



Public Works Commission

To: Honorable Mayor and Members of the City Council

From: Public Works Commission

Submitted by: Matthew Freiberg, Chair, Public Works Commission
Shane Krpata, Vice Chair, Public Works Commission

Subject: Recommendations for Phase Two Projects of the Measure T1 Program

RECOMMENDATIONS

Adopt a resolution that recommends approval of the T1 Phase Two Public Works projects and the four non-department projects, as listed in this report by the Public Works Commission (PWC), along with the Parks, Recreation, and Waterfront Projects, which are included in the accompanying T-1 Phase Two memo by the Parks and Waterfront Commission (PWFC). Table 1 below provides a summary of the public works projects that are recommended to be funded with T1 money as part of phase two.

FISCAL IMPACTS

Recommendations for T1 Projects will be funded through the sale of remaining T1 Bonds. The PWC support the staff recommendation for a 2-part (Phase 2a/2b) delivery of remaining bonds. This provides the most fiscally efficient delivery of projects and maximizes the ability for the City to spend bond proceeds following the specific requirements of the bond covenant.

CURRENT SITUATION AND ITS EFFECTS

On September 13, 2016, Council adopted Resolution 67666-N.S., which established preliminary guidelines for delivering the Measure T1 infrastructure and facilities bond program. Part of this resolution included a requirement for citizen oversight of the use of these funds by the PWC and PWFCs.

In 2019, the City developed the Measure T1 Policies and Procedures Manual. This updated guidance document provides an outline of the project selection and prioritization process, which defines the project selection criteria and the roles of Staff, the commissions, community, and City Council in the project selection and approval process.

The project selection process utilized by the PWC is based on the guidance provided in the Measure T1 Manual.

Table 1: Summary of Recommended Public Works Projects

	Recommended PWC Projects	Site Details
1	T1 Streets Contribution to Annual Street Projects	Complete Streets, Telegraph Shared Streets, Pedestrian Plan, bikeways, transit routes, Vision Zero, and street reconstruction of Arterials & Collectors
2	50/50 Sidewalks Maintenance & Safety Repairs	Accelerate sidewalk improvements citywide
3	Stormwater Infrastructure Repairs/ Replacement	Repair and replacement of failed storm drains at various locations
4	1947 Center Street Facility Improvements	Seismic upgrade design, HVAC/electrical, control upgrades
5	Fire Station 2 Facility Improvements	HVAC, electrical, roof, solar, bedrooms, and security
6	Fire Station 6 Facility Improvements	Windows and energy efficiency
7	Corporation Yard Facility Improvements	Facility assessment, roof, wash station compliance, green room, lockers, bathrooms, training room, floors, and cabinets
8	Bollard Improvements	Conversion of bollards to planter/garden boxes
9	Pathway Repairs/Improvements	Repairs and improvements to pathways, including: handrails, Garber Path, and Arlington Path
10	Channing Garage Bathroom Renovation	Public restroom renovation and ADA compliance
11	Emergency Power Supply Solar Batteries	Solar battery backup power at City buildings

BACKGROUND

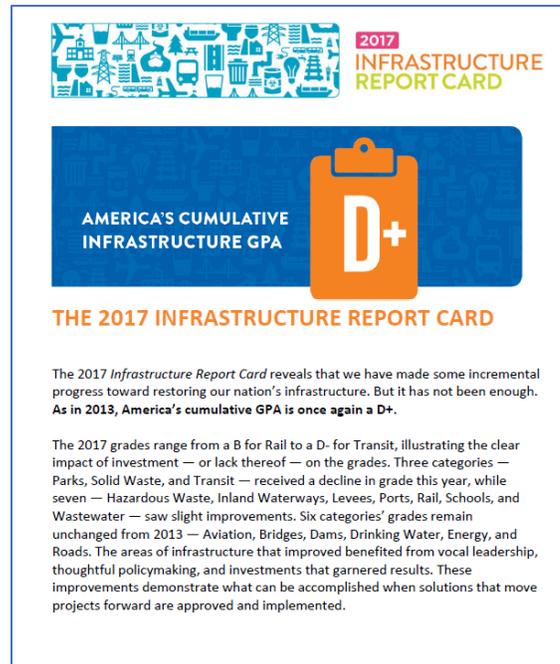
On November 8, 2016, Berkeley voters passed Measure T1 with an 86.5% approval. This measure authorizes the City to sell \$100 million of General Obligation Bonds (GO Bonds) to repair, renovate, replace, or reconstruct the City’s aging infrastructure and facilities. These include sidewalks, storm drains, parks, streets, senior and recreation centers, and other facilities. This is an important program that will help keep Berkeley a safe, efficient, and enjoyable place to live and work.

Aging infrastructure is a major issue across the United States. The American Society of Civil Engineers (ASCE) conducts a survey every 4 years and recently issued their Infrastructure Report Card for 2017. They gave America's infrastructure an overall grade of D+. They stressed the need to fill the infrastructure funding gap and that infrastructure condition affects our nation's economy, impacting business productivity, employment, personal income, and international competitiveness.

Berkeley is in a similar situation. Past studies by the City have reported on over \$500 million in unfunded facility and infrastructure needs. More than 75 years ago, the Works Projects Administration funded more than 30 projects in Berkeley, including roads, improvements to Berkeley High and other schools, the Marina, Rose Garden, and Codornices, Frances Albrier, Indian Rock, James Kenney, John Hinkel, and Live Oak Parks. These, and many other facilities, need repair to extend their useful life.

Berkeley has recognized the needs of our infrastructure and has made progress with our streets, parks, and sanitary sewers. However, the rehabilitation needs are so large that a more focused effort and additional funding is needed. Measure T1 has already provided a major boost to fixing some of the deficiencies and the continuation of Phase 2 will continue the progress of enabling Berkeley to develop modern and effective infrastructure.

As part of the planning process for Phase 2, the PWC has coordinated with City Staff and provided oversight of the public outreach process. An initial list of potential infrastructure improvement projects was provided by City Staff. The PWC along with PWFC attended multiple public outreach meetings in a compressed public input process. Public comments from the outreach meetings as well as emails submitted to the T1 email address were synthesized, some comments led to additional projects that were included for consideration along with the Staff generated project list. Public comment was also considered by the PWC to inform the recommendations to Council for Phase 2 public works projects to be funded by remaining T1 Infrastructure Bond funds. These recommendations were approved by the Public Works Commission on Thursday, November 12th, 2020.



PUBLIC OUTREACH PROCESS

The Phase 2 public outreach process was initiated in January 2020. At this time, Staff provided an initial list of priority facility and infrastructure projects that were presented in the initial in-person public meetings with specific community groups. At least one member of the PWC participated in each of the public outreach meetings. In March 2020, the planned public engagement process was curtailed by the COVID-19 pandemic and statewide shelter-in-place mandate. The public outreach process was placed on hold until July 2020, when Staff reorganized their approach and redeveloped a plan of action to facilitate virtual public engagement and input meetings via Zoom. The public outreach process then resumed under a substantially condensed timeline while significant restrictions prohibiting commission subcommittees to meet were in effect. PWC and PWFC each met as commissions 8 times, twice jointly, and assigned individual commissioners to attend each of the 19 small area meetings and 5 large area meetings.

Through this process, Staff compiled over 138 pages of notes from the public meetings and emails while making sure to document and collect all project suggestions from members of the public, which are attached to this memo. Following each public meeting and throughout the public input process, Staff incorporated community feedback and revised their recommended project list (including project scope and cost estimates). The PWC read and reviewed all notes and emails to identify any additional Public Works specific projects for consideration in the prioritization and development of said projects. Additionally, all public comments made at regular commission meetings were also taken into consideration in the development of the PWC T1 Phase Two project recommendations.

