and knowledge. Some program teams include a

dedicated group who administer grant funding. Challenges experienced during large program implementation include difficulty in recruiting and retaining a talented workforce, having sufficient administrative and support services, and having effective and efficient hiring and on-boarding processes, including a continuous recruitment process.

These issues could be addressed in part by including dedicated financial and recruiting staff that are funded through the revenue measure, and developing program-specific hiring policies and procedures.

## 5.3 Recommendations for Vision 2050 Implementation

The recommendations presented in the section below build off the successes and lessons learned from implementation of Measure T1 and the City's regular capital program, and from the three cities we interviewed and researched. These recommendations will help in delivering a more significant investment in the city's infrastructure:

- › **Responsible organization** - A Vision 2050 program management team should be formed and report to the Public Works Director for the first phase of improvements, given this phase's focus is likely within the right of way, which is Public Works' responsibility. This team would be multi-discipline, meaning the team would be responsible for implementing all aspects of the Vision 2050 program, including projects outside of the normal purview of Public Works. In future phases, as determined by future Vision 2050 priorities, this program management team could report either to Directors of Public Works or Parks, Recreation, and Waterfront, a Deputy City Manager, or the City Manager.

- › **Multiple Benefits** - The Vision 2050 Framework recommended infrastructure improvements that have multiple benefits. Given this Plan's initial focus on streets and traffic safety, the program management team will ensure projects are delivered that, to the extent feasible, combine paving, traffic safety, and green infrastructure improvements. Recent annual paving projects demonstrated progress in this regard, as they have included paving, green infrastructure, and various traffic safety features such as traffic circles, traffic diverters, and pedestrian islands. Given this plan prioritizes the co-benefits of street paving and traffic safety, staff have modeled how to meet both goals simultaneously. By dedicating two-thirds of streets-focused investments to paving and one-third to traffic safety, this Plan's goals can be met in ten years or so.

- › **Program management team and staffing** - The City should initiate a recruitment for a new full-time position, Vision 2050

Program Manager. The manager should have an administrative support person and project managers (the number to be determined prior to implementation). The City team would ideally include dedicated staff in lieu of 3-year limited term positions, given the duration of the work. In addition, the city team should include both an in-house construction inspector and a project coordinator to assist with time-intensive tasks such as compiling budget data, preparing public outreach materials, and coordinating meetings. Outreach support should be included on this team as well. The Program Manager should also have a mix of staff and consultant support in a blended team. Consultant support may include: a) preparation of a project management manual, b) project cost tracking, c) performance indicator tracking, and d) management of special projects.

- › **Engineering functions** - As discussed above, the engineering and capital delivery divisions in the Public Works and Parks, Recreation and Waterfront Departments will continue to deliver ongoing projects. These include aspects of street paving, sidewalk repairs, sewer rehabilitation, and park and playground improvements.

- › **Special projects** - Projects that are not normally handled by the City's engineering

divisions should be managed by the program management team or assigned to a consultant. Examples of these projects may include utility undergrounding, seismic improvement to public buildings, public realm projects, etc

- › **Supporting departments** - Advanced planning needs to be held with the City's procurement, legal, human resources and information technology departments. Challenges experienced during large program implementation include difficulty in recruiting and retaining a talented workforce and having effective on-boarding processes. In addition, the City's procurement procedures need updating and improvement. The ideal Vision 2050 organization may include dedicated recruitment and financial staff, as well as new policies that are developed specifically for the program. For example, the City of Oakland cut 500 staff hours and months from project timelines by reducing the number of project and procurement approvals.

- › **Tools, software and procedures** - An evaluation of current and new tools will be made for delivering the program. This will include: a) procurement tools for goods and services, b) project scheduling and tracking software, c) document management, and d) reporting.



# 06

## SUPPORTING STRATEGIES

This section describes the performance monitoring, oversight and reporting and on-going maintenance that will be a part of implementing a successful Vision 2050 program.



## 6.1 Performance Indicators

A large complex program like Vision 2050 can benefit from identifying Key Performance Indicators (KPIs) to track progress. An initial list of KPIs is shown on Table 9 and are organized around the four Vision 2050 outcome objectives. The indicators go beyond the traditional tracking of cost and schedule progress and incorporate indicators that reflect sustainability and resilience goals.

It will be important to update these KPIs at the beginning of each phase of this thirty-year program, and more frequently in some areas, in order to incorporate changing conditions, new technologies, and new priorities.

TABLE 9

### VISION 2050 KEY PROGRAM PERFORMANCE INDICATORS

| 1. Streets are Safer, More Sustainable, Improved to a Good Condition, and Maintained               |                                                                              |
|----------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|
| Paving condition                                                                                   | % of sidewalks in safe condition                                             |
| Three year average of severe injuries/fatalities                                                   | % of Bicycle, Pedestrian, and ADA Transition Plans implemented               |
| % of 2020 pavement surface converted to pervious surface                                           | Public satisfaction with right of way                                        |
| % of commute trips by solo occupant vehicle                                                        | % of trips by walking, micro mobility or transit                             |
| 2. Infrastructure is Resilient, Protects the Environment, and is Adapted to Climate Change Impacts |                                                                              |
| Citywide GHG reductions                                                                            | % of public buildings fossil-fuel free                                       |
| Citywide natural gas consumption                                                                   | % of automobiles that are EV citywide                                        |
| % of Stormwater and GI plans implemented                                                           | % of sea level rise, undergrounding, and evacuation route projects completed |
| % of target acres treated by Green Infrastructure                                                  | % of 2022 vacant street tree sites planted                                   |
| % of public buildings seismically retrofitted                                                      |                                                                              |
| 3. Open Space, Parks, and Recreation Improve our Quality of Life                                   |                                                                              |
| % of Backlog Addressed Annually                                                                    | Diversity of the Urban Forest                                                |
| # of Street Trees/Tree Canopy Ratio                                                                | Public satisfaction at Parks and open spaces                                 |
| 4. Public Facilities are Safe and Provide Community Placemaking                                    |                                                                              |
| % of public realm/placemaking opportunities implemented                                            | % of Backlog Addressed                                                       |
| % of ADA Transition Plan implemented in buildings                                                  | Public satisfaction in public spaces                                         |
| % of public buildings with battery storage                                                         |                                                                              |

## 6.2 Equity

Incorporating equity into infrastructure is a core value of the Vision 2050 Framework, and is something Berkeley residents want. Three-fourths of voters said an infrastructure measure should incorporate equity.

Poorly maintained infrastructure is inherently inequitable, as it is more detrimental to Berkeley's most vulnerable residents. Those with mobility impairments can find potholes, deficient sidewalks, failing hand rails, or out-of-service elevators as insurmountable challenges. Those on bikes or walking, instead of in vehicles, are more at risk of death or serious injury on streets with potholes, failing pavement markings, and lacking traffic safety controls. As reported by the city auditor, low-income residents who depend on their automobile to get to work face greater risk from the estimated annual \$1,049 repair bill attributable to poorly maintained streets. The state of our parks, recreation and senior

centers has a serious impact on the programs and services delivered to children of color and lower income seniors.

In implementing equity into Vision 2050, Berkeley will build on recent progress. The City's transportation plans prioritize projects in historically underinvested neighborhoods in Berkeley, including improvements like bus bulbouts and dedicated bus lanes which help lower income residents more likely to use transit. Many capital projects approved in Measure T1 implementation advanced equity. These projects include the African American Holistic Resource Center, South Berkeley Senior Center, the Martin Luther King Jr. Youth Services Center, and public restrooms citywide approved as part of Measure T1, Phase 2. In addition, Phase 1 projects such as paving and park improvements at San Pablo Park and 10 play structures in West Berkeley also advance equity.

## 6.3 Reporting and Oversight

A Vision 2050 program team will prepare a Program Management Manual. The manual will include the performance indicators and a format for reporting progress. Typically, performance monitoring reports are prepared on a semi-annual basis. The reports will be provided to Council and will be available to the public via the Vision 2050 website.

To ensure accountability, independent oversight for the revenue measures will be provided by two of the City's Commissions: Transportation and Infrastructure, and Parks, Recreation, and Waterfont. These Commissions will review expenditures

for conformance with the measure's purposes, propose how future revenue measures proceeds are spent, and monitor progress toward Vision 2050's outcomes and performance indicators.

## 6.4 Lifecycle Maintenance

Asset Management is an important concept in which the city's infrastructure systems are managed throughout the life cycle from 'cradle to grave.' Taking an asset management approach was a key part of the City Council adopted Vision 2050 recommendations.

A Strategic Asset Management Plan (SAMP) was recently submitted to City Council and the Council adopted an Asset Management Policy. The SAMP develops policy guidance, reviews the city's current maintenance practices, and prepares a roadmap of key initiatives for implementing a full Asset Management Program (AMP) in Berkeley's Public Works and Parks, Recreation & Waterfront Departments. Critical systems that we depend on every day are simply wearing out. Recent budgets were inadequate for infrastructure capital and maintenance needs, let alone modernizing them. An AMP is needed to manage our infrastructure assets throughout their useful life.

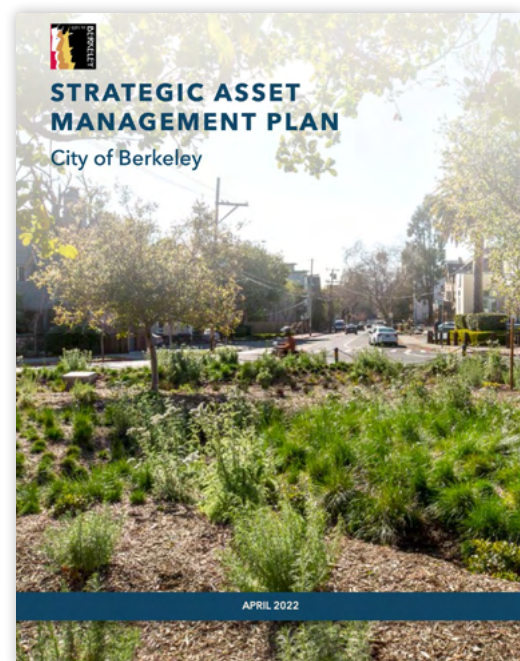
The city retained a consultant to assess the city's current asset management practices against a global standard benchmark on Asset Management in six areas: asset strategy and planning, asset management decision-making, lifecycle delivery, asset information, organization and people, and risk assessment. Based on the benchmark, Berkeley's average assessment was in the 'developing' level of asset management implementation and comparable to many U.S. cities, but not nearly good enough. The consultant worked with city staff to develop a 'Roadmap' of key initiatives in the next two

years to implement an effective AMP.

The components include:

- › Prepare an Asset Management policy for City Council's adoption
- › Form an Asset Management team, consisting of a team leader and two program staff
- › Form an AM Steering Committee to guide the program implementation
- › Provide consultant support
- › Prepare the strategies, procedures and analyses to implement an AMP

The SAMP conducted an asset-by-asset review of annual infrastructure maintenance funding and found that some asset categories such as streets and city buildings had insufficient maintenance funding by a wide margin, while other assets like sewer and streetlights had adequate maintenance funding. Assets such as stormwater have sufficient maintenance funding now. However, climate change and green infrastructure might make current funding commitments insufficient in future years.

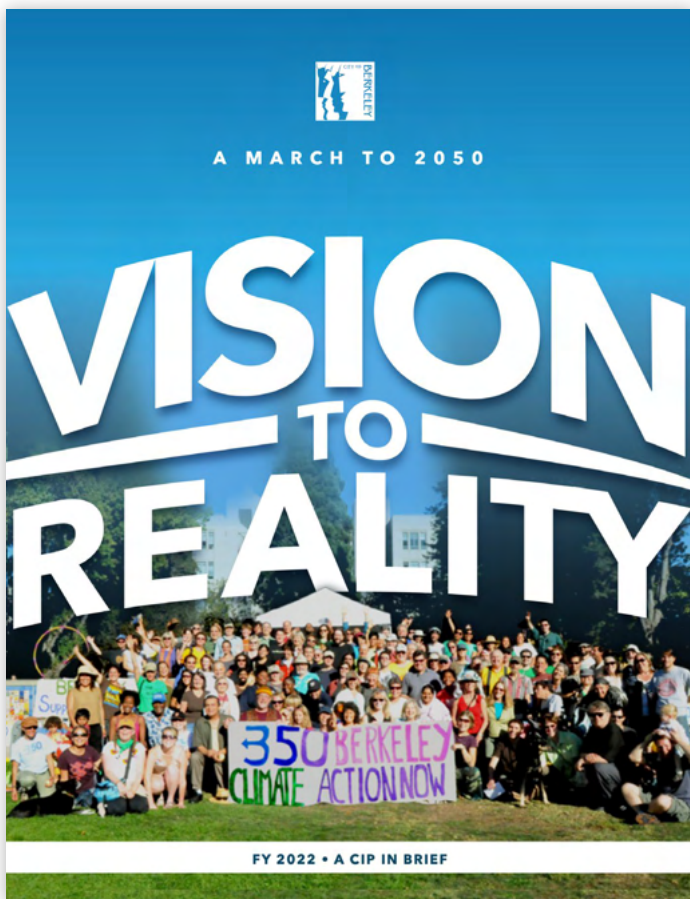




## 6.5 General Fund Support for Infrastructure Maintenance

The level of General Fund contribution for public infrastructure in the last 12 years has remained flat in nominal terms. Given escalating annual costs, this led to a decline in General Fund support for infrastructure. A common theme from community engagement has been to grow General Fund support for infrastructure and, at the very least, that revenue from any new measures not replace existing General Fund commitments to infrastructure.

In recognition of the need for more infrastructure funding, the City Council has revamped its capital budget and allocated an additional \$14M+ for street maintenance, \$5M+ for the Waterfront and Parks, and \$4M+ for other infrastructure. If these investments become a new “floor” for the City’s infrastructure, the City will be on track to achieve a resilient and sustainable infrastructure by 2050.



The FY 2022 CIP in Brief was the beginning of melding Vision 2050 into the City’s capital budget

# APPENDICES

## A. Acknowledgements

### City of Berkeley

Paul Buddenhagen, Deputy City Manager

Liam Garland, Director, Public Works

Scott Ferris, Director, Parks, Recreation and Waterfront

Ray Yep, Vision 2050 Implementation Team Member (volunteer)

Margo Schueler, Vision 2050 Implementation Team Member (volunteer)

Gordon Wozniak, Vision 2050 Implementation Team Member (volunteer)

Andrew Brozyna, Deputy Director, Public Works

Christina Erickson, Deputy Director, Parks, Recreation and Waterfront

Farid Javandel, Deputy Director, Public Works

Joe Enke, Manager of Engineering, Public Works

Input from the Leadership Teams in the Public Works and Parks, Recreation and Waterfront Departments

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### Consultant Team

V.W. Housen and Associates: Vivian Housen, Project Manager

Morgan DeAngelis, Project Engineer

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Woodward & Curran: Dave Richardson, Principal

Daniel Windsor

Josh Uecker

Stephanie Hubli

## B. GLOSSARY OF TERMS AND ABBREVIATIONS

| Terminology                    | Definition                                                                                                                                                                                                                                                                                                                                                                 |
|--------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>ADA</b>                     | Americans with Disabilities Act                                                                                                                                                                                                                                                                                                                                            |
| <b>AMP</b>                     | Asset Management Program                                                                                                                                                                                                                                                                                                                                                   |
| <b>Asset categories</b>        | A logical grouping of similar assets or equipment types used to categorize, organize, and manage the asset portfolio.                                                                                                                                                                                                                                                      |
| <b>Asset management</b>        | Data driven planning that improves operational, maintenance and capital forecasting of potential needs, and optimization of investments to realize the greatest value from assets while operating over their lifecycle.                                                                                                                                                    |
| <b>CEQA</b>                    | California Environmental Quality Act                                                                                                                                                                                                                                                                                                                                       |
| <b>CIP</b>                     | Capital Improvement Program                                                                                                                                                                                                                                                                                                                                                |
| <b>City</b>                    | City of Berkeley                                                                                                                                                                                                                                                                                                                                                           |
| <b>Council</b>                 | City Council of Berkeley                                                                                                                                                                                                                                                                                                                                                   |
| <b>EBMUD</b>                   | East Bay Municipal Utility District                                                                                                                                                                                                                                                                                                                                        |
| <b>Envision</b>                | Developed by the Institute for Sustainable Infrastructure and Harvard University, Envision provides industry-wide sustainability metrics for all types and sizes of infrastructure to help users assess and measure the extent to which their project contributes to conditions of sustainability across the full range of social, economic, and environmental indicators. |
| <b>KPI</b>                     | Key Performance Indicator                                                                                                                                                                                                                                                                                                                                                  |
| <b>General obligation bond</b> | A General Obligation bond is a common type of municipal bond that is secured by a government's pledge to use legally-available resources, including tax revenues, to repay bondholders.                                                                                                                                                                                    |
| <b>Parcel tax</b>              | The parcel tax is a tax on parcels of real property collected as part of a property tax bill. Unlike the property tax, the parcel tax cannot be based on property value. To impose a parcel tax, governments must win support from two-thirds of voters.                                                                                                                   |
| <b>PCI</b>                     | Pavement Condition Index, which is a scale of 0 to 100 (with 100 being the best) that indicates the condition of an asphalt street surface.                                                                                                                                                                                                                                |
| <b>Program plan</b>            | A structured approach to organizing a long term complex array of subcomponents. The plan typically describes the project components, schedule, outcomes, funding, and reporting.                                                                                                                                                                                           |
| <b>SAMP</b>                    | Strategic Asset Management Plan. This is a high level plan that reviews an organization's policies, assesses its maturity on maintenance, and develops a roadmap to implement a lifecycle maintenance management program.                                                                                                                                                  |
| <b>U.S. EPA</b>                | United States Environmental Protection Agency                                                                                                                                                                                                                                                                                                                              |
| <b>Vision 2050</b>             | An initiative of Berkeley's Mayor Jesse Arreguin to take a long term approach to improving Berkeley's aging infrastructure. The approach incorporates sustainability and resiliency and anticipating a future world with climate impacts.                                                                                                                                  |
| <b>WMP</b>                     | Watershed Management Plan                                                                                                                                                                                                                                                                                                                                                  |

## C. Reference Documents

1. Information on Vision 2050 can be found on its website: [BerkeleyVision2050.org](http://BerkeleyVision2050.org).
2. Reference documents referenced in this program plan can be found on the City of Berkeley website ([BerkeleyCA.gov](http://BerkeleyCA.gov)) using the search feature
3. Information on Berkeley's Measure T1 program can be found on its website: [BerkeleyCA.gov/your-government/our-work/ballot-measures/measure-t1](http://BerkeleyCA.gov/your-government/our-work/ballot-measures/measure-t1).
4. Information on the Envision process can be found on the Institute for Sustainable Infrastructure's website: [SustainableInfrastructure.org](http://SustainableInfrastructure.org).

MEET YOUR COUNCILMEMBERS



**MAYOR**  
**JESSE ARREGUIN**

*Term Expires 11/30/2024*



**DISTRICT 1**  
**RASHI KESARWANI**

*Term Expires 11/30/2022*



**DISTRICT 2**  
**TERRY TAPLIN**

*Term Expires 11/30/2024*



**DISTRICT 3**  
**BEN BARTLETT**

*Term Expires 11/30/2024*



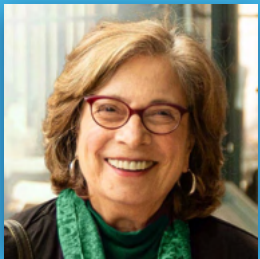
**DISTRICT 4**  
**KATE HARRISON**

*Term Expires 11/30/2022*



**DISTRICT 5**  
**SOPHIE HAHN**

*Term Expires 11/30/2024*



**DISTRICT 6**  
**SUSAN WENGRAF**

*Term Expires 11/30/2024*



**DISTRICT 7**  
**RIGEL ROBINSON**

*Term Expires 11/30/2022*



**DISTRICT 8**  
**LORI DROSTE**

*Term Expires 11/30/2022*



Office of the City Manager

01

WORKSESSION  
January 20, 2022

To: Honorable Mayor and Members of the City Council

From: Dee Williams-Ridley, City Manager

Submitted by: Paul Buddenhagen, Deputy City Manager

Subject: Discuss Vision 2050, Infrastructure Priorities, Stakeholder and Community Engagement, and City's Bonding Capacity; and Seek Direction on November 2022 Revenue Measure(s)

SUMMARY

This report provides an update on Vision 2050 and its recommended exploration of an infrastructure-focused revenue measure or measures for the November 2022 ballot. It includes results of recent stakeholder and community engagement, comparisons of revenue measure options, and an update on the City's bonding capacity; and seeks City Council's direction on revenue measure options for the November 2022 ballot.

City Council adopted the principles, strategies, and actions laid out in the Vision 2050 Framework in September 2020, after a resident-led, volunteer effort to develop a long-term plan centered on resiliency and sustainability. Strategy Four of the Vision 2050 Framework identified inadequate funding of the City's infrastructure and recommended action to address this need through new revenue. The City Manager formed a Vision 2050 implementation team and, as a result of this team's work, City Council approved a project in FY 2022 to explore a significant revenue measure or measures focused on infrastructure, including affordable housing. In Fall and Winter 2020, staff hired a consulting team, conducted a scientific survey (topline results in Attachment 1), opened and closed an online community survey, held more than 20 stakeholder meetings, performed financial analysis on the measure alternatives, and made progress on the study of the City's bond capacity.

Staff seeks City Council's direction on several questions that will drive the next actions on the project:

1. Is the November 2022 election the right time to include an infrastructure-focused revenue measure or measures?
2. If yes, should it be *one* infrastructure-focused measure or *multiple* measures? And what should be the approximate dollar amount of the measure(s)?

3. What should the top infrastructure spending priorities be for the measure(s)? And should affordable housing and traditional infrastructure both be addressed in such measure(s)?

In addition, staff seeks to learn what City Council would like to see incorporated in the upcoming *Vision 2050 Program Plan* for which public input will be solicited in March and April.

With direction from City Council, staff will proceed to draft a *Vision 2050 Program Plan*, engage Commissions and the public on the draft *Program Plan*, conduct a follow-up scientific survey of voters in April, and return to City Council in May with a proposed *Program Plan* and language for revenue measure(s) for City Council to consider placing on the November 2022 ballot.

### CURRENT SITUATION AND ITS EFFECTS

Most of Berkeley's streets, sidewalks, sewers, parks, playgrounds and public buildings were built over 75 years ago and need repair. However, local revenues have not kept pace with the need for investments to maintain and/or update aging infrastructure or promote sustainability and housing affordability. This underinvestment has led to an estimated \$1.2 billion in deferred maintenance as shared with the City Council during the development of the FY 2022 budget.<sup>1</sup> (An updated estimate will be reported to City Council as part of the *Program Plan* in May 2022.)

Studies show that \$1 spent in early maintenance of infrastructure, such as streets, can save \$7 in later, more expensive repairs. This explains why delays in addressing deferred maintenance in the City's streets will quadruple the cost of addressing these needs by 2050.

The \$1.2 billion in citywide infrastructure needs is an undercount, as this estimate does not include significant affordable housing need, nor does it include many needs related to new or improved infrastructure, such as utility undergrounding, bicycle and pedestrian improvements recommended in adopted City plans, some improvements that make the City's infrastructure more sustainable and resilient, or costs to transform the City's public spaces and commons.

Nevertheless, this size and scale of these infrastructure needs is very important, as they show the challenge ahead. This challenge exists despite proactive steps taken to address these needs in the last decade. Local voters approved the first phase of upgrades to local infrastructure through the passage of Measure M (\$30M) in 2012, the Parks Tax increase in 2014, Measure T1 in 2016 (\$100M), and Measure O in 2018

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<sup>1</sup> Attachment 2 provides the infrastructure needs reported to City Council at the March 16, 2021 session on *Unfunded Liability Obligations and Unfunded Infrastructure Needs*. In response to questions raised in stakeholder meetings, staff have added a second page to explain how these infrastructure needs were derived.

(\$135M). Together, these measures have provided additional resources to address affordable housing and the repair and improvement of Berkeley's aging infrastructure, including sidewalks, storm drains, parks, streets, senior and recreation centers, watershed and other City facilities.

While marking important progress, these measures have not been large enough to address this size of the infrastructure and affordable housing need. A measure or measures on the November 2022 ballot would secure a dedicated funding source to support local infrastructure and affordable housing, and accelerate the City's path toward sustainability and resilience as envisioned in the Vision 2050 Framework.

*Scientific Survey of Berkeley Voters.* A random, representative sample of 500 Berkeley voters were surveyed regarding their infrastructure priorities in October 2021 via telephone and text-to-online technology using professional interviewers. The survey had a margin of error of +/- 4.4%, and top line survey results are found in Attachment 1. It elicited respondents' infrastructure priorities, and support or opposition to an infrastructure-focused general obligation (or "infrastructure") bond, parcel tax, or sales tax increase.

The survey found that voters' top priorities included:

- Increasing affordable housing for low-income and homeless residents (79% rated as "important"),
- Upgrading storm drains, green infrastructure, and watersheds to keep pollution from the Bay (79% important);
- Developing climate change resiliency, including protecting against sea level rise, wildfires and drought (78% important),
- Undergrounding utilities to reduce the risk of wildfire (73% important), and
- Repairing deteriorating streets (73% important).

This survey found broad support for an infrastructure-focused revenue measure, but support fell short of the two-thirds necessary to pass a revenue measure dedicated to infrastructure, whether an infrastructure bond, parcel tax, or sales tax. Voters' support and opposition did not differ much between the larger-sized measures and the smaller-sized measures. The "No" vote (between 27-32%) common to these measures is higher than previous pre-placement surveys, and the undecided vote is smaller than previous surveys.

The survey also found that three-fourths of this representative group of voters believe an infrastructure measure should address equity, and a majority support a definition of equity where infrastructure benefits are provided first (or more) to lower-income neighborhoods and communities of color that have been historically underfunded.

*Revenue Measure Options.* The survey tested three revenue measure options:



- General Obligation (or Infrastructure) Bond:** debt issued to fund capital improvements that is repaid over the bond duration by property tax revenues. Funds from a bond measure may only be used for capital investments and cannot be used for maintenance, operations, or services. Bond measures are generally considered among the most progressive forms of taxation since they are based on the assessed value of properties.
- Parcel Tax:** a form of property tax typically based on the square footage of one parcel. Funds from a parcel tax measure are flexible and can be used for both capital, operations, maintenance, and services. The tax is based on the improved square footage of properties. It is generally considered a progressive form of taxation since larger properties pay more than smaller properties, and exemptions for seniors and low-income property owners are allowed.

| OPTIONS FOR FUNDING MECHANISMS        |                                                |                          |                                                                                   |                                           |                                        |
|---------------------------------------|------------------------------------------------|--------------------------|-----------------------------------------------------------------------------------|-------------------------------------------|----------------------------------------|
| TYPE                                  | Bond <sup>2</sup>                              |                          | Parcel Tax <sup>3</sup>                                                           |                                           | Sales Tax <sup>4</sup>                 |
| AMOUNT                                | \$27 per<br>\$100,000 AV                       | \$54 per<br>\$100,000 AV | \$0.15 per<br>square foot                                                         | \$0.30 per<br>square foot                 | \$0.05 per<br>\$1.00                   |
| ESTIMATED<br>TOTAL FUNDING            | \$250 million                                  | \$500 million            | \$12M/yr or<br>\$250 million<br>if bonded                                         | \$25M/yr or<br>\$500 million if<br>bonded | \$9M/yr, \$110<br>million if<br>bonded |
| AVG. ANNUAL<br>PROPERTY<br>OWNER COST | \$200                                          | \$400                    | \$300                                                                             | \$600                                     | Varies                                 |
| TAX BASIS                             | Assessed Value (AV)                            |                          | Building square footage                                                           |                                           | Taxable<br>purchases                   |
| USE OF FUNDS                          | Capital only                                   |                          | Capital + Maintenance                                                             |                                           | Capital +<br>Maintenance               |
| TAX<br>PROGRESSIVITY                  | Progressive                                    |                          | Progressive                                                                       |                                           | Least<br>Progressive                   |
| EXEMPTIONS                            | None                                           |                          | Low income/senior                                                                 |                                           | Essential<br>purchases                 |
| PROS                                  | Relative tax burden lessens as AV<br>increases |                          | Fixed payments, funds both<br>operations/maintenance and capital                  |                                           | Visitors pay<br>share                  |
| CONS                                  | Cannot pay for maintenance or<br>operations    |                          | Relative tax burden stays<br>flat if citywide square<br>footage does not increase |                                           | Impact on<br>low-income<br>residents   |

<sup>2</sup> These calculations assume four equal issuances over the first eight years and an interest rate of 4%. The average assessed value is for a single-family home of \$647,972.

<sup>3</sup> These calculations assume 83,073,012 taxable square feet and an average single-family home of ~2,000 square feet.

<sup>4</sup> These calculations assume \$6.5 million of the additional \$9 million in revenue would be available for bonding.

- **Sales Tax:** this is a consumption tax on the sale of goods and services for which the City has State permission to raise one half-cent per dollar more. Funds from a sales tax measure are flexible and can be used for capital, maintenance, operations, and services. Sales taxes are generally considered a less progressive form of taxation since low-income residents spend a larger portion of their incomes on taxable purchases than higher income populations. However, essential purchases like groceries and prescription medicine are exempt from sales tax and the cost is paid by anyone who shops locally, not just residents.

*Stakeholder and Community Engagement.* Staff held meetings with 20+ community organizations and the following Commissions: Community Environmental Advisory, Disability, Disaster and Fire, Energy, Parks and Waterfront, Public Works, and Transportation. These meetings were an opportunity to share more about the City's infrastructure needs, solicit input on possible revenue measures, answer questions, and highlight an online community survey that was opened in October 2021 and closed on January 12, 2022.

From the 20+ meetings with various stakeholders, the following issues and themes emerged:

- Request for more explanation of the \$1.2B in infrastructure need
- General belief that November 2022 was the right time for an infrastructure-focused measure
- Importance of trees, biodiversity, and green space in investment priorities
- Desire to see an integrated approach to infrastructure investments
- Some concern that a "fix-it-first" approach to infrastructure did not align well with ambition of Vision 2050 or the City's climate and resilience strategy
- Sales tax was not preferred given the impact on low-income residents
- Some concern over voters' (mis)trust of the City's financial management
- Varying opinions on whether affordable housing and traditional infrastructure should be included in one measure, split between two, or dealt with in different elections
- Support for equity in any measure
- Some concerns about the tax burden of an infrastructure bond versus parcel tax on new(er) property owners versus long-time owners
- Request for better understanding of results from affordable housing investments
- Request that federal, state, and regional grant funding be leveraged
- Some interest in a parcel tax given its ability to fund both capital improvements and ongoing maintenance
- Concern that ongoing maintenance be adequately funded to ensure whatever is constructed is properly maintained

For the online survey, a total of 1,024 responses were received. For the most part, the results from the online survey aligned with the scientific survey. However, the online survey afforded additional insight. For example, respondents were asked to rank their top three priorities for a potential measure from a list of infrastructure priorities. More so than the scientific survey, street repair stood out as a clear top priority followed by affordable housing. The top five ranked priorities are listed below, with percentages indicating the number of respondents who ranked the particular item as top priority:

1. 28.5% – Street Repair
2. 19.2% – Affordable Housing
3. 8.3% – Bike Lanes/Safety
4. 7.5% – Climate Change Resiliency
5. 6.8% – Pedestrian Safety

When respondents were asked to rank the urgency of various infrastructure priorities, repairing deteriorating streets stood out as a top priority, with housing and other infrastructure priorities considered urgent but less so. Respondents ranked the priorities on a five-point scale, with one the most urgent and five the least urgent, and the numbers in parentheses refer to the average rating of each item:

1. Repairing deteriorating streets (1.96)
2. Improving traffic safety (2.25)
3. Upgrading storm drains, green infrastructure, and our watersheds to keep pollution from the Bay (2.35)
4. Repairing sidewalks to improve pedestrian safety and ADA accessibility (2.37)
5. Undergrounding utilities to help reduce the risk of wildfire (2.40)
6. Climate change resiliency including protecting against sea level rise, wildfires, and drought (2.42)
7. Planting and caring for trees (2.52)
8. Increasing affordable housing for low-income and homeless residents (2.57)
9. Expanding bike lanes and improving bike safety (2.62)
10. Upgrading traffic signals, pavement markings, and street signs (2.66)

*Bond Capacity Study.* The Finance Department has engaged the Government Finance Officers Association to initiate a study of the City's bond capacity. Initial findings from that study will be shared during the staff presentation at the January 20<sup>th</sup> Work Session.

