



Public Works Commission

**Special Meeting
City of Berkeley
PUBLIC WORKS COMMISSION**

Thursday, November 12, 2020 at 7:00 PM

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

To access the meeting remotely: Join from a PC, Mac, iPad, iPhone, or Android device, please use this URL to join the meeting:

<https://us02web.zoom.us/j/88134063010>

If you do not wish for your name to appear on the screen, then use the drop-down menu and click on "rename" to rename yourself to be anonymous. To request to speak, use the "raise hand" icon by rolling over the bottom of the screen. To join by phone: Dial **1-669-900-9128** and enter Meeting ID: **881 3406 3010**. If you wish to comment during the public comment portion of the agenda, Press *9 and wait to be recognized by the Chair. Note: Your phone number will appear on the videoconference screen.

AGENDA

- 7:00 pm CALL TO ORDER: Chair will call the meeting to order; Secretary will call roll.
- 7:05 pm PUBLIC COMMENT (on agenda items only): Each speaker is limited to three (3) minutes.
- 7:15 pm APPROVAL OF MINUTES:
1. Regular Meeting of October 1, 2020 **
 2. Special Meeting of October 14, 2020 **
 3. Special Meeting of November 4, 2020 **
- 7:10 pm CHAIR REPORT:
- 7:20 pm ACTION ITEMS: (Matters for discussion and possible action)
1. Discussion of Measure T1 Phase 2 Project list of projects and phasing**
 2. 5-Year Paving Plan Report**
- Schedule Next commission meetings regarding Measure T1 Phase 2 list of projects:
Public Works and Parks & Waterfront Commissions – Concurrent Special Meeting
Thursday, November 19, 2020, 6:30pm – 9:30pm via zoom.
- 9:30 pm ADJOURNMENT
- * Indicates written material included in packet.
** Indicates material to be delivered at meeting.
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SB 343 Disclaimer:

Any writings or documents provided to a majority of the Commission regarding any item on this agenda will be made available for public inspection at the Public Works Department located at the address below.

Communications Disclaimer:

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Commission Secretary:

Joe Enke, Acting Manager of Engineering/ City Engineer
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Public Works Commission

DRAFT

Regular Meeting
PUBLIC WORKS COMMISSION
Action Minutes
Thursday, October 1, 2020
ZOOM Meeting, Berkeley, CA

CALL TO ORDER: 7:05 PM

Present: Matthew Freiberg, Jacqueline Erbe, Bryce Nesbitt, John Hitchen, Mark Humbert, Margo Schueler, Christopher Brennan, Sachu Constantine, Shane Krpata

Absent: None

Staff: Joe Enke, Liam Garland

Public: Jenny Wong, Ray Yep, Alina Constantinescu, Lilana Spindler

PUBLIC COMMENT:

1. Ms. Spindler commented on 1600 block of Stewart Street pavement condition.
2. Ms. Constantinescu commented on Berkeley Path Wanderers support of agenda item 1.

APPROVAL OF MINUTES:

Minutes for the September 3, 2020 regular meeting were approved (Erbe/Hitchens 9/0/0).

CHAIR REPORT: Freiberg provided on Undergrounding Report status.

STAFF REPORT: Enke provided update on the subcommittee status, public works and T1 construction projects.

ACTION ITEMS:

1. Report back to Council of PWC Recommendation of Naming Berkeley Paths for Women Founders of the Berkeley Path Wanderers Association – Motion to submit report to Council recommending naming Berkeley Paths for Women Founders of the Berkeley Path Wanderers Association. (Schueler/Erbe 9/0/0).
2. Discussion on subcommittee status – Motion to disband all subcommittees due COVID restrictions on meetings. (Nesbit/Constantine 9/0/0)
3. Update on Measure T1 Phase 2 Public Process – Item discussed, reviewed T1 meeting schedule and commissioners identified to attend various meetings. *Special concurrent meetings with Parks and Waterfront Commission on November 4 and November 19, 2020. Special meetings of PWC on October 14 and November 12, 2020 to discuss T1 and Paving Plan.* No action taken.
4. Review of 5 – Year Plan Paving Plan - Commissioners commented, additional metrics to be provided at next meeting. No action taken.
5. Discussion on the Paving Policy/Equity – Item discussed, subcommittee chair Nesbit to start initial draft policy. No action taken.

INFORMATION ITEMS:

1. Standing Information Item: Subcommittee Reports – None due to COVID 19 restrictions.

Upcoming City Community Meetings - TBD

FUTURE AGENDAS:

Items for the future commission meetings.

1. Measure T1
2. Paving Plan and Policy

Motion to ADJOURN - (Erbe/ Constantine 9/0/0) 9:30 pm.

Acting Commission Secretary:

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Public Works Commission

Special Meeting
PUBLIC WORKS COMMISSION
Action Minutes
Wednesday, October 14, 2020
ZOOM Meeting, Berkeley, CA

CALL TO ORDER: 7:01 PM

Present: Matthew Freiberg, Jacqueline Erbe, Bryce Nesbitt, John Hitchen, Mark Humbert, Margo Schueler, Shane Krpata

Absent: Christopher Brennan

Staff: Joe Enke, Liam Garland, Andrew Brozyna

Public: Ray Yep, Larry Henry, Karen Storey, Karol Budzik

PUBLIC COMMENT:

1. