BERKELEY CITY COUNCIL BUDGET & FINANCE COMMITTEE
SPECIAL MEETING

Thursday, April 14, 2022
9:00 AM

Committee Members:

Mayor Jesse Arreguin, Councilmembers Kate Harrison and Lori Droste
Alternate: Councilmember Rashi Kesarwani

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 of the City Council Budget & Finance Committee 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 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://us02web.zoom.us/j/89314775042. 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 **1-669-900-9128 or 1-877-853-5257 (Toll Free)** and Enter Meeting ID: **893 1477 5042**. 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 Budget & Finance 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 on Non-Agenda Matters

Minutes for Approval

Draft minutes for the Committee's consideration and approval.

1. Minutes - March 10, 2022

Committee Action Items

The public may comment on each item listed on the agenda for action as the item is taken up. The Chair will determine the number of persons interested in speaking on each item. Up to ten (10) speakers may speak for two minutes. If there are more than ten persons interested in speaking, the Chair may limit the public comment for all speakers to one minute per speaker.

Following review and discussion of the items listed below, the Committee may continue an item to a future committee meeting, or refer the item to the City Council.

2. Five-Year Capital Improvement Program and Proposed Projects
From: City Manager
Contact: Dee Williams-Ridley, City Manager, (510) 981-7000

3. General Fund Revenue and Expenditures: 5-Year Forecast
From: City Manager
Contact: Sharon Friedrichsen, Budget Manager, (510) 981-7000

4. Overview of the FY 23 & 24 Preliminary Budget
From: City Manager
Contact: Sharon Friedrichsen, Budget Manager, (510) 981-7000

Committee Action Items

5. Budget Referral: Street Maintenance Funding to Prevent Further Deterioration of Pavement Condition to Save Tax Dollars and Our Streets
From: Councilmember Kesarwani (Author), Councilmember Taplin (Co-Sponsor), Councilmember Wengraf (Co-Sponsor), Councilmember Droste (Co-Sponsor)
Referred: February 8, 2022
Due: June 28, 2022
Recommendation: Refer to the FY 2022-23 budget process to establish a three-year plan (FY 2022-23 through FY 2024-25) to fully fund an adequate street paving budget that prevents further deterioration of the City's pavement condition. At the end of the three-year period, the fiscal plan should allocate a minimum total of $8 million in additional ongoing annual General Fund—bringing the total street paving annual budget to at least $15.1 million—the minimum amount needed to maintain pavement condition, as identified by our Public Works Department.
We recommend that the City slightly exceed the $8 million General Fund need by contributing $3 million in ongoing funds in FY 2022-23, an additional $3 million of ongoing funds in FY 2023-24, and a final addition of $3 million in ongoing funds in FY 2024-25. This total of $9 million, in addition to the existing allocation of $7.3 million for annual street maintenance , will provide the City with about $1.2 million more than the minimum total of $15.1 million to account for inflation.
A three-year plan is suggested to give the City time to gradually enhance street paving resources, and annual inflation adjustments are recommended in out-years in order to ensure that maintenance funds remain adequate over time as construction costs rise. 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.
Financial Implications: See report
Contact: Rashi Kesarwani, Councilmember, District 1, (510) 981-7110

Committee Action Items

6. Referral to the Budget and Finance Policy Committee and Budget Referral to Consider General Fund Strategies and Related Fiscal Policies for Funding Capital Improvements, in Particular Street, Sidewalk, Micromobility and Transit Infrastructure
From: Councilmember Harrison (Author)
Referred: March 7, 2022
Due: July 25, 2022
Recommendation: 1. Refer to the Council Budget and Finance Policy Committee to explore specific options for improving how and to what extent the City's Capital Improvement Program (CIP) is funded, to include but not limited to the following potential strategies:
a. investigate historic assumptions and policies regarding secured-property and transfer tax revenues; b. consider a one-time allocation of a certain percentage of salary savings accruing from historic vacancies that are not likely to be filled in the short-term; c. consider the sale of underutilized city-owned property; d. consider prospective Public Works plan to charge utilities for pavement impact.
2. Refer to the June 2022 Budget process $[ ] to be transferred to the CIP and $[ ] to the reserve based on Committee consideration and any conclusions.
Financial Implications: See report
Contact: Kate Harrison, Councilmember, District 4, (510) 981-7140

7. FY 22 AAO #2 Update
From: City Manager
Contact: Sharon Friedrichsen, Budget Manager, (510) 981-7000

8. Discussion of Budget Engagement Strategies
From: City Manager
Contact: Sharon Friedrichsen, Budget Manager, (510) 981-7000

Unscheduled Items

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

9. Proposal to Allocate Revenues Generated by the Transient Occupancy Tax in the Waterfront Area to the Marina Fund to Avoid Insolvency, Rebuild its Fund Balance and to Stabilize its Finances
From: Parks and Waterfront Commission
Referred: November 16, 2021
Due: May 10, 2022
Recommendation: That Council adopt a Resolution adopting a policy that all Transient Occupancy Taxes (TOT hotel tax) generated at the Berkeley Waterfront be allocated to the City's Marina Enterprise Fund. All other property, sales, utility users, and parking taxes; as well as business license and franchise fees, would continue to be allocated to the City's General Fund.
Policy Committee Recommendation: Send the item to Council with a negative recommendation and additionally request a referral to the Budget & Finance Policy Committee to discuss and develop alternative revenue streams for the Marina Fund including a dedicated reserve.
On November 16, 2021, the City Council adopted the Policy Committee recommendation and the item was referred back to the Budget & Finance Committee.
Financial Implications: See report
Contact: Roger Miller, Commission Secretary, (510) 981-6700

10. Discussion and Development of Criteria and Timing for AAO Process
From: Mayor Arreguin
Contact: Jesse Arreguin, Mayor, (510) 981-7100

11. Review of Council's Fiscal Policies
From: City Manager
Contact: Sharon Friedrichsen, Budget Manager, (510) 981-7000

Items for Future Agendas

- **Discussion of items to be added to future agendas**

Adjournment

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Written communications addressed to the Budget & Finance Committee and submitted to the City Clerk Department 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. 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.

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I hereby certify that the agenda for this meeting of the Standing Committee 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 April 7, 2022.

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.

01

BERKELEY CITY COUNCIL BUDGET & FINANCE COMMITTEE SPECIAL MEETING MINUTES

Thursday, March 10, 2022
9:00 AM

Committee Members:

Mayor Jesse Arreguin, Councilmembers Kate Harrison and Lori Droste
Alternate: Councilmember Rashi Kesarwani

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Written communications submitted by mail or e-mail to the Budget & Finance 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: 9:03 a.m. All present.

Public Comment on Non-Agenda Matters – 3 speakers.

Minutes for Approval

Draft minutes for the Committee's consideration and approval.

1. Minutes - February 24, 2022

Action: M/S/C (Harrison/Droste) to approve the minutes of February 24, 2022.
Vote: All Ayes.

Committee Action Items

The public may comment on each item listed on the agenda for action as the item is taken up. The Chair will determine the number of persons interested in speaking on each item. Up to ten (10) speakers may speak for two minutes. If there are more than ten persons interested in speaking, the Chair may limit the public comment for all speakers to one minute per speaker.

Following review and discussion of the items listed below, the Committee may continue an item to a future committee meeting, or refer the item to the City Council.

2. Legislative Update: Governor's FY 22-23 Proposed Budget, Federal Infrastructure Bill, Introduced Legislation
From: City Manager
Contact: Dee Williams-Ridley, City Manager, (510) 981-7000

Action: 3 speakers. Presentation made and discussion held.

3. Berkeley Police: Improvements Needed to Manage Overtime and Security Work for Outside Entities
From: Auditor
Recommendation: We recommend City Council request that the City Manager report back by September 29, 2022, and every six months thereafter, regarding the status of our audit recommendations until reported fully implemented by the Berkeley Police Department (BPD). They have agreed to our findings and recommendations. Please see our report for their complete response.
Financial Implications: See report.
Contact: Jenny Wong, Auditor, (510) 981-6750

Action: 4 speakers. Presentation made and discussion held.

Committee Action Items

4. Measure P Overview and Fund Forecast
From: City Manager
Contact: Sharon Friedrichsen, Budget Manager, (510) 981-7000

Action: 3 speakers. Presentation made and discussion held.

5. Five-Year Capital Improvement Program and Proposed Projects
From: City Manager
Contact: Dee Williams-Ridley, City Manager, (510) 981-7000

Item continued to next meeting on April 14, 2022.

Unscheduled Items

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

6. Proposal to Allocate Revenues Generated by the Transient Occupancy Tax in the Waterfront Area to the Marina Fund to Avoid Insolvency, Rebuild its Fund Balance and to Stabilize its Finances
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Policy Committee Recommendation: Send the item to Council with a negative recommendation and additionally request a referral to the Budget & Finance Policy Committee to discuss and develop alternative revenue streams for the Marina Fund including a dedicated reserve.
On November 16, 2021, the City Council adopted the Policy Committee recommendation and the item was referred back to the Budget & Finance Committee.
Financial Implications: See report
Contact: Roger Miller, Commission Secretary, (510) 981-6700

Unscheduled Items

7. Budget Referral: Street Maintenance Funding to Prevent Further Deterioration of Pavement Condition to Save Tax Dollars and Our Streets
From: Councilmember Kesarwani (Author), Councilmember Taplin (Co-Sponsor), Councilmember Wengraf (Co-Sponsor), Councilmember Droste (Co-Sponsor)
Referred: February 8, 2022
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Recommendation: Refer to the FY 2022-23 budget process to establish a three-year plan (FY 2022-23 through FY 2024-25) to fully fund an adequate street paving budget that prevents further deterioration of the City's pavement condition. At the end of the three-year period, the fiscal plan should allocate a minimum total of $8 million in additional ongoing annual General Fund—bringing the total street paving annual budget to at least $15.1 million—the minimum amount needed to maintain pavement condition, as identified by our Public Works Department.
We recommend that the City slightly exceed the $8 million General Fund need by contributing $3 million in ongoing funds in FY 2022-23, an additional $3 million of ongoing funds in FY 2023-24, and a final addition of $3 million in ongoing funds in FY 2024-25. This total of $9 million, in addition to the existing allocation of $7.3 million for annual street maintenance , will provide the City with about $1.2 million more than the minimum total of $15.1 million to account for inflation.
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Financial Implications: See report
Contact: Rashi Kesarwani, Councilmember, District 1, (510) 981-7110

8. Discussion and Development of Criteria and Timing for AAO Process
From: Mayor Arreguin
Contact: Jesse Arreguin, Mayor, (510) 981-7100

9. Review of Council's Fiscal Policies
From: City Manager
Contact: Sharon Friedrichsen, Budget Manager, (510) 981-7000

Items for Future Agendas

- **Discussion of items to be added to future agendas**

Adjournment

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

Adjourned at 12:02 p.m.

I hereby certify that this is a true and correct record of the Budget & Finance Committee meeting held on March 10, 2022.

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April Richardson, Assistant City Clerk

Communications

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02

There is no material for this item.

City Clerk Department
2180 Milvia Street
Berkeley, CA 94704
(510) 981-6900

The City of Berkeley Budget & Finance Policy Committee Webpage:
https://www.cityofberkeley.info/Clerk/Home/Policy_Committee__Budget___Finance.aspx

03

There is no material for this item.

City Clerk Department
2180 Milvia Street
Berkeley, CA 94704
(510) 981-6900

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https://www.cityofberkeley.info/Clerk/Home/Policy_Committee__Budget___Finance.aspx

04

There is no material for this item.