*Vision 2050 Program Plan.* After gaining City Council's direction, staff will develop a *Program Plan* and return to City Council for approval of this plan, along with proposed measure(s) for November 2022. The *Program Plan* will lay out a long-term program to address Berkeley's infrastructure needs through 2050, address this and future revenue measures, describe the impacts of infrastructure investments, identify an organizational approach to delivering on funded projects, and recommend a process for developing and approving projects funded by this and future revenue measures. While this plan will

not be binding and will be flexible enough to adapt as infrastructure needs evolve, it will provide a blueprint for future action. Other issues the *Program Plan* may address include:

- Ensuring capital improvements are properly maintained, and where maintenance is not properly funded for a particular infrastructure asset, recommend actions to address the shortfall.
- Reconciling immediate repair needs in the City's infrastructure, especially the City's street condition, with the re-envisioning of the public commons/space suggested in Vision 2050.
- Explaining how these investments will promote sustainability, and address climate change and resilience.
- Exploring an approach where property owners' tax burden stays level between 2023 and 2050, while still addressing significant infrastructure need.

#### *November 2022 Election and Measure Options*

The November 2022 election may include state, county, school, special district or additional City measures. Staff believe the ballot will not include a Berkeley Unified School District measure. Staff will request City Council's placement of an Article 34 measure, which is required by the California Constitution in order to develop affordable housing projects with state or local public financing. Such an approval has occurred in at least four previous elections and has had strong support. More information about state, regional, and Alameda County measures will be available in the spring or summer. Needless to say, there is a lot of uncertainty leading up to the November 2022 election given ongoing challenges with inflation, employment, and the global pandemic.

With that context and the findings from community and stakeholder engagement to date, staff seek direction among four possible revenue measure options.

Option #1, \$500M Infrastructure Bond. Such as measure could have the following investment priorities:

- \$200 Million - Street repair and traffic safety
- \$150 Million - Affordable housing for low-income and homeless residents
- \$75 Million - Climate change, sea level rise, wildfire prevention and protection
- \$75 Million - Other public infrastructure improvements<sup>5</sup>

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<sup>5</sup> *Other Public Infrastructure Improvements* could include one-time projects, e.g., Old City Hall, Veterans Memorial Building, Waterfront and Marina, etc.

This option funds voters' top priorities—affordable housing, street repair, and climate change—and invests most in street repair, as it is the top and most urgent need identified by online survey respondents. This option overall is large enough to address a significant portion of the City's infrastructure needs. Investments in affordable housing at this range would generate up to 660 new affordable units, pave more than 120 street miles, and improve traffic safety. If City Council direct staff to pursue a measure of this size and type, the *Program Plan* will provide more detail on how these funds may be spent and results attained.

Option #2, Multiple Measures. These measures could include:

- A parcel tax of \$12M annually (or \$250M if bonded against) to address street repair and traffic safety.
- An infrastructure bond of \$150M to address affordable housing for low-income persons and the unhoused.
- An infrastructure bond of \$100M to address climate change, wildfire prevention and protection, and other public infrastructure.

This option also funds voters' top priorities and provides more flexible sources of funding that could address maintenance needs. Results from these investments are likely to track the results from Option #1. However, each of these measures would have to separately meet the two-thirds threshold for approval, which is likely to be more difficult than one measure meeting the two-thirds threshold.

Options #3, Variants of the above options. City Council could direct staff to develop Options #1 or #2 but with different funding mechanisms, e.g. Option #1 but with a similarly-sized parcel tax in lieu of infrastructure bond, at different funding levels (lower or higher amounts), or with different investment priorities, e.g., more or less for affordable housing, street repair, etc.

Option #4, None of the above. City Council could choose to delay this discussion until a future election; ask for other measure options, such as the sales tax, to be developed further; or direct staff to consider an option not yet considered.

## BACKGROUND

Vision 2050 is a City Council-supported, resident-engaged initiative to address Berkeley's \$1.2+ billion in infrastructure needs. With voter approval of Measure R, Vision 2050 was defined as engaging residents and experts in developing a 30-year plan to identify and guide implementation of climate-smart, technologically-advanced, equitable and efficient infrastructure to support a safe, vibrant and resilient future for Berkeley.

On April 27, 2021, City Council approved a referral to the City Manager to “explore various options for a future city bond measure in November 2022 to support the growing

need for infrastructure investment, including street repaving, Complete Streets infrastructure that promotes bike and pedestrian safety, restoration of public buildings and facilities, and affordable housing citywide.” The adopted FY 2022 budget included a \$400,000 project to execute on this project after which the City Manager convened a working team of residents and City staff to assist with Vision 2050 implementation.

The table below summarizes activities both completed and anticipated for the potential revenue measure(s).

| Month     | Activities                                                                                                                                                                                                                                               |
|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Sep. 2021 | <ul style="list-style-type: none"> <li>• Begin various analyses and start drafting outreach materials.</li> <li>• Establish contracts with TBWBH Props and Measures and V.W. Housen &amp; Associates for Vision 2050 Implementation Services.</li> </ul> |
| Oct. 2021 | <ul style="list-style-type: none"> <li>• Conduct community survey #1.</li> <li>• Begin virtual stakeholder meetings.</li> </ul>                                                                                                                          |
| Nov. 2021 | <ul style="list-style-type: none"> <li>• Continue virtual stakeholder meetings.</li> </ul>                                                                                                                                                               |
| Dec. 2021 | <ul style="list-style-type: none"> <li>• Continue virtual stakeholder meetings.</li> </ul>                                                                                                                                                               |
| Jan. 2022 | <ul style="list-style-type: none"> <li>• Hold January 20 work session to gain City Council direction.</li> </ul>                                                                                                                                         |
| Feb. 2022 | <ul style="list-style-type: none"> <li>• Informational mailer to residents with invitation for input at March and April public meetings.</li> </ul>                                                                                                      |
| Mar. 2022 | <ul style="list-style-type: none"> <li>• Present draft <i>Program Plan</i> to Commissions and large area public meetings for feedback.</li> </ul>                                                                                                        |
| Apr. 2022 | <ul style="list-style-type: none"> <li>• Continue <i>Program Plan</i> meetings.</li> </ul>                                                                                                                                                               |
| May 2022  | <ul style="list-style-type: none"> <li>• Conduct community survey #2.</li> <li>• Present survey results and seek City Council’s approval on Vision 2050 funding measure(s) and <i>Program Plan</i>.</li> </ul>                                           |
| Aug. 2022 | <ul style="list-style-type: none"> <li>• Last date to submit measure(s) to County Registrar of Voters.</li> </ul>                                                                                                                                        |
| Nov. 2022 | <ul style="list-style-type: none"> <li>• Election</li> </ul>                                                                                                                                                                                             |

After the January 20 work session, the interdepartmental team will incorporate City Council’s direction. In March and April, the team will present a draft *Program Plan* to Commissions and obtain public feedback through five large area virtual meetings that combine two City Council districts per meeting, similar to the public meetings held during the T1, Phase 2 process. Then staff will return to City Council on May 31 with the results of this public engagement, a draft *Program Plan*, and proposed revenue measure(s) that have been reviewed by the City Manager, City Attorney, and City Clerk.

Progress on overall implementation of Vision 2050 has continued. This includes completion of short-term items, such as convening a Vision 2050 team, preparing an implementation plan, participating in Council workshops, and submitting a Vision 2050 budget. There are also a number of other items underway, including development of a

Strategic Asset Management Plan. This work is described in more detail in the [November 16, 2021, Council report](#).<sup>6</sup>

As indicated in this [16-page information guide](#), progress on implementation of T1 continues. During Phase 1 (2017-2022), \$40M was spent on 39 different projects, leveraging an additional \$23M from grants and special funds to deliver \$63M in infrastructure improvements. T1, Phase 1 projects resulted in seismically safe, solar-equipped, and accessible community buildings, repaving some of the City's most neglected streets, new green infrastructure, replaced play structures, increased resilience through improvements that reduce water consumption, a renovated Rose Garden, and an Aquatic Park with much improved water quality. This phase's planning projects included the San Pablo Park Community Center and new pool, the Willard Clubhouse, citywide restrooms, and the community space/restroom at the Tom Bates Sports Complex. Phase 2 (2021-2026) is currently underway and includes an additional \$60M on various projects, including South Berkeley buildings, citywide restrooms, paving, and sidewalk repairs. The John Hinkel Park project, which includes repairs to the creek, lower picnic area, play area and amphitheater, is the first T1, Phase 2 project to be under construction and will be complete in late Spring of 2022.

#### ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

Implementing Vision 2050 would result in more resilient public infrastructure that creates fewer greenhouse gases, and reduces conflict between our built and natural environment. More affordable housing in Berkeley would reduce greenhouse gas emissions caused by employees finding lower cost housing farther away from employment centers and requiring longer commutes.

#### FISCAL IMPACTS OF POSSIBLE FUTURE ACTION

If a potential revenue measure or measures are placed on the ballot and subsequently approved by voters, the City would receive additional funds from increased tax revenues. One goal for any potential revenue measure or measures is to ensure any resulting increased tax burden is held steady over the long term.

#### CONTACT PERSON

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#### Attachments:

- 1: Topline of October 2021 Scientific Survey Results
- 2: Prior Estimate of Infrastructure Need and Methodology

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<sup>6</sup> [https://www.cityofberkeley.info/Clerk/City\\_Council/2021/11\\_Nov/Documents/2021-11-16\\_Item\\_08\\_Vision\\_2050.aspx](https://www.cityofberkeley.info/Clerk/City_Council/2021/11_Nov/Documents/2021-11-16_Item_08_Vision_2050.aspx)

**City of Berkeley Community Survey  
Live Phone and Text-to-Online  
October 12 – 17, 2021  
FINAL WEIGHTED TOPLINES**

**N=500 Likely Nov 2022 General Election Voters  
Splits: A/B, C/D, E/F**

|                              | TOTAL<br>N= 500 | MEN<br>221 | WOMEN<br>262 |
|------------------------------|-----------------|------------|--------------|
| <b>Region</b>                |                 |            |              |
| Council District 5/6/8 ..... | 42              | 46         | 41           |
| Council District 3/4/7 ..... | 29              | 27         | 27           |
| Council District 1/2 .....   | 29              | 26         | 32           |
| <b>Party Registration</b>    |                 |            |              |
| Democrat .....               | 80              | 77         | 84           |
| Republican .....             | 2               | 3          | 1            |
| No Party Preference .....    | 16              | 19         | 12           |
| Others .....                 | 2               | 1          | 2            |

**Q1.** Before we begin, I need to know if I have reached you on a cell phone, and if so, are you in a place where you can talk safely?

|                                                           |    |    |    |
|-----------------------------------------------------------|----|----|----|
| Yes, cell and can talk safely .....                       | 34 | 40 | 31 |
| Yes, cell and cannot talk safely <b>[CALL BACK]</b> ..... | 0  | 0  | 0  |
| No, not on cell, but own one .....                        | 10 | 10 | 10 |
| No, not on cell, and do not own one .....                 | 2  | 2  | 2  |
| (Don't know/refused) <b>[TERMINATE]</b> .....             | 0  | 0  | 0  |
| Text to online .....                                      | 54 | 48 | 57 |

**Q2.** Could you please tell me your gender? **[DO NOT READ OPTIONS]**

|                        |                    |     |     |
|------------------------|--------------------|-----|-----|
| Male .....             | 44                 | 100 | 0   |
| Female .....           | 52                 | 0   | 100 |
| Non-binary/other ..... | 4                  | 0   | 0   |
| (Refused) .....        | <b>[TERMINATE]</b> |     |     |



|    | TOTAL | MEN | WOMEN |
|----|-------|-----|-------|
| N= | 500   | 221 | 262   |

**Q3.** Although it is some time from now, what are the chances of you voting in the November 2022 general election for Governor, Congress, and other offices? Are you almost certain to vote, will you probably vote, are the chances about 50-50, are you probably not going to vote, or are you definitely not going to vote?

|                                 |    |    |    |
|---------------------------------|----|----|----|
| Almost certain to vote.....     | 95 | 94 | 95 |
| Probably will vote .....        | 5  | 6  | 5  |
| 50-50 [TERMINATE].....          | 0  | 0  | 0  |
| Probably not [TERMINATE] .....  | 0  | 0  | 0  |
| Definitely not [TERMINATE]..... | 0  | 0  | 0  |
| Don't know [TERMINATE].....     | 0  | 0  | 0  |

**Q4. [T]** Generally speaking, do you think that things in the city of Berkeley are going in the right direction, or do you feel things are off on the wrong track?

|                      |    |    |    |
|----------------------|----|----|----|
| Right direction..... | 48 | 48 | 49 |
| Wrong track .....    | 32 | 31 | 31 |
| (Don't know).....    | 21 | 21 | 20 |

**Q5. [T\*]** How would you rate the job the city of Berkeley is doing in providing services to its residents — excellent, good, fair, or poor?

|                       |    |    |    |
|-----------------------|----|----|----|
| Excellent .....       | 6  | 7  | 5  |
| Good.....             | 45 | 45 | 48 |
| Fair .....            | 30 | 31 | 29 |
| Poor.....             | 15 | 15 | 14 |
| (Don't know).....     | 4  | 2  | 5  |
| Excellent /good ..... | 51 | 52 | 52 |
| Just fair /poor ..... | 45 | 46 | 43 |

**Q6. [T]** How much of an impact has the coronavirus pandemic had on you and your household – thinking about all of the effects, including financial concerns and physical and mental health, would you say the impact on your household has been very serious, fairly serious, moderate, minor, or no impact at all?

|                                 |    |    |    |
|---------------------------------|----|----|----|
| Very serious.....               | 15 | 15 | 13 |
| Fairly serious .....            | 23 | 22 | 23 |
| Moderate.....                   | 40 | 41 | 40 |
| Minor.....                      | 18 | 18 | 19 |
| No impact.....                  | 4  | 4  | 4  |
| (Don't know).....               | 0  | 0  | 0  |
| Very /fairly serious .....      | 38 | 37 | 37 |
| Moderate /minor /no impact..... | 62 | 62 | 63 |

|    | TOTAL | MEN | WOMEN |
|----|-------|-----|-------|
| N= | 500   | 221 | 262   |

**Q7.** The next set of questions is about infrastructure needs in Berkeley. I am going to read you some areas that have been identified as types of infrastructure needing repair, investment, or improvement in the City of Berkeley. For each one, please tell me how important that is to you as a resident of Berkeley – extremely important, very important, somewhat important, not too important or not important at all: **[RANDOMIZE]**

#### Sorted by Extremely Important

|                                                                                                                  |    |    |    |
|------------------------------------------------------------------------------------------------------------------|----|----|----|
| B7l.Increasing affordable housing for low-income and homeless residents .....                                    | 54 | 47 | 55 |
| 7p.Developing climate change resiliency including protecting against sea level rise, wildfires, and drought..... | 48 | 39 | 54 |
| A7k.Increasing affordable housing for low-income residents .....                                                 | 42 | 31 | 47 |
| 7c.Undergrounding utilities to help reduce the risk of wildfire.....                                             | 40 | 31 | 45 |
| 7a.Repairing deteriorating streets .....                                                                         | 35 | 33 | 36 |
| B7e.Repairing sidewalks to improve access for those with disabilities.....                                       | 34 | 19 | 45 |
| 7y.Providing free transit passes for low-income residents .....                                                  | 34 | 25 | 37 |
| A7u.Upgrading storm drains, green infrastructure, and our watersheds to keep pollution from the Bay.....         | 31 | 20 | 40 |
| 7j.Planting and caring for trees.....                                                                            | 30 | 19 | 38 |
| 7t.Increasing availability of solar energy, solar batteries, and electric vehicles and equipment ....            | 28 | 23 | 31 |
| A7d.Repairing sidewalks to improve pedestrian safety .....                                                       | 27 | 20 | 34 |
| A7f.Improving traffic safety.....                                                                                | 27 | 22 | 32 |
| B7g.Improving traffic safety and flow.....                                                                       | 26 | 14 | 37 |
| B7v.Upgrading storm drains to reduce flooding and protect against sea level rise .....                           | 25 | 13 | 33 |
| 7i.Expanding bike lanes and improving bike safety ...                                                            | 25 | 21 | 27 |
| 7cc.Making public buildings, streets, and sidewalks more accessible to people with disabilities .....            | 25 | 18 | 27 |
| B7aa.Upgrading City buildings to be energy efficient, seismically safe, and COVID-safe .....                     | 23 | 14 | 30 |
| 7o.Decommissioning natural gas lines to reduce greenhouse gas emissions.....                                     | 21 | 14 | 25 |
| 7ee.Upgrading traffic signals, pavement markings, and street signs.....                                          | 18 | 19 | 17 |
| 7h.Improving streetlighting .....                                                                                | 17 | 12 | 22 |
| 7x.Providing more publicly available electric vehicle charging .....                                             | 16 | 13 | 19 |
| 7r.Repairing Berkeley Pier, including recreational and ferry upgrades.....                                       | 16 | 15 | 17 |
| 7s.Improving the Berkeley waterfront, including                                                                  |    |    |    |

|                                                                                                                                                                                                   | TOTAL<br>N= 500 | MEN<br>221 | WOMEN<br>262 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|------------|--------------|
| docks, pilings, streets, parking lots, pathways,<br>and marina dredging .....                                                                                                                     | 15              | 9          | 19           |
| 7w.Making improvements to recreational facilities.....                                                                                                                                            | 13              | 8          | 17           |
| B7n.Renovating Berkeley's Civic Center Buildings<br>and Park to include music and theatre<br>performance spaces, a children's play area, café<br>kiosk and seating, and enhancing green space ... | 12              | 7          | 14           |
| 7q.Replacing the community center and building a<br>public pool in San Pablo Park.....                                                                                                            | 12              | 7          | 15           |
| 7b.Expanding lanes, parking, and charging for e-<br>bikes (electronic bikes), e-scooters, and app-<br>based car, bike, and scooter-shares.....                                                    | 11              | 9          | 14           |
| A7m.Improving seismic safety of historic buildings in<br>Civic Center, including Old City Hall and the<br>Veterans Building .....                                                                 | 11              | 7          | 14           |
| 7bb.Upgrading playgrounds .....                                                                                                                                                                   | 11              | 7          | 14           |
| 7dd.Upgrading senior centers .....                                                                                                                                                                | 11              | 6          | 14           |
| A7z.Upgrading City buildings .....                                                                                                                                                                | 4               | 6          | 3            |

a. Repairing deteriorating streets

|                           |    |    |    |
|---------------------------|----|----|----|
| Extremely important ..... | 35 | 33 | 36 |
| Very important.....       | 38 | 36 | 40 |
| Somewhat important .....  | 24 | 26 | 21 |
| Not too important .....   | 3  | 4  | 1  |
| Not important at all..... | 0  | 0  | 1  |
| (Don't know).....         | 1  | 0  | 1  |
| Important.....            | 73 | 69 | 76 |
| Not important .....       | 27 | 31 | 23 |

b. Expanding lanes, parking, and charging for e-bikes (electronic bikes), e-scooters, and app-based car, bike, and scooter-shares

|                           |    |    |    |
|---------------------------|----|----|----|
| Extremely important ..... | 11 | 9  | 14 |
| Very important.....       | 21 | 27 | 18 |
| Somewhat important .....  | 32 | 27 | 37 |
| Not too important .....   | 20 | 22 | 16 |
| Not important at all..... | 12 | 12 | 13 |
| (Don't know).....         | 3  | 3  | 3  |
| Important.....            | 33 | 36 | 32 |
| Not important .....       | 64 | 61 | 65 |

TOTAL  
N= 500      MEN 221      WOMEN 262

c. Undergrounding utilities to help reduce the risk of wildfire

|                           |    |    |    |
|---------------------------|----|----|----|
| Extremely important ..... | 40 | 31 | 45 |
| Very important.....       | 33 | 37 | 30 |
| Somewhat important.....   | 16 | 17 | 16 |
| Not too important .....   | 7  | 10 | 4  |
| Not important at all..... | 3  | 2  | 4  |
| (Don't know).....         | 2  | 3  | 1  |
| Important.....            | 73 | 68 | 75 |
| Not important .....       | 26 | 29 | 24 |

d. **SSA:** Repairing sidewalks to improve pedestrian safety

|                           |    |    |    |
|---------------------------|----|----|----|
| Extremely important ..... | 27 | 20 | 34 |
| Very important.....       | 39 | 41 | 37 |
| Somewhat important.....   | 23 | 22 | 23 |
| Not too important .....   | 9  | 14 | 5  |
| Not important at all..... | 2  | 3  | 1  |
| (Don't know).....         | 0  | 0  | 0  |
| Important.....            | 66 | 61 | 71 |
| Not important .....       | 34 | 39 | 29 |

e. **SSB:** Repairing sidewalks to improve access for those with disabilities

|                           |    |    |    |
|---------------------------|----|----|----|
| Extremely important ..... | 34 | 19 | 45 |
| Very important.....       | 33 | 40 | 27 |
| Somewhat important.....   | 24 | 28 | 22 |
| Not too important .....   | 5  | 7  | 4  |
| Not important at all..... | 3  | 6  | 1  |
| (Don't know).....         | 0  | 0  | 0  |
| Important.....            | 67 | 59 | 72 |
| Not important .....       | 33 | 41 | 28 |

f. **SSA:** Improving traffic safety

|                           |    |    |    |
|---------------------------|----|----|----|
| Extremely important ..... | 27 | 22 | 32 |
| Very important.....       | 37 | 36 | 38 |
| Somewhat important.....   | 27 | 31 | 23 |
| Not too important .....   | 5  | 6  | 5  |
| Not important at all..... | 2  | 2  | 2  |
| (Don't know).....         | 2  | 4  | 1  |
| Important.....            | 64 | 57 | 70 |
| Not important .....       | 34 | 39 | 30 |

|                                                          | TOTAL<br>N= 500 | MEN<br>221 | WOMEN<br>262 |
|----------------------------------------------------------|-----------------|------------|--------------|
| <b>g. SSB: Improving traffic safety and flow</b>         |                 |            |              |
| Extremely important .....                                | 26              | 14         | 37           |
| Very important.....                                      | 37              | 41         | 32           |
| Somewhat important.....                                  | 23              | 28         | 17           |
| Not too important .....                                  | 10              | 12         | 9            |
| Not important at all.....                                | 2               | 4          | 1            |
| (Don't know).....                                        | 2               | 1          | 3            |
| Important.....                                           | 63              | 55         | 69           |
| Not important .....                                      | 35              | 44         | 27           |
| <b>h. Improving streetlighting</b>                       |                 |            |              |
| Extremely important .....                                | 17              | 12         | 22           |
| Very important.....                                      | 29              | 27         | 32           |
| Somewhat important.....                                  | 34              | 41         | 28           |
| Not too important .....                                  | 16              | 18         | 14           |
| Not important at all.....                                | 3               | 2          | 4            |
| (Don't know).....                                        | 1               | 0          | 1            |
| Important.....                                           | 46              | 39         | 54           |
| Not important .....                                      | 53              | 60         | 45           |
| <b>i. Expanding bike lanes and improving bike safety</b> |                 |            |              |
| Extremely important .....                                | 25              | 21         | 27           |
| Very important.....                                      | 26              | 25         | 29           |
| Somewhat important.....                                  | 30              | 31         | 28           |
| Not too important .....                                  | 12              | 16         | 8            |
| Not important at all.....                                | 6               | 6          | 7            |
| (Don't know).....                                        | 1               | 0          | 2            |
| Important.....                                           | 51              | 46         | 56           |
| Not important .....                                      | 48              | 54         | 42           |
| <b>j. Planting and caring for trees</b>                  |                 |            |              |
| Extremely important .....                                | 30              | 19         | 38           |
| Very important.....                                      | 33              | 36         | 31           |
| Somewhat important.....                                  | 29              | 32         | 26           |
| Not too important .....                                  | 7               | 10         | 4            |
| Not important at all.....                                | 2               | 3          | 1            |
| (Don't know).....                                        | 0               | 0          | 0            |
| Important.....                                           | 62              | 55         | 68           |
| Not important .....                                      | 37              | 45         | 31           |

|    | TOTAL | MEN | WOMEN |
|----|-------|-----|-------|
| N= | 500   | 221 | 262   |

k. **SSA:** Increasing affordable housing for low-income residents

|                           |    |    |    |
|---------------------------|----|----|----|
| Extremely important ..... | 42 | 31 | 47 |
| Very important.....       | 34 | 45 | 26 |
| Somewhat important.....   | 14 | 11 | 16 |
| Not too important .....   | 4  | 3  | 4  |
| Not important at all..... | 6  | 8  | 4  |
| (Don't know).....         | 1  | 1  | 2  |
| Important.....            | 75 | 76 | 73 |
| Not important .....       | 23 | 23 | 25 |

l. **SSB:** Increasing affordable housing for low-income and homeless residents

|                           |    |    |    |
|---------------------------|----|----|----|
| Extremely important ..... | 54 | 47 | 55 |
| Very important.....       | 26 | 24 | 30 |
| Somewhat important.....   | 10 | 12 | 9  |
| Not too important .....   | 6  | 10 | 4  |
| Not important at all..... | 3  | 5  | 2  |
| (Don't know).....         | 1  | 2  | 0  |
| Important.....            | 79 | 71 | 85 |
| Not important .....       | 19 | 27 | 14 |

m. **SSA:** Improving seismic safety of historic buildings in Civic Center, including Old City Hall and the Veterans Building

|                           |    |    |    |
|---------------------------|----|----|----|
| Extremely important ..... | 11 | 7  | 14 |
| Very important.....       | 31 | 32 | 32 |
| Somewhat important.....   | 43 | 44 | 39 |
| Not too important .....   | 10 | 9  | 10 |
| Not important at all..... | 4  | 5  | 3  |
| (Don't know).....         | 2  | 3  | 1  |
| Important.....            | 42 | 39 | 46 |
| Not important .....       | 56 | 58 | 53 |

|    | TOTAL | MEN | WOMEN |
|----|-------|-----|-------|
| N= | 500   | 221 | 262   |

n. **SSB:** Renovating Berkeley’s Civic Center Buildings and Park to include music and theatre performance spaces, a children’s play area, café kiosk and seating, and enhancing green space

|                           |    |    |    |
|---------------------------|----|----|----|
| Extremely important ..... | 12 | 7  | 14 |
| Very important.....       | 24 | 19 | 30 |
| Somewhat important.....   | 34 | 44 | 28 |
| Not too important .....   | 20 | 21 | 19 |
| Not important at all..... | 7  | 7  | 8  |
| (Don't know).....         | 2  | 2  | 2  |
| Important.....            | 36 | 26 | 44 |
| Not important .....       | 61 | 71 | 55 |

o. Decommissioning natural gas lines to reduce greenhouse gas emissions

|                           |    |    |    |
|---------------------------|----|----|----|
| Extremely important ..... | 21 | 14 | 25 |
| Very important.....       | 26 | 22 | 29 |
| Somewhat important.....   | 25 | 27 | 24 |
| Not too important .....   | 13 | 18 | 10 |
| Not important at all..... | 10 | 13 | 7  |
| (Don't know).....         | 5  | 6  | 4  |
| Important.....            | 47 | 36 | 54 |
| Not important .....       | 48 | 58 | 41 |

p. Developing climate change resiliency including protecting against sea level rise, wildfires, and drought

|                           |    |    |    |
|---------------------------|----|----|----|
| Extremely important ..... | 48 | 39 | 54 |
| Very important.....       | 30 | 31 | 30 |
| Somewhat important.....   | 16 | 22 | 12 |
| Not too important .....   | 3  | 4  | 2  |
| Not important at all..... | 2  | 3  | 2  |
| (Don't know).....         | 0  | 0  | 0  |
| Important.....            | 78 | 70 | 84 |
| Not important .....       | 21 | 30 | 16 |