PROJECT LIST DEVELOPMENT AND PRIORITIZATION PROCESS

Projects considered for inclusion in the T1 program were organized in three general categories: Public Works Projects, Parks & Waterfront Projects, and Non-Departmental Citywide Projects with the Phase 2 budget allocated with \$17 million in each category. PWC and PWFC each met with Staff to refine their respective project lists, develop a prioritization process, and identify their respective priority projects. The two commissions came to a joint consensus on the final proposed project list being recommended to Council for use of the remaining \$53 million.

The project selection and priority process was conducted in three phases, a fatal flaws evaluation, a criteria scoring matrix, and project list finalization. First projects were evaluated on potential fatal flaws, by using five screening questions that evaluated the project's conformance with the specific borrowing requirements of the bond:

- Can the project be completed with the available funds remaining in T1?
- If the project is a study, can the planned project be constructed with T1 funds?
- Is the project repairing or improving an existing asset or infrastructure?
- Is the proposed project on City-owned or leased property?

Any project that resulted in a “no” response was eliminated from consideration.

Next, the projects were evaluated using an excel based decision support tool that uses a matrix approach to score Public Works projects on each of the project criteria. Criteria were based initially on the project selection process and published in the T1 Program Manual. Using these criteria as a foundation, the PWC expanded on the criteria based on public feedback from the public outreach process. Each project was scored from one to five in the eight criteria. Table 2 provides a summary of the criteria used in the prioritization matrix. Criteria scores were then totaled to produce a “Performance Score.” A second evaluation was conducted with the performance score divided by the project cost to produce a “Value Score” (Figure 1). The projects were then sorted on their project score and value score rankings to identify the preliminary priority list of projects. The PWC sees the decision support tool matrix that was used by the commission as something that will provide additional value to the continued delivery of T1, as a means of continuing the same process to continually re-prioritize projects as cost estimates evolve.

It is worth noting the matrix did not outright determine the recommended list of projects, but instead assisted the decision-making process by providing enabling our team to evaluate all projects consistently without any personal prejudice or preference for specific projects.

PROJECT SELECTION PROCESS

Our guiding principles for final project selection considered projects capable of moving Berkeley toward more sustainable green infrastructure capable of addressing climate crisis concerns and providing improvements to the quality of life for the City of Berkeley’s guests, residents, and employees, which is consistent with Vision 2050 recommendations adopted by Council in September 2020. Consideration for specific projects drivers include: Regulatory Compliance, ADA Compliance, Asset System Maintenance Costs, and Public Support.

The final project list was formulated with consideration of the overall budget allocated to the Public Works projects. It is worth noting that given the accelerated review process, and the preliminary nature of the project scope development, a detailed evaluation of project cost estimates has not been possible. It is understood that these project costs are likely to change as the project scopes mature and bottom-up estimates are developed. Table 3 provides a summary of the final project list with the current project estimate and the scores used in the project prioritization matrix.

Table 2: Project Prioritization Criteria

Abrv.	Criteria	Description
GB	Greatest Benefit	Project provides an impact to the greatest number of Berkeley residents.
E	Equity	Consideration of geographic and demographic distribution of projects. This criterion is applied after looking at the draft list of recommended projects. (PWC enhancement: Additional consideration of racial equity, gender equity, and geographic equity among users of different age groups, income, and ability levels.)
HSR	Health, safety, and resilience	Project addresses public health and safety, such as improvements for disaster preparedness or emergency response.
ESD	Environmental Sustainability/ Durability	Project improves water quality, has elements of green infrastructure, or also includes energy, climate, or other zero waste goals. Project uses durable elements or technologies that may lower long term cost. (PWC enhancement: Additional consideration given to projects that support climate change resilience and asset life cycle.)
PR	Project readiness	Considering projects that are underway or already shovel-ready.
LOF	Leveraging other funds	Project utilizes other funding sources. (PWC enhancement: Additional consideration of whether additional funding may be available.)
F	Feasibility	Consideration of the following: <ul style="list-style-type: none"> - The ability to complete a project/sequencing: project does not have any known barriers, such as site conditions, funding, or permitting issues, that will substantially delay or prevent completion of the project. - Renovating infrastructure before the end of the asset's useful life. The goal is to avoid larger future expenses or closure of amenity.
PS	Public Support	(PWC enhancement: Review and consideration of input from public meetings and email comments received)
PSR	Project Scope/Rank	(PWC enhancement: Criteria weight multiplied by criteria score of all criteria.)
VSR	Value Score/Rank	(PWC enhancement: Performance Score/Rank divided by project cost.)

$$Performance\ Score = \sum_{All\ Criteria} (Criteria\ Weight \times Criteria\ Score)$$

$$Value\ Score = \frac{Performance\ Score}{Project\ Cost}$$

Figure 1. Performance Score/Rank (PSR) and Value Score/Rank (VSR) Formulas

Table 3: Public Works Commission Project Prioritization Decision Support Tool

Public Works Projects		Estimate	Description and Decision Support Tool Ratings									
1	T1 Streets Contribution to Annual Street Projects	\$6,750,000	Southside Complete Streets, Telegraph Shared Street, Pedestrian Plan, bikeways, transit routes, Vision Zero, street reconstruction of Arterials & Collectors									
			GB	E	HSR	SD	PR	LOF	F	PS	PSR	VSR
			5	5	5	5	3	5	3	5	1	31
2	50/50 Sidewalks Maintenance & Safety Repairs	\$1,850,000	Pedestrian access 50/50, ADA									
			GB	E	HSR	SD	PR	LOF	F	PS	PSR	VSR
			4	4	5	5	5	5	3	5	6	20
3	Stormwater Infrastructure Repairs/ Replacement	\$600,000	Water quality, Repair and replacement of failed storm drains at various locations									
			GB	E	HSR	SD	PR	LOF	F	PS	PSR	VSR
			4	3	4	5	3	3	3	3	4	7
4	1947 Center Street Facility Improvements	\$1,800,000	Disaster preparedness, energy efficient building systems, air quality									
			GB	E	HSR	SD	PR	LOF	F	PS	PSR	VSR
			3	3	4	5	4	3	3	4	18	23
5	Fire Station 2 Facility Improvements	\$1,450,000	HVAC, electrical, bedrooms, security, solar									
			GB	E	HSR	SD	PR	LOF	F	PS	PSR	VSR
			3	3	5	4	3	4	3	3	22	19
6	Fire Station 6 Facility Improvements	\$1,300,000	Windows, Leak Repair, Lights, Mold									
			GB	E	HSR	SD	PR	LOF	F	PS	PSR	VSR
			3	3	5	4	3	4	3	3	22	17
7	Corporation Yard Facility Improvements	\$2,850,000	Gate, parking, wash station compliance, Green Room (B) lockers, bathrooms, Training Room, floors, cabinets, Storage Room (H) roof repair									
			GB	E	HSR	SD	PR	LOF	F	PS	PSR	VSR
			3	3	4	3	4	4	4	2	34	28
8	Bollard Improvements	\$150,000	Community building, conversion of bollards to planter/garden boxes, street safety									
			GB	E	HSR	SD	PR	LOF	F	PS	PSR	VSR
			4	3	5	3	3	3	3	5	22	10
9	Pathway Repairs/Improvements	\$200,000	Pedestrian access, disaster preparedness, repairs/improvements to pathways (e.g. handrails, Garber Path, and Arlington Path)									
			GB	E	HSR	SD	PR	LOF	F	PS	PSR	VSR
			4	3	5	4	3	3	3	5	12	3
10	Channing Garage Bathroom Renovation	\$300,000	Public restroom renovation and ADA compliance									
			GB	E	HSR	SD	PR	LOF	F	PS	PSR	VSR
			4	5	5	4	4	4	4	4	8	4
11	Emergency Power Supply Solar Batteries	\$500,000	Solar battery backup power at City buildings									
			GB	E	HSR	SD	PR	LOF	F	PS	PSR	VSR
			4	3	5	4	3	4	4	4	12	6
<i>total</i>		\$17,750,000										

RECOMMENDED PROJECT DESCRIPTIONS

1. T1 STREET CONTRIBUTIONS TO ANNUAL PAVING PLAN:

T1 Bond language is focused on improving mobility, access, and safety for streets in need of repair. The Public Works Commission recommends using the Berkeley Strategic Transportation (BeST) Plan criteria for all street projects being considered for T1 Bond funding. The BeST plan project scoring criteria represents a prioritization strategy that takes all relevant City policies into account.

In following T1's stated goals of improving mobility, access, and safety for streets in need of repair, the Public Works Commission supports adherence to the City's Complete Streets Policy.

The Complete Streets Policy includes the following list of improvements: shared community spaces, sidewalks, shared-use paths, bicycle lanes, bicycle routes, Bicycle Boulevards, paved shoulders, street trees, landscaping, planting strips, accessible curb ramps, crosswalks, pedestrian refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transit stops and facilities, transit priority signalization, and other features assisting in the safe travel for all users, such as traffic calming devices, transit bulb-outs, and road diets, and those features identified in the Berkeley Pedestrian Master Plan and Berkeley Bicycle Plan. Within the life of the T1 Bonds, projects that provide Complete and Shared Streets benefits, including the Telegraph Shared Street Plan, the Adeline Corridor Project, and the Shattuck Square redevelopment should be prioritized.

The PWC continues to recommend funding road surfacing treatments and associated road appurtenances with life expectancies longer than the 40-year bond funding period. T1 funding should be committed to long-lived components of street projects (curbs, gutters, sidewalks, road bedding, trees, and stormwater infrastructure), short-lived components such as asphalt pavements with 15-30 year life expectancies should be constructed with tax monies rather than long term bond funds.

2. 50/50 SIDEWALK MAINTENANCE AND SAFETY REPAIR:

Following Vision Zero, Complete Streets, ADA, and BeST Plan plans, all street projects should include priorities for accessible sidewalks and considerations for pedestrian and bicycle user safety, and improved access to city sidewalks apply additional funding to the 50/50 sidewalks program.

3. STORMWATER AND GREEN INFRASTRUCTURE (GI) PROJECTS:

Consistent with the Watershed Management Plan (WMP), the PWC recommends that GI should be integrated into street restoration projects. In concurrence with the WMP, GI street projects should be included in the streets that are funded by T1. If the street surface is designed and constructed to improve stormwater quality improvement and reduce runoff, then that would be an appropriate allocation of the T1 funds. Alternatively, stormwater projects concurrent with street projects included in the Five-Year Paving Plan could be funded by T1.

4 - 7. FACILITY IMPROVEMENTS:

City-owned buildings and facilities are some of the most expensive single assets. Given the critical impacts that roof failures can play in a building's useful life, the PWC prioritized roof repairs. We are recommending project list items 4, 5, 6, and 7 for needed repairs of Public Works assets, which are:

4. 1947 Center Street Facility Improvements
5. Fire Station 2 Facility Improvements
6. Fire Station 6 Facility Improvements
7. Corporation Yard Facility Improvements

However, there is concern that the City does not have adequate asset management or funding to continue to maintain buildings and facilities. The recommendations of the Vision 2050 Report recently adopted by the Council begin to address this challenge. The cost of routine maintenance of city-owned buildings should be incorporated into each department's operating budget, and those departments can then allocate funds to Public Works to plan, schedule, and contract for work that cannot be undertaken by City Staff. Bond measures are not an appropriate or cost-effective way to maintain city assets in the long run.

8. BOLLARD IMPROVEMENTS:

There are several types of bollards and diverters in place today - semi-diverters (closing half the street) and full diverters, which either create a cul-de-sac or are placed diagonally across an intersection and force vehicles to turn the corner. Most full diverters have a gap between the bollards and a low steel under-carriage device, which is supposed to only allow passage of fire trucks and other high-clearance vehicles. Nearly all diverters allow bicycles to pass through on the street, while some divert bike passage to the sidewalk. However, as cities across the state saw increasingly constrained budgets following the passage of Proposition 13, less money was available for diverter reconstruction. Thus, most of the original "temporary" diverters still consist of bollards. In some neighborhoods, residents have attempted to beautify the bollard safety elements by planting flowers in them.