City Clerk Department
2180 Milvia Street
Berkeley, CA 94704
(510) 981-6900

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https://www.cityofberkeley.info/Clerk/Home/Policy_Committee__Budget___Finance.aspx

05

Rashi Kesarwani
Councilmember, District 1

CONSENT CALENDAR
FEBRUARY 22, 2022

TO: Honorable Mayor and Members of the City Council

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

SUBJECT: Budget Referral: Street Maintenance Funding to Prevent Further Deterioration of Pavement Condition to Save Tax Dollars and Our Streets

RECOMMENDATION

Refer to the FY 2022-23 budget process to establish a three-year plan (FY 2022-23 through FY 2024-25) to fully fund an adequate street paving budget that prevents further deterioration of the City's pavement condition. At the end of the three-year period, the fiscal plan should allocate a minimum total of $8 million in additional ongoing annual General Fund—bringing the total street paving annual budget to at least $15.1 million—the minimum amount needed to maintain pavement condition, as identified by our Public Works Department.[1]

We recommend that the City slightly exceed the $8 million General Fund need by contributing $3 million in ongoing funds in FY 2022-23, an additional $3 million of ongoing funds in FY 2023-24, and a final addition of $3 million in ongoing funds in FY 2024-25. This total of $9 million, in addition to the existing allocation of $7.3 million for annual street maintenance[2], will provide the City with about $1.2 million more than the minimum total of $15.1 million to account for inflation.

A three-year plan is suggested to give the City time to gradually enhance street paving resources, and annual inflation adjustments are recommended in out-years in order to ensure that maintenance funds remain adequate over time as construction

[1] Garland, Liam, *Turning Vision 2050 into Reality: Public Works Capital Improvement Plan for Fiscal Year 2022* (p. 6), March 16, 2021 Worksession Item 3b, https://www.cityofberkeley.info/Clerk/City_Council/2021/03_Mar/City_Council__03-16-2021_-_Special_(WS)_Meeting_Agenda.aspx and Pavement Engineering Inc., City of Berkeley 2020/21 Pavement Management System Update, p.6, Jan. 2021

[2] Garland, Liam, Street Maintenance and Rehabilitation Policy and Five-Year Paving Plan p. 1, City Council Meeting Jan. 20, 2022, Item Aa

costs rise. 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.[3]

CURRENT SITUATION AND ITS EFFECTS

Berkeley's Streets Are Rated Among the Worst in the Bay Area, Costing Motorists an Extra $1,049 Annually for Vehicle Repair. 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.[4] The general condition of streets is measured by PCI, a numerical rating from 0 to 100, as shown in Exhibit 1. 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, and motorists. At-risk conditions cost drivers $1,049 annually, according to TRIP, a national transportation research group, due to vehicle repair costs, accelerated vehicle deterioration and depreciation, increased maintenance costs, and additional fuel consumption.[5] This pavement condition disproportionately harms lower-income residents for whom extra vehicle costs consume a greater share of income. 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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[3] 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

[4] Berkeley City Auditor, *Rocky Road: Berkeley Streets at Risk and Significantly Underfunded*, p. 2, Nov. 19, 2020

[5] Berkeley City Auditor, *Rocky Road: Berkeley Streets at Risk and Significantly Underfunded*, p. 3, Nov. 19, 2020

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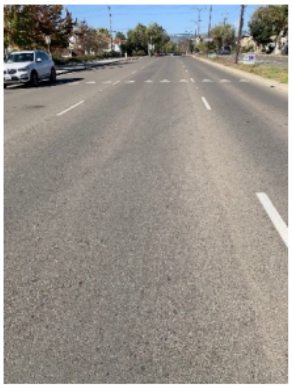
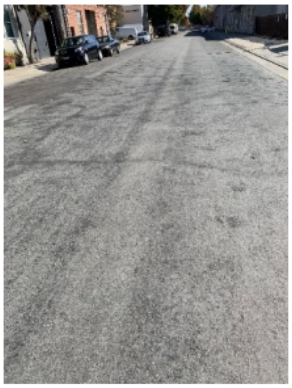
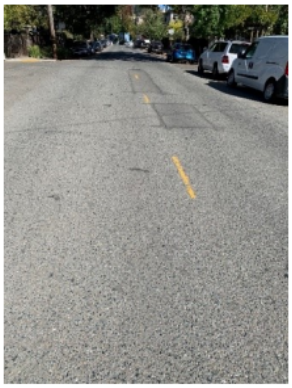
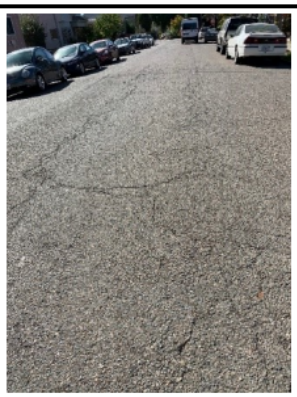
E-Mail: rkesarwani@cityofberkeley.info

Exhibit 1: 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)
Pavements are newly constructed or resurfaced and have few if any signs of distress. Photo: PCI 98, Arterial	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. Photo: PCI 74, Collector	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. Photo: PCI 63, Collector
		
At Risk (59-50)	**Poor (49-25)**	**Failed (24-0)**
Pavements are deteriorated and require immediate attention including rehabilitative work. Ride quality is significantly inferior to better pavement categories. Photo: PCI 50, Residential Street	Pavements have extensive amounts of distress and require major rehabilitation or reconstruction. Pavements in this category affect the speed and flow of traffic significantly. Photo: PCI 39, Residential Street	Pavements need reconstruction and are extremely rough and difficult to drive. Photo: PCI 20, Residential/Bike Boulevard
		

Source: Berkeley City Auditor, *Rocky Road: Berkeley Streets at Risk and Significantly Underfunded*, p. 5, Nov. 19, 2020

With Current Street Maintenance Budget, Berkeley's Streets Will Continue to Deteriorate. 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

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to as much as $11.3 million in FY 2015-16, as shown in Exhibit 2.[6] 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 has remained flat at $1.9 million, shown as Capital Improvement Fund in Exhibit 2.

Exhibit 2: General Fund Contribution to Street Maintenance Has Remained Flat at $1.9 Million Since FY 2013-14 (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
Non-Recurring Funding	$2.5	$6.0	$6.1	$6.0	$4.4		$2.8	$27.8
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
Recurring Funding	$3.5	$4.0	$5.2	$5.2	$4.3	$4.9	$7.0	$34.1
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[1]	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$13.5
Total	**$6.0**	**$10.0**	**$11.3**	**$11.2**	**$8.7**	**$4.9**	**$9.8**	**$61.9**

[1]Capital Improvement Fund is from the City's General Fund.
Source: Berkeley City Auditor

Significantly, the total annual street paving budget has never approached the full $15.1 million needed to maintain the existing PCI of 56 and prevent further deterioration.[7] At the funding level proposed for FY 2022-23 through FY 2026-27 of $7.3 million annually[8], the City's pavement condition will continue to fall:

- The City's PCI will deteriorate to 51 by the year 2025, as shown in Exhibit 3 for the Current Budget Scenario[9]; and
- The City's PCI will deteriorate to 30 by the year 2050.[10]

[6] Berkeley City Auditor, *Rocky Road: Berkeley Streets at Risk and Significantly Underfunded*, p. 6, Nov. 19, 2020.
[7] Pavement Engineering Inc., City of Berkeley 2020/21 Pavement Management System Update, p.6, Jan. 2021
[8] Garland, Liam, Street Maintenance and Rehabilitation Policy and Five-Year Paving Plan p. 1, City Council Meeting Jan. 20, 2022, Item Aa
[9] Pavement Engineering Inc., City of Berkeley 2020/21 Pavement Management System Update, p. 6, Jan. 2021
[10] Pavement Engineering Inc., City of Berkeley 2020/21 Pavement Management System Update, p. 9, Jan. 2021

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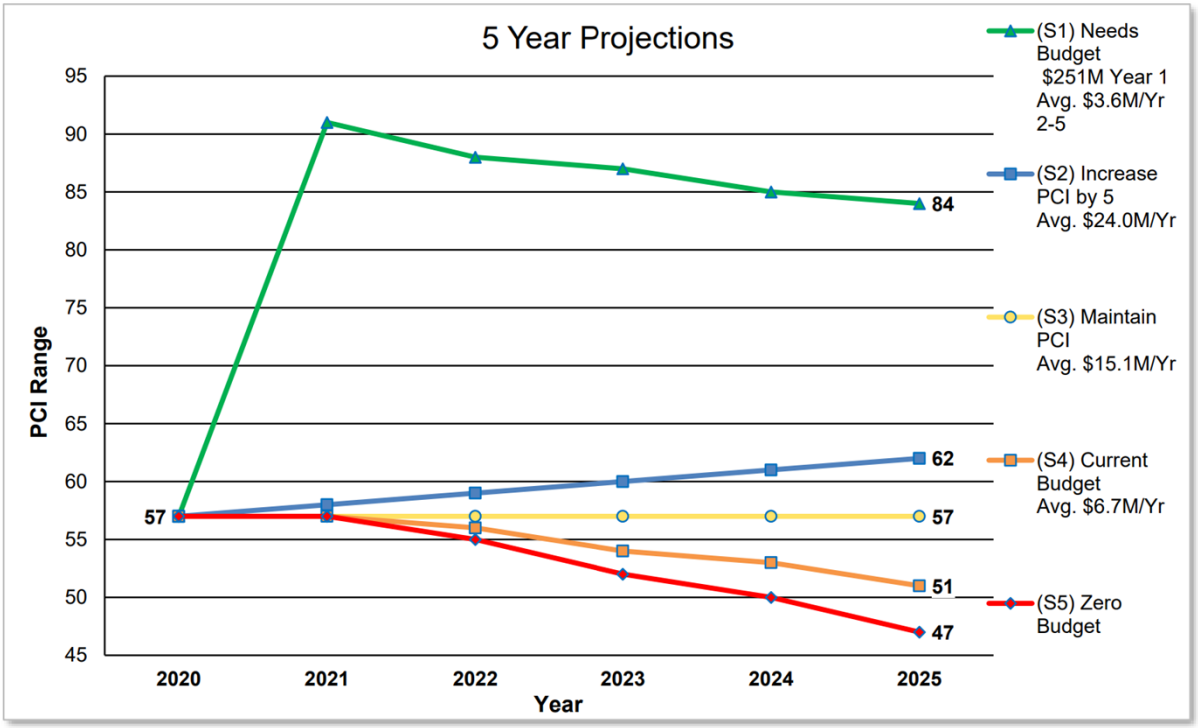
Exhibit 3: With Current Street Maintenance Budget, City's Pavement Condition Index is Projected to Continue to Decline



Source: Pavement Engineering Inc., City of Berkeley 2020/21 Pavement Management System Update, p. 6, Jan. 2021

City Council Approved Paving Plan for Next Three Fiscal Years (FY 2022-23 through FY 2024-25) Prioritizes Residential and Collector Streets at Expense of Arterials Due to Insufficient Maintenance Funds. Because of the inadequate street paving budget, the City makes difficult choices about which streets to pave and which to allow to deteriorate further. Over the next three fiscal years, residential streets (roads that run through neighborhoods and carry few buses or trucks[11], other than refuse vehicles) and collector streets (which serve to "collect" traffic from residential streets and deposit them onto arterials) will receive 97 percent of paving resources, as shown in Exhibit 4. Arterial streets, which carry the most car, truck, and bus traffic, and typically provide an outlet on to state highways and freeways, will receive 3 percent of paving resources over the next three fiscal years. This action was taken because residential streets have historically been underfunded to the point that they now have a lower average PCI (55) than arterial streets (PCI of 63) and collector streets (PCI of 61).[12]

[11] Anecdotally, some residential streets are heavily impacted by trucks shortcutting arterial streets. This is especially true of Addison West, and other streets along major commercial roads in Central and South Berkeley.

[12] Pavement Engineering Inc., City of Berkeley 2020/21 Pavement Management System Update, p. 14, Jan. 2021

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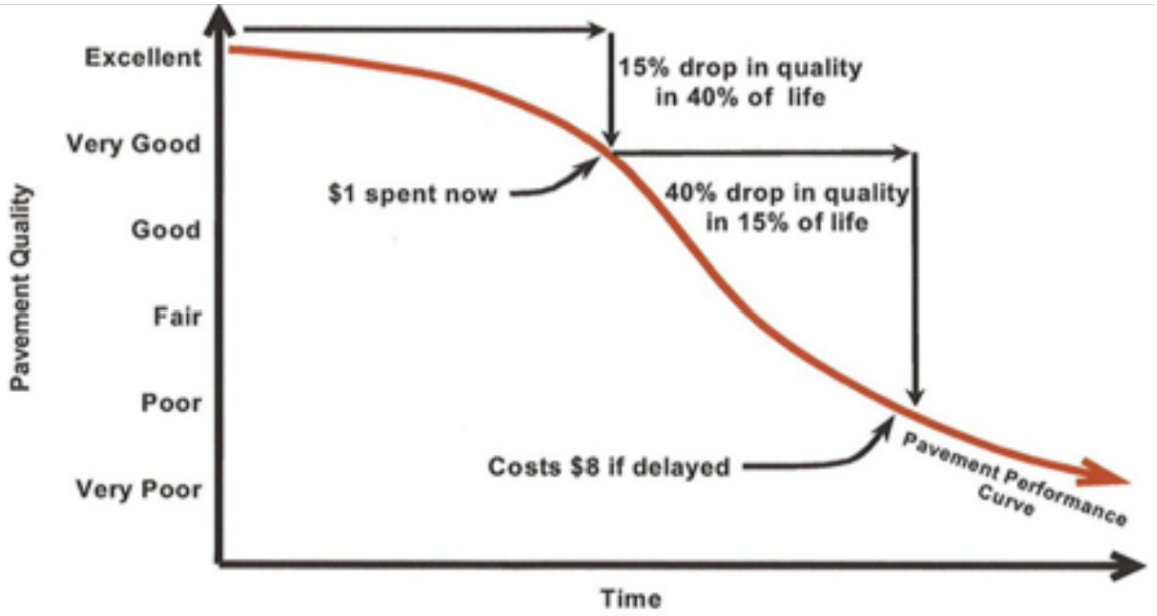
Exhibit 4: Arterial Streets Will Only Receive 3 Percent of Paving Funds Over Next Three Fiscal Years (FY 2022-23 through FY 2024-25)

	Mileage	Estimated Cost	% Cost
Arterial	0.31	$784,871	3%
Collector	3.4	$10,963,742	42%
Residential	6.82	$14,258,806	55%
Total	10.53	$26,007,419	100%

Source: Garland, Liam, Street Maintenance and Rehabilitation Policy and Five-Year Paving Plan pgs. 9-11, City Council Meeting Jan. 20, 2022, Item Aa

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.[13] In the case of arterial streets that will not be maintained over the next three fiscal years, 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*.

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

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Inadequate Street Paving Budget Has Led to an Estimated $268 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 $268 million.[14] This amount is as large as the City's entire revised General Fund budget for FY 2021-22 of $269 million.[15] 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.[16] Over the past 11 years, that amount has grown five times to a $268 million unfunded liability in 2022 and will continue to grow precipitously in the future:

- In five years in 2027, deferred street maintenance is estimated to total $396 million.
- In 10 years in 2032, deferred street maintenance is estimated to total $503 million.
- By 2050, deferred street maintenance is estimated to total $1.1 billion, as shown in Exhibit 6.

[14] Pavement Engineering Inc., City of Berkeley 2020/21 Pavement Management System Update, p. 10, Jan. 2021. We note that the estimate of $268 million in deferred street maintenance only accounts for paving, not other "Complete Streets" infrastructure. Public Works staff are currently revising this deferred maintenance estimate to reflect the recently adopted *Street Maintenance and Rehabilitation Policy* target of citywide average PCI in the good condition, 70-79.

[15] City Manager, *Amendment: FY 2022 Annual Appropriations Ordinance*, City Council Meeting Dec. 14, 2021, Item 45, Revised Material (Supp 3), https://www.cityofberkeley.info/Clerk/City_Council/2021/12_Dec/City_Council__12-14-2021_-_Regular_Meeting_Agenda.aspx

[16] Hogan, Anne-Marie, *Failing Streets: Time to Change Direction to Achieve Sustainability*, Nov. 15, 2011

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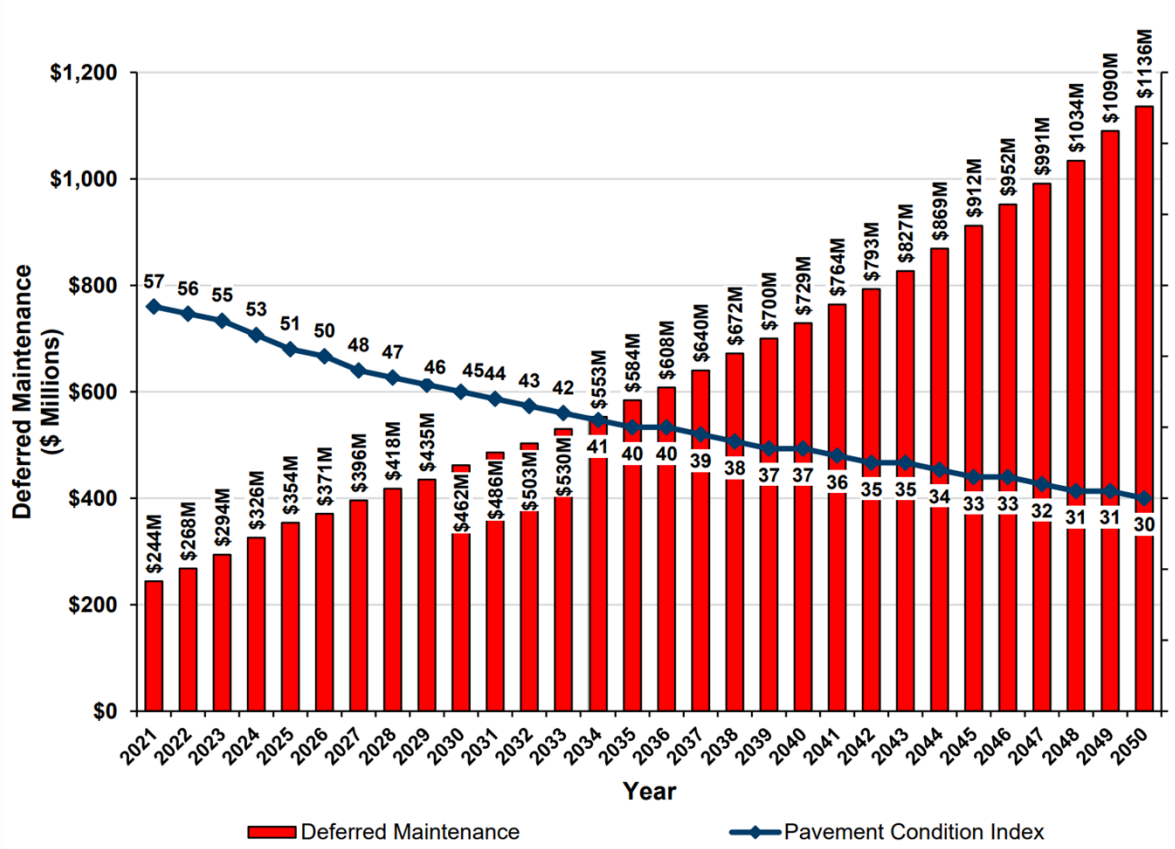
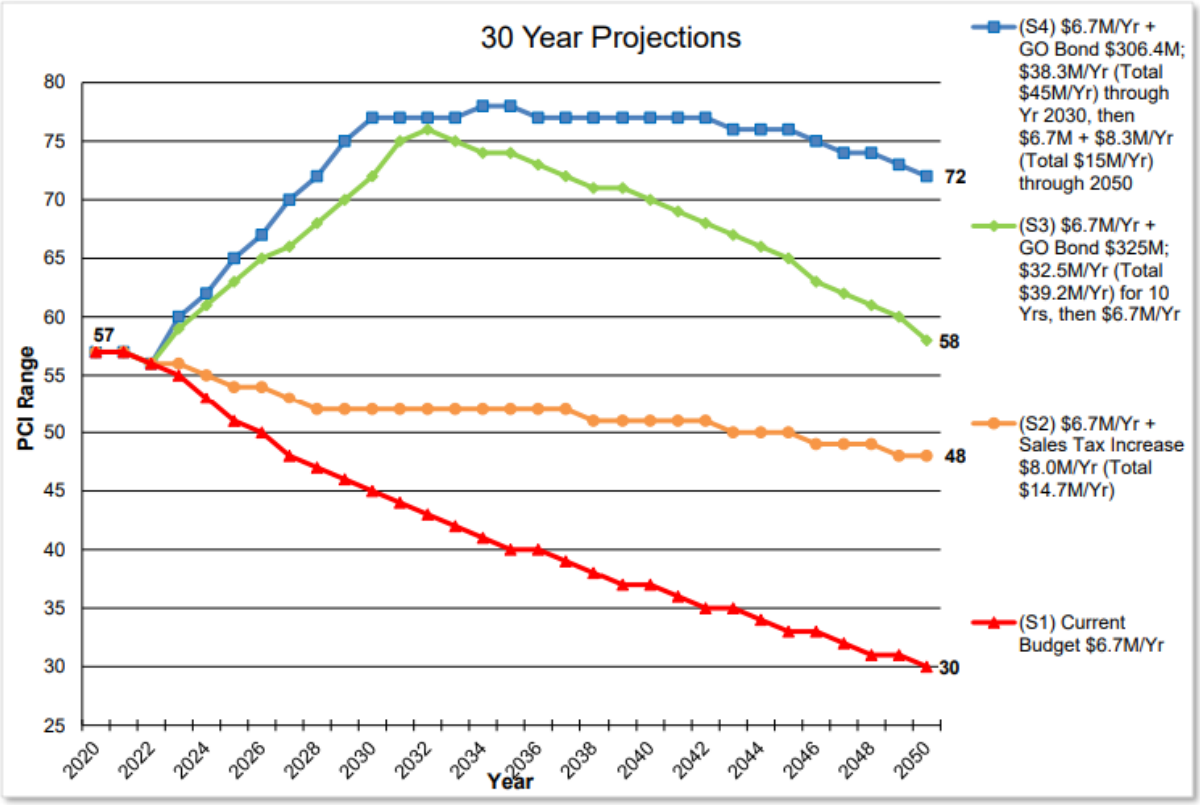
Exhibit 6: With Current Street Paving Budget, Deferred Maintenance Grows to More than $1 Billion by 2050



Source: Pavement Engineering Inc., City of Berkeley 2020/21 Pavement Management System Update, p. 10, Jan. 2021

Regardless of Any Future Possible Infrastructure Revenue Measure, City Must Demonstrate Fiscal Commitment to Adequate Street Maintenance. The City is considering a revenue ballot measure for the November 2022 election to fund infrastructure liabilities. While the amount has yet to be determined, if successful, the measure would effectively increase residents' taxes as a way to reduce the backlog of deferred street maintenance and increase the average PCI. However, without an adequate annual street maintenance budget of at least $15.1 million, even a large revenue measure would only have a temporary effect on the City's average pavement condition. In Exhibit 7, a 30-year projection for various funding scenarios shows that the scenario of a $325 million general obligation bond with no increase to the City's annual street maintenance budget would lead to a PCI of 58 by the year 2050—the green line; this would essentially return the City to its current street pavement condition.

Exhibit 7: A Large Revenue Measure Without Adequate Maintenance Funds Only Temporarily Stalls PCI Decline



Source: Pavement Engineering Inc., City of Berkeley 2020/21 Pavement Management System Update, p. 10, 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.[17] ~~Because~~ Aa Complete Streets approach was also applied, which—at the time—funded sidewalk repair, green infrastructure, as well as bike and pedestrian improvements. ~~only~~ 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~~maintenance~~, and additional annual maintenance funding 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

[17] City Auditor Report, Rocky Road: Berkeley Streets at Risk and Significantly Underfunded, p. 13, Nov. 19, 2020

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well as the Bicycle Plan and Pedestrian Plan when planning and budgeting for deferred street maintenance.

FISCAL IMPACT

City Needs a Minimum of $15.1 Million Annually to Avoid Further Pavement Deterioration. Regardless of the outcome of a possible infrastructure revenue measure on the November 2022 ballot, it is recommended that the City begin to address the shortfall of street maintenance funds to avoid further deterioration of the pavement condition. At a minimum, we recommend that the City slightly exceed the $8 million additional need by contributing $3 million of ongoing funds in FY 2022-23, an additional $3 million of ongoing funds in FY 2023-24, and a final addition of $3 million in ongoing funds in FY 2024-25, as displayed in Exhibit 8 below. This total of $9 million, in addition to the existing allocation of $7.3 million for annual street maintenance[18], will provide the City with about $1.2 million more than the minimum total of $15.1 million to account for inflation.[19]

Exhibit 8: Minimum Recommendation for Fiscal Plan to Adequately Fund Street Maintenance (Dollars in Millions)

	Ongoing Amount
FY 2022-23	$3
FY 2023-24	$3
FY 2024-25	$3
Subtotal	$9
Existing Budget	$7.3
Total	**$16.3[1]**

[1]Includes more than $15.1 million to account for inflation.

$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 9. 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.

[18] Garland, Liam, Street Maintenance and Rehabilitation Policy and Five-Year Paving Plan p. 1, City Council Meeting Jan. 20, 2022, Item Aa

[19] Garland, Liam, *Turning Vision 2050 into Reality: Public Works Capital Improvement Plan for Fiscal Year 2022* (p. 6), March 16, 2021 Worksession Item 3b, https://www.cityofberkeley.info/Clerk/City_Council/2021/03_Mar/City_Council__03-16-2021_-_Special_(WS)_Meeting_Agenda.aspx and Pavement Engineering Inc., City of Berkeley 2020/21 Pavement Management System Update, p.6, Jan. 2021

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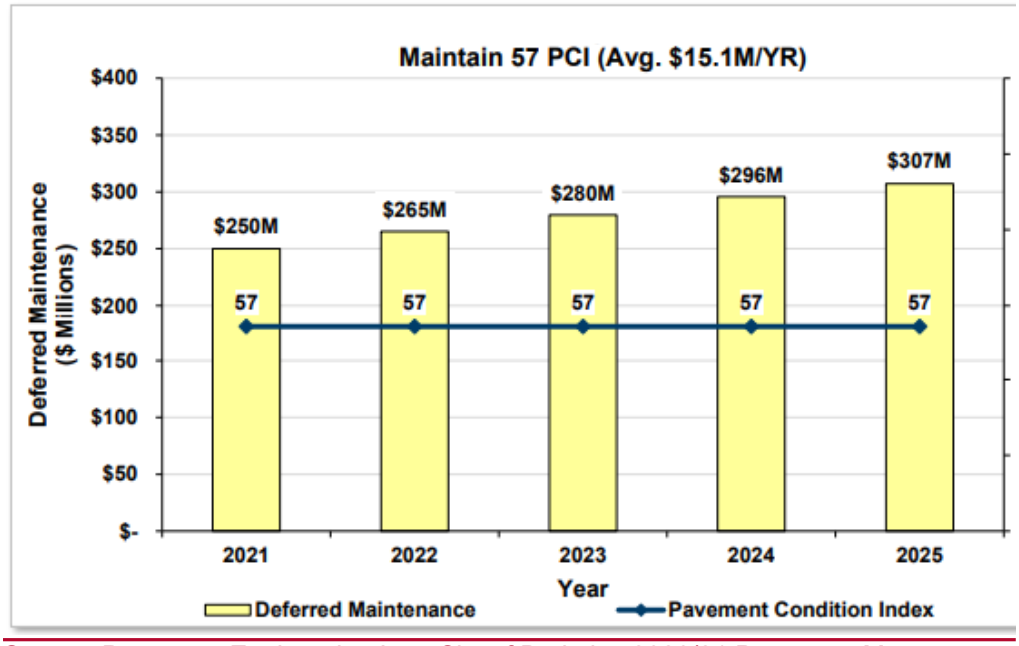
Exhibit 9: $15.1 Million Annually Maintains PCI of 57



Source: Pavement Engineering Inc., City of Berkeley 2020/21 Pavement Management System Update, p. 8, Jan. 2021

$24 Million Annually Gradually Increases Pavement Condition, With Deferred Maintenance Growing at a Slower Rate of 7 Percent. 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.[20] At this funding level, the backlog of deferred street maintenance grows from $244 million in 2021 to $260 million in 2025, an increase of 7 percent.

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.[21]

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

[20] Source: Pavement Engineering Inc., City of Berkeley 2020/21 Pavement Management System Update, p. 8, Jan. 2021

[21] See City of Berkeley 2018-2019 Strategic Plan presented to Berkeley City Council on January 16, 2018.

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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

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

Rashi Kesarwani
Councilmember, District 1

CONSENT CALENDAR
FEBRUARY 22, 2022

TO: Honorable Mayor and Members of the City Council

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

SUBJECT: Budget Referral: Street Maintenance Funding to Prevent Further Deterioration of Pavement Condition to Save Tax Dollars and Our Streets

RECOMMENDATION

Refer to the FY 2022-23 budget process to establish a three-year plan (FY 2022-23 through FY 2024-25) to fully fund an adequate street paving budget that prevents further deterioration of the City's pavement condition. At the end of the three-year period, the fiscal plan should allocate a minimum total of $8 million in additional ongoing annual General Fund—bringing the total street paving annual budget to at least $15.1 million—the minimum amount needed to maintain pavement condition, as identified by our Public Works Department.[1]

We recommend that the City slightly exceed the $8 million General Fund need by contributing $3 million in ongoing funds in FY 2022-23, an additional $3 million of ongoing funds in FY 2023-24, and a final addition of $3 million in ongoing funds in FY 2024-25. This total of $9 million, in addition to the existing allocation of $7.3 million for annual street maintenance[2], will provide the City with about $1.2 million more than the minimum total of $15.1 million to account for inflation.

A three-year plan is suggested to give the City time to gradually enhance street paving resources, and annual inflation adjustments are recommended in out-years in order to ensure that maintenance funds remain adequate over time as construction

[1] Garland, Liam, *Turning Vision 2050 into Reality: Public Works Capital Improvement Plan for Fiscal Year 2022* (p. 6), March 16, 2021 Worksession Item 3b, https://www.cityofberkeley.info/Clerk/City_Council/2021/03_Mar/City_Council__03-16-2021_-_Special_(WS)_Meeting_Agenda.aspx and Pavement Engineering Inc., City of Berkeley 2020/21 Pavement Management System Update, p.6, Jan. 2021

[2] Garland, Liam, Street Maintenance and Rehabilitation Policy and Five-Year Paving Plan p. 1, City Council Meeting Jan. 20, 2022, Item Aa

costs rise. 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.[3]

CURRENT SITUATION AND ITS EFFECTS

Berkeley's Streets Are Rated Among the Worst in the Bay Area, Costing Motorists an Extra $1,049 Annually for Vehicle Repair. 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.[4] The general condition of streets is measured by PCI, a numerical rating from 0 to 100, as shown in Exhibit 1. 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, and motorists. At-risk conditions cost drivers $1,049 annually, according to TRIP, a national transportation research group, due to vehicle repair costs, accelerated vehicle deterioration and depreciation, increased maintenance costs, and additional fuel consumption.[5] This pavement condition disproportionately harms lower-income residents for whom extra vehicle costs consume a greater share of income. 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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[3] 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

[4] Berkeley City Auditor, *Rocky Road: Berkeley Streets at Risk and Significantly Underfunded*, p. 2, Nov. 19, 2020

[5] Berkeley City Auditor, *Rocky Road: Berkeley Streets at Risk and Significantly Underfunded*, p. 3, Nov. 19, 2020

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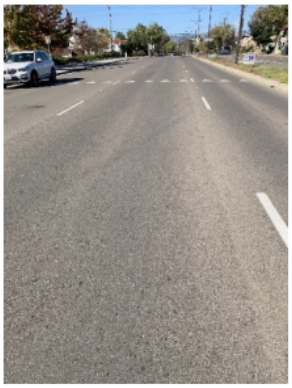
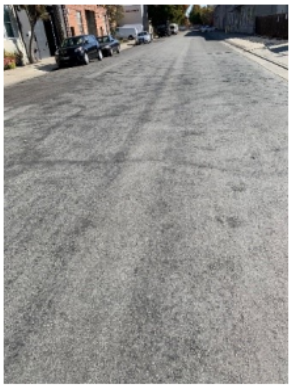
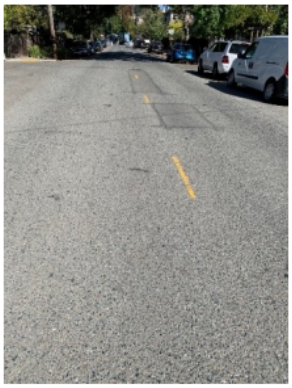
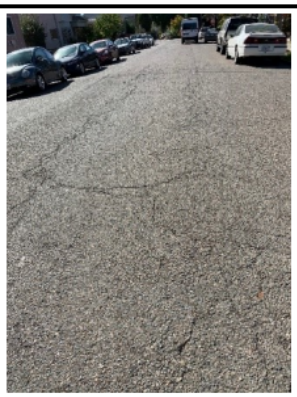
Exhibit 1: Pavement Condition Index (PCI) is a Numerical Rating for the General Condition of Streets

Very Good-Excellent (100-80)	Good (79-70)	Fair (69-60)
Pavements are newly constructed or resurfaced and have few if any signs of distress. Photo: PCI 98, Arterial	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. Photo: PCI 74, Collector	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. Photo: PCI 63, Collector
		
At Risk (59-50)	**Poor (49-25)**	**Failed (24-0)**
Pavements are deteriorated and require immediate attention including rehabilitative work. Ride quality is significantly inferior to better pavement categories. Photo: PCI 50, Residential Street	Pavements have extensive amounts of distress and require major rehabilitation or reconstruction. Pavements in this category affect the speed and flow of traffic significantly. Photo: PCI 39, Residential Street	Pavements need reconstruction and are extremely rough and difficult to drive. Photo: PCI 20, Residential/Bike Boulevard
		

Source: Berkeley City Auditor, *Rocky Road: Berkeley Streets at Risk and Significantly Underfunded*, p. 5, Nov. 19, 2020

With Current Street Maintenance Budget, Berkeley's Streets Will Continue to Deteriorate. 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

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to as much as $11.3 million in FY 2015-16, as shown in Exhibit 2.[6] 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 has remained flat at $1.9 million, shown as Capital Improvement Fund in Exhibit 2.