TOTAL  
N= 500      MEN 221      WOMEN 262

q. Replacing the community center and building a public pool in San Pablo Park

|                           |    |    |    |
|---------------------------|----|----|----|
| Extremely important ..... | 12 | 7  | 15 |
| Very important.....       | 18 | 14 | 21 |
| Somewhat important.....   | 28 | 27 | 29 |
| Not too important .....   | 22 | 28 | 17 |
| Not important at all..... | 12 | 15 | 9  |
| (Don't know).....         | 9  | 9  | 9  |
| Important.....            | 30 | 22 | 36 |
| Not important .....       | 62 | 70 | 55 |

r. Repairing Berkeley Pier, including recreational and ferry upgrades

|                           |    |    |    |
|---------------------------|----|----|----|
| Extremely important ..... | 16 | 15 | 17 |
| Very important.....       | 26 | 23 | 30 |
| Somewhat important.....   | 31 | 31 | 31 |
| Not too important .....   | 19 | 19 | 16 |
| Not important at all..... | 6  | 8  | 4  |
| (Don't know).....         | 3  | 3  | 3  |
| Important.....            | 42 | 39 | 46 |
| Not important .....       | 56 | 58 | 51 |

s. Improving the Berkeley waterfront, including docks, pilings, streets, parking lots, pathways, and marina dredging

|                           |    |    |    |
|---------------------------|----|----|----|
| Extremely important ..... | 15 | 9  | 19 |
| Very important.....       | 28 | 30 | 29 |
| Somewhat important.....   | 38 | 43 | 33 |
| Not too important .....   | 15 | 14 | 14 |
| Not important at all..... | 2  | 2  | 2  |
| (Don't know).....         | 2  | 2  | 3  |
| Important.....            | 43 | 40 | 48 |
| Not important .....       | 55 | 58 | 49 |

t. Increasing availability of solar energy, solar batteries, and electric vehicles and equipment

|                           |    |    |    |
|---------------------------|----|----|----|
| Extremely important ..... | 28 | 23 | 31 |
| Very important.....       | 32 | 32 | 33 |
| Somewhat important.....   | 28 | 26 | 29 |
| Not too important .....   | 8  | 13 | 4  |
| Not important at all..... | 4  | 5  | 3  |
| (Don't know).....         | 0  | 1  | 0  |
| Important.....            | 60 | 55 | 64 |
| Not important .....       | 40 | 44 | 36 |



|    |       |     |       |
|----|-------|-----|-------|
|    | TOTAL | MEN | WOMEN |
| N= | 500   | 221 | 262   |

u. **SSA:** Upgrading storm drains, green infrastructure, and our watersheds to keep pollution from the Bay

|                           |    |    |    |
|---------------------------|----|----|----|
| Extremely important ..... | 31 | 20 | 40 |
| Very important.....       | 47 | 53 | 43 |
| Somewhat important .....  | 16 | 21 | 11 |
| Not too important .....   | 4  | 3  | 5  |
| Not important at all..... | 1  | 0  | 1  |
| (Don't know).....         | 1  | 3  | 0  |
| Important.....            | 79 | 73 | 83 |
| Not important .....       | 20 | 25 | 17 |

v. **SSB:** Upgrading storm drains to reduce flooding and protect against sea level rise

|                           |    |    |    |
|---------------------------|----|----|----|
| Extremely important ..... | 25 | 13 | 33 |
| Very important.....       | 37 | 32 | 40 |
| Somewhat important .....  | 22 | 30 | 17 |
| Not too important .....   | 10 | 17 | 5  |
| Not important at all..... | 2  | 4  | 1  |
| (Don't know).....         | 4  | 4  | 4  |
| Important.....            | 62 | 45 | 73 |
| Not important .....       | 34 | 51 | 23 |

w. Making improvements to recreational facilities

|                           |    |    |    |
|---------------------------|----|----|----|
| Extremely important ..... | 13 | 8  | 17 |
| Very important.....       | 28 | 27 | 29 |
| Somewhat important .....  | 39 | 45 | 35 |
| Not too important .....   | 13 | 11 | 14 |
| Not important at all..... | 3  | 5  | 2  |
| (Don't know).....         | 3  | 4  | 3  |
| Important.....            | 41 | 35 | 46 |
| Not important .....       | 56 | 61 | 51 |

|                                                                                                   | TOTAL<br>N= 500 | MEN<br>221 | WOMEN<br>262 |
|---------------------------------------------------------------------------------------------------|-----------------|------------|--------------|
| <b>x. Providing more publicly available electric vehicle charging</b>                             |                 |            |              |
| Extremely important .....                                                                         | 16              | 13         | 19           |
| Very important.....                                                                               | 25              | 25         | 25           |
| Somewhat important.....                                                                           | 32              | 29         | 35           |
| Not too important .....                                                                           | 19              | 22         | 14           |
| Not important at all.....                                                                         | 7               | 9          | 6            |
| (Don't know).....                                                                                 | 1               | 1          | 1            |
| Important.....                                                                                    | 41              | 39         | 44           |
| Not important .....                                                                               | 58              | 60         | 55           |
| <b>y. Providing free transit passes for low-income residents</b>                                  |                 |            |              |
| Extremely important .....                                                                         | 34              | 25         | 37           |
| Very important.....                                                                               | 33              | 35         | 33           |
| Somewhat important.....                                                                           | 24              | 26         | 23           |
| Not too important .....                                                                           | 5               | 6          | 3            |
| Not important at all.....                                                                         | 5               | 7          | 3            |
| (Don't know).....                                                                                 | 0               | 1          | 0            |
| Important.....                                                                                    | 67              | 60         | 70           |
| Not important .....                                                                               | 33              | 39         | 30           |
| <b>z. SSA: Upgrading City buildings</b>                                                           |                 |            |              |
| Extremely important .....                                                                         | 4               | 6          | 3            |
| Very important.....                                                                               | 18              | 11         | 25           |
| Somewhat important.....                                                                           | 40              | 41         | 39           |
| Not too important .....                                                                           | 23              | 24         | 21           |
| Not important at all.....                                                                         | 5               | 6          | 5            |
| (Don't know).....                                                                                 | 9               | 12         | 7            |
| Important.....                                                                                    | 23              | 17         | 28           |
| Not important .....                                                                               | 68              | 71         | 65           |
| <b>aa. SSB: Upgrading City buildings to be energy efficient, seismically safe, and COVID-safe</b> |                 |            |              |
| Extremely important .....                                                                         | 23              | 14         | 30           |
| Very important.....                                                                               | 35              | 34         | 34           |
| Somewhat important.....                                                                           | 30              | 39         | 24           |
| Not too important .....                                                                           | 8               | 10         | 6            |
| Not important at all.....                                                                         | 4               | 3          | 4            |
| (Don't know).....                                                                                 | 1               | 0          | 2            |
| Important.....                                                                                    | 58              | 48         | 64           |
| Not important .....                                                                               | 41              | 52         | 35           |

|    |       |     |       |
|----|-------|-----|-------|
|    | TOTAL | MEN | WOMEN |
| N= | 500   | 221 | 262   |

bb. Upgrading playgrounds

|                           |    |    |    |
|---------------------------|----|----|----|
| Extremely important ..... | 11 | 7  | 14 |
| Very important.....       | 29 | 27 | 33 |
| Somewhat important.....   | 36 | 38 | 35 |
| Not too important .....   | 17 | 21 | 12 |
| Not important at all..... | 4  | 5  | 4  |
| (Don't know).....         | 2  | 3  | 2  |
| Important.....            | 40 | 34 | 47 |
| Not important .....       | 57 | 63 | 51 |

cc. Making public buildings, streets, and sidewalks more accessible to people with disabilities

|                           |    |    |    |
|---------------------------|----|----|----|
| Extremely important ..... | 25 | 18 | 27 |
| Very important.....       | 36 | 38 | 36 |
| Somewhat important.....   | 28 | 28 | 29 |
| Not too important .....   | 8  | 11 | 5  |
| Not important at all..... | 3  | 5  | 2  |
| (Don't know).....         | 1  | 1  | 1  |
| Important.....            | 60 | 55 | 63 |
| Not important .....       | 39 | 43 | 37 |

dd. Upgrading senior centers

|                           |    |    |    |
|---------------------------|----|----|----|
| Extremely important ..... | 11 | 6  | 14 |
| Very important.....       | 30 | 28 | 33 |
| Somewhat important.....   | 37 | 37 | 36 |
| Not too important .....   | 14 | 14 | 13 |
| Not important at all..... | 3  | 5  | 1  |
| (Don't know).....         | 6  | 9  | 3  |
| Important.....            | 40 | 34 | 47 |
| Not important .....       | 54 | 57 | 50 |

ee. Upgrading traffic signals, pavement markings, and street signs

|                           |    |    |    |
|---------------------------|----|----|----|
| Extremely important ..... | 18 | 19 | 17 |
| Very important.....       | 30 | 29 | 32 |
| Somewhat important.....   | 33 | 31 | 34 |
| Not too important .....   | 15 | 17 | 13 |
| Not important at all..... | 4  | 4  | 4  |
| (Don't know).....         | 1  | 1  | 0  |
| Important.....            | 47 | 48 | 49 |
| Not important .....       | 52 | 51 | 51 |

|    | TOTAL | MEN | WOMEN |
|----|-------|-----|-------|
| N= | 500   | 221 | 262   |

**Now, I'm going to read several versions of a ballot measure that may appear on the ballot in Berkeley next year. I am going to ask about different ways of funding the measure and different dollar amounts for each.**

**[RANDOMIZE Q8/9, 10/11, 12]**

**The [first/next] version of the ballot measure I'm going to ask you about is a bond measure.**

**Q8. SSC [BOND MEASURE 27 CENTS] To:**

- improve aging infrastructure and facilities, including streets, sidewalks, bike lanes, parks, restrooms, senior and recreation centers, and
- provide affordable housing to prevent displacement of vulnerable populations, including low to middle-income households, veterans, artists, seniors, and people with disabilities and provide supportive housing for people experiencing homelessness;

Shall the City of Berkeley enact a measure issuing bonds of 250 million dollars, at rates of 27 cents per 100 dollars of assessed property value, on average, generating approximately 25 million dollars annually while bonds are outstanding and requiring independent oversight?

If the election were held today, would you vote yes or no on this measure, or are you undecided?

**[IF YES/NO]:** And is that Yes/No strongly or not so strongly?

**[IF UNDECIDED]:** Well, to which side do you lean?

|                             |           |           |           |
|-----------------------------|-----------|-----------|-----------|
| Yes - strongly .....        | 28        | 26        | 29        |
| Yes - not so strongly ..... | 13        | 10        | 16        |
| Lean yes .....              | 14        | 11        | 15        |
| <b>Yes .....</b>            | <b>55</b> | <b>48</b> | <b>60</b> |
| <b>Undecided/DK.....</b>    | <b>16</b> | <b>19</b> | <b>14</b> |
| <b>No .....</b>             | <b>29</b> | <b>33</b> | <b>26</b> |
| <br>                        |           |           |           |
| Lean no.....                | 9         | 10        | 9         |
| No - not so strongly.....   | 4         | 4         | 3         |
| No - strongly .....         | 16        | 19        | 14        |
| <br>                        |           |           |           |
| (Refused).....              | 0         | 0         | 0         |

|    | TOTAL | MEN | WOMEN |
|----|-------|-----|-------|
| N= | 500   | 221 | 262   |

**The [first/next] version of the ballot measure I'm going to ask you about is a bond measure.**

**Q9. SSD [BOND MEASURE 54 CENTS] To:**

- improve aging infrastructure and facilities, including streets, sidewalks, bike lanes, parks, restrooms, senior and recreation centers, and
- provide affordable housing to prevent displacement of vulnerable populations, including low to middle-income households, veterans, artists, seniors, and people with disabilities and provide supportive housing for people experiencing homelessness;

Shall the City of Berkeley enact a measure issuing bonds of 500 million dollars, at rates of 54 cents per 100 dollars of assessed property value, on average, generating approximately 50 million dollars annually while bonds are outstanding and requiring independent oversight?

If the election were held today, would you vote yes or no on this measure, or are you undecided?

**[IF YES/NO]:** And is that Yes/No strongly or not so strongly?

**[IF UNDECIDED]:** Well, to which side do you lean?

|                             |    |    |    |
|-----------------------------|----|----|----|
| Yes - strongly .....        | 35 | 35 | 36 |
| Yes - not so strongly ..... | 11 | 16 | 8  |
| Lean yes .....              | 12 | 6  | 16 |
| Yes .....                   | 58 | 57 | 59 |
| Undecided/DK.....           | 12 | 7  | 18 |
| No .....                    | 29 | 37 | 23 |
| Lean no.....                | 10 | 9  | 11 |
| No - not so strongly.....   | 8  | 7  | 7  |
| No - strongly .....         | 12 | 20 | 5  |
| (Refused).....              | 0  | 0  | 0  |

**Q8/9. Combined Bond Measure**

|                             |    |    |    |
|-----------------------------|----|----|----|
| Yes - strongly .....        | 32 | 31 | 32 |
| Yes - not so strongly ..... | 12 | 13 | 12 |
| Lean yes .....              | 13 | 8  | 15 |
| Yes .....                   | 57 | 52 | 59 |
| Undecided/DK.....           | 14 | 13 | 16 |
| No .....                    | 29 | 35 | 25 |
| Lean no.....                | 10 | 10 | 10 |
| No - not so strongly.....   | 6  | 6  | 5  |
| No - strongly .....         | 14 | 20 | 10 |
| (Refused).....              | 0  | 0  | 0  |

|    | TOTAL | MEN | WOMEN |
|----|-------|-----|-------|
| N= | 500   | 221 | 262   |

**The [first/next] version of the ballot measure I'm going to ask you about is a parcel tax.**

**Q10. SSE [PARCEL TAX 15 CENTS ] To:**

- improve aging infrastructure and facilities, including streets, sidewalks, bike lanes, parks, restrooms, senior and recreation centers, and
- provide affordable housing to prevent displacement of vulnerable populations, including low to middle-income households, veterans, artists, seniors, and people with disabilities and provide supportive housing for people experiencing homelessness;

Shall the City of Berkeley enact a measure levying 15 cents per building square foot, generating approximately 13 million dollars annually until ended by voters, with low-income exemptions, independent oversight and all funds staying local?

If the election were held today, would you vote yes or no on this measure, or are you undecided?

**[IF YES/NO]:** And is that Yes/No strongly or not so strongly?

**[IF UNDECIDED]:** Well, to which side do you lean?

|                             |    |    |    |
|-----------------------------|----|----|----|
| Yes - strongly .....        | 37 | 35 | 37 |
| Yes - not so strongly ..... | 14 | 20 | 8  |
| Lean yes .....              | 9  | 4  | 14 |
| Yes .....                   | 60 | 60 | 58 |
| Undecided/DK.....           | 13 | 8  | 17 |
| No .....                    | 27 | 32 | 25 |
| Lean no.....                | 8  | 5  | 11 |
| No - not so strongly.....   | 4  | 5  | 3  |
| No - strongly .....         | 15 | 22 | 11 |
| (Refused).....              | 0  | 0  | 0  |

|    | TOTAL | MEN | WOMEN |
|----|-------|-----|-------|
| N= | 500   | 221 | 262   |

**The [first/next] version of the ballot measure I'm going to ask you about is a parcel tax.**

**Q11. SSF [PARCEL TAX 30 CENTS] To:**

- improve aging infrastructure and facilities, including streets, sidewalks, bike lanes, parks, restrooms, senior and recreation centers; and
- provide affordable housing to prevent displacement of vulnerable populations, including low to middle-income households, veterans, artists, seniors, and people with disabilities and provide supportive housing for people experiencing homelessness;

Shall the City of Berkeley enact a measure levying 30 cents per building square foot, generating approximately 26 million dollars annually until ended by voters, with low-income exemptions, independent oversight and all funds staying local?

If the election were held today, would you vote yes or no on this measure, or are you undecided?

**[IF YES/NO]:** And is that Yes/No strongly strongly or not so strongly?

**[IF UNDECIDED]:** Well, to which side do you lean?

|                             |    |    |    |
|-----------------------------|----|----|----|
| Yes - strongly .....        | 35 | 34 | 37 |
| Yes - not so strongly ..... | 14 | 12 | 13 |
| Lean yes .....              | 11 | 7  | 15 |
| Yes .....                   | 61 | 53 | 65 |
| Undecided/DK.....           | 12 | 13 | 12 |
| No .....                    | 27 | 33 | 22 |
| Lean no.....                | 6  | 7  | 6  |
| No - not so strongly.....   | 3  | 3  | 3  |
| No - strongly .....         | 18 | 24 | 13 |
| (Refused).....              | 0  | 0  | 0  |

**Q10/11. Combined Parcel Tax**

|                             |    |    |    |
|-----------------------------|----|----|----|
| Yes - strongly .....        | 36 | 35 | 37 |
| Yes - not so strongly ..... | 14 | 16 | 11 |
| Lean yes .....              | 10 | 6  | 14 |
| Yes .....                   | 60 | 57 | 62 |
| Undecided/DK.....           | 13 | 11 | 15 |
| No .....                    | 27 | 33 | 23 |
| Lean no.....                | 7  | 6  | 8  |
| No - not so strongly.....   | 3  | 4  | 3  |
| No - strongly .....         | 17 | 23 | 12 |
| (Refused).....              | 0  | 0  | 0  |

|    | TOTAL | MEN | WOMEN |
|----|-------|-----|-------|
| N= | 500   | 221 | 262   |

**The [first/next] version of the ballot measure I'm going to ask you about is a sales tax.**

**Q12. [SALES TAX HALF CENT] To:**

- Improve aging infrastructure/ facilities, including streets, sidewalks, bike lanes, parks, restrooms, senior/recreation centers; and
- Provide affordable housing to prevent displacement of vulnerable populations, including low to middle-income households, veterans, artists, seniors, people with disabilities and provide supportive housing for people experiencing homelessness;

Shall the City of Berkeley enact a measure increasing the local sales tax by one half cent, generating approximately 9 million dollars annually from residents and visitors until ended by voters, with exemptions for essential purchases like groceries/prescription medicine and requiring independent oversight?

If the election were held today, would you vote yes or no on this measure, or are you undecided?

**[IF YES/NO]:** And is that Yes/No strongly or not so strongly?

**[IF UNDECIDED]:** Well, to which side do you lean?

|                             |    |    |    |
|-----------------------------|----|----|----|
| Yes - strongly .....        | 34 | 34 | 35 |
| Yes - not so strongly ..... | 17 | 20 | 16 |
| Lean yes .....              | 8  | 7  | 8  |
| Yes .....                   | 59 | 60 | 59 |
| Undecided/DK.....           | 9  | 6  | 12 |
| No .....                    | 32 | 34 | 29 |
| Lean no.....                | 8  | 7  | 9  |
| No - not so strongly.....   | 6  | 8  | 4  |
| No - strongly .....         | 18 | 20 | 16 |
| (Refused).....              | 0  | 0  | 0  |



|    | TOTAL | MEN | WOMEN |
|----|-------|-----|-------|
| N= | 500   | 221 | 262   |

**Q13.** In this survey I asked about three different ways to fund this measure: **[RANDOMIZE]**

- \_a sales tax increase
- \_a bond measure
- and
- \_a parcel tax.

Note that the measures generate different amounts of revenue to invest in the city’s infrastructure and housing needs. **[RANDOMIZE STATEMENTS]**

The *sales tax* would generate 9 million dollars annually for these investments.

The *bond measure* would generate **[SSC: 25 million dollars / SSD: 50 million dollars]** annually for these investments.

The *parcel tax* would generate **[SSE: 13 million dollars / SSF: 26 million dollars]** annually for these investments.

Which of these, if any, do you think is the most appropriate way to increase city funding for the infrastructure and affordable housing needs outlined in the ballot measure? You may choose as many as you like. **[ACCEPT MULTIPLE RESPONSES]**

|                         |    |    |    |
|-------------------------|----|----|----|
| Bond measure.....       | 46 | 41 | 49 |
| Parcel tax.....         | 32 | 34 | 29 |
| Sales tax increase..... | 28 | 29 | 25 |
| (None).....             | 10 | 13 | 8  |
| (Don't know).....       | 14 | 9  | 18 |
| (Refused).....          | 0  | 0  | 0  |

**Q14.** The measures I’ve read to you include different funding priorities for the City of Berkeley. If you had to choose, which one or two of these are the highest priorities for you personally? **[RANDOMIZE]**  
**[ACCEPT UP TO TWO]**

|                                                                                      |    |    |    |
|--------------------------------------------------------------------------------------|----|----|----|
| Providing affordable housing for low-income people .                                 | 53 | 49 | 55 |
| Providing supportive housing for people experiencing homelessness .....              | 50 | 45 | 52 |
| Improving streets .....                                                              | 28 | 32 | 26 |
| Improving traffic safety and expanding services for pedestrians and bicyclists ..... | 22 | 25 | 20 |
| Improving parks and related facilities .....                                         | 11 | 12 | 10 |
| Improving senior and recreation centers .....                                        | 5  | 2  | 8  |
| (None).....                                                                          | 3  | 4  | 3  |
| (Don't know).....                                                                    | 2  | 1  | 3  |
| (Refused).....                                                                       | 0  | 0  | 0  |

|    | TOTAL | MEN | WOMEN |
|----|-------|-----|-------|
| N= | 500   | 221 | 262   |

**Q15.** Now thinking just about providing affordable housing in Berkeley, which of the following would be the highest priority for you personally? **[RANDOMIZE]**

|                                                                                                           |    |    |    |
|-----------------------------------------------------------------------------------------------------------|----|----|----|
| Acquiring and building affordable housing units .....                                                     | 33 | 32 | 33 |
| Providing supportive housing for people experiencing homelessness .....                                   | 29 | 29 | 29 |
| Providing housing vouchers so low-income residents have better opportunities for affordable housing ..... | 15 | 15 | 16 |
| Preserving existing affordable housing units .....                                                        | 10 | 10 | 10 |
| (None).....                                                                                               | 7  | 9  | 6  |
| (Don't know).....                                                                                         | 6  | 5  | 6  |
| (Refused).....                                                                                            | 0  | 0  | 0  |

**Q16.** How important is it to you personally that a proposed infrastructure measure include an aspect of equity, whatever that means for you? Would you say it is very important, somewhat important, not to important, or not at all important?

|                           |    |    |    |
|---------------------------|----|----|----|
| Very important .....      | 48 | 38 | 54 |
| Somewhat important .....  | 28 | 32 | 27 |
| Not too important .....   | 6  | 7  | 5  |
| Not at all important..... | 7  | 13 | 3  |
| (Don't know).....         | 10 | 9  | 11 |
| (Refused).....            | 1  | 1  | 1  |
| Important.....            | 76 | 69 | 80 |
| Not important .....       | 13 | 20 | 8  |

**Q17. SSA:** Now I am going to read some ways that people have defined equity in Berkeley. Please tell me which definition is most in line with what equity means to you. **[RANDOMIZE]**

|                                                                                                                                               |    |    |    |
|-----------------------------------------------------------------------------------------------------------------------------------------------|----|----|----|
| Distributing more infrastructure benefits to lower-income neighborhoods and communities of color that have been historically underfunded..... | 55 | 51 | 56 |
| Distributing more infrastructure benefits to the most vulnerable, like children, people with disabilities, and older Berkeleyans. ....        | 18 | 21 | 17 |
| Distributing infrastructure benefits equally between Berkeley's eight City Council districts.....                                             | 9  | 13 | 6  |
| Distributing infrastructure benefits to areas of Berkeley where there are fewer parks, open spaces, and trees.....                            | 9  | 8  | 9  |
| (Don't know).....                                                                                                                             | 9  | 7  | 10 |
| (Refused).....                                                                                                                                | 1  | 0  | 1  |

|    | TOTAL | MEN | WOMEN |
|----|-------|-----|-------|
| N= | 500   | 221 | 262   |

**Q18. SSB:** Now I am going to read some ways that people have defined equity in Berkeley. Please tell me which definition is most in line with what equity means to you. **[RANDOMIZE]**

|                                                                                                                                                 |    |    |    |
|-------------------------------------------------------------------------------------------------------------------------------------------------|----|----|----|
| Distributing infrastructure benefits first to lower-income neighborhoods and communities of color that have historically been underfunded ..... | 52 | 50 | 51 |
| Distributing infrastructure benefits first to the most vulnerable, like children, people with disabilities, and older Berkeleyans .....         | 15 | 18 | 14 |
| Distributing infrastructure benefits equally between Berkeley's eight City Council districts .....                                              | 13 | 15 | 12 |
| Distributing infrastructure benefits to areas of Berkeley where there are fewer parks, open spaces, and trees.....                              | 8  | 6  | 9  |
| (Don't know).....                                                                                                                               | 10 | 7  | 14 |
| (Refused).....                                                                                                                                  | 2  | 3  | 0  |

**Q17/18. Combined Equity Definition**

|                                                                                                                                                   |    |    |    |
|---------------------------------------------------------------------------------------------------------------------------------------------------|----|----|----|
| Distributing infrastructure benefits (first) to lower-income neighborhoods and communities of color that have historically been underfunded ..... | 54 | 50 | 54 |
| Distributing infrastructure benefits first to the most vulnerable, like children, people with disabilities, and older Berkeleyans .....           | 17 | 19 | 15 |
| Distributing infrastructure benefits equally between Berkeley's eight City Council districts .....                                                | 11 | 14 | 9  |
| Distributing infrastructure benefits to areas of Berkeley where there are fewer parks, open spaces, and trees.....                                | 8  | 7  | 9  |
| (Don't know).....                                                                                                                                 | 10 | 7  | 12 |
| (Refused).....                                                                                                                                    | 1  | 2  | 1  |

**Q19.** People in Berkeley have differing opinions about the amount of taxes we pay to fund city services. Some say the amount of taxes we currently pay is appropriate for the services the city provides, while some **[ROTATE]**

\_think taxes are too high  
and others

\_would be willing to pay more in taxes in order to fund more services.

What about you?

|                                             |    |    |    |
|---------------------------------------------|----|----|----|
| Taxes are too high .....                    | 33 | 31 | 34 |
| Would be willing to pay more in taxes ..... | 33 | 35 | 31 |
| Current amount is appropriate.....          | 25 | 25 | 25 |
| (Don't know).....                           | 9  | 8  | 10 |
| (Refused).....                              | 1  | 1  | 1  |

|    | TOTAL | MEN | WOMEN |
|----|-------|-----|-------|
| N= | 500   | 221 | 262   |

**Finally, I would like to ask you a few questions for statistical purposes only.**

**Q20.** In terms of local politics, do you consider yourself progressive, liberal, moderate, or conservative?

|                   |    |    |    |
|-------------------|----|----|----|
| Progressive.....  | 43 | 40 | 43 |
| Liberal.....      | 29 | 26 | 34 |
| Moderate.....     | 19 | 24 | 16 |
| Conservative..... | 3  | 4  | 3  |
| (Don't know)..... | 3  | 4  | 2  |
| (Refused).....    | 2  | 2  | 2  |

**Q21.** What is the last year of schooling that you have completed?

|                                                   |    |    |    |
|---------------------------------------------------|----|----|----|
| 1 - 11th Grade.....                               | 0  | 0  | 0  |
| High School Graduate.....                         | 2  | 3  | 3  |
| Vocational or technical school.....               | 2  | 2  | 2  |
| Some college but no degree.....                   | 13 | 14 | 10 |
| Associate degree.....                             | 7  | 4  | 9  |
| 4-year college graduate or bachelor's degree..... | 34 | 37 | 31 |
| Graduate School or advanced degree.....           | 40 | 36 | 44 |
| (Refused).....                                    | 3  | 4  | 2  |
| Non-college.....                                  | 24 | 23 | 23 |
| College grad.....                                 | 74 | 74 | 75 |

**Q22.** Do you have any children 18 years of age or younger living at home with you?

|                           |    |    |    |
|---------------------------|----|----|----|
| Yes.....                  | 21 | 22 | 22 |
| No.....                   | 76 | 75 | 76 |
| (Don't know/refused)..... | 3  | 3  | 3  |

**Q23. [IF Q22=YES]** Are any of your children currently enrolled in Berkeley public schools?

|                           |    |     |    |    |
|---------------------------|----|-----|----|----|
|                           | N= | 106 | 49 | 57 |
| Yes.....                  | 67 | 63  | 70 |    |
| No.....                   | 32 | 37  | 28 |    |
| (Don't know/refused)..... | 1  | 0   | 2  |    |

**Q24.** Do you own your own home or do you rent?

|                           |    |    |    |
|---------------------------|----|----|----|
| Own.....                  | 50 | 51 | 53 |
| Rent.....                 | 45 | 43 | 44 |
| (Other).....              | 2  | 3  | 1  |
| (Don't know/refused)..... | 2  | 3  | 2  |

|    | TOTAL | MEN | WOMEN |
|----|-------|-----|-------|
| N= | 500   | 221 | 262   |

**Q25. How long have you lived in Berkeley? [DO NOT READ, RECORD WITHIN RANGE]**

|                                    |    |    |    |
|------------------------------------|----|----|----|
| Less than two years .....          | 6  | 7  | 3  |
| Two to less than five years.....   | 13 | 13 | 12 |
| Five to less than ten years .....  | 18 | 20 | 15 |
| Ten to less than twenty years..... | 19 | 18 | 20 |
| Twenty years or more .....         | 33 | 29 | 38 |
| All your life .....                | 8  | 8  | 9  |
| (Don't know/refused).....          | 4  | 5  | 3  |

**Q26. [T]** Just to make sure we have a representative sample, could you please tell me whether you are from a Latino, Hispanic, or Spanish-speaking background?

**Q27. [ASK ALL] [T]** And please tell me which one, or more than one, of these racial or ethnic groups you identify with.