9. PATHWAY REPAIRS/IMPROVEMENTS:

For decades, Berkeley paths and steps have served a critical public safety purpose as evacuation routes in times of emergency. In case of fire or earthquake, paths provide egress and can be used by firefighters to bring up equipment if streets are blocked. The Berkeley Pedestrian Master Plan recommends developing a strategy to prevent the loss of existing pathways and to identify opportunities to expand the public pedestrian pathways network in Berkeley. Paths provide an avenue for walking and connect neighbors, as well as to public transportation and shopping areas. They are tree-lined, enchanting, and a peaceful respite from the urban noise beyond. They give all Berkeley residents and visitors access to incredible hillside vistas, parks, and neighborhoods.

10. CHANNING GARAGE BATHROOM RENOVATION:

The Channing Garage Bathroom is one of two publicly accessible restrooms in the Southside neighborhood. However, the restroom facility is significantly dilapidated and

heavily relied on by both visitors to the Telegraph Business Improvement District and local unhoused populations. The closest alternate restroom facility is located at People’s Park, which is a site soon to be redeveloped and would temporarily result in the elimination of an essential public restroom. Locals, guests, and unhoused residents not only need a renovated and fully accessible restroom capable of meeting occupancy use, but they undeniably deserve safe and dignified restroom facilities to use and tend to their hygiene.

11. EMERGENCY POWER SUPPLY SOLAR BATTERIES:

In the face of rapidly accelerating climate change, and in light of Berkeley’s declared Climate Emergency, resilience and carbon-free energy supplies both become increasingly important investment criteria. Critical facilities need to have backup power, but diesel generators are not viable long-term, let alone reliable solutions. Solar power tied to batteries offer both continual long-term back-up power and bill savings opportunities even during normal grid-tied operation. The full potential for deployment far exceeds the currently available budget, but selecting a priority pilot project like the North Berkeley Senior Center will provide the City with valuable experience developing and implementing this project. As prices and functionality for both solar power and battery storage improve, the City can provide leadership and impetus in our attempts to decarbonize the economy and build resilience for our community.

CITYWIDE NON-DEPARTMENTAL PROJECTS

The PWC has not evaluated the Citywide Non-Departmental Projects proposed by Staff following public input but supports proceeding with the proposed projects as presented.

Table 4: Citywide Non-Departmental Project

	Project	Estimate	Description
1	MLK Jr. Youth Services Center	\$7,000,000	Disaster preparedness, electrification, energy efficient building systems, community building
2	South Berkeley Senior Center	\$3,000,000	Disaster preparedness, electrification, energy efficient building systems, community building
3	African American Holistic Resource Center	\$7,000,000	Electrification, energy efficient building systems, community building
4	Restrooms in the Right of Way	\$1,350,000	Cleaner environment, energy efficient fixtures
	<i>Total</i>	\$18,350,000	

PROJECTS REVIEWED BUT NOT RECOMMENDED AT THIS TIME

The PWC specific projects list represents a priority list more than specific budgetary recommendations. Many important projects are not able to be funded with the remaining \$50M, and we as a community will need to continue to support much more funding for the public infrastructure of Berkeley. Many projects have been identified during the development and review of the T1 Phase 2 process. With over \$800M of need that the City has identified for maintenance and improvement of its infrastructure, many projects did not make the PWC recommended prioritized project list resulting from the matrix ranking process. The PWC recognizes that each and all of the projects have value but our recommendations were limited to those that rose to the top of the ranking for funding with

T1 Phase 2 money. Several of these projects may find alternative funding in the future, notably specific stormwater improvement projects, Ohlone Greenway pathway widening, and remaining Fire Stations.