Exhibit 2: General Fund Contribution to Street Maintenance Has Remained Flat at $1.9 Million Since FY 2013-14 (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
Non-Recurring Funding	$2.5	$6.0	$6.1	$6.0	$4.4		$2.8	$27.8
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
Recurring Funding	$3.5	$4.0	$5.2	$5.2	$4.3	$4.9	$7.0	$34.1
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[1]	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$13.5
Total	**$6.0**	**$10.0**	**$11.3**	**$11.2**	**$8.7**	**$4.9**	**$9.8**	**$61.9**

[1]Capital Improvement Fund is from the City's General Fund.
Source: Berkeley City Auditor

Significantly, the total annual street paving budget has never approached the full $15.1 million needed to maintain the existing PCI of 56 and prevent further deterioration.[7] At the funding level proposed for FY 2022-23 through FY 2026-27 of $7.3 million annually[8], the City's pavement condition will continue to fall:

- The City's PCI will deteriorate to 51 by the year 2025, as shown in Exhibit 3 for the Current Budget Scenario[9]; and
- The City's PCI will deteriorate to 30 by the year 2050.[10]

[6] Berkeley City Auditor, *Rocky Road: Berkeley Streets at Risk and Significantly Underfunded*, p. 6, Nov. 19, 2020.
[7] Pavement Engineering Inc., City of Berkeley 2020/21 Pavement Management System Update, p.6, Jan. 2021
[8] Garland, Liam, Street Maintenance and Rehabilitation Policy and Five-Year Paving Plan p. 1, City Council Meeting Jan. 20, 2022, Item Aa
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[10] Pavement Engineering Inc., City of Berkeley 2020/21 Pavement Management System Update, p. 9, Jan. 2021

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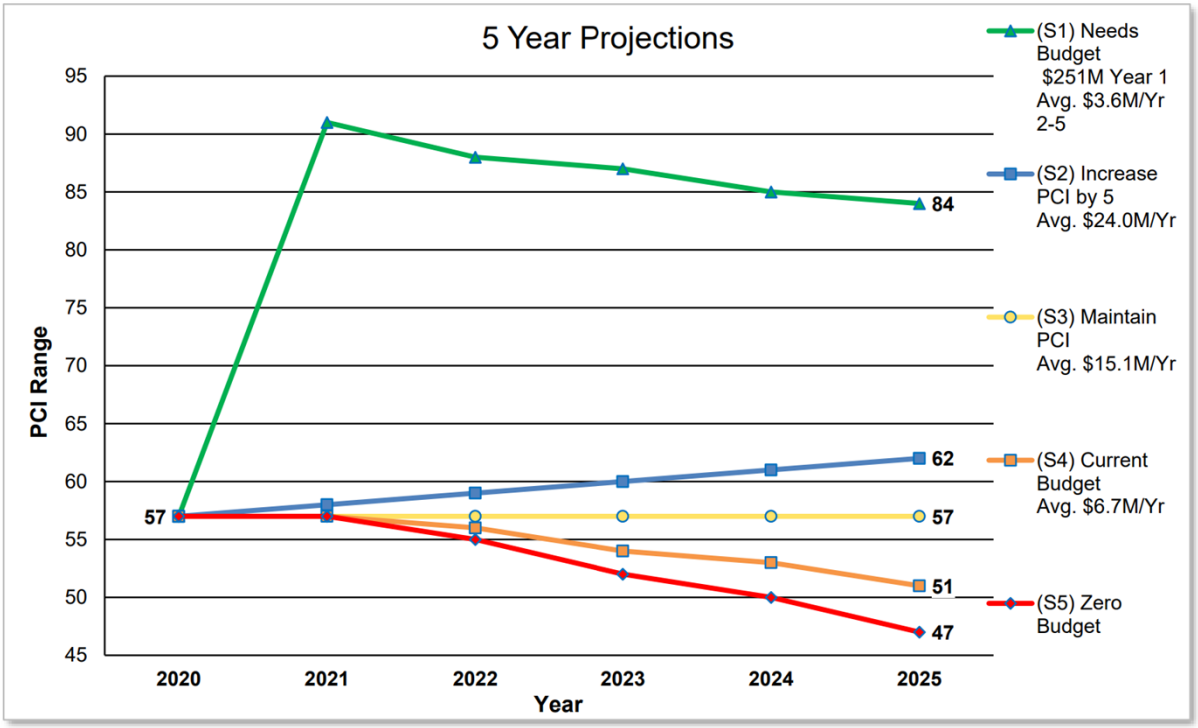
Exhibit 3: With Current Street Maintenance Budget, City's Pavement Condition Index is Projected to Continue to Decline



Source: Pavement Engineering Inc., City of Berkeley 2020/21 Pavement Management System Update, p. 6, Jan. 2021

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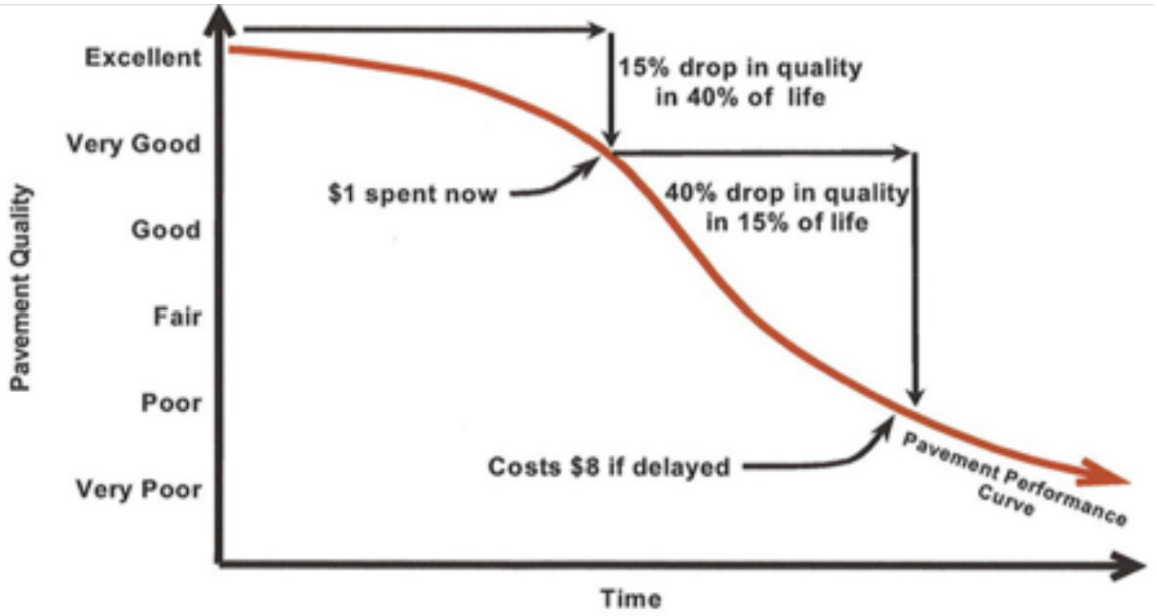

Source: L. Galehouse, J. S. Moulthrop, and R. G. Hicks, "Principles of pavement preservation: definitions, benefits, issues, and barriers," TR News, pp. 4–15, 2003 as cited in City Manager, *Discuss Vision 2050, Infrastructure Priorities, Stakeholder and Community Engagement, and City's Bonding Capacity;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

[13] : 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

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Inadequate Street Paving Budget Has Led to an Estimated $268 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 $268 million.[14] This amount is as large as the City's entire revised General Fund budget for FY 2021-22 of $269 million.[15] 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.[16] Over the past 11 years, that amount has grown five times to a $268 million unfunded liability in 2022 and will continue to grow precipitously in the future:

- In five years in 2027, deferred street maintenance is estimated to total $396 million.
- In 10 years in 2032, deferred street maintenance is estimated to total $503 million.
- By 2050, deferred street maintenance is estimated to total $1.1 billion, as shown in Exhibit 6.

[14] Pavement Engineering Inc., City of Berkeley 2020/21 Pavement Management System Update, p. 10, Jan. 2021

[15] City Manager, *Amendment: FY 2022 Annual Appropriations Ordinance*, City Council Meeting Dec. 14, 2021, Item 45, Revised Material (Supp 3), https://www.cityofberkeley.info/Clerk/City_Council/2021/12_Dec/City_Council__12-14-2021_-_Regular_Meeting_Agenda.aspx

[16] Hogan, Anne-Marie, *Failing Streets: Time to Change Direction to Achieve Sustainability*, Nov. 15, 2011

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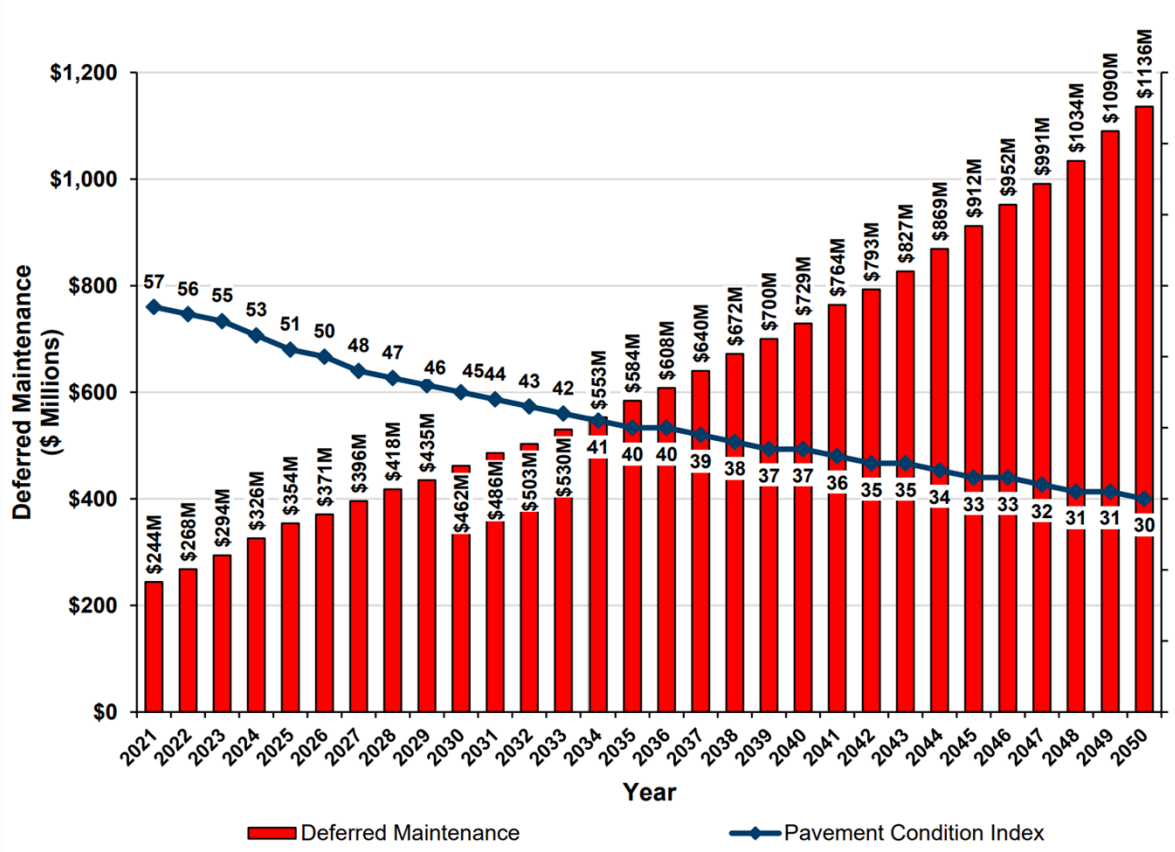
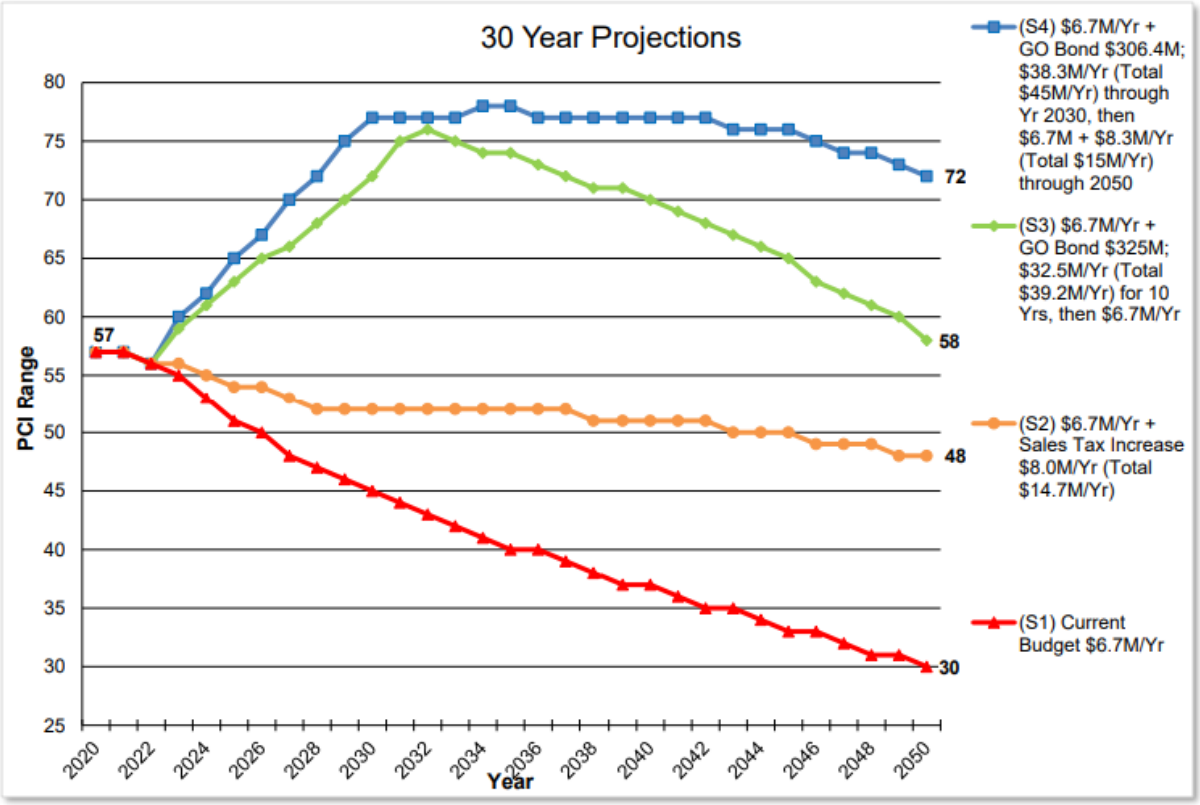
Exhibit 6: With Current Street Paving Budget, Deferred Maintenance Grows to More than $1 Billion by 2050