**[RANDOMIZE/READ CHOICES]**

**[ACCEPT MULTIPLE RESPONSES]**

**[IF "OTHER" OR "BIRACIAL" OR "MULTI-RACIAL":]** Well which two or three of these do you identify with the most?

|                                         |    |    |    |
|-----------------------------------------|----|----|----|
| White or Caucasian.....                 | 58 | 60 | 60 |
| Black or African American .....         | 10 | 9  | 11 |
| Latino/Latina or Hispanic.....          | 9  | 9  | 9  |
| Asian American or Pacific Islander..... | 12 | 9  | 13 |
| Native or Indigenous American .....     | 4  | 2  | 5  |
| Middle Eastern .....                    | 2  | 1  | 1  |
| (Other) .....                           | 3  | 4  | 2  |
| (Don't know/Refused).....               | 7  | 9  | 5  |

|                              | TOTAL<br>N= 500 | MEN<br>221 | WOMEN<br>262 |
|------------------------------|-----------------|------------|--------------|
| <b>Age</b>                   |                 |            |              |
| 18 - 24 .....                | 11              | 14         | 6            |
| 25 - 29 .....                | 9               | 9          | 8            |
| 30 - 34 .....                | 8               | 9          | 6            |
| 35 - 39 .....                | 9               | 9          | 10           |
| 40 - 44 .....                | 6               | 6          | 7            |
| 45 - 49 .....                | 9               | 9          | 9            |
| 50 - 54 .....                | 8               | 6          | 9            |
| 55 - 59 .....                | 5               | 8          | 4            |
| 60 - 64 .....                | 8               | 6          | 11           |
| 65 - 69 .....                | 6               | 5          | 8            |
| 70 - 74 .....                | 8               | 7          | 10           |
| 75 & older .....             | 12              | 12         | 14           |
| (don't know) .....           | 0               | 0          | 0            |
| <br>                         |                 |            |              |
| Under 30 .....               | 20              | 23         | 14           |
| 30 - 39 .....                | 17              | 19         | 16           |
| 40 - 49 .....                | 15              | 15         | 16           |
| 50 - 64 .....                | 21              | 20         | 24           |
| 65 & older .....             | 27              | 24         | 31           |
| <br>                         |                 |            |              |
| <b>City Council District</b> |                 |            |              |
| CCD 1 .....                  | 13              | 15         | 12           |
| CCD 2 .....                  | 16              | 11         | 19           |
| CCD 3 .....                  | 15              | 13         | 16           |
| CCD 4 .....                  | 8               | 9          | 7            |
| CCD 5 .....                  | 17              | 15         | 19           |
| CCD 6 .....                  | 13              | 17         | 11           |
| CCD 7 .....                  | 5               | 5          | 4            |
| CCD 8 .....                  | 12              | 14         | 11           |

**Infrastructure Need as Compiled Prior to FY 2022 Budget Adoption**

|                                                            | FY 2022<br>Year 1        | FY 2023<br>Year 2        | FY 2024<br>Year 3        | FY 2025<br>Year 4        | FY 2026<br>Year 5        | Total<br>Year 1- 5       |
|------------------------------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| <b>Parks, Park Buildings, Pools, Waterfront, and Camps</b> |                          |                          |                          |                          |                          |                          |
| Available Funding <sup>(1)</sup>                           | \$1,400,000              | \$1,400,000              | \$1,400,000              | \$1,400,000              | \$1,400,000              | \$7,000,000              |
| Expenditures                                               | \$1,400,000              | \$1,400,000              | \$1,400,000              | \$1,400,000              | \$1,400,000              | \$7,000,000              |
| Capital & Maint. Need <sup>(2)</sup> \$217,039,000         |                          |                          |                          |                          |                          |                          |
| <b>Unfunded Liability</b>                                  | <b>(\$219,951,780)</b>   | <b>(\$222,922,816)</b>   | <b>(\$225,953,272)</b>   | <b>(\$229,044,337)</b>   | <b>(\$232,197,224)</b>   | <b>(\$232,197,224)</b>   |
| <b>Public Buildings</b>                                    |                          |                          |                          |                          |                          |                          |
| Available Funding                                          | \$800,000                | \$800,000                | \$800,000                | \$800,000                | \$800,000                | \$4,000,000              |
| Expenditures                                               | \$800,000                | \$800,000                | \$800,000                | \$800,000                | \$800,000                | \$4,000,000              |
| Capital & Maint. Need \$282,300,000                        |                          |                          |                          |                          |                          |                          |
| <b>Unfunded Liability</b>                                  | <b>(\$287,130,000)</b>   | <b>(\$292,056,600)</b>   | <b>(\$297,081,732)</b>   | <b>(\$302,207,367)</b>   | <b>(\$307,435,514)</b>   | <b>(\$307,435,514)</b>   |
| <b>Sidewalks</b>                                           |                          |                          |                          |                          |                          |                          |
| Available Funding                                          | \$700,000                | \$700,000                | \$700,000                | \$700,000                | \$700,000                | \$3,500,000              |
| Expenditures                                               | \$700,000                | \$700,000                | \$700,000                | \$700,000                | \$700,000                | \$3,500,000              |
| Capital & Maint. Need \$11,120,000                         |                          |                          |                          |                          |                          |                          |
| <b>Unfunded Liability</b>                                  | <b>(\$10,628,400)</b>    | <b>(\$10,126,968)</b>    | <b>(\$9,615,507)</b>     | <b>(\$9,093,818)</b>     | <b>(\$8,561,694)</b>     | <b>(\$8,561,694)</b>     |
| <b>Streets &amp; Roads</b>                                 |                          |                          |                          |                          |                          |                          |
| Available Funding                                          | \$6,820,000              | \$6,820,000              | \$6,820,000              | \$6,820,000              | \$6,820,000              | \$34,100,000             |
| Expenditures                                               | \$6,820,000              | \$6,820,000              | \$6,820,000              | \$6,820,000              | \$6,820,000              | \$34,100,000             |
| Capital & Maint. Need \$250,000,000                        |                          |                          |                          |                          |                          |                          |
| <b>Unfunded Liability</b>                                  | <b>(\$248,043,600)</b>   | <b>(\$246,048,072)</b>   | <b>(\$244,012,633)</b>   | <b>(\$241,936,486)</b>   | <b>(\$239,818,816)</b>   | <b>(\$239,818,816)</b>   |
| <b>Sewers</b>                                              |                          |                          |                          |                          |                          |                          |
| Available Funding                                          | \$21,974,583             | \$16,456,882             | \$20,188,912             | \$24,206,893             | \$24,700,000             | \$107,527,270            |
| Expenditures                                               | \$21,974,583             | \$16,456,882             | \$20,188,912             | \$24,206,893             | \$24,700,000             | \$107,527,270            |
| Capital & Maint. Need \$193,800,000                        |                          |                          |                          |                          |                          |                          |
| <b>Unfunded Liability</b>                                  | <b>(\$175,261,925)</b>   | <b>(\$161,981,144)</b>   | <b>(\$144,628,077)</b>   | <b>(\$122,829,608)</b>   | <b>(\$100,092,200)</b>   | <b>(\$100,092,200)</b>   |
| <b>Storm Water</b>                                         |                          |                          |                          |                          |                          |                          |
| Available Funding                                          | \$1,300,000              | \$1,300,000              | \$1,300,000              | \$1,300,000              | \$1,300,000              | \$6,500,000              |
| Expenditures                                               | \$1,300,000              | \$1,300,000              | \$1,300,000              | \$1,300,000              | \$1,300,000              | \$6,500,000              |
| Capital & Maint. Need \$245,820,000                        |                          |                          |                          |                          |                          |                          |
| <b>Unfunded Liability</b>                                  | <b>(\$249,410,400)</b>   | <b>(\$253,072,608)</b>   | <b>(\$256,808,060)</b>   | <b>(\$260,618,221)</b>   | <b>(\$264,504,586)</b>   | <b>(\$264,504,586)</b>   |
| <b>Traffic Signals &amp; Parking Infrastructure</b>        |                          |                          |                          |                          |                          |                          |
| Available Funding                                          | \$400,000                | \$400,000                | \$400,000                | \$400,000                | \$400,000                | \$2,000,000              |
| Expenditures                                               | \$400,000                | \$400,000                | \$400,000                | \$400,000                | \$400,000                | \$2,000,000              |
| Capital & Maint. Need \$14,838,800                         |                          |                          |                          |                          |                          |                          |
| <b>Unfunded Liability</b>                                  | <b>(\$14,727,576)</b>    | <b>(\$14,614,128)</b>    | <b>(\$14,498,410)</b>    | <b>(\$14,380,378)</b>    | <b>(\$14,259,986)</b>    | <b>(\$14,259,986)</b>    |
| <b>TOTAL</b>                                               |                          |                          |                          |                          |                          |                          |
| Available Funding                                          | \$33,394,583             | \$27,876,882             | \$31,608,912             | \$35,626,893             | \$36,120,000             | \$164,627,270            |
| Expenditures                                               | \$33,394,583             | \$27,876,882             | \$31,608,912             | \$35,626,893             | \$36,120,000             | \$164,627,270            |
| T1 Funding: \$100M Infrastructure Bond <sup>(3)</sup>      | \$10,650,000             | \$10,650,000             | \$10,650,000             | \$10,650,000             | \$10,650,000             | \$53,250,000             |
| Capital & Maint. Need \$1,214,917,800                      |                          |                          |                          |                          |                          |                          |
| <b>Unfunded Liability</b>                                  | <b>(\$1,194,290,681)</b> | <b>(\$1,179,649,613)</b> | <b>(\$1,160,983,693)</b> | <b>(\$1,137,926,474)</b> | <b>(\$1,113,915,004)</b> | <b>(\$1,113,915,004)</b> |

<sup>(1)</sup> Unless otherwise noted, available funding includes recurring sources of capital and major maintenance funding.

<sup>(2)</sup> Capital & Maint. Needs are current estimates of unfunded needs. Needs are estimated to increase at a rate of 2% per year.

<sup>(3)</sup> The remaining \$53.25M of the bond allocated to project budgets is estimated to be equally distributed over 5 years, (\$10.65 million/year).

| <p align="center"><b>Methodology for Infrastructure Need By Asset Category</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Parks, Park Buildings, Pools, Waterfront, and Camps</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <p>These costs include all infrastructure associated with the City’s 52 parks such as irrigation, paths, recreation centers, restrooms, sports fields, and play structures; the waterfront including streets, buildings, paths, docks, parking lots and the pier; resident camps including structures, pools, bridges, pathways and water systems; and pools including locker room buildings, decking, mechanical systems and pool shells.</p>                                                                                                                                                                                                              |
| <p><b>Public Buildings</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <p>This includes 50 Public Works-maintained buildings, including Public Safety Building, Fire Stations, 1947 Center, HHCS buildings, Animal Shelter, Corp Yard, and off-street parking garages. These are not included: Transfer Station, Old City Hall, Veterans Building, Libraries, all PRW buildings, and EV charging stations. Estimates are derived both from staff and from completed facility condition assessments.</p>                                                                                                                                                                                                                            |
| <p><b>Sidewalks</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <p>This includes the City's backlog of resident-requested sidewalk repairs at approximately 3600 properties. The ADA Transition Plan is underway and includes a proactive condition assessment of sidewalks. This assessment will likely result in approximately \$50M in additional unfunded need not included in this calculation.</p>                                                                                                                                                                                                                                                                                                                    |
| <p><b>Streets and Roads</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <p>This represents the one-time cost to raise the City's pavement condition to excellent, as shown by the Metropolitan Transportation Commission's Street Saver Program. The Street Saver Program includes the City's entire street inventory and each street segment's condition, both of which are audited for accuracy biannually and reported through the City's Pavement Management Plan. Curb ramps are included in this estimate, but improvements from a variety of other plans/policies are not included: Bicycle, Complete Streets, Green Infrastructure, Pedestrian, Watershed Management, Strategic Transportation (BeST), and Vision Zero.</p> |
| <p><b>Sewers</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <p>This represents the one-time cost to rehabilitate 61 miles of the City's sewer pipes, which would complete the City's goal of rehabilitating all of the City's sewer pipes per the City's adopted plans. The amount declines over time as a result of the ongoing sewer program and its annually charged sewer fee. The sewer fee is adjusted after a Proposition 218 compliant process every five years, and if more revenue is needed for this asset category, the fee will adjust accordingly.</p>                                                                                                                                                    |
| <p><b>Storm Water</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <p>This represents the \$204M of need as extrapolated from the cost estimates for the Potter/Codornices Creek watersheds identified in the Watershed Management Plan (2012). Staff projected an additional need of \$37M for unfunded capital and maintenance needs in the City's inlets, pipes, cross drains, etc. Staff are initiating the process to adopt a comprehensive stormwater plan to update these needs.</p>                                                                                                                                                                                                                                    |
| <p><b>Traffic Signals and Parking Infrastructure</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <p>Replacements of 2100 parking meters and 240 pay stations at or nearing the end of their useful life, and upgrades to existing traffic signals, including detection at 67 locations, ADA accessibility/pedestrian push buttons at 103 locations, and battery back-ups at 124 locations. New traffic signals, pedestrian hybrid beacons, and rectangular rapid flashing beacons are not included.</p>                                                                                                                                                                                                                                                      |





CONSENT CALENDAR  
March 14, 2023

To: Honorable Mayor and Members of the City Council

From: Councilmember Taplin

Subject: Resolution Supporting Unionization Efforts by Urban Ore workers

### RECOMMENDATION

Adopt a Resolution in support of workers at Urban Ore unionizing under representation by the Industrial Workers of the World (IWW) Union 670.

### FINANCIAL IMPLICATIONS

None.

### BACKGROUND

In 2023, workers at the Urban Ore retail store in Berkeley filed for a labor union representation election with the National Labor Relations Board (NLRB), asking to be represented by IWW Union 670.<sup>1</sup> To date, Urban Ore management has not yet recognized the unionization effort. The NLRB recommends that workers obtain recognition from their employers to maintain the democratic spirit of union elections.

In the recovery following the COVID-19 recession, tight labor markets have led to a resurgence in labor organizing and union activity. The NLRB has reported that union representation petitions increased by 57% in the first half of Fiscal Year 2022. Workers at major corporations like Amazon and Starbucks have recently seen major victories in obtaining union representation. While the overall amount of unionized workers declined amid pandemic-related job losses in 2020 and 2021, the share of unionized workers in the workforce increased, in part because unionized jobs were more resilient.<sup>2</sup> Union representation has helped improve working conditions and provide more stable benefits<sup>3</sup> while closing wage gaps for women and racial minorities in the workforce.<sup>4</sup>

<sup>1</sup> Kwok, I. (2023, Feb. 2). Workers at Urban Ore, Berkeley's last salvage store, announce union drive. *Berkeleyside*. Retrieved from <https://www.berkeleyside.org/2023/02/02/workers-at-urban-ore-berkeleys-last-salvage-store-announce-union-drive>

<sup>2</sup> Shierholz, H., et al. (2022). Latest data release on unionization is a wake-up call to lawmakers. *Economic Policy Institute*. Retrieved from <https://www.epi.org/publication/latest-data-release-on-unionization-is-a-wake-up-call-to-lawmakers/>

<sup>3</sup> Zoorob, M. (2018). Does 'Right to Work' Imperil the Right to Health? The Effect of Labour Unions on Workplace Fatalities. *Occupational and Environmental Medicine*, 75(10), 736–738, <https://dx.doi.org/10.1136/oemed-2017-104747>.

<sup>4</sup> Farber, H.S., et al. (2021). Unions and Inequality Over the Twentieth Century: New Evidence from Survey Data. *Quarterly Journal of Economics*, 136(3), 1325–1385, <https://doi.org/10.1093/qje/qjab012>.

Urban Ore Union

CONSENT CALENDAR  
March 14, 2023

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

None.

CONTACT PERSON

Councilmember Taplin      Council District 2      510-981-7120

Attachments:

1: Resolution

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

RESOLUTION SUPPORTING UNIONIZATION OF URBAN ORE WORKERS

WHEREAS, workers at Urban Ore in Berkeley filed a union representation petition with the National Labor Relations Board (NLRB) in February, 2023; and

WHEREAS, the National Labor Relations Act of 1935 enables workers to petition for union representation by obtaining signatures of at least 30% of the potential bargaining unit; and

WHEREAS, union representation has been consistently shown in empirical studies to improve working conditions; access to healthcare and sick pay; and wage parity for women, Black and Latinx workers, and other disadvantaged groups; and

WHEREAS, workers in major corporations such as Amazon and Starbucks have recently won major victories in obtaining union representation; and

WHEREAS, the NLRB reports that union representation petitions increased by 22% in the first half of Fiscal Year 2022, representing major potential for a stronger labor movement in the United States;

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that Urban Ore management is hereby urged to recognize the union representation petition by its employees seeking to unionize under the Industrial Workers of the World Union 670.

BE IT FURTHER RESOLVED that the Council of the City of Berkeley supports the labor movement in the United States, and welcomes the significant wave of unionization efforts across the country.





CONSENT CALENDAR  
DATE: March 14, 2023

To: Honorable Mayor and Members of the City Council

From: Councilmember Taplin

Subject: Support for SB-58: controlled substances

### RECOMMENDATION

Send a letter of support for Sen. Wiener's Senate Bill 58, which would decriminalize psilocybin, psilocyn, MDMA, DMT, ketamine, mescaline, and ibogaine; expunge criminal records for use and possession of these substances; and establish a commission to provide recommendations to the state legislature on therapeutic uses.

### BACKGROUND

In 2021, State Senator Scott Wiener introduced Senate Bill 519 to decriminalize the possession and personal use of the following substances: psilocybin, psilocyn, 4-methylenedioxymethamphetamine ("MDMA"), Lysergic acid diethylamide ("LSD"), ketamine, Dimethyltryptamine ("DMT"), mescaline (from non-peyote sources) and ibogaine, given these substances can have therapeutic and medicinal benefits. The Berkeley City Council sent a letter of support for SB 519 in 2021. The bill stalled in the Assembly Appropriations Committee, but it has been reintroduced for the current session as Senate Bill 58.

SB 519 would also have expunged any criminal records for people convicted of possession or personal use of these substances, as well as establishing a commission that will provide the Legislature with regulatory recommendations that California should adopt to legalize personal and therapeutic use of these specified substances.

Existing law lists psilocybin, psilocybin, mescaline, MDMA, LSD, DMT and ibogaine as Schedule I Drugs. According to the Drug Enforcement Agency (DEA), Schedule I Drugs have "no accepted medical use and high potential for abuse." Ketamine is listed as a Schedule III drug and is Food and Drug Administration (FDA)-approved to treat depression. California law criminalizes the possession, sale, and transfer of Schedule I drugs.

In the 1950s, LSD was studied for its potential benefits in treating alcoholism.<sup>1</sup> Research on the medicinal uses of psychedelics and other controlled substances largely halted after the 1970 signing of the Controlled Substances Act by President Nixon. In later interviews, former Nixon adviser John Ehrlichman explained that Nixon's War on Drugs was explicitly designed for racist and political ends, rather than for public health and safety:

“The Nixon campaign in 1968, and the Nixon White House after that, had two enemies: the antiwar left and black people. You understand what I'm saying? We knew we couldn't make it illegal to be either against the war or black, but by getting the public to associate the hippies with marijuana and blacks with heroin, and then criminalizing both heavily, we could disrupt those communities. We could arrest their leaders, raid their homes, break up their meetings, and vilify them night after night on the evening news. Did we know we were lying about the drugs? Of course we did.”<sup>2</sup>

In recent years, emerging medical research has revived an interest in therapeutic uses of psychedelics and other controlled substances.<sup>3</sup> Washington, D.C. voters passed Initiative 81 in 2020, which decriminalized personal use and possession of plant-based psychedelics.<sup>4</sup> In the state of Oregon, voters approved two ballot measures decriminalizing non-commercial possession<sup>5</sup> of all scheduled substances, and creating a state-licensed psilocybin-assisted therapy program.<sup>6</sup> In the state of California, two municipalities (Oakland and Santa Cruz) have introduced decriminalization ordinances.

In recent years, the FDA has issued “Breakthrough Therapy” distinctions to MDMA-assisted therapy for PTSD and psilocybin-assisted therapy for treatment-resistant depression, respectively, which expedites the process for approval as treatment for serious or life-threatening conditions.<sup>7</sup>

Mental health treatment and ending the War on Drugs are both racial equity issues. According to the U.S. Department of Health and Human Services, Black adults are

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<sup>1</sup> Costandi, M. (2014). A brief history of psychedelic psychiatry. *The Guardian*. Retrieved from <https://www.theguardian.com/science/neurophilosophy/2014/sep/02/psychedelic-psychiatry>

<sup>2</sup> Baum, D. (2014). Legalize it all: How to win the war on drugs. *Harper's Magazine*. Retrieved from <https://harpers.org/archive/2016/04/legalize-it-all/>

<sup>3</sup> Carhart-Harris, R. L., & Goodwin, G. M. (2017). The Therapeutic Potential of Psychedelic Drugs: Past, Present, and Future. *Neuropsychopharmacology : official publication of the American College of Neuropsychopharmacology*, 42(11), 2105–2113. <https://doi.org/10.1038/npp.2017.84>

<sup>4</sup> [https://decrimnaturedc.org/wp-content/uploads/2020/02/Entheogenic\\_Plant\\_and\\_Fungus\\_Policy\\_Act\\_of\\_2020\\_published\\_2\\_18\\_2020.pdf](https://decrimnaturedc.org/wp-content/uploads/2020/02/Entheogenic_Plant_and_Fungus_Policy_Act_of_2020_published_2_18_2020.pdf)

<sup>5</sup> <http://oregonvotes.org/irr/2020/044text.pdf>

<sup>6</sup> <http://oregonvotes.org/irr/2020/034cbt.pdf>

<sup>7</sup> Serkis, S. (2020). Psychology Trends For 2021: Psilocybin, MDMA, and Covid-19 Aftereffects. *Forbes*. Retrieved from <https://www.forbes.com/sites/stephaniesarkis/2020/12/09/psychology-trends-for-2021-psilocybin-mdma-and-covid-19-aftereffects/?sh=a7ab8a95ce03>

more likely to report persistent symptoms of emotional distress, but are least likely to receive adequate care for mental health.<sup>8</sup>

ENVIRONMENTAL IMPACTS

None.

FISCAL IMPACTS

None.

CONTACT

Councilmember Terry Taplin, District 2, 510-981-7120

ATTACHMENTS/SUPPORTING MATERIALS

1. Letter of Support

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<sup>8</sup> <https://www.minorityhealth.hhs.gov/omh/browse.aspx?lvl=4&lvlid=24>

The Honorable Sen. Scott Wiener  
State Capitol, Room 5100  
1021 O St., Suite 8620  
Sacramento, CA 95814

**RE: Support for SB 58: controlled substances**

Dear Senator Wiener:

The City Council of the City of Berkeley hereby registers its support of Senate Bill 58, to decriminalize the possession and personal use of the following substances: psilocybin, psilocyn, MDMA, LSD, ketamine, DMT, mescaline (from non-peyote sources) and ibogaine, as an incremental step to dismantle the white supremacist War on Drugs policies that have harmed Black and brown communities for decades. This legislation will also expunge any criminal records for people convicted of possession and personal use of these substances, and establish a working group to provide recommendations to the Legislature on therapeutic use.

In the 1960s, researchers were conducting promising studies on the effectiveness of psychedelic substances to treat ailments such as depression and PTSD, until the War on Drugs halted this work. Today, we know this racist policy framework does not improve public safety, deter personal use, or help people who may be experiencing substance use disorder. Modern research on psychedelics shows promising signs for mental health treatment.

California must stop criminalizing substances that have potentially major medical potential. Thank you for your leadership with this important legislation.

Respectfully,

City Council  
City of Berkeley  
2180 Milvia St  
Berkeley, CA 94704

cc: Senator Nancy Skinner  
Assemblymember Buffy Wicks





CONSENT CALENDAR  
March 14, 2023

To: Members of the City Council

From: Councilmember Rigel Robinson (Author), Mayor Jesse Arreguin (Co-Sponsor)

Subject: Letter in Support of SB 466

### RECOMMENDATION

Send a letter to Senator Aisha Wahab (cc: Governor Gavin Newsom, Senator Nancy Skinner, Assemblymember Buffy Wicks) in support of SB 466, which would reform the Costa-Hawkins Rental Housing Act.

### BACKGROUND

Currently, the Costa-Hawkins Rental Housing Act restricts local rent stabilization ordinances to only apply to buildings built after February 1, 1995, or to buildings built after a given municipality implemented rent stabilization — whichever is earlier. Since Berkeley implemented rent stabilization in 1980, newer buildings are exempt from rent stabilization.

The justification for restricting rent stabilization to older buildings is that applying it to newer buildings would decrease potential rents and profits for developers, disincentivizing development. However, freezing eligibility for rent stabilization at one point in time is not useful or necessary to prevent disincentives to development.

It is not unprecedented in California to establish a rolling limit on when restrictions on rent increases may apply. AB 1482 (2019) prevents rent from being increased by more than 5% plus inflation or 10% — whichever is lower — on multifamily buildings older than 15 years and single-family homes owned by real estate corporations.<sup>1</sup> AB 1482 has been an essential measure to prevent severe rent-gouging statewide, but it is important that municipalities such as Berkeley that are facing the most extreme rent levels statewide have the tools they need to prevent displacement. SB 466 would, like AB 1482, only apply to buildings older than 15 years — preventing any potential adverse impacts on incentives for new development.

The City of Berkeley has consistently advocated for reform or repeal of Costa-Hawkins. In 2009, Council adopted Resolution No. 64,687-N.S. calling on the State Legislature to

<sup>1</sup> [Bill Text - AB-1482 Tenant Protection Act of 2019: tenancy: rent caps.](#)

amend Costa-Hawkins to not preempt inclusionary zoning requirements. In 2015, Council adopted Resolution No. 67,245-N.S. calling for the repeal of Costa-Hawkins. In 2017, Council adopted Resolution No. 67,894-N.S., in support of AB 1506 which would have repealed Costa-Hawkins. In 2018, Council placed Measure Q on the ballot, which was approved by Berkeley voters. One part of Measure Q amended the Rent Stabilization Ordinance to extend rent stabilization to newly constructed units 20 years after completion, in the event that Costa-Hawkins is repealed.

#### Rationale for Recommendation

Rent stabilization has been an essential tool for the Berkeley Rent Stabilization Board to prevent displacement — especially in Berkeley’s most diverse and low-income communities. Costa-Hawkins restricts the ability of the City to protect its residents from extreme rent increases that force them to leave the City and their communities.

SB 466 does not implement a mandate on cities; rather, it gives cities like Berkeley that have a significant need for anti-displacement measures more tools to address their local impacts of the statewide housing crisis. Implementing rent stabilization allows cities to prevent rising average rent levels from rapidly displacing longtime residents; without rent stabilization in Berkeley, gentrification would have a more significant impact on many individuals and communities and impede the ability of Berkeleyans to grow and sustain a strong sense of community and belonging. SB 466 would expand the amount of units eligible for rent stabilization without adversely impacting development incentives, and would allow Berkeley to strengthen housing security and stability for both present and future renters in the City.

#### FINANCIAL IMPLICATIONS

None

#### ENVIRONMENTAL SUSTAINABILITY

None

#### CONTACT PERSON

Councilmember Rigel Robinson, (510) 981-7170

Sam Greenberg, Legislative Assistant, [samgreenberg@cityofberkeley.info](mailto:samgreenberg@cityofberkeley.info)

Attachments:

1: Letter



March 14, 2023

Senator Aisha Wahab  
1021 O Street, Suite 6530  
Sacramento, CA 95814

Dear Senator Wahab,

The City of Berkeley writes to express its strong support for SB 466, and more broadly for reforming the outdated and harmful Costa-Hawkins Rental Housing Act. Costa-Hawkins severely limits the ability of municipalities to protect tenants from eviction through rent stabilization, and the original legislation did not foresee the monumental housing crisis now facing California and the displacement that results from it.

The City of Berkeley's Rent Stabilization Board provides resources and education for tenants, in addition to administering the City's Rent Stabilization and Eviction for Good Cause Ordinance. Berkeley and cities across the Bay Area and California are facing a historic housing affordability crisis, and the Costa-Hawkins Rental Housing Act drastically restricts the ability of the Rent Board to address the housing crisis in Berkeley and protect existing tenants—including longtime residents—from extreme and hostile rent increases.

It is important that Berkeley and other cities have access to tools of greater scope to address the housing crisis. Allowing for abundant construction of housing—especially affordable housing—is critical but will not have an impact as immediately as is necessary. In addition to construction, it is essential that municipalities are able to use rent stabilization to protect their most vulnerable residents from displacement as housing costs rise rapidly.

Rent stabilization is an essential tool cities and counties should have access to in order to prevent displacement. By preventing displacement of longtime and vulnerable residents, rent stabilization allows cities like Berkeley to build a sense of community and neighborliness among residents. The City of Berkeley strongly supports SB 466, and strongly supports expanding the ability of municipalities to broaden access to rent stabilization to make our communities more resilient, stable, and vibrant.

Sincerely,  
The Berkeley City Council

cc: Governor Gavin Newsom  
Senator Nancy Skinner  
Assemblymember Buffy Wicks





CITY COUNCILMEMBER  
**RIGEL ROBINSON**  
 DISTRICT 7

CONSENT CALENDAR

March 14, 2023

To: Honorable Mayor and Members of the City Council

From: Councilmember Rigel Robinson (Author)

Subject: Resolution and Letter in Support of H.R. 852, the Investing in Safer Traffic Stops Act of 2023

RECOMMENDATION

Adopt a Resolution in support of H.R. 852, the Investing in Safer Traffic Stops Act of 2023, and send a letter of support to Representative Ritchie Torres, Representative Barbara Lee, Senator Alex Padilla, and Senator Dianne Feinstein.

BACKGROUND

The Investing in Safer Traffic Stops Act of 2023 was introduced on February 6, 2023 by U.S. Representative Ritchie Torres. H.R. 852 would direct the U.S. Attorney General to create a grant program to provide funding to state, local, and tribal governments to hire civilian employees or purchase traffic monitoring technology for the purpose of enforcing traffic violations without the direct involvement of law enforcement officers. For fiscal years 2024 through 2029, \$100,000,000 would be allocated to the program each year.

Traffic enforcement is one way that municipalities can address dangerous driving behavior such as speeding and red light violations. However, it is well-documented that traditional enforcement conducted by police officers results in disproportionate enforcement actions against people of color, particularly Black people. According to the Stanford Policing Project, police pull over more than 20 million motorists per year, making traffic stops the most common interaction Americans have with police.<sup>1</sup> The City of Berkeley has committed to exploring civilian traffic enforcement through the BerkDOT process. The grant funding provided by H.R. 852 would support these ongoing planning efforts.

Black and brown people are disproportionately affected by traffic injuries and fatalities, whether while walking, biking, or driving.<sup>2</sup> If thoughtfully implemented, traffic monitoring technologies have the potential to address disparities in traffic violence while also reducing racial bias in police interactions. While automated speed enforcement is currently illegal in California, the City of Berkeley has supported state legislation to change this.

However, it is critical to carefully consider camera placement and other program

<sup>1</sup> <https://openpolicing.stanford.edu/findings/>

<sup>2</sup> <https://www.hsph.harvard.edu/news/press-releases/racial-disparities-traffic-fatalities/>

aspects in order to avoid disparate impacts. Black and brown neighborhoods that have been historically under-invested in tend to have less pedestrian infrastructure, wider streets, and fewer traffic calming measures to slow drivers down. An analysis of Chicago's speed camera program found that the cameras that issued the most tickets were placed on four-lane roads, primarily in majority Black census tracts. On the other hand, the speed cameras that issued the fewest tickets were on two-lane streets, primarily in majority non-Black census tracts.<sup>3</sup> Cameras that were placed near freeways and in less dense neighborhoods also issued a higher share of tickets. Any traffic camera technology deployed through this grant program must avoid unnecessarily punitive fines and take steps to ensure that people of color are not overburdened by tickets.

FINANCIAL IMPLICATIONS

None.

ENVIRONMENTAL SUSTAINABILITY

None.

CONTACT PERSON

Councilmember Rigel Robinson, (510) 981-7170

Angie Chen, Legislative Assistant

Attachments:

1: Letter of support

2: Resolution

3: Bill text: <https://www.congress.gov/bill/118th-congress/house-bill/852/text?s=1&r=1>

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<sup>3</sup> <https://www.propublica.org/article/chicagos-race-neutral-traffic-cameras-ticket-black-and-latino-drivers-the-most>



March 14, 2023

United States Representative Ritchie Torres  
1414 Longworth House Office Building  
Washington, DC 20515

**RE: City of Berkeley, California's Support for H.R. 852, the Investing in Safer Traffic Stops Act of 2023**

Dear Representative Torres,

The Berkeley City Council would like to convey our strong support for the Investing in Safer Traffic Stops Act of 2023. The grant program created by this bill would provide critical funding to state, local, and tribal governments to explore alternatives to traditional traffic enforcement.

Time and time again, we have seen traffic stops turn deadly. Civilianization and automation of traffic enforcement have the potential to save lives by not only reducing dangerous driving, but also by reducing racially-biased police interactions that can escalate into violence. At the same time, automated enforcement can reproduce existing disparities caused by infrastructure under-investment in Black and brown neighborhoods. We urge you to take steps to ensure that the traffic monitoring technologies funded by this grant program do not overburden low-income people of color with punitive fines and fees.

We thank you for introducing this bill to support municipalities across America in our efforts to reimagine traffic enforcement.

Respectfully,

The Berkeley City Council

CC: Representative Barbara Lee  
Senator Alex Padilla  
Senator Dianne Feinstein

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

SUPPORT OF H.R. 852, THE INVESTING IN SAFER TRAFFIC  
STOPS ACT OF 2023

WHEREAS, H.R. 852 would create a grant program to provide funding to state, local, and tribal governments to hire civilian employees or purchase traffic monitoring technology for the purpose of enforcing traffic violations without law enforcement officers; and

WHEREAS, for fiscal years 2024 through 2029, \$100,000,000 would be allocated to the program each year; and

WHEREAS, traffic stops are the most common interaction Americans have with police, and too often open the door for racial bias and police brutality; and

WHEREAS, the City of Berkeley has committed to exploring civilian traffic enforcement as a strategy to reduce unnecessary police interactions, focus traffic stops on street safety, and promote a racial justice lens in transportation; and

WHEREAS, the City of Berkeley has also supported reforms that would enable cities in California to deploy automated speed enforcement technologies, which if done in an equitable manner, would reduce both dangerous driving behavior and racial bias in traffic enforcement; and

WHEREAS, the funding provided by this grant program could support ongoing traffic enforcement civilianization efforts in the City of Berkeley and similar planning processes in cities across the country.

NOW THEREFORE, BE IT RESOLVED, that the Berkeley City Council hereby endorses H.R. 852, the Investing in Safer Traffic Stops Act of 2023.





Fair Campaign Practices Commission

PUBLIC HEARING

March 14, 2023

To: Honorable Mayor and Members of the City Council

From: Jim Hynes, Chair, Fair Campaign Practices Commission

Submitted by: Samuel Harvey, Secretary, Fair Campaign Practices Commission

Subject: Amendments to Berkeley Election Reform Act cost of living adjustment provisions

RECOMMENDATION

Conduct a public hearing and, upon conclusion, adopt first reading of an ordinance amending the Berkeley Election Reform Act (BMC Chapter 2.12) to (1) clarify that cost of living adjustments for the \$250 campaign contribution limit to be performed in every odd-numbered year shall be rounded to the nearest ten dollars (\$10), and (2) providing that all cost of living adjustments required by BERA be performed by March instead of January of each odd-numbered year to coincide with the availability of necessary data.

FISCAL IMPACTS OF RECOMMENDATION

None.

CURRENT SITUATION AND ITS EFFECTS

These recommended amendments to the Berkeley Election Reform Act (“BERA”) were approved by the Fair Campaign Practices Commission (“FCPC”) at its regular meeting of January 19, 2023.

**Action:** M/S/C (Ching/Tsang) Motion to approve staff’s recommended BERA amendments for submission to the City Council.

**Vote:** Blome, Ching, Hernandez, O’Donnell, Tsang, Hynes; Noes: none; Abstain: none; Absent: Bernstein.)

Pursuant to Berkeley Municipal Code Section 2.12.051, BERA may be amended by the “double green light” process. This process requires that the FCPC adopt the amendments by a two-thirds vote, and the City Council hold a public hearing and adopt the amendments by a two-thirds vote.

## BACKGROUND

Under the Berkeley Election Reform Act (BMC Ch. 2.12.) (“BERA”), the FCPC is required to adjust various dollar amounts in accordance with changes in cost of living every odd-numbered year.

These dollar amounts include the following amounts under the City’s Fair Elections (public financing) program:

1. Qualified contributions (BMC § 2.12.167)
2. Minimum qualified contributions required for public financing qualification (BMC § 2.12.500.A.3)
3. Aggregate per-candidate matching funds payments (BMC § 2.12.505.B.)
4. Maximum value of capital assets purchased with public financing funds (2.12.530.B.3.b.)

In 2021, the FCPC and City Council approved an amendment to BERA which provides that the \$250 contribution limit for candidates not participating in public financing shall be adjusted for cost of living in every odd-numbered year. (See BMC § 2.12.415.)

This proposed amendment would make the following changes:

- a. Clarify that the \$250 contribution limit shall be adjusted in \$10 increments

Pursuant to section 2.12.545, the above adjustments for the public financing program are to be rounded to the nearest \$10 (or \$1,000 for aggregate candidate payments under 2.12.505.B). This ensures that dollar amounts are adjusted to simple numbers that do not include fractions of a dollar. It also ensures that amounts will not be changed if the cost of living results in an adjustment of less than \$5.

During the FCPC’s 2021 discussion of adjusting the \$250 contribution limit for candidates not participating in public financing, it was understood that the same \$10 adjustment rounding would apply to adjustments to the \$250 limit. However, this change was not enshrined in the resulting amendment. As a result, the required adjustment to \$250 could result in an adjustment of only a few dollars, including fractions of a dollar. This proposed amendment to BERA section 2.12.415 would clarify that the \$10 rounding applied to other adjusted BERA amounts will also apply to adjustments to the \$250 contribution limit

- b. Change timing of cost of living adjustments to coincide with availability of data

BERA provides that the FCPC shall approve the cost of living adjustments in January of each odd-numbered year. The City Clerk Department prepares the proposed adjustments based on data made available by the U.S. Bureau of Labor Statistics (“BLS”). This year, BLS did not make the necessary data available until the end of January 2023. This was also the case during the previous round of adjustments in 2021. The proposed amendment would change the timing of the adjustment from January to March in order to allow sufficient time for City staff to acquire the needed data, calculate the necessary

adjustments, and prepare a proposal for the FCPC. This change may be accomplished by amending BERA sections 2.12.415 and 2.12.545 as proposed.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

None.

RATIONALE FOR RECOMMENDATION

The proposed BERA amendments will add clarity to the BERA cost of living adjustment process and ensure that City deadlines for making those adjustments coincide with the availability of necessary data.

ALTERNATIVE ACTIONS CONSIDERED

None.

CITY MANAGER

Staff concurs with the content and recommendations of the Commission's report.

CONTACT PERSON

Jim Hynes, Chair, Fair Campaign Practices Commission, (510) 981-6998

Samuel Harvey, Commission Secretary, Fair Campaign Practices Commission (510) 981-6998

Attachments:

1. Proposed ordinance amending BERA

ORDINANCE NO. \_\_\_\_\_

AMENDING BERKELEY MUNICIPAL CODE CHAPTER 2.12

BE IT ORDAINED by the Council of the City of Berkeley as follows:

Section 1. That Berkeley Municipal Code Section 2.12.415 is amended to read as follows:

**2.12.415 Persons other than candidate – Maximum permitted amount.**

No person other than a candidate shall make and no campaign treasurer shall solicit or accept any contribution which will cause the total amount contributed by such person with respect to a single election in support of or in opposition to such candidate to exceed two hundred fifty dollars (\$250). The Commission shall adjust the dollar amount in this Section for cost of living changes pursuant to 2.12.075 in JanuaryMarch of every odd-numbered year, or as soon thereafter as practicable. Such adjustments shall be rounded to the nearest ten dollars (\$10). For purposes of this section single election is a primary, general, special, runoff or recall election

Section 2. The Berkeley Municipal Code Section 2.12.545 is amended to read as follows:

**2.12.545 Cost of living adjustments**

The Commission shall adjust the dollar amounts specified in Sections 2.12.167, 2.12.500.A.3, 2.12.505.B and 2.12.530B.3.b for cost of living changes pursuant to Section 2.12.075 in JanuaryMarch of every odd-numbered year, or as soon thereafter as practicable, following Council implementation. Such adjustments shall be rounded to the nearest ten dollars (\$10) with respect to Sections 2.12.167, 2.12.500.A.3 and 2.12.530.B.3.b and one thousand dollars (\$1,000) with respect to Section 2.12.505.B.

BERKELEY CITY COUNCIL

AMENDMENTS TO THE BERKELEY ELECTION REFORM ACT

The Fair Campaign Practices Commission is proposing amendments to the Berkeley Election Reform Act related to the regulation of officeholder accounts.

The hearing will be held on, March 14, 2023 at [6:00 p.m.] in the School District Board Room, 1231 Addison Street.

A copy of the agenda material for this hearing will be available on the City’s website at [www.CityofBerkeley.info](http://www.CityofBerkeley.info) as of March 2, 2023.

For further information, please contact Samuel Harvey, Commission Secretary at 981-6998.

Written comments should be mailed or delivered directly to the City Clerk, 2180 Milvia Street, Berkeley, CA 94704, in order to ensure delivery to all Councilmembers and inclusion in the agenda packet.

Communications to the Berkeley City Council are public record and will become part of the City’s electronic records, which are accessible through the City’s website. **Please note: e-mail addresses, names, addresses, and other contact information are not required, but if included in any communication to the City Council, will become part of the public record.** If you do not want your e-mail address or any other contact information to be made public, you may deliver communications via U.S. Postal Service or in person to the City Clerk. If you do not want your contact information included in the public record, please do not include that information in your communication. Please contact the City Clerk at 981-6900 or [clerk@cityofberkeley.info](mailto:clerk@cityofberkeley.info) for further information.

**Published:** March 3, 2023

Pursuant to Berkeley Municipal Code section 2.12.051

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I hereby certify that the Notice for this Public Hearing of the Berkeley City Council was posted at the display case located near the walkway in front of the Maudelle Shirek Building, 2134 Martin Luther King Jr. Way, as well as on the City’s website, on March 2, 2023.



Mark Numainville, City Clerk



Lori Droste
Councilmember, District 8

Action Calendar
March 14, 2023

To: Honorable Mayor Jesse Arreguín and Members of the City Council

From: Councilmember Lori Droste

Subject: Bureaucratic Effectiveness and Referral Improvement and Prioritization Effort (BE RIPE)

Recommendation

In order to ensure that the City focuses on high-priority issues, projects, and goals and affords them the resources and funding such civic efforts deserve, the City Council should consult with the City Manager's Office to develop and adopt a suite of revisions to the City Council Rules of Procedure and Order that would implement the following provisions:

1. Beginning in 2023, Councilmembers shall submit no more than one major legislative proposal or set of amendments to any existing ordinance per year, with the Mayor permitted to submit two major proposals, for a maximum of ten major Council items per year.
2. In 2023 and all future years, Councilmembers shall be required to submit major items before an established deadline. Council shall then prioritize any new legislative items as well as any incomplete major items from the previous year using the Reweighted Range Voting (RRV) process. This will help establish clear priorities for staff time, funding, and scheduling Council work sessions and meetings. For 2023 alone, the RRV process should include outstanding/incomplete Council items from all previous years. In 2024 and thereafter, the RRV process should only incorporate outstanding/incomplete major items from the prior year. However, Councilmembers may choose to renominate an incomplete major policy item from an earlier year as their single major item.
3. During deliberations at a special worksession, Council retreat, and/or departmental budget presentations, Council and the City Manager should develop a work plan that establishes reasonable expectations about what can be accomplished by staff given the list of priorities as ranked by RRV. Council should also consult with the City Manager and department heads, particularly the City Attorney's office, Planning Department, and Public Works Department on workload challenges (mandates outside Council priorities, etc.), impacts, reasonable staff output expectations, and potential corrective actions to ensure that mandated deadlines are met, basic services are provided, and policy proposals are effectively implemented.
4. Budget referrals and allocations from City Council must be explicitly related to a previously established or passed policy/program, planning/strategy document, and/or an external funding opportunity related to one of these. As a good government practice, councilmembers and the Mayor may **not** submit budget referrals which direct funds to a

specific organization or event. Organizations which receive City funding must submit at least annually an application detailing, at a minimum: the civic goal(s)/purpose(s) for which City funds are used, the amount of City funding received for each of the preceding five years, and quantitative or qualitative accounting of the results/outcomes for the projects that made use of those City funds. Organizations receiving more than \$20,000 in City funds should be required to provide quantitative data regarding the number of individuals served and other outcomes.

5. Ensuring that any exceptions to these provisions are designed to ensure flexibility in the face of an emergency, disaster, or urgent legal issue/liability and narrowly tailored to be consistent with the goals of enhanced efficiency, effectiveness, fairness, and focus.

Policy Committee Recommendation

On February 14, 2023, the Agenda and Rules Committee adopted the following action: M/S/C (Hahn/Arreguin) to send the item to the City Council with a Qualified Positive Recommendation to refer the relevant concepts of the original item to the Agenda & Rules Committee for consideration under the existing committee agenda item regarding enhancements to the City's legislative process. Vote: All Ayes.

Current Situation and Its Effects

Over the past few years (excluding the COVID-19 state of emergency), City Council has grappled with potential options to reduce the legislative workload on the City of Berkeley staff. While a significant portion of this workload is generated from non-legislative matters and staffing vacancies, it is important to recognize that staff also continue to struggle to keep up with Council directives while still accomplishing the City's core mission or providing high quality public infrastructure and services.

Background and Rationale

Berkeley faces an enormous staffing crisis due in part to workload concerns; as such, Council should take steps to hone its focus on legislative priorities. [November 2022's Public Works Off-Agenda Memo](#) offers a benchmark for problems faced by City departments. Public Works staff struggles to complete its top strategic plan projects, respond to audit findings, and provide basic services, in addition to fulfilling legislative priorities by Council. While the "Top Goals and Priorities" outlined by Public Works is tied to 130+ directives by the City Council, it is not reasonable to assume that all will be implemented.

The challenges faced by the Public Works department are not an anomaly. Other departments share the same challenges. In addition to needing to ensure that the City can adopt a compliant state-mandated Housing Element, process permits, secure new grant funding, mitigate seismic risks, and advance our Climate Action Plan, Planning Department staff have been tasked with addressing multiple policy proposals from the City Council. The sheer number of referrals also impacts the ability of staff in the City Attorney's office to vet all ordinances, protect the City's interests, participate in litigation, and address the City's other various legal needs.

Best Practices

A number of nearby, similarly-sized cities were contacted to request information about how these cities approach Councilmember referrals and prioritizations processes. Cities contacted

included Richmond, Vallejo, Santa Clara, Concord, and Sunnyvale. Of these cities, Santa Clara, Concord, and Sunnyvale replied.

Santa Clara

Overall, Santa Clara staff indicated that—similar to Berkeley—the Council referrals and prioritization process is not especially formalized, with additional referrals being made outside of the prioritization process.

Each year, the Council holds an annual priority setting session at which the Council examines and updates priorities from the previous year and considers what progress was made toward those priorities. The prioritization process takes place in February so that any priorities that rise to the top may be considered for funding ahead of the budget process. In any given year, some priorities may go unfunded and even holding those priorities over to a second year is not necessarily a guarantee of funding.

Despite conducting this annual prioritization exercise, Councilmembers in Santa Clara often still do bring forward additional referrals outside of this process. Part of this less restricted approach in Santa Clara's 030 ("zero thirty") policy, which allows members of the the City Council to add items to the Council agenda with sufficient notice and even allows members of the public to petition to have items added to a special section of the Council agenda.

Despite the overally looseness of Santa Clara's approach. Council members still rely upon staff to provide direction with respect to what priorities are or are not feasible based upon available funding and staff bandwidth.

Concord

According to Concord City staff, although Concord—like Berkeley and Santa Clara—does have a process for Councilmembers to request items be added to Council agendas, Councilmembers generally agree not to add referrals outside of the formal priority-setting process.

Concord City staff only work on "new" items/policies that are mandated by law, recommended by the City Manager, and have been recommended for review/work of some kind by a majority (three of the five members) of the City Council.

In general, Councilmembers agree to not add work items outside of the Council's formal priority setting process. The Concord City Council has a once-a-year goal setting workshop each spring where the City plans its Tier 1 and Tier 2 priorities for the year (or sometimes for a 2-year cycle). Most Councilmembers abide by this process and refrain from bringing forward additional items. However any Councilmember may put forward a referral outside of the process and use the method outlined below.

Outside of the prioritization process, Councilmembers can request that their colleagues (under Council reports at any Council meeting) support placing an item on a future Council meeting agenda for a discussion. The Concord City Attorney has advised councilmembers that they can make a three sentence statement, e.g. "I would like my colleagues' support to agendize [insert item]" or "to send [insert item] to a Council standing committee for discussion." Followed by: "This is an important item to me or a timely item for the Council because [insert reasoning]. Do I have your support?" The other Councilmembers then cannot engage in any detailed discussion or follow up, but may only vote yes or no to agendizing the item.

If two of the Councilmember's colleagues (for a total of 3 out of 5) agree to the request to have the item agendized for a more detailed discussion by Council, then the item will be added to a future agenda for fuller consideration. An additional referral outside the prioritization process is suggested perhaps once every month in Concord, but the Concord City Council usually does not provide the majority vote to agendize these additional items.

Sunnyvale

Of all the cities surveyed, Sunnyvale has the most structured approach for selecting, rating, and focusing on City Council priorities. "Study issues" require support from multiple councilmembers before being included in the annual priority setting, and then must go through a relatively rigorous process to rise to the top as Council priorities. And, perhaps most importantly, policy changes *must* go through the priority setting process to be considered. The Sunnyvale City Council's Policy 7.3.26 Study Issues reads, in part:

Any substantive policy change (large or relatively small) is subject to the study issues process (i.e. evaluated for ranking at the Council Study Issues Workshop).

Policy related issues include such items as proposed ordinances, new or expanded service delivery programs, changes to existing Council policy, and/or amendments to the General Plan. Exceptions to this approach include emergency issues, and urgent policy issues that must be completed in the short term to avoid serious negative consequences to the City, subject to a majority vote of Council.

If a study issue receives the support of at least two Councilmembers, the issue will go to staff for the preparation of a study issue paper. Council-generated study issues must be submitted to staff at least three weeks ahead of the priority-setting session, with an exception for study issues raised by the public and carried by at least two Councilmembers, if the study issues hearing takes place less than three weeks before the priority setting.

At the Annual Study Issues Workshop, the Council votes whether to rank, defer, or drop study issues. If a majority votes to drop the issue, it may not return the following year; if the issue is deferred, it returns at the following year's workshop; and if a majority votes to rank an issue, it proceeds to the ranking process. Sunnyvale's process uses "forced ranking" for "departments" with ten or fewer issues and "choice ranking" for departments with eleven or more issues. (The meaning of "departments" and the process for determining the number of issues per department are not elucidated within the policy.) Forced ranking involves assigning a ranking to every policy within a given subset, while choice ranking only assigns a ranking to a third of policies within a given subset, with the others going unranked.

After the Council determines which study issues will be moving forward for the year based on the rankings, the City Manager advises Council of staff's capacity for completing ranked issues. However, if the Council provides additional funding, the number of study issues addressed may be increased.

In 2022, Sunnyvale had 24 study issues (including 17 from previous years and only 7 new ones) and **zero** budget proposals. Although Sunnyvale does consider urgency items outside the prioritization process, this generally happens only 1 to 3 times per year and usually pertains to highly urgent items, such as gun violence.

Status Quo and Its Effects

Council currently uses a reweighted range proportional representation voting method to determine which priorities represent both a) a consensus and b) district/neighborhood concerns. This process allows Council to coalesce around a particular common area of concern; but if there is a specific neighborhood or district issue that is not addressed by Council consensus, it also allows for that district's councilmember's top priority to be elevated in the ratings even without broad consensus, so long as there are not multiple items designated as that councilmember's "top" item. More information about this process can be found [here](#). This [system was established](#) in 2016 due to the sheer amount of referrals by Council and the lack of cohesive direction on which of the 100+ referrals the City Manager should act upon.

Subsequent to this effort, Council created a "short-term referral" pool which was intended to be light-lift referrals that could be accomplished in less than 90 days. However, that designation was always intended to be determined by the City Manager, not Council, with respect to what was operationally feasible in terms of the 90 day window. The challenge with Council determining what is a short-term referral is that it is not always realistic given other duties that the staff has to attend to and inappropriate determinations can stymie work on other long term priorities if staff have to drop everything they are doing to attend to an "short-term" or "emergency" referral.

An added challenge is that the City Auditor [reported in 2018](#) that the City of Berkeley's Code Enforcement Unit (CEU) had insufficient capacity to enforce various Municipal Code provisions. This was due to multiple factors, including understaffing—some of which have since improved. Nevertheless, the City Auditor wrote,

"Council passes some ordinances without fully analyzing the resources needed for enforcement and without understanding current staffing capacity. In order to enforce new ordinances, the CEU must take time away from other enforcement areas. This increases the risk of significant health and safety code violations going unaddressed. It also leads to disgruntled community members who believe that the City is failing to meet its obligations. This does not suggest that the new ordinances are not of value and needed. Council passes policy to address community concerns. However, it does mean that the City Council routinely approves policy that may never result in the intended change or protections."

Subsequent to that report, [an update](#) was published in September of 2022. A staffing and resource analysis for Code Enforcement is still needed to ensure that the laws Council passes can be implemented.

Fiscal Impacts

These reforms are likely to result in significant direct savings related to reduced staff time/overtime as well as potential decreases to costs associated with the recruitment/retention of staff.

Alternatives Considered

Alternatives were considered using effectiveness and efficiency as the evaluative criteria for referrals. One missing criterion that will be necessary in developing this process will be operational considerations so the City of Berkeley can continue to deliver basic services in an efficient manner.

All-Council determination

Council could vote *as a body* on the top 10 legislative priorities. The drawback of this method is that it, by default, eliminates any remaining priorities that have been passed by Council. It also eliminates “minority” voices which may disproportionately impact neighborhood-specific concerns as the remainder of the Council may not value district-specific concerns outside of their council district.

Councilmember parameters

Councilmembers could select their top two legislative priorities (as a primary author) for the year and the Mayor could select four legislative priorities for the year for a total of 10 legislative priorities per year. These “legislative priorities” would not include resolutions of support, budget referrals for infrastructure or traffic mitigations or other non-substantive policy items.....

Status Quo Sans Short-Term Referrals

The status quo of rating referrals is the fairest and most equitable if Council wishes to continue to pass the same quantity of referrals; however, it does not address the overall volume and that certain legislative items skip the prioritization queue due to popularity or perceived community support. Council enacts ordinances that fall outside of the priority setting process and designates items as short-term referrals. This loophole has made this process a bit more challenging. One potential option is to continue the prioritization process but eliminate the short-term referral option unless it is undeniably and categorically an emergency or time-sensitive issue.

Contact Person

Councilmember Lori Droste (legislative aide Eric Panzer)
erpanzer@cityofberkeley.info
Phone: 510-981-7180

Attachments

Update on Public Works’ Goals, Projects, Measures, and Challenges



Office of the City Manager

November 15, 2022

To: Honorable Mayor and Members of the City Council

From: *DWR* Dee Williams-Ridley, City Manager

Re: Update on Public Works' Goals, Projects, Measures, and Challenges

This memo shares an update on the department's *Performance Measures* and *FY 2023 Top Goals and Projects*, and identifies the department's highest priority challenge. I am proud of this department's work, its efforts to align its work with City Council's goals, and the department's dedication to improving project and program delivery.

Performance Measures

The department's performance measures were first placed on the department's website (<https://berkeleyca.gov/your-government/about-us/departments/public-works>) in 2020. They are updated annually in April. Progress continues in preventing trash from reaching the Bay, reducing waste, increasing bike lane miles, reducing the City fleet's reliance on gas, increasing City-owned electric chargers, expanding acres treated by green infrastructure, and reducing the sidewalk repair backlog. Challenges remain with the City's street condition and safety.

Top Goals and Projects

Public Works' top goals and projects are also on the department's website (<https://berkeleyca.gov/your-government/about-us/departments/public-works>). Department goals are developed annually. This year, after reviewing the 130+ directives from open City Council referrals, FY 2023 adopted budget referrals, audit findings, and strategic plan projects, staff matched existing resources with City Council's direction and the ability to deliver on this direction while ensuring continuity in baseline services.

The *FY 2023 Top Goals and Projects* is staff's projection of the work that the department has the capacity to advance this fiscal year. This list is intended to be both realistic and a stretch to achieve. More than three-quarters of the work on the *FY 2023 Top Goals and Projects* is tied to the existing 130+ directives from City Council referrals, budget referrals, audit findings, and strategic plan projects. The remainder are initiatives internal to the department aimed at increasing effectiveness and/or improving baseline services.

Public Works conducts quarterly monitoring of progress on the goals and projects, and status updates are shared on the department's website using a simple status reporting

Page 2

November 15, 2022

Re: Update on Public Works' Goals, Projects, Measures, and Challenges

procedure. Each goal or project is coded green, yellow, or red. A project coded green is either already completed or is on track and on budget. A project in yellow is at risk of being off track or over budget. A project in red either will not meet its milestone for this fiscal year or is significantly off track or off-budget. Where a project or goal has multiple sub-parts, an overall status is color-coded for the numbered goal and/or project, and exceptions within the subparts are identified by color-coding. Quarter 1's status update is [here](#). The 2nd, 3rd, and 4th quarter results will be posted at the same location.

Challenge

Besides the volume of direction, the most significant challenge in delivering on City Council's directions is the department's high vacancy rate. The Public Works Department is responsible for staff retention and serves as the hiring manager in the recruitment and selection process. Both retention and hiring contribute to the department's vacancy rate, and the department collaborates closely with the Human Resources Department to reduce the rate. Over the last year, the vacancy rate has ranged from 12% to 18%, and some divisions, such as Equipment Maintenance (Fleet), Transportation,¹ and Engineering, have exceeded 20%. While the overall vacancy rate is lower than in Oakland and San Francisco, it is higher than in Public Works Departments in Alameda, Albany, Emeryville, and San Leandro.

The high vacancy rate obviously reduces the number of services and projects that staff can deliver. It leaves little room for new direction through the course of the fiscal year and can lead to delays and diminished quality. It also detracts from staff morale as existing staff are left to juggle multiple job responsibilities over long periods with little relief. The department's last two annual staff surveys show that employee morale is in the lowest quarter of comparable public agencies and the vacancy rate is a key driver of morale.

Attachment 1 offers an excerpted list of programs and projects that the department is unable to complete or address in this fiscal year due to the elevated vacancy rate and/or the volume of directives.

Attachment 1: Selected list of program, project, referral, and audit finding impacts

cc: Paul Buddenhagen, Deputy City Manager
LaTanya Bellow, Deputy City Manager
Jenny Wong, City Auditor
Mark Numainville, City Clerk
Matthai Chakko, Assistant to the City Manager

¹ Three of the City's five transportation planner positions will be vacant by December 3. Before January 1, 2023, the City Manager will share an off agenda memo that explains the impact of transportation-specific vacancies on existing projects and programs.

Attachment 1: Selected list of program, project, referral, and audit finding impacts

Project and Program Impacts

- Major infrastructure planning processes are 6+ months behind schedule, including comprehensive planning related to the City's Zero Waste goal, bicycle, stormwater/watershed, sewer, and streetlight infrastructure.
- Some flashing beacon installations have been delayed for more than 18 months, new traffic maintenance requests can take 2+ months to resolve, and the backlog of neighborhood traffic calming requests stretches to 2019.
- The City may lose its accreditation status by the American Public Works Association because of a lack of capacity to gain re-accreditation.
- Some regular inspections and enforcement of traffic control plans for the City's and others' work in the right of way are missed.
- Residents experience missed waste and compost pickups as drivers and workers cover unfamiliar routes and temporary assignments.
- Illegal dumping, ongoing encampment, and RV-related cleanups are sometimes missed or delayed.
- The backlog of parking citation appeals has increased.
- Invoice and contracting approvals can face months-long delays.
- The Janitorial Unit has reduced service levels and increased complaints.
- Maintenance of the City's fleet has declined, with preventative maintenance happening infrequently, longer repair response times, and key vehicles being unavailable during significant weather events.

Prior Direction Deferred or Delayed

- Referral: Expansion of Paid Parking (DMND0003994)
- Referral: Long-Term Zero Waste Strategy (DMND0001282)
- Referral: Residential Permit Parking (PRJ0016358)
- Referral: Parking Benefits District at Marina (DMND0003997)
- Referral: Prioritizing pedestrians at intersections (DMND0002584)
- Referral: Parking Districts on Lorin and Gilman (DMND0003998)
- Budget Referral: Durant/Telegraph Plaza, 12/14/2021
- Referral: Traffic Calming Policy Revision (PRJ0012444)
- Referral: Public Realm Pedestrianization Opportunities (PRJ0019832)
- Referral: Long-Term Resurfacing Plan (PRJ0033877)
- Referral: Street Sweeping Improvement Plan (DMND0002583)
- Audit: Leases: Conflicting Directives Hinder Contract Oversight (2009)
- Audit: Underfunded Mandate: Resources, Strategic Plan, and Communication Needed to Continue Progress Toward the Year 2020 Zero Waste Goal (2014)
- Audit: Unified Vision of Zero Waste Activities Will Help Align Service Levels with Billing and Ensure Customer Equity (2016)

Upcoming Worksessions and Special Meetings <i>start time is 6:00 p.m. unless otherwise noted</i>	
Scheduled Dates	
Feb. 27	1. Eviction Moratorium and Amendments to the COVID-19 Emergency Response Ordinance (Virtual Only Meeting) (6:30 p.m.)
Feb 28	1. Zero Waste 5-Year Rate Schedule (4:00 p.m.)
Mar 7	1. Berkeley Marina Area Specific Plan (BMASP)
Mar 14	1. Annual Crime Report (4:00 p.m.)
Mar 21	1. Civic Arts Grantmaking Process & Capital Grant Program (4:00 p.m.) 2. Civic Center Vision Project (4:00 p.m.)
Apr 18	1. Hopkins Corridor Plan
May 16 (WS)	1. Fire Facilities Study Report

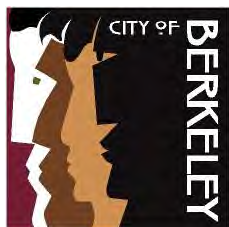
Unscheduled Workshops and Special Meetings
None

Unscheduled Presentations (City Manager)
None

	City Council Referrals to the Agenda & Rules Committee and Unfinished Business for Scheduling
1.	17. City Policies for Managing Parking Around BART Stations <i>(Referred to the Agenda & Rules Committee for scheduling on November 29, 2022.)</i> From: City Manager Contact: Liam Garland, Public Works, (510) 981-6300

CITY CLERK DEPARTMENT			
WORKING CALENDAR FOR SCHEDULING LAND USE MATTERS BEFORE THE CITY COUNCIL			
Address	Board/ Commission	Appeal Period Ends	Public Hearing
NOD – Notices of Decision			
Public Hearings Scheduled			
1262 Francisco Street (add 40 sq. ft. and second story balcony)	ZAB		2/28/2023
469 Kentucky Avenue (single family dwelling)	ZAB		5/23/2023
Remanded to ZAB or LPC			
1205 Peralta Avenue (conversion of an existing garage)			
Notes			

2/9/2023



Office of the City Manager

SUPPLEMENTAL AGENDA MATERIAL for Supplemental Packet 2

Meeting Date: November 10, 2020

Item Number: 20

Item Description: Annual Commission Attendance and Meeting Frequency Report

Submitted by: Mark Numainville, City Clerk

The attached memo responds to issues and questions raised at the October 26 Agenda & Rules Committee Meeting and the October 27 City Council Meeting regarding the ability of city boards and commissions to resume regular meeting schedules.



Office of the City Manager

November 9, 2020

To: Mayor and Council
From: Dee Williams-Ridley, City Manager
Subject: Commission Meetings Under COVID-19 Emergency (Item 20)

This memo provides supplemental information for the discussion on Item 20 on the November 10, 2020 Council agenda. Below is a summary and update of the status of meetings of Berkeley Boards and Commissions during the COVID-19 emergency declaration and the data collected by the City Manager on the ability of commissions to resume meetings in 2021.

On March 10, 2020 the City Council ratified the proclamation of the Director of Emergency Services for a state of local emergency related to the COVID-19 pandemic. The emergency proclamation has been renewed twice by the Council and remains in effect.

On March 17, 2020 the City Council adopted Resolution No. 69,331-N.S. which placed limitations of the meetings of City legislative bodies, including all boards and commissions. The resolution allows for commissions to meet to conduct time-sensitive, legally mandated business with the authorization of the City Manager. Since that time, several commissions have obtained this approval and held meetings; many other commissions have not met at all since March.

The City Manager has periodically reviewed the status of commission meetings with the City Council Agenda & Rules Committee. Recently, at the October 12, 2020 Agenda & Rules Committee meeting, the City Manager presented a proposal to allow all commissions to meet under limited circumstances. The Committee voted to endorse the City Manager's recommendation.

Effective October 12, 2020, all City boards and commissions may meet once to develop and finalize their work plan for 2021 and to complete any Council referrals directly related to the COVID-19 pandemic response. A second meeting may be held to

complete this work with specific authorization by the City Manager. It is recommended that the meeting(s) occur by the end of February 2021.

Commissions that have been granted permission to meet under Resolution No. 69,331-N.S. may continue to meet pursuant to their existing authorization, and may also meet to develop their 2021 work plan.

Commissions that have not requested meetings pursuant to the Resolution No. 69,331-N.S. may meet pursuant to the limitations listed above.