Table 5: Projects Discussed but Not Recommended for T1 Phase 2 Funding

Category	Project	Description
Facilities	Fire Station 1	2422 Eighth St
Facilities	Fire Station 3	2710 Russell St
Facilities	Fire Station 4	1900 Marin Avenue
Facilities	Fire Station 5	2680 Shattuck
Facilities	Fire Station 7	3000 Shasta Rd
Facilities	Fire Department Warehouse	1004 Murray St
Facilities	Animal Shelter	1 Bolivar Dr
Facilities	Civic Center Building	2180 Milvia St
Facilities	830 University, Berkeley Health	830 University
Facilities	Telegraph Channing & Oxford	2450 Durant
Facilities	Old City Hall/Veterans, Civic	Downtown Civic Center
Facilities	1001, 1007, 1011 University	1001-1011 University
Facilities	South Berkeley Senior Center	2939 Ellis St
Facilities	Berkeley Health Clinic Electrical Assessment	830 University
Citywide Facilities	Seismic Upgrades	Citywide
Citywide Facilities	Swipe Access	Citywide
Citywide Facilities	ADA Upgrades	Citywide
Citywide Facilities	Elevators	Citywide
Streets	Citywide Street Maintenance	Citywide
Sidewalks	Sidewalk Improvements identified by ADA Transition Plan Update	Citywide
Sidewalks, Bikeways	Ohlone Greenway Improvements (lighting and widening)	Ohlone Greenway

GENERAL PROGRAM RECOMMENDATIONS

The PWC reaffirms the following General Recommendations included in our review of Phase 2 Specific Project Recommendations:

A. REPORTING, ACCOUNTABILITY, AND ANALYSIS:

The PWC does not have oversight or review responsibilities under the T1 Policies and

Procedures Manual. Should the Council desire routine input or feedback from the PWC in addition to the Staff reports on the progress of T1 Phase 2 projects, the manual should be revised to include reporting information and frequency. Project costs and cost benefits as well as cost avoidance, should be included in the review of projects recommended by Staff. PWC will provide Staff with the Prioritization Decision Support Tool developed in this process so the same process may be followed as Phase 2 is implemented.

B. STREETS MANAGEMENT PLAN:

The PWC recommends that the Public Works Department prepare a long-term Street Management Plan that will:

- Outline a baseline operations and maintenance funding level that will keep Berkeley's streets from deteriorating.
- Outline a process to conduct life cycle cost analysis in the selection of street surface treatment technologies.
- Outline the capital projects that will use bond funding.

C. VISION 2050:

The PWC reaffirms the recommendations of the Vision 2050 Task Force, adopted by Council in September 2020, summarized in three principles:

- Support vibrant and safe communities
- Be efficient and well-maintained
- Facilitate a green Berkeley and contribute to saving our planet

D. WATERSHED MANAGEMENT PLAN (WMP):

The WMP should be updated to reflect changing climate knowledge, groundwater management rules, Green Infrastructure Framework, and stormwater discharge permit conditions. The remaining seven city watersheds should be modeled and included in WMP recommendations prior to design work on additional bio-swales citywide.

E. MARINA MASTER PLAN:

The 2003 Marina Master Plan should be updated to reflect changed conditions, climate change, sea-level rise impacts, and a current vision for future mitigation and adaptation.

F. ADA SELF-EVALUATION AND TRANSITION PLAN:

The PWC recommends the inclusion of elements and priorities of the City of Berkeley ADA Title II Transition Plan in projects funded under T1 as the ADA Plan is updated.

The PWC acknowledges that there will be changes in priorities, specific projects, and funding as T1 Phase 2 is completed. We hope to remain a focal point for continued public input, feedback, and voice.

CONTACT PERSON

Matthew Freiberg, Chair, Public Works Commission, (831) 566-3628
Shane Krpata, Vice Chair, Public Works Commission, (507) 398-6117
Joe Enke, Acting City Engineering & PWC Commission Secretary, (510) 981-6411

ATTACHMENTS

1. Resolution (to be developed)
2. PWC Project Prioritization Matrix Phase 2 of the Measure T1 Program
3. Public Input Summary Table