Source: Pavement Engineering Inc., City of Berkeley 2020/21 Pavement Management System Update, p. 10, Jan. 2021

Regardless of Any Future Possible Infrastructure Revenue Measure, City Must Demonstrate Fiscal Commitment to Adequate Street Maintenance. The City is considering a revenue ballot measure for the November 2022 election to fund infrastructure liabilities. While the amount has yet to be determined, if successful, the measure would effectively increase residents' taxes as a way to reduce the backlog of deferred street maintenance and increase the average PCI. However, without an adequate annual street maintenance budget of at least $15.1 million, even a large revenue measure would only have a temporary effect on the City's average pavement condition. In Exhibit 7, a 30-year projection for various funding scenarios shows that the scenario of a $325 million general obligation bond with no increase to the City's annual street maintenance budget would lead to a PCI of 58 by the year 2050—the green line; this would essentially return the City to its current street pavement condition.

Exhibit 7: A Large Revenue Measure Without Adequate Maintenance Funds Only Temporarily Stalls PCI Decline



Source: Pavement Engineering Inc., City of Berkeley 2020/21 Pavement Management System Update, p. 10, 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.[17] Because a Complete Streets approach was also applied, only about 75 to 85 percent of the $30 million went toward street paving. Because the funding was inadequate to fully clear the backlog of deferred street maintenance, and additional annual maintenance funding was not added to the budget, Measure M only succeeded in temporarily stalling the decline in the City's pavement condition.

FISCAL IMPACT

City Needs a Minimum of $15.1 Million Annually to Avoid Further Pavement Deterioration. Regardless of the outcome of a possible infrastructure revenue measure on the November 2022 ballot, it is recommended that the City begin to address the shortfall of street maintenance funds to avoid further deterioration of the

[17] City Auditor Report, Rocky Road: Berkeley Streets at Risk and Significantly Underfunded, p. 13, Nov. 19, 2020

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pavement condition. At a minimum, we recommend that the City slightly exceed the $8 million additional need by contributing $3 million of ongoing funds in FY 2022-23, an additional $3 million of ongoing funds in FY 2023-24, and a final addition of $3 million in ongoing funds in FY 2024-25, as displayed in Exhibit 8 below. This total of $9 million, in addition to the existing allocation of $7.3 million for annual street maintenance[18], will provide the City with about $1.2 million more than the minimum total of $15.1 million to account for inflation.[19]

Exhibit 8: Minimum Recommendation for Fiscal Plan to Adequately Fund Street Maintenance (Dollars in Millions)

	Ongoing Amount
FY 2022-23	$3
FY 2023-24	$3
FY 2024-25	$3
Subtotal	$9
Existing Budget	$7.3
Total	**$16.3[1]**

[1]Includes more than $15.1 million to account for inflation.

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.[20]

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE 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

[18] Garland, Liam, Street Maintenance and Rehabilitation Policy and Five-Year Paving Plan p. 1, City Council Meeting Jan. 20, 2022, Item Aa

[19] Garland, Liam, *Turning Vision 2050 into Reality: Public Works Capital Improvement Plan for Fiscal Year 2022* (p. 6), March 16, 2021 Worksession Item 3b, https://www.cityofberkeley.info/Clerk/City_Council/2021/03_Mar/City_Council__03-16-2021_-_Special_(WS)_Meeting_Agenda.aspx and Pavement Engineering Inc., City of Berkeley 2020/21 Pavement Management System Update, p.6, Jan. 2021

[20] See City of Berkeley 2018-2019 Strategic Plan presented to Berkeley City Council on January 16, 2018.

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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

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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	85

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	28

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 J	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	44

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	68

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	NCR	80

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	C	24

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 CRESCEN	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	36

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 & 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 AVE	2	590	36	R	58

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	56

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	ADELINE ST	2	2145	36	R	23
FAIRVIEW ST	060	ADELINE 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	82

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 (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 SUMMER/ARCH	SPRUCE ST	2	380	23	R	12
GLEN AVE	030	EUNICE ST	CORNER BETWEEN 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 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	(EXTENTION OF EUNICE) HILL 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	ADELINE 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	78

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	84

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	98

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 JR	075	63RD ST	MARTIN LUTHER KING JR WAY	2	520	24	R	35
MARTIN LUTHER KING JR	050	UNIVERSITY AVE	ALLSTON WAY	4	1000	60	A	41
MARTIN LUTHER KING JR	030	YOLO AVE	CEDAR ST	2	2610	40	A	54
MARTIN LUTHER KING JR	060	DWIGHT WAY	ASHBY AVE	4	3383	56	A	54
MARTIN LUTHER KING JR	055	ALLSTON WAY	DWIGHT WAY	4	1980	56	A	56
MARTIN LUTHER KING JR	040	CEDAR ST	UNIVERSITY AVE	2	2955	56	A	64
MARTIN LUTHER KING JR	070	ASHBY AVE	WOOLSEY ST & ADELINE ST	2	985	65	A	67
MARTIN LUTHER KING JR	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	60

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	58

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 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	28

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	97

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	26

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	69

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	76

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	30

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	ADELINE ST	2	500	45	R	62

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	ADELINE 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

Kate Harrison
Vice Mayor, District 4

06

REVISED AGENDA MATERIAL

Meeting Date: **April 14, 2022**

Item Description: **Referral to the Budget and Finance Policy Committee and Budget Referral to Consider General Fund Strategies and Related Fiscal Policies for Funding Capital Improvements, in Particular Street, Sidewalk, Micromobility and Transit Infrastructure**

Submitted by: **Vice Mayor Harrison**

Updated the item to include:

- Detailed budget referral;
- Additional detail about a Public Works Zero Waste paving impact rate study.
- Additional background about historic General Fund contributions to the CIP.

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Kate Harrison
Vice Mayor, District 4

CONSENT CALENDAR
March 22, 2022

To: Honorable Mayor and Members of the City Council

From: Vice Mayor Harrison

Subject: Referral to the Budget and Finance Policy Committee and Budget Referral to Consider General Fund Strategies and Related Fiscal Policies for Funding Capital Improvements, in Particular Street, Sidewalk, Micromobility and Transit Infrastructure

RECOMMENDATION

1. Refer to the Council Budget and Finance Policy Committee to explore specific options for improving how and to what extent the City's Capital Improvement Program (CIP) is funded, to include but not limited to the following potential strategies:
   a. investigate historic assumptions and policies regarding secured-property and transfer tax revenues;
   b. consider a one-time allocation of a certain percentage of salary savings accruing from historic vacancies that are not likely to be filled in the short-term;
   c. consider the sale of underutilized city-owned property;
   d. consider prospective Public Works plan to charge utilities for pavement impact.

2. Refer to the June 2022 Budget process ~~$[ ]~~$8 million per year to be transferred to the CIP ~~and $[ ] to the reserve~~ based on Committee consideration and any conclusions.

CURRENT SITUATION, EFFECTS, AND RATIONALE FOR RECOMMENDATION

The City is facing a historic crisis of underinvestment in its infrastructure. The Mayor formed the Vision 2050 Task Force and spearheaded placing the $100 million T1 Infrastructure Bond (leveraging millions more in other funding) to begin to address these long-standing capital needs. To date, $40M in T1 bonds were spent, with an additional $23M from grants and special funds. Nonetheless, the City's infrastructure needs remain vast with perhaps the most visible area of underinvestment being in the City's streets and sidewalks.

A Metropolitan Transportation Commission report warns that Berkeley's overall paving condition is "At Risk," meaning on the cusp of falling into "Failing" category. The current five-year paving plan is the result of historic deferred maintenance and underfunding.

Residential streets across the entire city are largely categorized as failing and bicycle, pedestrian, and Vision Zero projects are severely underfunded. Meanwhile, neighboring

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cities in the Bay Area, such as Richmond, El Cerrito, San Francisco have "Excellent/Very Good" to "Fair/Good" streets conditions.

The Public Works Department has advised that ongoing funding under the rolling 5-Year Street Plan will not be enough to stabilize Berkeley's streets. In fact, if street investment is not increased, Public Works warns that the City could face $1 billion in future repair costs as the cost of deferred paving maintenance increases exponentially each year. In March of 2022, the Department reported that the City needs an additional $8 million in funding per year to maintain the current street condition and to maintain any future investments, including the revenue measure. Addressing the ongoing maintenance gap, regardless of new bonding for on-time fixes, is key to addressing the crisis.

At the Council's direction, the Facilities, Infrastructure, Transportation, Environment & Sustainability (FITES) Policy Committee has spent two years investigating, the overall paving situation, paving policies, and multi-faceted paving funding/bonding solutions. From this work, a number of potential solutions have arisen including allocating the TNC tax for priority bike, pedestrian, and transit street upgrades and exploring charging fees to garbage collection agencies and private companies for road damage. Public Works recently conducted a five-year rate study for zero waste rates that would raise $1 million in the first year and $2 million thereafter to address paving impacts of the City's Zero Waste fleet. The outcome of this funding stream is dependent on a Proposition 218 process scheduled for 2023.

In addition, the FITES committee explored the idea of bonding to stabilize citywide PCI. The Council is also currently considering placing an infrastructure bond and/or parcel tax on the November, 2022 ballot. However, long-term bonds are not the best way to pay for road maintenance as opposed to capital reconstruction and every day we wait, more roads fall into an unusable state. From discussion with City staff and the Public Works Commission, it is clear that in addition to other funding strategies, the maintenance problem cannot be solved without additional investment from the City's General Fund.

It is therefore in the public interest to provide instructions to the Budget and Finance Policy Committee to explore specific avenues for identifying appropriate General Fund monies.