In response to questions from the Agenda & Rules Committee and the Council, the City Manager polled all departments that support commissions to obtain information on their capacity to support the resumption of regular commission meetings. The information in Attachment 1 shows the information received from the departments and notes each commission's ability to resume a regular, or semi-regular, meeting schedule in 2021.

In summary, there are 24 commissions that have staff resources available to support a regular meeting schedule in 2021. Seven of these 24 commissions have been meeting regularly during the pandemic. There are five commissions that have staff resources available to support a limited meeting schedule in 2021. There are seven commissions that currently do not have staff resources available to start meeting regularly at the beginning of 2021. Some of these seven commissions will have staff resources available later in 2021 to support regular meetings. Please see Attachment 1 for the full list of commissions and their status.

With regards to commission subcommittees, there has been significant discussion regarding the ability of staff to support these meetings in a virtual environment. Under normal circumstances, the secretary's responsibilities regarding subcommittees is limited to posting the agenda and reserving the meeting space (if in a city building). With the necessity to hold the meetings in a virtual environment and be open to the public, it is likely that subcommittee meetings will require significantly more staff resources to schedule, train, manage, and support the work of subcommittees on Zoom or a similar platform. This additional demand on staff resources to support commission subcommittees is not feasible for any commission at this time.

One possible option for subcommittees is to temporarily suspend the requirement for ad hoc subcommittees of city commissions to notice their meetings and require public participation. Ad hoc subcommittees are not legislative bodies under the Brown Act and are not required to post agendas or allow for public participation. These requirements are specific to Berkeley and are adopted by resolution in the Commissioners' Manual. If it is the will of the Council, staff could introduce an item to temporarily suspend these

requirements which will allow subcommittees of all commissions to meet as needed to develop recommendations that will be presented to the full commission.

The limitations on the meetings of certain commissions are due to the need to direct staff resources and the resources of city legislative bodies to the pandemic response. Some of the staff assigned as commission secretaries are engaged in work with the City Emergency Operations Center or have been assigned new duties specifically related to the impacts of the pandemic.

Meeting frequency for boards and commissions will continue to be evaluated on a regular basis by the City Manager and the Health Officer in consultation with Department Heads and the City Council.

Attachments:

1. List of Commissions with Meeting Status
2. Resolution 69,331-N.S.

<u>Boards and Commissions</u>	<u>Meetings Held Under COVID March - Oct</u>	<u>Regular Mtg. Date</u>	<u>Secretary</u>	<u>Dept.</u>	<u>Resume Regular Schedule in January 2021?</u>	<u>Note</u>
Fair Campaign Practices Commission	9	3rd Thur.	Sam Harvey	CA	YES	Have been meeting regularly under COVID Emergency
Open Government Commission	6	3rd Thur.	Sam Harvey	CA	YES	Have been meeting regularly under COVID Emergency
Animal Care Commission	0	3rd Wed.	Amelia Funghi	CM	YES	
Police Review Commission	10	2nd & 4th Wed.	Katherine Lee	CM	YES	Have been meeting regularly under COVID Emergency
Disaster and Fire Safety Commission	4	4th Wed.	Keith May	FES	YES	
Community Health Commission	0	4th Thur.	Roberto Terrones	HHCS	YES	
Homeless Commission	0	2nd Wed.	Josh Jacobs	HHCS	YES	
Homeless Services Panel of Experts	5	1st Wed	Josh Jacobs	HHCS	YES	
Human Welfare & Community Action Commission	0	3rd Wed.	Mary-Claire Katz	HHCS	YES	
Mental Health Commission	1	4th Thur.	Jamie Works-Wright	HHCS	YES	
Sugar-Sweetened Beverage Product Panel of Experts	0	3rd Thur.	Dechen Tsering	HHCS	YES	
Civic Arts Commission	2	4th Wed.	Jennifer Lovvorn	OED	YES	
Elmwood BID Advisory Board	1	Contact Secretary	Kieron Slaughter	OED	YES	
Loan Administration Board	0	Contact Secretary	Kieron Slaughter	OED	YES	
Solano Avenue BID Advisory Board	2	Contact Secretary	Eleanor Hollander	OED	YES	
Design Review Committee	6	3rd Thur.	Anne Burns	PLD	YES	Have been meeting regularly under COVID Emergency
Energy Commission	0	4th Wed.	Billi Romain	PLD	YES	
Landmarks Preservation Commission	6	1st Thur.	Fatema Crane	PLD	YES	Have been meeting regularly under COVID Emergency
Planning Commission	3	1st Wed.	Alene Pearson	PLD	YES	Have been meeting regularly under COVID Emergency
Zoning Adjustments Board	11	2nd & 4th Thur.	Shannon Allen	PLD	YES	Have been meeting regularly under COVID Emergency
Parks and Waterfront Commission	4	2nd Wed.	Roger Miller	PRW	YES	
Commission on Disability	0	1st Wed.	Dominika Bednarska	PW	YES	
Public Works Commission	4	1st Thur.	Joe Enke	PW	YES	
Zero Waste Commission	0	4th Mon.	Heidi Obermeit	PW	YES	
Commission on the Status of Women	0	4th Wed.	Shallon Allen	CM	YES - LIMITED	Secretary has intermittent COVID assignments

<u>Boards and Commissions</u>	<u>Meetings Held Under COVID March - Oct</u>	<u>Regular Mtg. Date</u>	<u>Secretary</u>	<u>Dept.</u>	<u>Resume Regular Schedule in January 2021?</u>	<u>Note</u>
Commission on Aging	0	3rd Wed.	Richard Castrillon	HHCS	REDUCED FREQUENCY	Significant Dept. resources assigned to COVID response
Housing Advisory Commission	0	1st Thur.	Mike Uberti	HHCS	REDUCED FREQUENCY	Significant Dept. resources assigned to COVID response
Measure O Bond Oversight Committee	0	3rd Monday	Amy Davidson	HHCS	REDUCED FREQUENCY	Significant Dept. resources assigned to COVID response
Transportation Commission	2	3rd Thur.	Farid Javandel	PW	REDUCED FREQUENCY	Staff assigned to COVID response
Children, Youth, and Recreation Commission	0	4th Monday	Stephanie Chu	PRW	NO - SEPT 2021	Staff assigned to COVID response
Youth Commission	0	2nd Mon.	Ginsi Bryant	PRW	NO - SEPT 2021	Staff assigned to COVID response
Community Environmental Advisory Commission	0	2nd Thur.	Viviana Garcia	PLD	NO - JUNE 2021	Staff assigned to COVID response
Cannabis Commission	0	1st Thur.	VACANT	PLD	NO - JAN. 2022	Staff vacancy
Peace and Justice Commission	0	1st Mon.	VACANT	CM	NO	Staff vacancy
Commission on Labor	0	3rd Wed., alternate mon	Kristen Lee	HHCS	NO	Staff assigned to COVID response
Personnel Board	1	1st Mon.	La Tanya Bellow	HR	NO	Staff assigned to COVID response

RESOLUTION NO. 69,331-N.S.

RATIFYING THE RECOMMENDATIONS ISSUED BY THE DIRECTOR OF EMERGENCY SERVICES AND THE PUBLIC HEALTH OFFICER REGARDING MEETINGS OF BERKELEY LEGISLATIVE BODIES IN RESPONSE TO THE COVID-19 (NOVEL CORONAVIRUS) PANDEMIC

WHEREAS, on March 3, 2020, pursuant to Berkeley Municipal Code section 2.88.040, the City Manager, serving as the Director of Emergency Services, proclaimed the existence of a local emergency; and

WHEREAS, the proclamation was warranted by virtue of the extreme peril to the safety of persons and property in the City caused by pandemic in the form of the global spread of a severe acute respiratory illness caused by a novel (new) coronavirus ("COVID-19"), including confirmed cases in California and the San Francisco Bay Area, and presumed cases in Alameda County prompting the County to declare a local health emergency; and

WHEREAS, the proclamation of the Director of Emergency Services was ratified by the City Council on March 10, 2020; and

WHEREAS, the continued spread of COVID-19 and increase in community transmission cases in surrounding counties warrant further measures be taken by the City to protect the community; and

WHEREAS, the Public Health Officer has issued guidelines for limiting mass gatherings; and

WHEREAS, certain limitations on the meetings of legislative bodies in the City of Berkeley is warranted; and

WHEREAS, the continued essential functions of the City and certain legislative bodies must continue for time-sensitive, legally mandated actions; and

WHEREAS, the Director of Emergency Services presented recommendations to the Agenda & Rules Committee on March 12, 2020 regarding the meetings of legislative bodies; and

WHEREAS, the Agenda & Rules Committee recommended that said recommendations be forwarded to the City Council for acknowledgement and ratification.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the following recommendations issued by the Director of Emergency Services and the Public Health Officer regarding limitations and practices for legislative bodies of the City of Berkeley are hereby acknowledged and ratified:

Section 1. Boards and Commissions

Commissions listed below may continue to meet only if they have time-sensitive, legally mandated business to complete, as determined by the Director of Emergency Services. The City may consider teleconferencing for these commissions, if feasible.

Design Review Committee
Fair Campaign Practices Commission
Housing Advisory Commission (limited to quasi-judicial activities)
Joint Subcommittee on the Implementation of State Housing Laws
Landmarks Preservation Commission
Open Government Commission
Personnel Board
Planning Commission
Police Review Commission
Zoning Adjustments Board

Commissions in Category B shall not meet for a period of 60 days. This will be re-evaluated at the Agenda & Rules Committee meeting on April 13, 2020. A Commission in Category B may convene a meeting if it has time-sensitive, legally-mandated business to complete, as determined by the Director of Emergency Services.

Category B

Animal Care Commission
Cannabis Commission
Civic Arts Commission
Children, Youth, and Recreation Commission
Commission on Aging
Commission on Disability
Commission on Labor
Commission on the Status of Women
Community Environmental Advisory Commission
Community Health Commission
Disaster and Fire Safety Commission
Elmwood Business Improvement District Advisory Board
Energy Commission
Homeless Commission
Homeless Services Panel of Experts
Housing Advisory Commission
Human Welfare and Community Action Commission
Measure O Bond Oversight Committee
Mental Health Commission
Parks and Waterfront Commission
Peace and Justice Commission
Public Works Commission
Solano Avenue Business Improvement District Advisory Board
Sugar-Sweetened Beverage Product Panel of Experts

Transportation Commission
Youth Commission
Zero Waste Commission
Loan Administration Board

Section 2. City Council Policy Committees

The Agenda & Rules Committee and the Budget & Finance Committee may continue to meet to fulfill their legislative and advisory responsibilities. All other Policy Committees (Facilities, Infrastructure, Transportation, Environment & Sustainability, Public Safety, Land Use, Housing & Economic Development, and Health, Life Enrichment Equity & Community) are suspended indefinitely. The 120-day deadline to consider an item will be tolled during the suspension of business.

Section 3. City Council


For City Council meetings, the City will continue to advise and implement social distancing by limiting the capacity of the Council Chambers, providing an overflow room, attempting to limit the duration of the meeting, only conducting essential business, and limiting or suspending ceremonial items. The City will adhere to and implement the provisions of the Governor's Executive Order #N-25-20 related to the Brown Act and the utilization of technology to facilitate participation.

The foregoing Resolution was adopted by the Berkeley City Council on March 17, 2020 by the following vote:

Ayes: Bartlett, Davila, Droste, Hahn, Harrison, Kesarwani, Robinson, Wengraf, and Arreguin.

Noes: None.

Absent: None.



Jesse Arreguin, Mayor

Attest: 

Mark Numalville, City Clerk



Office of the City Manager

October 22, 2020

To: Berkeley Boards and Commissions

From: *DWR* Dee Williams-Ridley, City Manager

Subject: Commission Meetings During COVID-19 Emergency

This memo serves to provide a summary and update of the status of meetings of Berkeley Boards and Commissions during the COVID-19 emergency declaration.

On March 10, 2020, the City Council ratified the proclamation of the Director of Emergency Services for a state of local emergency related to the COVID-19 pandemic. The emergency proclamation has been renewed twice by the Council and remains in effect.

On March 17, 2020, the City Council adopted Resolution No. 69,331-N.S. which placed limitations of the meetings of City legislative bodies, including all boards and commissions. The resolution allows for commissions to meet to conduct time-sensitive, legally mandated business with the authorization of the City Manager. Since that time, several commissions have obtained this approval and held meetings; many other commissions have not met at all since March.

The City Manager has periodically reviewed the status of commission meetings with the City Council Agenda & Rules Committee. Recently, at the October 12, 2020, Agenda & Rules Committee meeting, the City Manager presented a proposal to allow all commissions to meet under limited circumstances. The Committee voted to endorse the City Manager's recommendation.

Effective October 12, 2020, all City boards and commissions may meet once to develop and finalize their work plan for 2021 and to complete any Council referrals directly related to the COVID-19 pandemic response. A second meeting may be held to complete this work with specific authorization by the City Manager. It is recommended that the meeting(s) occur by the end of February 2021.

Commissions that have been granted permission to meet under Resolution No. 69,331-N.S. may continue to meet pursuant to their existing authorization, and may also meet to develop their 2021 work plan.

Commissions that have not requested meetings pursuant to the Resolution No. 69,331-N.S. may meet pursuant to the limitations listed above.

Page 2
October 22, 2020
Re: Commission Meetings During COVID-19 Emergency

To assist commissions with the development of their work plan and to provide the City Council with a consistent framework to review the work plans, the City Manager has developed the following items to consider in developing the work plan that is submitted to the City Council agenda.

Prompts for Commissions to use in work plan:

- What commission items for 2021 have a direct nexus with the COVID-19 response or are the result of a City Council referral pertaining to COVID-19?
- What commission items for 2021 are required for statutory reasons?
- What commission items for 2021 are required for budgetary or fund allocation reasons?
- What commission items for 2021 support council-adopted or voter-adopted mission critical projects or programs?
- What are the anticipated staff demands (above and beyond baseline) for analysis, data, etc., to support commission work in 2021 (baseline duties = posting agendas, creating packets, attend meetings, minutes, etc.)?

The limitations on commission meetings are due to the need to direct staff resources and the resources of city legislative bodies to the pandemic response. Many of the staff assigned as commission secretaries are engaged in work with the City Emergency Operations Center or have been assigned new specific duties related to the impacts of the pandemic.

Meeting frequency for boards and commissions will continue to be evaluated on a regular basis by the City Manager in consultation with Department Heads and the City Council. More frequent meetings by commissions will be permitted as the conditions under COVID-19 dictate.

Thank you for your service on our boards and commissions. The City values the work of our commissions and we appreciate your partnership and understanding as we address this pandemic as a resilient and vibrant community.

Attachments:

1. Resolution 69,331-N.S.
2. List of Commissions with Meeting Data

cc: Mayor and City Councilmembers
Senior Leadership Team

RESOLUTION NO. 69,331-N.S.

RATIFYING THE RECOMMENDATIONS ISSUED BY THE DIRECTOR OF EMERGENCY SERVICES AND THE PUBLIC HEALTH OFFICER REGARDING MEETINGS OF BERKELEY LEGISLATIVE BODIES IN RESPONSE TO THE COVID-19 (NOVEL CORONAVIRUS) PANDEMIC

WHEREAS, on March 3, 2020, pursuant to Berkeley Municipal Code section 2.88.040, the City Manager, serving as the Director of Emergency Services, proclaimed the existence of a local emergency; and

WHEREAS, the proclamation was warranted by virtue of the extreme peril to the safety of persons and property in the City caused by pandemic in the form of the global spread of a severe acute respiratory illness caused by a novel (new) coronavirus ("COVID-19"), including confirmed cases in California and the San Francisco Bay Area, and presumed cases in Alameda County prompting the County to declare a local health emergency; and

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WHEREAS, the Public Health Officer has issued guidelines for limiting mass gatherings; and

WHEREAS, certain limitations on the meetings of legislative bodies in the City of Berkeley is warranted; and

WHEREAS, the continued essential functions of the City and certain legislative bodies must continue for time-sensitive, legally mandated actions; and

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WHEREAS, the Agenda & Rules Committee recommended that said recommendations be forwarded to the City Council for acknowledgement and ratification.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the following recommendations issued by the Director of Emergency Services and the Public Health Officer regarding limitations and practices for legislative bodies of the City of Berkeley are hereby acknowledged and ratified:

Section 1. Boards and Commissions

Commissions listed below may continue to meet only if they have time-sensitive, legally mandated business to complete, as determined by the Director of Emergency Services. The City may consider teleconferencing for these commissions, if feasible.

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Landmarks Preservation Commission
Open Government Commission
Personnel Board
Planning Commission
Police Review Commission
Zoning Adjustments Board

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Category B

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Cannabis Commission
Civic Arts Commission
Children, Youth, and Recreation Commission
Commission on Aging
Commission on Disability
Commission on Labor
Commission on the Status of Women
Community Environmental Advisory Commission
Community Health Commission
Disaster and Fire Safety Commission
Elmwood Business Improvement District Advisory Board
Energy Commission
Homeless Commission
Homeless Services Panel of Experts
Housing Advisory Commission
Human Welfare and Community Action Commission
Measure O Bond Oversight Committee
Mental Health Commission
Parks and Waterfront Commission
Peace and Justice Commission
Public Works Commission
Solano Avenue Business Improvement District Advisory Board
Sugar-Sweetened Beverage Product Panel of Experts

Transportation Commission
Youth Commission
Zero Waste Commission
Loan Administration Board

Section 2. City Council Policy Committees

The Agenda & Rules Committee and the Budget & Finance Committee may continue to meet to fulfill their legislative and advisory responsibilities. All other Policy Committees (Facilities, Infrastructure, Transportation, Environment & Sustainability, Public Safety, Land Use, Housing & Economic Development, and Health, Life Enrichment Equity & Community) are suspended indefinitely. The 120-day deadline to consider an item will be tolled during the suspension of business.

Section 3. City Council


For City Council meetings, the City will continue to advise and implement social distancing by limiting the capacity of the Council Chambers, providing an overflow room, attempting to limit the duration of the meeting, only conducting essential business, and limiting or suspending ceremonial items. The City will adhere to and implement the provisions of the Governor's Executive Order #N-25-20 related to the Brown Act and the utilization of technology to facilitate participation.

The foregoing Resolution was adopted by the Berkeley City Council on March 17, 2020 by the following vote:

Ayes: Bartlett, Davila, Droste, Hahn, Harrison, Kesarwani, Robinson, Wengraf, and Arreguin.

Noes: None.

Absent: None.



Jesse Arreguin, Mayor

Attest: 

Mark Numalville, City Clerk

<u>Boards and Commissions</u>	<u>Meetings Held Under COVID Emergency (through 10/11)</u>	<u>Scheduled Meetings in October</u>	<u>Regular Mtg. Date</u>	<u>Secretary</u>	<u>Department</u>
Zoning Adjustments Board	10	1	2nd & 4th Thur.	Shannon Allen	PLD
Police Review Commission	9	1	2nd & 4th Wed.	Katherine Lee	CM
Fair Campaign Practices Commission	8	1	3rd Thur.	Sam Harvey	CA
Design Review Committee	5	1	3rd Thur.	Anne Burns	PLD
Landmarks Preservation Commission	5	1	1st Thur.	Fatema Crane	PLD
Open Government Commission	5	1	3rd Thur.	Sam Harvey	CA
Homeless Services Panel of Experts	4	1	1st Wed	Brittany Carnegie	HHCS
Disaster and Fire Safety Commission	3	1	4th Wed.	Keith May	FES
Parks and Waterfront Commission	3	1	2nd Wed.	Roger Miller	PRW
Planning Commission	3		1st Wed.	Alene Pearson	PLD
Public Works Commission	3	1	1st Thur.	Joe Enke	PW
Civic Arts Commission	2		4th Wed.	Jennifer Lovvorn	OED
Solano Avenue BID Advisory Board	2		Contact Secretary	Eleanor Hollander	OED
Elmwood BID Advisory Board	1		Contact Secretary	Kieron Slaughter	OED
Joint Subcom. on Implementation of State Housing Laws	1		4th Wed.	Alene Pearson	PLD
Mental Health Commission	1		4th Thur.	Jamie Works-Wright	HHCS
Personnel Board	1		1st Mon.	La Tanya Bellow	HR
Transportation Commission	1	1	3rd Thur.	Farid Javandel	PW
Animal Care Commission	0		3rd Wed.	Amelia Funghi	CM
Cannabis Commission	0		1st Thur.		PLD
Children, Youth, and Recreation Commission	0		4th Monday	Stephanie Chu	PRW
Commission on Aging	0		3rd Wed.	Richard Castrillon	HHCS
Commission on Disability	0		1st Wed.	Dominika Bednarska	PW
Commission on Labor	0		3rd Wed., alternate mo	Nathan Dahl	HHCS
Commission on the Status of Women	0		4th Wed.	Shallon Allen	CM
Community Environmental Advisory Commission	0		2nd Thur.	Viviana Garcia	PLD
Community Health Commission	0		4th Thur.	Roberto Terrones	HHCS
Energy Commission	0		4th Wed.	Billi Romain	PLD
Homeless Commission	0		2nd Wed.	Brittany Carnegie	HHCS
Housing Advisory Commission	0		1st Thur.	Mike Uberti	HHCS
Human Welfare & Community Action Commission	0		3rd Wed.	Mary-Claire Katz	HHCS
Loan Administration Board	0		Contact Secretary	Kieron Slaughter	OED
Measure O Bond Oversight Committee	0		3rd Monday	Amy Davidson	HHCS
Peace and Justice Commission	0		1st Mon.	Nina Goldman	CM
Sugar-Sweetened Beverage Product Panel of Experts	0		3rd Thur.	Dechen Tsering	HHCS
Youth Commission	0		2nd Mon.	Ginsi Bryant	PRW
Zero Waste Commission	0		4th Mon.	Heidi Obermeit	PW
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Office of the City Manager

October 31, 2022

To: Agenda & Rules Committee

From: Dee Williams-Ridley, City Manager

Subject: Return to In-Person City Council Meetings and Status of Meetings of City Legislative Bodies

This memo provides an update regarding the return to in-person meetings by the City Council and other legislative bodies.

On October 19, 2022 the Agenda & Rules committee discussed the return to in-person meetings and recommended that the City Council return to in-person meetings starting with the December 6, 2022 meeting. The in-person meetings of the City Council will continue to allow for remote participation by the public.

Governor Newsom announced that he will end the statewide emergency declaration for COVID-19 on February 28, 2023. Rescinding the emergency declaration will end the exemptions to the Brown Act that were codified in AB 361. These exemptions allowed for remote participation by members of the legislative bodies without the need to notice the remote participation location or make the remote location accessible to the public.

In the past legislative session, AB 2449 was signed into law to extend the Brown Act exemptions in AB 361, but only for certain circumstances and for a limited duration of time. The provisions of AB 2449 are cumbersome and complicated and do not provide any long-term extension of the Brown Act exemptions used during the statewide declared emergency. A summary of AB 2449 is attached to this memo.

After February 28, 2023, if a member of the City Council participates remotely, but does not qualify for the exemptions in AB 2449, the remote location will be listed on the agenda, and the remote location must be available to the public.

Hybrid Meetings of the City Council

Since the start of the pandemic in March of 2020, the City Council has held six hybrid meetings from the Boardroom. These hybrid meetings allowed for in-person participation and virtual participation for the public and the City Council. The meetings

were successful from a technology and logistics standpoint and a regular return to hybrid meetings should be manageable from a staff and meeting management perspective. Resources and processes will be continuously evaluated by staff throughout the transition to a regular hybrid meeting structure.

For the hybrid meetings staff developed meeting protocols for members of the public in attendance and the City Council. With the changing public health conditions related to COVID-19, these meeting protocols need to be reviewed and revised prior to the December 6 meeting. The current version of the protocols that were last used in June 2022 are attached for review.

City staff will continue to test the Boardroom technology with the IT Department, BUSD IT, and Berkeley Community Media to ensure smooth functionality. Communication with the public about the return to in-person (hybrid) meetings will be sent out through multiple channels in advance of December 6.

Status of Other Legislative Bodies

City boards and commissions have been meeting virtual-only during the state declared emergency. When the state declared emergency expires on February 28, 2023, these bodies will return to in-person only meetings.

With over 30 commissions, there are approximately 350 commission meetings per year. Often there are multiple commissions meeting on the same day. The City does not currently have the videoconference infrastructure in place to provide for hybrid meetings for commissions. In addition, in a hybrid setting it is more difficult to manage and conduct meetings while attempting to provide meaningful participation by commissioners and the public. City staff will communicate with commission secretaries and commissioners to facilitate the transition back to in-person meetings. Staff will also analyze the costs for expanding videoconference capabilities throughout the City.

City Council policy committees may have the potential to meet in a hybrid format after February 28, 2023. In order to accommodate hybrid meetings, the videoconference capabilities in 2180 Milvia will need to be significantly expanded. This analysis is currently underway.

For both commissions and policy committees, the videoconference aspect of the meeting is for the public only. The members of the legislative bodies will be at the physical meeting location as previously discussed.

PM/
Encl.:
CC:

Summary of AB 2449 (Att. 1)

Current Law

Under current law [AB 361 (R. Rivas), Chapter 165, Statutes of 2021], The exemptions included in AB 361 only apply during a declared state of emergency as defined under the California Emergency Services Act. (Gov. Code §§ 52953(e)(1), (e)(4).) In addition, one of the following circumstances must apply:

- State or local officials have imposed or recommended measures to promote social distancing.
- The legislative body is meeting to determine whether, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.
- The legislative body has determined that, as a result of the emergency, meeting in person presents imminent risks to the health or safety of attendees.

With the lifting of the State of Emergency, the provisions of AB 361 cannot be met, and therefore localities must return to pre-pandemic Brown Act provisions.

Recently Enacted Legislation on Remote Meetings

The State legislature recently enacted, and the Governor signed AB 2449 (Rubio) [Chapter 285, Statutes of 2022] which provides under incredibly limited circumstances, the ability to have a minority amount of a Brown Act body members participate remotely. The measure is slated to sunset January 1, 2026.

General Requirements

1. A quorum of the council must participate in person at its public meeting site within the boundaries of the jurisdiction (e.g., city hall/council chambers).
2. A member who wishes to participate remotely must have either “just cause” or “emergency circumstances.”

“Just cause” is defined as:

- A childcare or caregiving need of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner that requires the councilmember to participate remotely.
- A contagious illness that prevents a member from attending in person.
- A need related to a physical or mental disability not otherwise accommodated under the ‘reasonable accommodation’ provisions of the Americans with Disabilities Act.
- Travel while on official business of the legislative body or another state or local agency.

“Emergency circumstances” is defined as “a physical or family medical emergency that prevents a member from attending in person.”

Procedures and Limitations

A. When using the ‘Just cause’ exception:

1. The elected/appointed official must provide a general description of the circumstances relating to their need at the earliest opportunity possible, including at the start of the meeting.
2. A councilmember may not appear remotely due to “just cause” for more than two meetings per calendar year.

B. When using the 'emergency circumstances' exception:

1. The elected/appointed official must give a general description of the emergency circumstances, but the member is not required to disclose any medical diagnosis, disability, or personal medical information.
2. The governmental body must take action to approve the request prior to the remote participant being able to participate in any further business.

C. In all circumstances the following must occur:

1. The elected/appointed official must disclose at the meeting before any action is taken whether any other individuals 18 years of age or older are present in the room at the remote location with the member, and the general nature of the member's relationship with any such individuals.
2. The member must participate through both audio and visual technology (e.g., the member must be on-screen).

D. Limited use despite narrow circumstances:

1. A member cannot attend meetings remotely for a period of more than three consecutive months or 20 percent of the regular meetings for the local agency within a calendar year, or more than two meetings if the legislative body regularly meets fewer than 10 times per calendar year.

Hybrid Meeting Policies for City Council Meetings Revised May 2022

The policy below covers the conduct of hybrid City Council meetings (in-person and remote participation) held in accordance with the Government Code and any relevant Executive Orders or State declared emergencies. These administrative policies supplement the City Council Rules of Procedure and Order.

City Council policy committees and city boards and commissions will continue to meet in a virtual-only setting until the City Council makes the required findings under state law that in-person meetings may resume.

I. Vaccination Status

Prior to entry, all in-person attendees at the meeting location must present valid proof of “up-to-date” COVID-19 vaccination or a verified negative test conducted within one day prior for an antigen test or two days prior for a PCR test. An attendee is “up-to-date” with their vaccinations if:

- It has been less than 2 months after receiving the initial dose of their Johnson & Johnson Vaccine.
- It has been less than 5 months after receiving the second dose of their two-dose Pfizer or Moderna initial series.
- The attendee has received a booster.

Pre-entry negative testing

Definition: Testing must be conducted within one day for an antigen test and within two days for a PCR test prior to entry into an event. Results of the test must be available prior to entry into the facility or venue. Children under 2 years of age are exempt from the testing requirement, consistent with [CDC guidance](#).

Verification: See current [CDPH Updated Testing Guidance](#) and [CDPH Over-the-Counter Testing Guidance](#) for acceptable methods of proof of negative COVID-19 test result and information on Over-the-Counter tests. Note: Self-attestation may not be used to verify negative test result, even when using Over-the-Counter (or at home tests) for entry into Indoor Mega Events.

<https://www.cdph.ca.gov/Programs/CID/DCDC/Pages/COVID-19/Beyond-Blueprint-Framework.aspx>

II. Health Status Precautions

If a person who desires to attend the meeting in-person is feeling sick, including but not limited to, cough, shortness of breath or difficulty breathing,

fever or chills, muscle or body aches, vomiting or diarrhea, or new loss of taste or smell, they will be advised to attend the meeting remotely.

If an in-person attendee has been in close contact, as defined below, with a person who has tested positive for COVID-19 in the past five days, they are advised to attend the meeting remotely.

Close contact is defined as being within approximately 6 feet for greater than 15 minutes over 24 hours within 2 days before symptoms appear (or before a positive test for asymptomatic individuals); or having contact with COVID-19 droplets (e.g., being coughed on while not wearing recommended personal protective equipment).

A voluntary sign in sheet will be available at the meeting entry for in-person attendees. This will assist with contact tracing in case of COVID-19 contact resulting from the meeting.

III. Face Coverings/Mask

Face coverings or masks that cover both the nose and mouth are required for all attendees at an in-person City Council meeting. Face coverings will be provided by the City and available for attendees to use at the meeting. Members of the City Council, city staff, and the public are required to wear a mask at all times, except when speaking publicly from the dais or at the public comment podium.

If an attendee at a Council meeting is not wearing a mask, a mask will be offered to them to use. If the attendee refuses to wear a mask, a recess will be called in order to provide guidance to the attendee on the requirement and their options for attending remotely and in-person.

Private security personnel will be the primary person for requesting compliance. If removal of a non-compliant person is needed, law enforcement personnel will perform this task.

IV. Physical Distancing

Currently, there are no physical distancing requirements in place by the State of California or the Local Health Officer for an indoor event similar to a Council meeting.

Audience seating capacity will be at regular allowable levels per the Fire Code. The relevant capacity limits will be posted at the meeting location.

However, all attendees are requested to be respectful of the personal space of other attendees. An area of the public seating area will be designated as “distanced seating” to accommodate persons with a medical status that requires distancing and for those that choose to distance for personal health reasons.

Conference room capacity is limited to 15 persons.

City staff will present remotely in order to reduce the number of persons in the Boardroom and back conference area.

Distancing is encouraged for the dais and partitions will be used as needed for the seating positions on the dais.