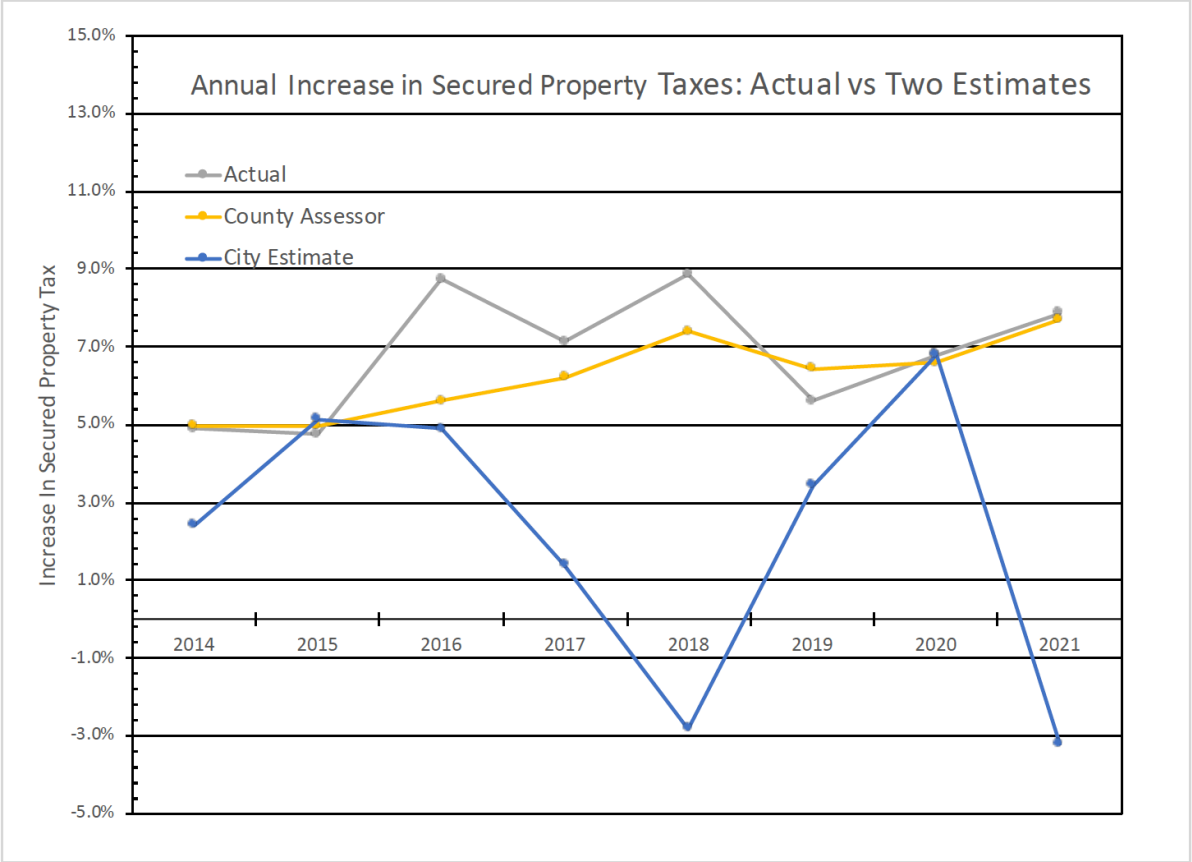
BACKGROUND

In preparing its biannual budgets, there appears to be some underestimation of City secured-property and transfer tax revenues. While there is merit to conservative estimates, current needs – especially one-time capital needs – should be considered for prioritization if funding is in fact available.

Future year estimates should include data of historical trends, for example for the past three years. In fact, the City has a vast data set of historic revenue numbers going back

much further than that which should be used to provide it with a rough sense of future performance.

For example, the secured-property tax is one of the City's more consistent revenue streams; it has remained relatively steady even during recessions. The County Assessor's estimates have been closer to actual performance than those from the City, and they are available in June when the budget is finalized.



Council needs accurate revenue estimates when it is finalizing the biennial budget in June. Learning after the fact, approximately 17 months later, that secured property tax revenues were underestimated is likely not conducive to good budgeting practices.[1]

[1] The 17 months, referred to is based on the following timeline:

1. On June 30, 2021 the FY21/22 is set. At that time Finance has the Assessed Values for FY21/22 and knows how much the secured property tax revenues will be based on the Assessor's numbers.
2. One year later, the fiscal year closes on June 30, 2022, and FY21/22 closes.
3. 5-6 months later, the Year-End financials are presented to Council approximately 17 months after the budget was finalized.

Historically, Council policy has called for using the first $12.5 million in real property transfer taxes for general purposes, with the balance going to capital needs. In FY 2021, in order to account for unanticipated needs due to COVID, the Council dedicated the first $16.5 million in transfer taxes to general purposes. In other years, it is not clear if the entire amount over the $12.5 million was devoted to capital needs. The transfer tax, while more volatile than regular property taxes, has been on a significant upward trend, and the City enjoys equally robust historic data.

Historic Transfer Tax (TT) Variance in Context of CIP

	FY 2018	FY 2019	FY2020	FY2021
Adopted TT (June Budget Book)	$ 12,500,000	$12,500,000	$ 12,500,000	$ 16,500,000
Actual TT (Nov. Year End Update)	$ 18,911,368.00	$ 19,952,981	$ 22,095,507	$ 21,469,955
TT Variance	**$ 6,411,368.00**	**$ 7,452,981**	**$ 9,595,507**	**$ 4,969,955**

For the past decade, General Fund contributions to the CIP have been flat at $1.9 million despite inflation and steadily deteriorating road condition. An additional $5 million is typically allocated from special funds for paving.[2] Public Works staff report that at least $8 million more annually is needed to maintain current street conditions per year in addition to the $6.9 spent in FY22—regardless of whether voters pass a $300 million bond. Fortunately, an additional $8 million in Measure T1 street paving funds will be available in FY 23, but there is not enough to cover the full amount for FY 24. More funds need to be devoted to infrastructure at the adoption of the June budget rather than waiting for reconciliation in November. This will allow capital planning to be improved at the onset each budget cycle. Therefore, Council and staff would be less likely to defer further contributions to the CIP given operational priorities identified by the City Manager and Council priorities as has been the case in recent years when the policy of allocating excess Transfer Tax revenues to the CIP was suspended. For example, through the first amendment to the FY21 budget, the City Manager presented and Council approved an additional $2.7 million in operational expenses such as the relocation of the Information Technology Department, police overtime, public safety radio replacement, and upgrades to the West Campus pool. Council budget items totaled $2.3 million, including for surveillance cameras ($1.3 million), traffic calming and pedestrian safety upgrades, and additional community support items. These items were funded in lieu of funding $5 million in the capital budget. While these items were justified, it meant that less funding was available for capital. Planning for these types of expenses should be completed before the adoption of the original budget in June.

[2] E.g., Measure B & BB, Gas Tax & SB1, and Vehicle Registration Fee.

This item refers to the Budget and Finance Committee to explore whether it is possible allocate all reasonably-derived revenue estimates ahead of the June 2022 bi-annual budget process rather than wait until the November Annual Appropriation Ordinance and to dedicate a certain amount of funding directly to the CIP for paving maintenance and other critical infrastructure needs. Reconsidering existing policies could result in better budgeting, and ultimately result in a more transparent budget process and conservative AAO process. This could encourage Council to rethink certain existing programs in light of new programs, visions or needs, as well as to encourage the community and Council to seek potential new revenue sources.

In addition, this item refers to the Committee to consider whether it makes sense to sell certain property assets, which have been underutilized in order to make a one-time emergency contribution to the maintenance fund ahead of potential new paving bonding. This also item encourages the Budget Committee to budget prospectively with respect to new revenues as a result of an ongoing Public Works initiative to charge utilities for their outsized impact on our roads.

Finally, given historic vacancies across the City (a national phenomenon), to the extent that vacancies will likely not be filled in short-term, the Committee should consider allocating a certain percentage to the CIP. While it is the first policy of the Council to support the community with services and to support understaffed workers, the City might not be able to fill some positions immediately. The City Manager's office reported that as of December 2021 there were 233 FTE vacancies across the city, or a 14% vacancy rate for the city's approximately 1658 positions. For example, the City Attorney, Finance, Human Resources and Public Works Departments respectively experienced 27%, 20%, 32%, and 14% vacancy rates.[3] For some departments, such as Public Works, significant vacancies predate the pandemic.

Departmental Vacancy Rate as of 12/21[4]

[3] Includes all funds. Information about General Fund specific vacancies is pending.
[4] Budget Committee Vacancy Materials, City Manager's Office, December 13, 2021, https://www.cityofberkeley.info/uploadedFiles/Clerk/Item%205Attachment%201%20-%20Vacancy%20Report%20Revised.pdf; https://www.cityofberkeley.info/uploadedFiles/Clerk/Revised%20Vacancy%20Rate%20Chart%2012-13-21.pdf.

Department	Vacant Positions (# of FTE)	Vacancy Rate % for Each Department	% for Each Department of Total Vacancy Number
City Attorney's Office	4	27%	2%
City Auditor's Office	0	0%	0%
City Manager's Office	11	22%	4%
City Clerk's Office	1	10%	0%
Finance	10	20%	4%
Fire	11	7%	5%
Health, Housing and Community Services	25	10%	11%
Human Resources	7	32%	3%
Information Technology	6	13%	3%
Library	39	34%	17%
Mayor and Council	2	13%	1%
Parks, Recreation and Waterfront	12	8%	5%
Planning	9	8%	4%
Police	48	17%	21%
Public Works	46	14%	20%
Rent Board	3	12%	1%
Total	**233**		100%
Total Vacancy Rate Based on Total FTES	**14%**		

The FY 2022 budget was built on the assumption that there would be a 3% vacancy rate for non-safety operating departments when, in fact, rates are significantly higher than that.

Summary of Vacancy by Fund
As of December 8, 2021

Fund Name	Vacant Positions (# of FTE)
General Fund	114
Library Tax Fund	32
Permit Service Center	12
Zero Waste	11
Equipment Maintenance	7
Sanitary Sewer Operations	7
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Total	**233**

5

In FY 2021, approximately $62 million in General Fund monies were allocated for personal costs outside of public safety.[6] A 3% vacancy rate assumed by the City

[5] Response to Questions from Budget and Finance Policy Committee, City Manager's Office, December 13, 2021, https://www.cityofberkeley.info/uploadedFiles/Clerk/Response%20to%20Questions%20Re%20December%202021%2012-13-21docx.pdf

[6] FY 2022 Budget Presentation, City Manager's Office, May 17, 2021,

Manager approximately equals $1.8 million, whereas a 5% vacancy assumption would be $3.1 million and 7% would be $4.3 million. This item asks that while hiring is being ramped up in the post-COVID period, some of the additional salary savings be allocated to capital expenses, particularly paving.

Given that the City of Berkeley routinely underestimates the amount of property and transfer taxes it will receive, on average understating them by $11 million per year, assuming that one third of these revenues should be allocated, an additional $3 million could be spent on roads – now when we need it. In addition, assuming only 93% of general fund positions are filled at any one-time, as opposed to 97% as is in the current budget, frees up $3 million in one-time revenue. Any adjustment would not apply to police, fire, and other public safety workers. This nearly $7 million could be combined with the sale of underutilized city-owned property, and charging large trucks more for their greater impact on pavement, a potential revenue source estimated at $1-2 million/year starting in 2023 following a successful Proposition 218 process. It is in the public interest to these General Fund monies now to fund paving maintenance operations and stabilize paving condition ahead of a potential revenue measure.

FISCAL IMPACTS OF RECOMMENDATION

Impact on General Fund will be determined by any Committee recommendations and any Council allocations.

ENVIRONMENTAL SUSTAINABILITY

Depending on how funds are spent, a fully capitalized Capital Improvement Program can help further accelerate mode shifts away from fossil fuel vehicles.

CONTACT PERSON

Vice Mayor Kate Harrison, (510) 981-7140

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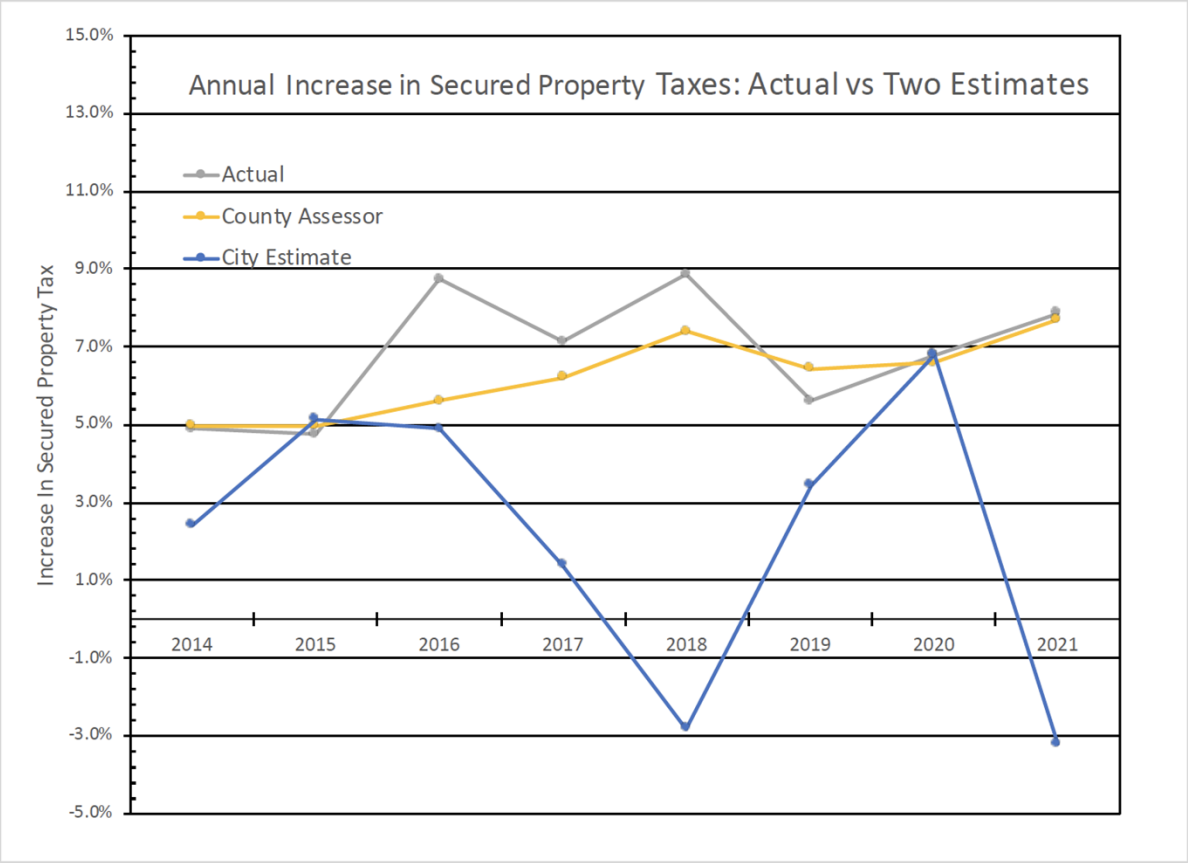

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The FY 2022 budget was built on the assumption that there would be a 3% vacancy rate for most operating departments, 1% for Police and 0% for Fire due to mandatory staffing requirements when, in fact, rates are significantly higher than that.

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CONTACT PERSON
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07

There is no material for this item.

City Clerk Department
2180 Milvia Street
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The City of Berkeley Budget & Finance Policy Committee Webpage:
https://www.cityofberkeley.info/Clerk/Home/Policy_Committee__Budget___Finance.aspx

08

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Parks and Waterfront Commission

09

ACTION CALENDAR
November 16, 2021

To: Honorable Mayor and Members of the City Council

From: Parks and Waterfront Commission

Submitted by: Gordon Wozniak, Chairperson

Subject: Proposal to allocate revenues generated by the Transient Occupancy Tax in the Waterfront Area to the Marina Fund to avoid insolvency, rebuild its fund balance and to stabilize its finances

RECOMMENDATION

That Council adopt a Resolution adopting a policy that all Transient Occupancy Taxes (TOT hotel tax) generated at the Berkeley Waterfront be allocated to the City's Marina Enterprise Fund. All other property, sales, utility users, and parking taxes, as well as business license and franchise fees, would continue to be allocated to the City's General Fund.

POLICY COMMITTEE RECOMMENDATION

On September 23, 2021, the Budget & Finance Policy Committee took the following action: M/S/C (Harrison/Arreguin) to send the item to Council with a negative recommendation. Additionally, the committee would like to request a referral to the Budget & Finance Policy Committee to discuss and develop alternative revenue streams for the Marina Fund including a dedicated reserve.
Vote: All Ayes.

FINANCIAL IMPLICATIONS

Allocating funding from the Transient Occupancy Tax annually, generated at the Waterfront, will create a healthy Marina Fund that is able to operate, maintain, and keep safe the existing assets. The sizeable past and ongoing contributions from Waterfront-generated revenues to the City's General Fund should be taken into consideration when assessing the financial implications.

CURRENT SITUATION AND ITS EFFECTS

The area now comprising the Berkeley Waterfront was granted to the City by the State of California in 1913, as a grant of state tidelands. In 1962, the City obtained a state loan to develop the current marina with 1,000 slips, parking lots, launch ramps, restrooms, parks, and several commercial plots for lease.

- By 1966, 15 boat dock systems were constructed.

- By 1970, two restaurants, a hotel, and an office building were developed.
- By 1980, the two sailing clubs and sailing docks, the boat yard, and a third restaurant were developed.
- By 1991, the City landfill at the marina was capped and graded to become North Waterfront Park. In 1996, it was renamed Cesar Chavez Park.

The total area under City management includes the entrance to the Marina (University Avenue and the Bay Trail, from Frontage Road to Marina Blvd) and all the infrastructure and Marina waters west of Marina Blvd. In all, there are:

- 100 acres of open space and parks,
- over 1,000 berths in the Berkeley Marina,
- a large hotel, 4 restaurants,
- the Adventure Playground,
- Shorebird Nature Center,
- the Berkeley Marine Center boat yard,
- a two-story office building,
- a 4-lane public launch ramp,
- 9 restroom buildings, and
- 11 parking lots.

The Waterfront requires the daily administration of what essentially is a “small city”.

Marina Fund

A requirement of the State Tidelands Grant is that revenue generated at the Waterfront be spent at the Waterfront. The Marina Enterprise Fund was set up to comply with this requirement for managing revenue and expenditures at the Berkeley Waterfront. Marina Revenues come primarily from boat slip rental fees and business leases, and a number of smaller sources. Community users of the open space and amenities at the Berkeley Waterfront such as independent fishermen, windsurfers, small boat users, tourists, walkers, runners, dogwalkers, and other park users do not provide direct income to the Marina Fund.

By FY2019, one-third of the total revenue generated annually at the Waterfront was being transferred to the General fund as follows:

- $10.9 Million in Total Waterfront Revenue
- $6.9 Million allocated to the Marina Fund
- $4 Million allocated to the General Fund

In addition, $0.59 Million was being transferred annually from the Marina Fund to the City’s internal service funds.

In FY2020, the Covid Pandemic decimated the hospitality industry and the lease portion of the Marina revenue. While revenues have plummeted during the pandemic, community use of recreation and open space at the Waterfront has soared.

Marina Fund Financial Sustainability
From FY18-20, the Marina Fund contributed ~$11 Million to the General Fund. Now, the Marina Fund needs help from the General Fund to survive this pandemic-induced fiscal crisis.

To immediately avoid the eminent insolvency of the Marina Fund, the TOT tax generated in the Waterfront should be allocated to the Marina Fund.

Waterfront Capital Fund
The estimated $87.5 M - $131 M in future infrastructure costs are too large to be solved by stabilizing the Marina operations budget. To fund such large capital costs, a Reserve Fund needs to be created with new revenues developed as a result of the BMASP process that is underway.

Commission
At a regular meeting on March 10, 2021, the Parks and Waterfront Commission M/S/C to send this action to Council for consideration: (McGrath/Kamen/U). Ayes: Cox; Diehm; Kamen; Kawczynska; Landoni; McGrath; Skjerping; Srioudom; Wozniak; Noes: None; Absent: None; Leave of Absence: None.

ENVIRONMENTAL SUSTAINABILITY
No environmental impacts or opportunities were identified as a result of this recommendation.

RATIONALE FOR RECOMMENDATION
See body of report

ALTERNATIVE ACTIONS CONSIDERED
None

CITY MANAGER
The City Manager recommends referring the contents of this commission report to the budget process because this action will potentially impact revenue available to the General Fund. The Marina Fund revenue losses associated with Covid-19 are projected to exceed $3.6M from FY20-23 in comparison to FY 19 and a potential funding source to offset actual and projected revenue losses is the American Rescue Plan. Additionally, City Council may want to explore other long-term revenue sources to stabilize the Marina Fund, as discussed during February 16, 2021 work session presentation on the Berkeley Marina Area Specific Plan.

CONTACT PERSON
Roger Miller, Secretary, Parks and Waterfront Commission, (510) 981-6704
Gordon Wozniak, Chairperson, (510) 654-4103

Attachments
1: Resolution

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

ALLOCATE REVENUES GENERATED BY THE TRANSIENT OCCUPANCY TAX IN THE WATERFRONT AREA TO THE MARINA FUND TO AVOID INSOLVENCY, REBUILD ITS FUND BALANCE, AND STABILIZE ITS FINANCES

WHEREAS, the Parks and Waterfront Commission reviews the policies, projects, programs, planning efforts, activities, funding and the physical condition of parks, pools, camps, recreation centers, the Marina, and public greenery, and advises the City Council on these matters; and

WHEREAS, a requirement of the State Tidelands Grant is that revenue generated in the Waterfront be spent at the Waterfront; and

WHEREAS, in FY2019, one-third of the total revenue ($10.9 million) generated annually at the Waterfront was transferred to the General Fund (GF) and an additional $0.58 million was transferred to the City's Internal Service Funds; and

WHEREAS, in FY2020, Waterfront revenues have plummeted due the shutdown of the hospitality industry by the Covid Pandemic; and

WHEREAS, the Marina Fund is projected to be insolvent in FY2022 and beyond; and

WHEREAS, over the last three years, the revenues generated in the Waterfront Area contributed ~$11 million to the City's General Fund; and

WHEREAS, Transient Occupancy Tax (TOT) was generated annually at the Waterfront during pre-pandemic times; and

WHEREAS, by allocating the TOT revenue generated at the Waterfront to the Marina fund, it could be made solvent; and

WHEREAS the Marina Fund is facing an unprecedented financial crisis, with more than $100M of unfunded capital need and an annual structural deficit of $1 million.

NOW THEREFORE, BE IT RESOLVED that the Council of the City of Berkeley hereby adopts a policy that all Transient Occupancy Taxes (TOT hotel tax) generated at the Berkeley Waterfront be allocated to the City's Marina Enterprise Fund. All other property, sales, utility users, and parking taxes, as well as business license and franchise fees, would continue to be allocated to the City's General Fund.

NOW THEREFORE, BE IT FURTHER RESOLVED that all other property, sales, utility users, and parking taxes, as well as business license and franchise fees, would continue to be allocated to the General Fund.

10

There is no material for this item.

City Clerk Department
2180 Milvia Street
Berkeley, CA 94704
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The City of Berkeley Budget & Finance Policy Committee Webpage:
https://www.cityofberkeley.info/Clerk/Home/Policy_Committee__Budget___Finance.aspx

Council's Fiscal Policies
The fiscal policies adopted by the Council include:

- Focusing on the long-term fiscal health of the City by adopting a two-year budget and conducting multi-year planning;
- Building a prudent reserve;
- Developing long-term strategies to reduce unfunded liabilities;
- Controlling labor costs while minimizing layoffs;
- Allocating one-time revenue for one-time expenses;
- Requiring enterprise and grant funds to balance and new programs to pay for themselves; and
- Any new expenditure requires new revenue or expenditure reductions.
- Transfer Tax in excess of $12.5 million will be treated as one-time revenue to be used for the City's capital infrastructure needs (Fund 501).
- As the General Fund subsidy to the Safety Members Pension Fund declines over the next several years, the amount of the annual decrease will be used to help fund the new Police Employee Retiree Health Plan (Fund 731).
- Starting in FY 2019, staff costs as approved by the City Council that exceed the enforcement fees and penalties shall be appropriated from the short term rental taxes collected pursuant to BMC Section 23C.22.050, Section H, with the primary allocation of the rental tax to the purposes listed below:
  - □ Two thirds (66.7%) allocated to the Affordable Housing Trust Fund.
  - □ One third (33.3%) allocated to the Civic Arts Grant Fund.

Proposed new policy:

- Funding the 115 Pension Trust

Additional Information

At the meeting on January 23, 2020, the Committee stated it will continue to review and revise specific policies and added the following items to future agendas:

1. Transfer tax revenue policy amendment for Measure P
2. Provide more flexible language in policy that new programs need to pay for themselves
3. Change CIP to longer-term (possibly 5 years)
4. Short-term rental distribution – no longer use percentages for distribution; set priorities and prioritize programs
5. Community agency funding process overview – what role can the Budget & Finance committee play in this process?
6. 115 Pension Trust funding