V. Protocols for Remote Participation by Mayor or Councilmembers

Upon the repeal of the state-declared emergency, all standard Brown Act requirements will be in effect for members of the Council participating remotely. For the Mayor and Councilmembers participating remotely, the remote location must be accessible to the public and the public must be able to participate and give public comment from the remote location.

- A Councilmember at a remote location will follow the same policies as the Boardroom with regards to vaccination status and testing requirements, health status precautions, and masking requirements.
- A Councilmember at a remote location may impose reasonable capacity limits at their location.

VI. Hand Washing/Sanitizing

There are hand sanitizing stations placed at the entry and strategically throughout the Boardroom. The bathrooms have soap and water for handwashing.

VII. Air Flow/Circulation/Sanitizing

Berkeley Unified Facilities Staff performs a vigorous cleaning process after each use of the Boardroom. BUSD upgraded all HVAC filtration to MERV13, and with the inclusion of Needlepoint BiPolar Ionization, is achieving a rating that is closer to MERV18. Additionally, BUSD installed indoor air quality monitoring sensors in all facilities that constantly monitor Volatile Organic Compounds, CO₂, Relative Humidity, and Temperature. The sensors and alarms allow BUSD to ensure that all systems are working properly and as

designed. If a sensor trips an alarm, a work order request is generated immediately to ensure the system is repaired expeditiously.

VIII. Overflow in Gymnasium

An overflow indoor seating area will be available at the West Campus Gymnasium if staff determines that attendance is likely to exceed the capacity of the Boardroom. The capacity of the gymnasium is 200 persons. The overflow area will have a broadcast of the meeting in progress to allow participants to follow the proceedings and move to the Boardroom at the appropriate time to provide public comment if desired. This area will be monitored by the BUSD security personnel.

IX. In-Meeting Procedures

Revised and Supplemental Materials

All revised and supplemental materials for items on the agenda submitted after 12:00pm (noon) the day prior to the meeting must be submitted to the City Clerk in both paper AND electronic versions.

- Paper: 42 copies delivered to the Boardroom (distributed per normal procedure)
- Electronic: e-mailed to the Agenda Inbox (posted online)

Communications from the Public

The public may submit communications in hard copy at the Boardroom or electronically to clerk@cityofberkeley.info. To ensure that both in-person and remote Councilmembers receive the communication, the public should submit 10 copies at the Boardroom and send the electronic version to the e-mail listed above.

Hybrid Meeting Policies for City Council Meetings Revised May 2022

The policy below covers the conduct of hybrid City Council meetings (in-person and remote participation) held in accordance with the Government Code and any relevant Executive Orders or State declared emergencies. These administrative policies supplement the City Council Rules of Procedure and Order.

City Council policy committees and city boards and commissions will continue to meet in a virtual-only setting until the City Council makes the required findings under state law that in-person meetings may resume.

I. Vaccination Status

Prior to entry, all in-person attendees at the meeting location must present valid proof of “up-to-date” COVID-19 vaccination or a verified negative test conducted within one day prior for an antigen test or two days prior for a PCR test. An attendee is “up-to-date” with their vaccinations if:

- It has been less than 2 months after receiving the initial dose of their Johnson & Johnson Vaccine.
- It has been less than 5 months after receiving the second dose of their two-dose Pfizer or Moderna initial series.
- The attendee has received a booster.

Pre-entry negative testing

Definition: Testing must be conducted within one day for an antigen test and within two days for a PCR test prior to entry into an event. Results of the test must be available prior to entry into the facility or venue. Children under 2 years of age are exempt from the testing requirement, consistent with [CDC guidance](#).

Verification: See current [CDPH Updated Testing Guidance](#) and [CDPH Over-the-Counter Testing Guidance](#) for acceptable methods of proof of negative COVID-19 test result and information on Over-the-Counter tests. Note: Self-attestation may not be used to verify negative test result, even when using Over-the-Counter (or at home tests) for entry into Indoor Mega Events.

<https://www.cdph.ca.gov/Programs/CID/DCDC/Pages/COVID-19/Beyond-Blueprint-Framework.aspx>

II. Health Status Precautions

If a person who desires to attend the meeting in-person is feeling sick, including but not limited to, cough, shortness of breath or difficulty breathing,

fever or chills, muscle or body aches, vomiting or diarrhea, or new loss of taste or smell, they will be advised to attend the meeting remotely.

If an in-person attendee has been in close contact, as defined below, with a person who has tested positive for COVID-19 in the past five days, they are advised to attend the meeting remotely.

Close contact is defined as being within approximately 6 feet for greater than 15 minutes over 24 hours within 2 days before symptoms appear (or before a positive test for asymptomatic individuals); or having contact with COVID-19 droplets (e.g., being coughed on while not wearing recommended personal protective equipment).

A voluntary sign in sheet will be available at the meeting entry for in-person attendees. This will assist with contact tracing in case of COVID-19 contact resulting from the meeting.

III. Face Coverings/Mask

Face coverings or masks that cover both the nose and mouth are required for all attendees at an in-person City Council meeting. Face coverings will be provided by the City and available for attendees to use at the meeting. Members of the City Council, city staff, and the public are required to wear a mask at all times, except when speaking publicly from the dais or at the public comment podium.

If an attendee at a Council meeting is not wearing a mask, a mask will be offered to them to use. If the attendee refuses to wear a mask, a recess will be called in order to provide guidance to the attendee on the requirement and their options for attending remotely and in-person.

Private security personnel will be the primary person for requesting compliance. If removal of a non-compliant person is needed, law enforcement personnel will perform this task.

IV. Physical Distancing

Currently, there are no physical distancing requirements in place by the State of California or the Local Health Officer for an indoor event similar to a Council meeting.

Audience seating capacity will be at regular allowable levels per the Fire Code. The relevant capacity limits will be posted at the meeting location. However, all attendees are requested to be respectful of the personal space of other attendees. An area of the public seating area will be designated as “distanced seating” to accommodate persons with a medical status that

requires distancing and for those that choose to distance for personal health reasons.

Conference room capacity is limited to 15 persons.

City staff will present remotely in order to reduce the number of persons in the Boardroom and back conference area.

Distancing is encouraged for the dais and partitions will be used as needed for the seating positions on the dais.

V. Protocols for Remote Participation by Mayor or Councilmembers

Upon the repeal of the state-declared emergency, all standard Brown Act requirements will be in effect for members of the Council participating remotely. For the Mayor and Councilmembers participating remotely, the remote location must be accessible to the public and the public must be able to participate and give public comment from the remote location.

- A Councilmember at a remote location will follow the same policies as the Boardroom with regards to vaccination status and testing requirements, health status precautions, and masking requirements.
- A Councilmember at a remote location may impose reasonable capacity limits at their location.

VI. Hand Washing/Sanitizing

There are hand sanitizing stations placed at the entry and strategically throughout the Boardroom. The bathrooms have soap and water for handwashing.

VII. Air Flow/Circulation/Sanitizing

Berkeley Unified Facilities Staff performs a vigorous cleaning process after each use of the Boardroom. BUSD upgraded all HVAC filtration to MERV13, and with the inclusion of Needlepoint BiPolar Ionization, is achieving a rating that is closer to MERV18. Additionally, BUSD installed indoor air quality monitoring sensors in all facilities that constantly monitor Volatile Organic Compounds, CO₂, Relative Humidity, and Temperature. The sensors and alarms allow BUSD to ensure that all systems are working properly and as designed. If a sensor trips an alarm, a work order request is generated immediately to ensure the system is repaired expeditiously.

VIII. Overflow in Gymnasium

An overflow indoor seating area will be available at the West Campus Gymnasium if staff determines that attendance is likely to exceed the capacity of the Boardroom. The capacity of the gymnasium is 200 persons. The

overflow area will have a broadcast of the meeting in progress to allow participants to follow the proceedings and move to the Boardroom at the appropriate time to provide public comment if desired. This area will be monitored by the BUSD security personnel.

IX. Food Provided for Elected Officials and Designated Staff

- No buffet dinner provided. Box lunches only. Maximum of 16 (Mayor & Council [9], City Manager, City Attorney, City Clerk [2], Deputy City Managers [2], BCM Staff)
- Individually packaged snacks will be provided on a common table and drinks will be available in the refrigerator.

X. In-Meeting Procedures

Revised and Supplemental Materials

All revised and supplemental materials for items on the agenda submitted after 12:00pm (noon) the day prior to the meeting must be submitted to the City Clerk in both paper AND electronic versions.

- Paper: 42 copies delivered to the Boardroom (distributed per normal procedure)
- Electronic: e-mailed to the Agenda Inbox (posted online)

Communications from the Public

The public may submit communications in hard copy at the Boardroom or electronically to clerk@cityofberkeley.info. To ensure that both in-person and remote Councilmembers receive the communication, the public should submit 10 copies at the Boardroom and send the electronic version to the e-mail listed above.

Hybrid Meeting Policies for City Council Meetings Revised May 2022

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City Council policy committees and city boards and commissions will continue to meet in a virtual-only setting until the City Council makes the required findings under state law that in-person meetings may resume.

I. Vaccination Status

Prior to entry, all in-person attendees at the meeting location must present valid proof of “up-to-date” COVID-19 vaccination or a verified negative test conducted within one day prior for an antigen test or two days prior for a PCR test. An attendee is “up-to-date” with their vaccinations if:

- It has been less than 2 months after receiving the initial dose of their Johnson & Johnson Vaccine.
- It has been less than 5 months after receiving the second dose of their two-dose Pfizer or Moderna initial series.
- The attendee has received a booster.

Pre-entry negative testing

Definition: Testing must be conducted within one day for an antigen test and within two days for a PCR test prior to entry into an event. Results of the test must be available prior to entry into the facility or venue. Children under 2 years of age are exempt from the testing requirement, consistent with [CDC guidance](#).

Verification: See current [CDPH Updated Testing Guidance](#) and [CDPH Over-the-Counter Testing Guidance](#) for acceptable methods of proof of negative COVID-19 test result and information on Over-the-Counter tests. Note: Self-attestation may not be used to verify negative test result, even when using Over-the-Counter (or at home tests) for entry into Indoor Mega Events.

<https://www.cdph.ca.gov/Programs/CID/DCDC/Pages/COVID-19/Beyond-Blueprint-Framework.aspx>

II. Health Status Precautions

If a person who desires to attend the meeting in-person is feeling sick, including but not limited to, cough, shortness of breath or difficulty breathing,

fever or chills, muscle or body aches, vomiting or diarrhea, or new loss of taste or smell, they will be advised to attend the meeting remotely.

If an in-person attendee has been in close contact, as defined below, with a person who has tested positive for COVID-19 in the past five days, they will be advised to attend the meeting remotely.

Close contact is defined as being within approximately 6 feet for greater than 15 minutes over 24 hours within 2 days before symptoms appear (or before a positive test for asymptomatic individuals); or having contact with COVID-19 droplets (e.g., being coughed on while not wearing recommended personal protective equipment).

A voluntary sign in sheet will be available at the meeting entry for in-person attendees. This will assist with contact tracing in case of COVID-19 contact resulting from the meeting.

III. Face Coverings/Mask

Face coverings or masks that cover both the nose and mouth are required for all attendees at an in-person City Council meeting. Face coverings will be provided by the City and available for attendees to use at the meeting. Members of the City Council, city staff, and the public are required to wear a mask at all times, except when speaking publicly from the dais or at the public comment podium.

If an attendee at a Council meeting is not wearing a mask, a mask will be offered to them to use. If the attendee refuses to wear a mask, a recess will be called in order to provide guidance to the attendee on the requirement and their options for attending remotely and in-person.

Private security personnel will be the primary person for requesting compliance. If removal of a non-compliant person is needed, law enforcement personnel will perform this task.

IV. Physical Distancing

Currently, there are no physical distancing requirements in place by the State of California or the Local Health Officer for an indoor event similar to a Council meeting.

Audience seating capacity will be at regular allowable levels per the Fire Code. However, all attendees are requested to be respectful of the personal space of other attendees. An area of the public seating area will be designated as

“distanced seating” to accommodate persons with a medical status that requires distancing and for those that choose to distance for personal health reasons.

Conference room capacity is limited to 15 persons. The relevant capacity limits will be posted at the meeting location.

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Distancing is encouraged for the dais and partitions will be used as needed for the seating positions on the dais.

V. Protocols for Remote Participation by Mayor or Councilmembers

Upon the repeal of the state-declared emergency, all standard Brown Act requirements will be in effect for members of the Council participating remotely. For the Mayor and Councilmembers participating remotely, the remote location must be accessible to the public and the public must be able to participate and give public comment from the remote location.

- A Councilmember at a remote location will follow the same policies as the Boardroom with regards to vaccination status and testing requirements, health status precautions, and masking requirements.
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Revised and Supplemental Materials from Staff and Council

All revised and supplemental materials for items on the agenda submitted after 12:00pm (noon) the day prior to the meeting must be submitted to the City Clerk in both paper AND electronic versions.

- Paper: 42 copies delivered to the Boardroom (distributed per normal procedure)
- Electronic: e-mailed to the Agenda Inbox (posted online)

Communications from the Public

A communication submitted by the public during the City Council meeting may be shared as follows.

- Paper: If requested by the Presiding Officer, the document can be displayed in the Boardroom and screen shared on the Zoom.
- Electronic: If requested by the Presiding Officer, the document can be displayed in the Boardroom and screen shared on the Zoom.



Office of the City Attorney

Date: March 3, 2021
To: Agenda and Rules Committee
From: Office of the City Attorney
Re: Continuing Use of Teleconferencing for Public Meetings

Assembly Bill 361 amended the Ralph M. Brown act to authorize the City to continue to hold teleconferenced meetings during a Governor-declared state of emergency without complying with a number of requirements ordinarily applicable to teleconferencing. For example, under AB 361, the City may hold teleconferenced meetings without:

1. Posting agendas at all teleconference locations
2. Listing each teleconference location in the notice and agenda for the meeting
3. Allowing the public to access and provide public comment from each teleconference location
4. Requiring a quorum of the body to teleconference from locations within City boundaries

(Cal. Gov. Code § 549539(b)(3) & (e)(1).)

Under AB 361, the City can continue to hold teleconferenced meetings without adhering to the above practices as long as the state of emergency continues and either (1) “state or local officials have imposed or recommended measures to promote social distancing,” or (2) the City determines that “meeting in person would present imminent risks to the health or safety of attendees.” (Cal. Gov. Code § 54953(e)(1).)

Every thirty days, the City must review and determine that either of the above conditions continues to exist. (Cal. Gov. Code § 54953(e)(3).) Since September 28, 2021, the City Council has passed a recurring resolution every thirty days determining that both of the above conditions continue to exist and therefore teleconferencing under AB 361 is warranted. The Council may continue to renew the teleconferencing resolution every thirty days, and thereby continue to hold teleconferenced meetings under the procedures it has used throughout the pandemic, until the state of emergency ends. (See Cal. Gov. Code § 54953(e)(3)(A).)

The state of emergency for COVID-19 has been in effect since it was issued by the Governor on March 4, 2020. There is no clear end date for the state of emergency at this time. As recently as February 17, 2022, the Governor stated that, for now, the state will continue to operate under the state of emergency, but that his goal is “to unwind the state

March 2, 2022

Page 2 Re: Continuing Use of Teleconferencing for Public Meetings

of emergency as soon as possible.”¹ Additionally, per a February 25, 2022 *Los Angeles Times* article, Newsom administration officials have indicated that the state of emergency is necessary for the State’s continued response to the pandemic, including measures such as waiving licensing requirements for healthcare workers and clinics involved in vaccination and testing.²

On March 15, 2022, the California State Senate Governmental Organization Committee will consider a resolution (SCR 5) ending the state of emergency.³ Some reporting suggests that the Republican-sponsored resolution is unlikely to pass. Notably, Senate Leader Toni Atkins’ statement on the Senate’s consideration of SCR 5 articulates strong support for the state of emergency.⁴

The Governor has issued an executive order (N-1-22) which extends to March 31, 2022 sunset dates for teleconferencing for state legislative bodies (under the Bagley-Keene Open Meeting Act) and student body organizations (under the Gloria Romero Open Meetings Act).⁵ Executive Order N-1-22 does not affect the Brown Act teleconferencing provisions of AB 361, which have a sunset date of January 1, 2024. Therefore, until January 1, 2024, the City may utilize the teleconferencing provisions under AB 361 as long as the state of emergency remains in effect.

¹ *New York Times*, California Lays Out a Plan to Treat the Coronavirus as a Manageable Risk Not an Emergency (Feb. 17, 2022), <https://www.nytimes.com/2022/02/18/us/california-lays-out-a-plan-to-treat-the-coronavirus-as-a-manageable-risk-not-an-emergency.html>.

² *Los Angeles Times*, Newsom scales back some special pandemic rules, but not California’s state of emergency (Feb. 25, 2022), <https://www.latimes.com/california/story/2022-02-25/newsom-scales-back-special-pandemic-rules-but-not-california-state-of-emergency>.

³ Text of SCR 5 available at: https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=202120220SCR5.

⁴ Press release: Senator Toni G. Atkins, Senate Leader Atkins Issues Statement on SCR 5 and the State of Emergency (Feb. 17, 2022), <https://sd39.senate.ca.gov/news/20220217-senate-leader-atkins-issues-statement-scr-5-and-state-emergency>.

⁵ Text of Executive Order N-1-22 available at: <https://www.gov.ca.gov/wp-content/uploads/2022/01/1.5.22-Bagley-Keene-waiver-EO.pdf>.

Hybrid Meeting Policies for City Council Meetings Revised April 2022

The policy below covers the conduct of hybrid City Council meetings (in-person and remote participation) held in accordance with the Government Code and any relevant Executive Orders or State declared emergencies.

I. Vaccination Status

Prior to entry, all in-person attendees at the meeting location must present valid proof of “up-to-date” COVID-19 vaccination or a verified negative test conducted within one day prior for an antigen test or two days prior for a PCR test. An attendee is “up-to-date” with their vaccinations if:

- It has been less than 2 months after receiving the initial dose of their Johnson & Johnson Vaccine.
- It has been less than 5 months after receiving the second dose of their two-dose Pfizer or Moderna initial series.
- The attendee has received a booster.

Pre-entry negative testing

Definition: Testing must be conducted within one day for an antigen test and within two days for a PCR test prior to entry into an event. Results of the test must be available prior to entry into the facility or venue. Children under 2 years of age are exempt from the testing requirement, consistent with [CDC guidance](#).

Verification: See current [CDPH Updated Testing Guidance](#) and [CDPH Over-the-Counter Testing Guidance](#) for acceptable methods of proof of negative COVID-19 test result and information on Over-the-Counter tests. Note: Self-attestation may not be used to verify negative test result, even when using Over-the-Counter (or at home tests) for entry into Indoor Mega Events.

<https://www.cdph.ca.gov/Programs/CID/DCDC/Pages/COVID-19/Beyond-Blueprint-Framework.aspx>

II. Health Status Precautions

If a person who desires to attend the meeting in-person is feeling sick, including but not limited to, cough, shortness of breath or difficulty breathing, fever or chills, muscle or body aches, vomiting or diarrhea, or new loss of taste or smell they will be advised to attend the meeting remotely.

If an in-person attendee has been in close contact, as defined below, with a person who has tested positive for COVID-19 in the past five days, they will be advised to attend the meeting remotely.

Close contact is defined as being within approximately 6 feet for greater than 15 minutes over 24 hours within 2 days before symptoms appear (or before a positive test for asymptomatic individuals); or having contact with COVID-19 droplets (e.g., being coughed on while not wearing recommended personal protective equipment relative to employees' duties and responsibilities).

A voluntary sign in sheet will be available at the meeting entry for in-person attendees. This will assist with contact tracing in case of COVID contact resulting from the meeting.

III. Face Coverings/Mask

Following the State of California and Local Health Officer Guidance, face coverings or masks that cover both the nose and mouth are required for all attendees at an in-person City Council meeting. Face coverings will be provided by the City and available for attendees to use at the meeting. Members of the City Council, city staff, and the public are required to wear a mask at all times, including when speaking publicly at the meeting.

If an attendee at a Council Meeting is not wearing a mask, a mask will be offered to them to use. If the attendee refuses to wear a mask, a recess will be called in order to provide guidance to the attendee on the requirement and their options for attending remotely and in-person.

Private security personnel will be the primary person for requesting compliance. If removal of a non-compliant person is needed, law enforcement personnel will perform this task.

IV. Physical Distancing

Currently, there are no physical distancing requirements in place by the State of California or the Local Health Officer for an indoor event similar to a council meeting.

Audience seating capacity will be at regular allowable levels per the Fire Code. However, all attendees are requested to be respectful of the personal space of other attendees. An area of the public seating area will be designated as "distanced seating" to accommodate persons with a medical status that requires distancing and for those that choose to distance for personal health reasons.

Conference room capacity is limited to 15 persons. The relevant capacity limits will be posted at the meeting location.

City staff will present remotely in order to reduce the number of persons in the Boardroom and back conference area.

V. Protocols for Remote Participation by Mayor or Councilmembers

Upon the repeal of the state-declared emergency, all standard Brown Act requirements will be in effect for members of the Council participating remotely. For the Mayor and Councilmembers participating remotely, the remote location must be accessible to the public and the public must be able to participate and give public comment from the remote location.

- A Councilmember at a remote location will follow the same policies as the Boardroom with regards to vaccination status and testing requirements, health status precautions, and masking requirements.
- A Councilmember at a remote location may impose reasonable capacity limits at their location.

VI. Hand Washing/Sanitizing

There are hand sanitizing stations placed at the entry and strategically throughout the Boardroom. The bathrooms have soap and water for handwashing.

VII. Air Flow/Circulation/Sanitizing

BUSD Facilities Staff performs a vigorous cleaning process after each use of the Boardroom. BUSD upgraded all HVAC filtration to MERV13, and with the inclusion of Needlepoint BiPolar Ionization, is achieving a rating that is closer to MERV18. Additionally, BUSD installed indoor air quality monitoring sensors in all facilities that constantly monitor VOC's CO2, Relative Humidity, and Temperature. The sensors and alarms allow BUSD to ensure that all systems are working properly and as designed. If a sensor trips an alarm, a work order request is generated immediately to ensure the system is repaired expeditiously.

VIII. Overflow in Gymnasium

An overflow indoor seating area will be available at the West Campus Gymnasium for every meeting. The capacity of the gymnasium is 200 persons. The overflow area will have a broadcast of the meeting in progress

to allow participants to follow the proceedings and move to the Boardroom at the appropriate time to provide public comment if desired. The broadcast audio and video will be provided to attendees in the overflow area. This area will be monitored by the BUSD security personnel.

IX. Food Provided for Elected Officials and Designated Staff

- No buffet dinner provided. Box lunches only. Maximum of 16 (Mayor & Council [9], City Manager, City Attorney, City Clerk [2], Deputy City Managers [2], BCM Staff)
- Individually packaged snacks will be provided on a common table and drinks will be available in the refrigerator.

Hybrid Meeting Procedures for BUSD Boardroom (~~November 2021~~February 2022)

The policy below covers the conduct of hybrid City Council meetings (in-person and remote participation) held in accordance with the Government Code and any relevant Executive Orders or State declared emergencies.

I. **Vaccination Status**

Prior to entry, all in-person attendees at the meeting location must present valid proof of “up-to-date” COVID-19 vaccination or a verified negative test conducted within one day prior for an antigen test or two days prior for a PCR test. An attendee is “up-to-date” with their vaccinations if:

- It has been less than 2 months after receiving the initial dose of their Johnson & Johnson Vaccine.
- It has been less than 5 months after receiving the second dose of their two-dose Pfizer or Moderna initial series.
- The attendee has received a booster.

~~No requirement for vaccination to attend a Council meeting. Staff and Officials will not inquire about vaccination status for any attendees.~~

II. **Health ~~Check~~Status Precautions**

If an in-person attendee is feeling sick, including but not limited to, cough, shortness of breath or difficulty breathing, fever or chills, muscle or body aches, vomiting or diarrhea, or new loss of taste or smell they will be advised to attend the meeting remotely.

If an in-person attendee has been in close contact, as defined below, with a person who has tested positive for COVID-19 in the past five days, they will be advised to attend the meeting remotely.

Close contact is defined as being within approximately 6 feet for greater than 15 minutes over 24 hours within 2 days before symptoms appear (or before a positive test for asymptomatic individuals); or having contact with COVID-19 droplets (e.g., being coughed on while not wearing recommended personal protective equipment relative to employees’ duties and responsibilities).

~~A walk-up temperature check device will be located at the entry to the in-person meeting location. All persons entering the in-person meeting location are required to perform a temperature check upon entering. A handheld non-touch thermometer will be available for individuals with disabilities. Private security personnel will be at the entry location for the duration of the meeting to monitor the temperature check station and mask requirement.~~

~~Attendees showing a fever will be directed to attend the meeting via remote participation (Zoom). If an attendee refuses to have their temperature~~

Hybrid Meeting Procedures for BUSD Boardroom (~~November 2021~~February 2022)

~~checked, guidance will be provided to the attendee on the requirement and their options for attending remotely and in-person.~~

~~Private security personnel will be the primary person for requesting compliance. If removal of a non-compliant person is needed, law enforcement personnel will perform this task.~~

III. Face Coverings/Mask

Following the State of California and Local Health Officer Guidance, face coverings or masks that cover both the nose and mouth are required for all attendees at an in-person City Council meeting. Face coverings will be provided by the City and available for attendees to use at the meeting.

If an attendee at a Council Meeting is not wearing a mask, a mask will be offered to them to use. If the attendee refuses to wear a mask, a recess will be called in order to provide guidance to the attendee on the requirement and their options for attending remotely and in-person.

Members of the City Council, city staff, and the public are required to wear a mask at all times, including when speaking publicly at the meeting.

Private security personnel will be the primary person for requesting compliance. If removal of a non-compliant person is needed, law enforcement personnel will perform this task.

IV. Physical Distancing

Currently, there are no physical distancing requirements in place by the State of California or the Local Health Officer for an indoor event similar to a council meeting.

Audience seating capacity will be at regular allowable levels per the Fire Code. However, all attendees are requested to be respectful of the personal space of other attendees. An area of the public seating area will be designated as "distanced seating" to accommodate persons with a medical status that requires distancing and for those that choose to distance for personal health reasons.

~~Relevant CalOSHA requirements for the workplace will be followed as is feasible. Capacity in the audience seating area (including members of the media and staff) at the BUSD Boardroom is limited to 40 persons due to~~

Hybrid Meeting Procedures for BUSD Boardroom (~~November 2021~~February 2022)

~~uncertainty about vaccination status of attendees and limiting attendance at indoor events to ensure the comfort and safety of attendees.~~ Conference room capacity is limited to ~~42-15~~ persons. The relevant capacity limits will be posted on the city council agenda and at the meeting location.

City staff will present remotely in order to reduce the number of persons in the Boardroom and back conference area.

V. **Protocols for Remote Participation by Mayor or Councilmembers**

Upon the repeal of the state-declared emergency, all standard Brown Act requirements will be in effect for members of the Council participating remotely. For the Mayor and Councilmembers participating remotely, the remote location must be accessible to the public and the public must be able to participate and give public comment from the remote location.

- A Councilmember at a remote location will follow the same policies as the Boardroom with regards to vaccination status and testing requirements, health status precautions, temperature checks, and masking requirements.
- A Councilmember at a remote location may impose reasonable capacity limits at their location.

VI. **Hand Washing/Sanitizing**

There are hand sanitizing stations placed at the entry and strategically throughout the Boardroom. The bathrooms have soap and water for handwashing.

VII. **Air Flow/Circulation/Sanitizing**

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Hybrid Meeting Procedures for BUSD Boardroom (~~November 2021~~February 2022)

VIII. Overflow in Gymnasium

An overflow indoor seating area will be available at the West Campus Gymnasium for every meeting. The capacity of the gymnasium is ~~100~~200 persons. The overflow area will have a broadcast of the meeting in progress to allow participants to follow the proceedings and move to the Boardroom at the appropriate time to provide public comment if desired. The broadcast audio and video will be provided to attendees in the overflow area. This area will be monitored by the BUSD security personnel.

IX. Food Provided for Elected Officials and Designated Staff

- No buffet dinner provided.
- Box lunches only. Maximum of 16 (Mayor & Council [9], City Manager, City Attorney, City Clerk [2], Deputy City Managers [2], BCM Staff)
- Individually packaged snacks will be provided on a common table and drinks will be available in the refrigerator.

Hybrid Meeting Procedures for BUSD Boardroom (November 2021)

The policy below covers the conduct of hybrid City Council meetings (in-person and remote participation) held in accordance with the Government Code and any relevant Executive Orders or State declared emergencies.

I. **Vaccination Status**

No requirement for vaccination to attend a Council meeting. Staff and Officials will not inquire about vaccination status for any attendees.

II. **Health Check**

A walk-up temperature check device will be located at the entry to the in-person meeting location. All persons entering the in-person meeting location are required to perform a temperature check upon entering. A handheld non-touch thermometer will be available for individuals with disabilities. Private security personnel will be at the entry location for the duration of the meeting to monitor the temperature check station and mask requirement.

Attendees showing a fever will be directed to attend the meeting via remote participation (Zoom). If an attendee refuses to have their temperature checked, guidance will be provided to the attendee on the requirement and their options for attending remotely and in-person.

Private security personnel will be the primary person for requesting compliance. If removal of a non-compliant person is needed, law enforcement personnel will perform this task.

III. **Face Coverings/Mask**

Following the State of California and Local Health Officer Guidance, face coverings or masks that cover both the nose and mouth are required for all attendees at an in-person City Council meeting. Face coverings will be provided by the City and available for attendees to use at the meeting.

If an attendee at a Council Meeting is not wearing a mask, a mask will be offered to them to use. If the attendee refuses to wear a mask, a recess will be called in order to provide guidance to the attendee on the requirement and their options for attending remotely and in-person.

Members of the City Council, city staff, and the public are required to wear a mask at all times, including when speaking publicly at the meeting.

Private security personnel will be the primary person for requesting compliance. If removal of a non-compliant person is needed, law enforcement personnel will perform this task.

Hybrid Meeting Procedures for BUSD Boardroom (November 2021)

IV. Physical Distancing

Currently, there are no physical distancing requirements in place by the State of California or the Local Health Officer for an indoor event similar to a council meeting. Relevant CalOSHA requirements for the workplace will be followed as is feasible. Capacity in the audience seating area (including members of the media and staff) at the BUSD Boardroom is limited to 40 persons due to uncertainty about vaccination status of attendees and limiting attendance at indoor events to ensure the comfort and safety of attendees. Conference room capacity is limited to 12 persons. The relevant capacity limits will be posted on the city council agenda and at the meeting location.

V. Protocols for Remote Participation by Mayor or Councilmembers

Upon the repeal of the state-declared emergency, all standard Brown Act requirements will be in effect for members of the Council participating remotely. For the Mayor and Councilmembers participating remotely, the remote location must be accessible to the public and the public must be able to participate and give public comment from the remote location.

- A Councilmember at a remote location will follow the same policies as the Boardroom with regards to vaccination status, temperature checks, and mask requirements.
- A Councilmember at a remote location may impose reasonable capacity limits at their location.

VI. Hand Washing/Sanitizing

There are hand sanitizing stations placed at the entry and strategically throughout the Boardroom. The bathrooms have soap and water for handwashing.

VII. Air Flow/Circulation/Sanitizing

BUSD Facilities Staff performs a vigorous cleaning process after each use of the Boardroom. BUSD upgraded all HVAC filtration to MERV13, and with the inclusion of Needlepoint BiPolar Ionization, is achieving a rating that is closer to MERV18. Additionally, BUSD installed indoor air quality monitoring sensors in all facilities that constantly monitor VOC's CO2, Relative Humidity, and Temperature. The sensors and alarms allow BUSD to ensure that all systems are working properly and as designed. If a sensor trips an alarm, a work order request is generated immediately to ensure the system is repaired expeditiously.

VIII. Overflow in Gymnasium

An overflow indoor seating area will be available at the West Campus Gymnasium for every meeting. The capacity of the gymnasium is 100 persons. The overflow area will have a broadcast of the meeting in progress

Hybrid Meeting Procedures for BUSD Boardroom (November 2021)

to allow participants to follow the proceedings and move to the Boardroom at the appropriate time to provide public comment if desired. The broadcast audio and video will be provided to attendees in the overflow area. This area will be monitored by the BUSD security personnel.

IX. Food Provided for Elected Officials and Designated Staff

- No buffet dinner provided.
- Box lunches only. Total of 18 (Mayor & Council [9], City Manager, City Attorney, City Clerk [2], Deputy City Managers [2], BCM Staff, Extras [2])
- Individually packaged snacks will be provided on a common table and drinks will be available in the refrigerator.



URGENT ITEM AGENDA MATERIAL

Government Code Section 54954.2(b)
Rules of Procedure Chapter III.C.5

THIS ITEM IS NOT YET AGENDIZED AND MAY OR MAY NOT BE ACCEPTED FOR THE AGENDA AS A LATE ITEM, SUBJECT TO THE CITY COUNCIL'S DISCRETION ACCORDING TO BROWN ACT RULES

Meeting Date: September 28, 2021

Item Description: Resolution Making Required Findings Pursuant to the Government Code and Directing City Legislative Bodies to Continue to Meet Via Videoconference and Teleconference

This item is submitted pursuant to the provision checked below:

- Emergency Situation (54954.2(b)(1) - majority vote required)
Determination by a majority vote of the legislative body that an emergency situation exists, as defined in Section 54956.5.
- Immediate Action Required (54954.2(b)(2) - two-thirds vote required)
There is a need to take immediate action and the need for action came to the attention of the local agency subsequent to the agenda for this meeting being posted.

Once the item is added to the agenda (Consent or Action) it must be passed by the standard required vote threshold (majority, two-thirds, or 7/9).

Facts supporting the addition of the item to the agenda under Section 54954.2(b) and Chapter III.C.5 of the Rules of Procedure:

Assembly Bill 361 (Rivas) was signed by the Governor on September 16, 2021. This bill allows local legislative bodies to meet using videoconference technology while maintaining the Brown Act exemptions in Executive Order N-29-20 for noticing and access to the locations from which local officials participate in the meeting. Local agencies may only meet with the exemption if there is a state declared emergency.

The bill also requires that local legislative bodies meeting only via videoconference under a state declared emergency to make certain findings every 30-days regarding the need to meet in a virtual-only setting.

The agenda for the September 28, 2021 was finalized and published prior to the Governor signing AB 361 in to law. Thus, the need to take action came to the attention of the local agency after the agenda was distributed. This item qualifies for addition to the agenda with a two-thirds vote of the Council under Government Code Section 54954.2(b)(2).



Office of the City Attorney

CONSENT CALENDAR
September 28, 2021

To: Honorable Mayor and Members of the City Council
Madame City Manager

From: Farimah Faiz Brown, City Attorney

Subject: Resolution Making Required Findings Pursuant to the Government Code and Directing City Legislative Bodies to Continue to Meet Via Videoconference and Teleconference

RECOMMENDATION

Adopt a resolution making the required findings pursuant to Government Code Section 54953(e)(3) and determining that as a result of the continued threat to public health and safety posed by the spread of COVID-19, City legislative bodies shall continue to meet via videoconference and teleconference.

FISCAL IMPACT OF RECOMMENDATION

To be determined.

CURRENT SITUATION AND ITS EFFECTS

Pursuant to California Government Code section 8630 and Berkeley Municipal Code Chapter 2.88.040, on March 3, 2020, the City Manager, in her capacity as Director of Emergency Services, proclaimed a local emergency due to conditions of extreme peril to the safety of persons and property within the City as a consequence of the global spread of a severe acute respiratory illness caused by a novel (new) coronavirus (COVID-19), including a confirmed case in the City of Berkeley. As a result of multiple confirmed and presumed cases in Alameda County, the County has declared a local health emergency. On March 4, 2020, Governor Gavin Newsom issued a Proclamation of a State of Emergency due to the spread of COVID-19. On March 10, 2020, the City Council ratified the Proclamation of Local Emergency with the passage of Resolution No. 69-312.

On March 17, 2020, Governor Newsom signed Executive Order N-29-20, which suspended certain portions of the Ralph M. Brown Act (Cal. Gov. Code § 54950 et seq.) related to the holding of teleconferenced meetings by City legislative bodies. Among other things, Executive Order N-29-20 suspended requirements that each location from which an official accesses a teleconferenced meeting be accessible to the public.

These changes were necessary to allow teleconferencing to be used as a tool for ensuring social distancing. City legislative bodies have held public meetings via videoconference and teleconference pursuant to these provisions since March 2020. These provisions of Executive Order N-29-20 will expire on September 30, 2021.

COVID-19 continues to pose a serious threat to public health and safety. There are now over 4,700 confirmed cases of COVID-19 and at least 55 deaths in the City of Berkeley. Additionally, the SARS-CoV-2 B.1.617.2 (“Delta”) variant of COVID-19 that is currently circulating nationally and within the City is contributing to a substantial increase in transmissibility and more severe disease.

As a result of the continued threat to public health posed by the spread of COVID-19, state and local officials continue to impose or recommend measures to promote social distancing, mask wearing and vaccination. Holding meetings of City legislative bodies in person would present imminent risks to the health and safety of the public and members of legislative bodies, and therefore public meetings cannot safely be held in person at this time

Assembly Bill 361 (Rivas), signed into law by Governor Newsom on September 16, 2021, amended a portion of the Brown Act (Government Code Section 54953) to authorize the City Council, during the state of emergency, to determine that, due to the spread of COVID-19, holding in-person public meetings would present an imminent risk to the health or safety of attendees, and therefore City legislative bodies must continue to meet via videoconference and teleconference. Assembly Bill 361 requires that the City Council must review and ratify such a determination every thirty (30) days. Therefore, if the Council passes this resolution on September 28, 2021, the Council will need to review and ratify the resolution by October 28, 2021.

This item requests that the Council review the circumstances of the continued state of emergency posed by the spread of COVID-19, and find that the state of emergency continues to directly impact the ability of the public and members of City legislative bodies to meet safely in person, that holding public meetings of City legislative bodies in person would present imminent risks to the health and safety of attendees, and that state and local officials continue to promote social distancing, mask wearing and vaccination. This item further requests that the Council determine that City legislative bodies, including but not limited to the City Council and its committees, and all commissions and boards, shall continue to hold public meetings via videoconference and teleconference, and that City legislative bodies shall continue to comply with all provisions of the Brown Act, as amended by SB 361.

BACKGROUND

On March 1, 2020, Alameda County Public Health Department and Solano County Public Health Department reported two presumptive cases of COVID-19, pending confirmatory testing by the Centers for Disease Control (CDC), prompting Alameda County to declare a local health emergency.

On March 3, 2020, the City's Director of Emergency Services proclaimed a local emergency due to the spread of COVID-19, including a confirmed case in the City of Berkeley and multiple confirmed and presumed cases in Alameda County.

On March 4, 2020, Governor Gavin Newsom issued a Proclamation of a State of Emergency due to the spread of COVID-19.

On March 10, 2020, the City Council ratified the Proclamation of Local Emergency. Since that date, there have been over 4,700 confirmed cases of COVID-19 and at least 57 deaths in the City of Berkeley.

On March 17, 2020, Governor Newsom signed Executive Order N-29-20 which suspended certain portions of the Ralph M. Brown Act (Cal. Gov. Code § 54950 et seq.) to allow teleconferencing of public meetings to be used as a tool for ensuring social distancing. As a result, City legislative bodies have held public meetings via teleconference throughout the pandemic. The provisions of Executive Order N-29-20 allowing teleconferencing to be used as a tool for social distancing will expire on September 30, 2021.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

Not applicable.

RATIONALE FOR RECOMMENDATION

The Resolution would enable the City Council and its committees, and City boards and commissions to continue to hold public meetings via videoconference and teleconference in order to continue to socially distance and limit the spread of COVID-19.

ALTERNATIVE ACTIONS CONSIDERED

None.

CONTACT PERSON

Farimah Brown, City Attorney, City Attorney's Office (510) 981-6998
Mark Numainville, City Clerk, (510) 981-6908

Attachments:

1: Resolution Directing City Legislative Bodies to Continue to Meet Via Videoconference and Teleconference

RESOLUTION NO. –N.S.

RESOLUTION MAKING THE REQUIRED FINDINGS PURSUANT TO GOVERNMENT CODE SECTION 54953(E)(3) AND DIRECTING CITY LEGISLATIVE BODIES TO CONTINUE TO MEET VIA VIDEOCONFERENCE AND TELECONFERENCE

WHEREAS, in accordance with Berkeley Municipal Code section 2.88.040 and sections 8558(c) and 8630 of the Government Code, which authorize the proclamation of a local emergency when conditions of disaster or extreme peril to the safety of persons and property within the territorial limits of a City exist, the City Manager, serving as the Director of Emergency Services, beginning on March 3, 2020, did proclaim the existence of a local emergency caused by epidemic in the form of the global spread of a severe acute respiratory illness caused by a novel (new) coronavirus (“COVID-19”), including confirmed cases in California and the San Francisco Bay Area, and presumed cases in Alameda County prompting the County to declare a local health emergency; and

WHEREAS, on March 10, 2020, the City Council ratified the Proclamation of Local Emergency with the passage of Resolution No. 69-312; and

WHEREAS, on March 4, 2020, Governor Gavin Newsom issued a Proclamation of a State of Emergency pursuant to the California Emergency Services Act, in particular, Government Code section 8625; and

WHEREAS, the Proclamation of a State of Emergency issued by Governor Newsom on March 4, 2020 continues to be in effect; and

WHEREAS, on September 16, 2021, Governor Newsom signed into law AB 361, which authorizes the City Council to determine that, due to the continued threat to public health and safety posed by the spread of COVID-19, City legislative bodies shall continue to meet via videoconference and teleconference; and

WHEREAS, the City Council does find that the aforesaid conditions of extreme peril continue to exist, and now include over 4,700 confirmed cases of COVID-19 and at least 55 deaths in the City of Berkeley; and

WHEREAS, the City Council recognizes that the SARS-CoV-2 B.1.617.2 (“Delta”) variant of COVID-19 that is currently circulating nationally and within the City is contributing to a substantial increase in transmissibility and more severe disease; and

WHEREAS, as a result of the continued threat to public health posed by the spread of COVID-19, state and local officials continue to impose or recommend measures to promote social distancing, mask wearing and vaccination; and

WHEREAS, holding meetings of City legislative bodies in person would present imminent risks to the health and safety of the public and members of legislative bodies, and therefore public meetings cannot safely be held in person at this time; and

WHEREAS, the City Council will need to again review the need for the continuing necessity of holding City legislative body meetings via videoconference and teleconference by October 28, 2021.

NOW, THEREFORE BE IT RESOLVED by the Council of the City of Berkeley that, pursuant to Government Code section 54953, the City Council has reviewed the circumstances of the continued state of emergency posed by the spread of COVID-19, and finds that the state of emergency continues to directly impact the ability of the public and members of City legislative bodies to meet safely in person, that holding public meetings of City legislative bodies in person would present imminent risks to the health and safety of attendees, and that state and local officials continue to promote social distancing, mask wearing and vaccination; and

BE IT FURTHER RESOLVED that City legislative bodies, including but not limited to the City Council and its committees, and all commissions and boards, shall continue to hold public meetings via videoconference and teleconference; and

BE IT FURTHER RESOLVED that all City legislative bodies shall comply with the requirements of Government Code section 54953(e)(2) and all applicable laws, regulations and rules when conducting public meetings pursuant to this resolution.



OFFICE OF THE GOVERNOR

June 2, 2021

VIA EMAIL

Graham Knaus, Executive Director
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RE: Transition Period Prior to Repeal of COVID-related Executive Orders

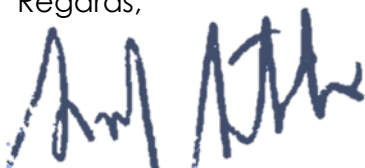
Dear Mr. Knaus, Ms. Miller, Ms. Hurst, Ms. Preston, Ms. Heaton, Ms. King, Ms. Coleman, Ms. Blacet-Hyden, Mr. McCormick, Mr. Anderson, and colleagues,

Thank you for your correspondence of May 18, 2021, inquiring what impact the anticipated June 15 termination of the Blueprint for a Safer Economy will have on Executive Order N-29-20, which provided flexibility to state and local agencies and boards to conduct their business through virtual public meetings during the COVID-19 pandemic.

Please be assured that this Executive Order Provision will not terminate on June 15 when the Blueprint is scheduled to terminate. While the Governor intends to terminate COVID-19 executive orders at the earliest possible date at which conditions warrant, consistent with the Emergency Services Act, the Governor recognizes the importance of an orderly return to the ordinary conduct of public meetings of state and local agencies and boards. To this end, the Governor's office will work to provide notice to affected stakeholders in advance of rescission of this provision to provide state and local agencies and boards time necessary to meet statutory and logistical requirements. Until a further order issues, all entities may continue to rely on N-29-20.

We appreciate your partnership throughout the pandemic.

Regards,

A handwritten signature in blue ink, appearing to read 'Ana Matosantos', written over a vertical line.

Ana Matosantos
Cabinet Secretary



NEWS RELEASE

Release
Number: 2021-58

June 4, 2021

Standards Board Readopts Revised Cal/OSHA COVID-19 Prevention Emergency Temporary Standards

The revised Cal/OSHA standards are expected to go into effect no later than June 15

Sacramento — The Occupational Safety and Health Standards Board on June 3 readopted Cal/OSHA's revised COVID-19 prevention emergency temporary standards.

Last year, the Board adopted health and safety standards to protect workers from COVID-19. The standards did not consider vaccinations and required testing, quarantining, masking and more to protect workers from COVID-19.

The changes adopted by the Board phase out physical distancing and make other adjustments to better align with the state's June 15 goal to retire the Blueprint. Without these changes, the original standards, would be in place until at least October 2. These restrictions are no longer required given today's record low case rates and the fact that we've administered 37 million vaccines.

The revised emergency standards are expected to go into effect no later than June 15 if approved by the Office of Administrative Law in the next 10 calendar days. Some provisions go into effect starting on July 31, 2021.

The [revised standards](#) are the first update to Cal/OSHA's temporary COVID-19 prevention requirements adopted in November 2020.

The Board may further refine the regulations in the coming weeks to take into account changes in circumstances, especially as related to the availability of vaccines and low case rates across the state.

The standards apply to most workers in California not covered by Cal/OSHA's Aerosol Transmissible Diseases [standard](#). Notable revisions include:

- **Face Coverings:**
 - Indoors, fully vaccinated workers without COVID-19 symptoms do not need to wear face coverings in a room where everyone else is fully vaccinated and not showing symptoms. However, where there is a mixture of vaccinated and unvaccinated persons in a room, all workers will continue to be required to wear a face covering.
 - Outdoors, fully vaccinated workers without symptoms do not need to wear face coverings. However, outdoor workers who are not fully vaccinated must continue to wear a face covering when they are less than six feet away from another person.
- **Physical Distancing:** When the revised standards take effect, employers can eliminate physical distancing and partitions/barriers for employees working indoors and at outdoor mega events if they provide respirators, such as N95s, to unvaccinated employees for voluntary use. After July 31, physical distancing

and barriers are no longer required (except during outbreaks), but employers must provide all unvaccinated employees with N95s for voluntary use.

- **Prevention Program:** Employers are still required to maintain a written COVID-19 Prevention Program but there are some key changes to requirements:
 - Employers must review the California Department of Public Health's [Interim guidance for Ventilation, Filtration, and Air Quality in Indoor Environments](#).
 - COVID-19 prevention training must now include information on how the vaccine is effective at preventing COVID-19 and protecting against both transmission and serious illness or death.
- **Exclusion from the Workplace:** Fully vaccinated workers who do not have COVID-19 symptoms no longer need to be excluded from the workplace after a close contact.
- **Special Protections for Housing and Transportation:** Special COVID-19 prevention measures that apply to employer-provided housing and transportation no longer apply if all occupants are fully vaccinated.

The Standards Board will file the readoption rulemaking package with the Office of Administrative Law, which has 10 calendar days to review and approve the temporary workplace safety standards enforced by Cal/OSHA. Once approved and published, the full text of the revised emergency standards will appear in the Title 8 sections [3205](#) (COVID-19 Prevention), [3205.1](#) (Multiple COVID-19 Infections and COVID-19 Outbreaks), [3205.2](#) (Major COVID-19 Outbreaks) [3205.3](#) (COVID-19 Prevention in Employer-Provided Housing) and [3205.4](#) (COVID-19 Prevention in Employer-Provided Transportation) of the [California Code of Regulations](#). Pursuant to the state's [emergency rulemaking process](#), this is the first of two opportunities to readopt the temporary standards after the initial effective period.

The Standards Board also convened a representative subcommittee to work with Cal/OSHA on a proposal for further updates to the standard, as part of the emergency rulemaking process. It is anticipated this newest proposal, once developed, will be heard at an upcoming Board meeting. The subcommittee will provide regular updates at the Standards Board monthly meetings.

The [Occupational Safety and Health Standards Board](#), a seven-member body appointed by the Governor, is the standards-setting agency within the Cal/OSHA program. The Standards Board's objective is to adopt reasonable and enforceable standards at least as effective as federal standards. The Standards Board also has the responsibility to grant or deny applications for permanent variances from adopted standards and respond to petitions for new or revised standards.

The California Division of Occupational Safety and Health, or [Cal/OSHA](#), is the division within the Department of Industrial Relations that helps protect California's workers from health and safety hazards on the job in almost every workplace. [Cal/OSHA's Consultation Services Branch](#) provides free and voluntary assistance to employers to improve their health and safety programs. Employers should call (800) 963-9424 for assistance from Cal/OSHA Consultation Services.

Contact: Erika Monterroza / Frank Polizzi, Communications@dir.ca.gov, (510) 286-1161.

The [California Department of Industrial Relations](#), established in 1927, protects and improves the health, safety, and economic well-being of over 18 million wage earners, and helps their employers comply with state labor laws. DIR is housed within the [Labor & Workforce Development Agency](#)



Office of the City Manager

June 1, 2021

To: Agenda & Rules Committee

From: Dee Williams-Ridley, City Manager

Subject: Preliminary Analysis of Return to In-Person Meetings of City Legislative Bodies

Introduction

This memo responds to the request from the Agenda & Rules Committee on May 17, 2021 for information from the City Manager on the options and timing for a return to in-person meetings for City legislative bodies. The analysis below is a preliminary summary of the considerations and options for returning to in-person meetings.

With the onset of the COVID-19 pandemic, the shelter-in-place order, and the issuance of Executive Order N-29-20 (“Executive Order”) in the spring of 2020, the City quickly adjusted to a virtual meeting model. Now, almost 15 months later, with the Blueprint for a Safer Economy scheduled to sunset on June 15, 2021, the City is faced with a new set of conditions that will impact how public meetings may be held in Berkeley. While the June 15, 2021 date appears to be certain, there is still a great deal of uncertainty about the fate of the Executive Order. In addition, the City is still awaiting concrete, specific guidance from the State with regards to regulations that govern public meetings and public health recommendations that will be in place after June 15, 2021.

For background, Executive Order N-29-20 allows legislative bodies to meet in a virtual setting and suspends the following Brown Act requirements:

- Printing the location of members of the legislative body on the agenda;
- Posting the agenda at the location of members of the legislative body that are remote; and
- Making publicly available remote locations from which members of the legislative body participate.

Meeting Options

There are three groups of City Legislative bodies that are considered in this memo

- City Council;
- City Council Policy Committees; and
- Boards and Commissions.

The three meeting models available are:

- In-person only;
- Virtual only; or
- Hybrid (in-person and virtual).

The scenarios below show the options available for each given set of facts.

Summary Recommendations of Meeting Options	Physical Distancing			No Physical Distancing		
	In-Person	Hybrid	Virtual*	In-Person	Hybrid	Virtual*
	City Council	X	X	X	X	X
Policy Committees			X	X		X
Board and Commissions			X	X		X

* The ability to hold virtual-only meetings is dependent on the status of Executive Order N-29-20

Currently, the Centers for Disease Control recommends physical distancing for unvaccinated persons. While the City and the community have made tremendous progress with regards to vaccination, the City would use the guidelines for unvaccinated persons when making determinations regarding public meetings.

Meeting Type Considerations

Our previous experience pre-pandemic and our experience over the past 15 months demonstrates that the City can conduct all in-person and all virtual meetings. However, the possibility of hybrid meetings presents new questions to consider. The primary concern for a return to in-person meetings using a hybrid model is the impact on the public experience and the legislative process.

Will the legislative body be able to provide a transparent, coherent, stable, informative, and meaningful experience for the both the public in attendance and virtually?

Will the legislative body be able to conduct the legislative process in an efficient, coherent, and meaningful manner with the members split between in-person and virtual, and considering the additional delays and logistical challenges of allowing for public participation in a hybrid model?

For the City Council, testing has shown that the larger space and technology infrastructure at the Boardroom will allow the Council to conduct all three types of meetings (in-person, hybrid, virtual).

For Policy Committees and Commissions, only the “all virtual” or “all in-person” meetings are recommended. Preliminary testing has shown that the audio/visual limitations of the meeting rooms available for these bodies would result in inefficient and cumbersome management of the proceedings in a hybrid model. In addition, there are considerations to analyze regarding the available bandwidth in city facilities and all members having access to adequate devices. Continuing the all virtual model for as long as possible, then switching to an all in-person model when conditions permit provides the best access, participation, and legislative experience for the public and the legislative body.

Other Considerations

Some additional factors to consider in the evaluation of returning to in-person or hybrid meetings are:

- How to address vaccination status for in-person attendees.
- Will symptom checks and/or temperature checks at entry points be required?
- Who is responsible for providing PPE for attendees?
- How are protocols for in-person attendees to be enforced?
- Physical distancing measures for the Mayor and City Councilmembers on the dais.
- Installation of physical barriers and other temporary measures.
- Will the podium and microphone need to be sanitized after every speaker?
- High number of touch points in meeting rooms.
- Will chairs for the public and staff need to be sanitized if there is turnover during the meeting?
- Determining the appropriate capacity for meeting locations.
- The condition and capacity of meeting room ventilation system and air cycling abilities.
- How to receive and share Supplemental Items, Revisions, Urgent Items, and submissions by the public both in-person and virtually.
- Budget including costs for equipment, physical improvements, A/V, PPE, and sanitization.

Conclusion

As stated above, conditions are changing daily, and there is a high degree of uncertainty surrounding the future guidance, regulations, and actions at the state level. Planning, testing and analysis are already underway to prepare for an eventual return to in-person meetings. Staff will continue to monitor the evolving legislative and public health circumstances and advise the committee at future meetings.

Attachment:

1. Executive Order N-29-20

EXECUTIVE DEPARTMENT
STATE OF CALIFORNIA

EXECUTIVE ORDER N-29-20

WHEREAS on March 4, 2020, I proclaimed a State of Emergency to exist in California as a result of the threat of COVID-19; and

WHEREAS despite sustained efforts, the virus continues to spread and is impacting nearly all sectors of California; and

WHEREAS the threat of COVID-19 has resulted in serious and ongoing economic harms, in particular to some of the most vulnerable Californians; and

WHEREAS time bound eligibility redeterminations are required for Medi-Cal, CalFresh, CalWORKs, Cash Assistance Program for Immigrants, California Food Assistance Program, and In Home Supportive Services beneficiaries to continue their benefits, in accordance with processes established by the Department of Social Services, the Department of Health Care Services, and the Federal Government; and

WHEREAS social distancing recommendations or Orders as well as a statewide imperative for critical employees to focus on health needs may prevent Medi-Cal, CalFresh, CalWORKs, Cash Assistance Program for Immigrants, California Food Assistance Program, and In Home Supportive Services beneficiaries from obtaining in-person eligibility redeterminations; and

WHEREAS under the provisions of Government Code section 8571, I find that strict compliance with various statutes and regulations specified in this order would prevent, hinder, or delay appropriate actions to prevent and mitigate the effects of the COVID-19 pandemic.

NOW, THEREFORE, I, GAVIN NEWSOM, Governor of the State of California, in accordance with the authority vested in me by the State Constitution and statutes of the State of California, and in particular, Government Code sections 8567 and 8571, do hereby issue the following order to become effective immediately:

IT IS HEREBY ORDERED THAT:

1. As to individuals currently eligible for benefits under Medi-Cal, CalFresh, CalWORKs, the Cash Assistance Program for Immigrants, the California Food Assistance Program, or In Home Supportive Services benefits, and to the extent necessary to allow such individuals to maintain eligibility for such benefits, any state law, including but not limited to California Code of Regulations, Title 22, section 50189(a) and Welfare and Institutions Code sections 18940 and 11265, that would require redetermination of such benefits is suspended for a period of 90 days from the date of this Order. This Order shall be construed to be consistent with applicable federal laws, including but not limited to Code of Federal Regulations, Title 42, section 435.912, subdivision (e), as interpreted by the Centers for Medicare and Medicaid Services (in guidance issued on January 30, 2018) to permit the extension of

otherwise-applicable Medicaid time limits in emergency situations.

2. Through June 17, 2020, any month or partial month in which California Work Opportunity and Responsibility to Kids (CalWORKs) aid or services are received pursuant to Welfare and Institutions Code Section 11200 et seq. shall not be counted for purposes of the 48-month time limit set forth in Welfare and Institutions Code Section 11454. Any waiver of this time limit shall not be applied if it will exceed the federal time limits set forth in Code of Federal Regulations, Title 45, section 264.1.
3. Paragraph 11 of Executive Order N-25-20 (March 12, 2020) is withdrawn and superseded by the following text:

Notwithstanding any other provision of state or local law (including, but not limited to, the Bagley-Keene Act or the Brown Act), and subject to the notice and accessibility requirements set forth below, a local legislative body or state body is authorized to hold public meetings via teleconferencing and to make public meetings accessible telephonically or otherwise electronically to all members of the public seeking to observe and to address the local legislative body or state body. All requirements in both the Bagley-Keene Act and the Brown Act expressly or impliedly requiring the physical presence of members, the clerk or other personnel of the body, or of the public as a condition of participation in or quorum for a public meeting are hereby waived.

In particular, any otherwise-applicable requirements that

- (i) state and local bodies notice each teleconference location from which a member will be participating in a public meeting;
- (ii) each teleconference location be accessible to the public;
- (iii) members of the public may address the body at each teleconference conference location;
- (iv) state and local bodies post agendas at all teleconference locations;
- (v) at least one member of the state body be physically present at the location specified in the notice of the meeting; and
- (vi) during teleconference meetings, a least a quorum of the members of the local body participate from locations within the boundaries of the territory over which the local body exercises jurisdiction

are hereby suspended.

A local legislative body or state body that holds a meeting via teleconferencing and allows members of the public to observe and address the meeting telephonically or otherwise electronically, consistent with the notice and accessibility requirements set forth below, shall have satisfied any requirement that the body allow

members of the public to attend the meeting and offer public comment. Such a body need not make available any physical location from which members of the public may observe the meeting and offer public comment.

Accessibility Requirements: If a local legislative body or state body holds a meeting via teleconferencing and allows members of the public to observe and address the meeting telephonically or otherwise electronically, the body shall also:

- (i) Implement a procedure for receiving and swiftly resolving requests for reasonable modification or accommodation from individuals with disabilities, consistent with the Americans with Disabilities Act and resolving any doubt whatsoever in favor of accessibility; and
- (ii) Advertise that procedure each time notice is given of the means by which members of the public may observe the meeting and offer public comment, pursuant to subparagraph (ii) of the Notice Requirements below.

Notice Requirements: Except to the extent this Order expressly provides otherwise, each local legislative body and state body shall:

- (i) Give advance notice of the time of, and post the agenda for, each public meeting according to the timeframes otherwise prescribed by the Bagley-Keene Act or the Brown Act, and using the means otherwise prescribed by the Bagley-Keene Act or the Brown Act, as applicable; and
- (ii) In each instance in which notice of the time of the meeting is otherwise given or the agenda for the meeting is otherwise posted, also give notice of the means by which members of the public may observe the meeting and offer public comment. As to any instance in which there is a change in such means of public observation and comment, or any instance prior to the issuance of this Order in which the time of the meeting has been noticed or the agenda for the meeting has been posted without also including notice of such means, a body may satisfy this requirement by advertising such means using "the most rapid means of communication available at the time" within the meaning of Government Code, section 54954, subdivision (e); this shall include, but need not be limited to, posting such means on the body's Internet website.

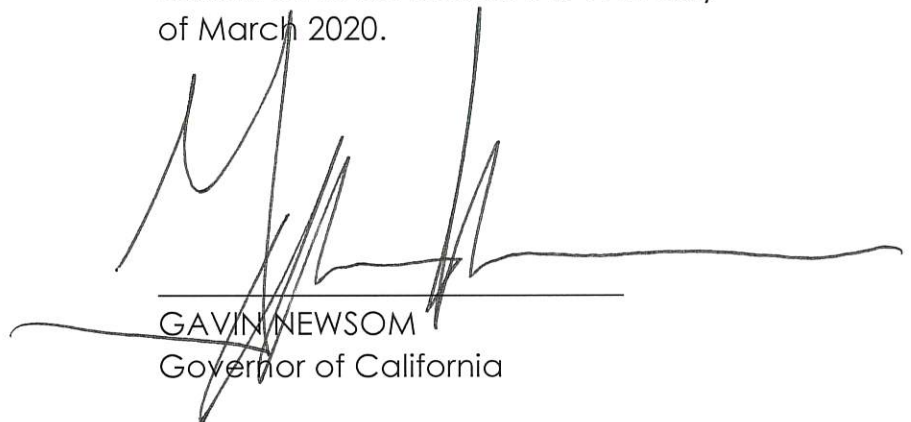
All of the foregoing provisions concerning the conduct of public meetings shall apply only during the period in which state or local public health officials have imposed or recommended social distancing measures.

All state and local bodies are urged to use sound discretion and to make reasonable efforts to adhere as closely as reasonably possible to the provisions of the Bagley-Keene Act and the Brown Act, and other applicable local laws regulating the conduct of public meetings, in order to maximize transparency and provide the public access to their meetings.

IT IS FURTHER ORDERED that as soon as hereafter possible, this Order be filed in the Office of the Secretary of State and that widespread publicity and notice be given of this Order.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its agencies, departments, entities, officers, employees, or any other person.


IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 17th day of March 2020.



GAVIN NEWSOM
Governor of California

ATTEST:

ALEX PADILLA
Secretary of State




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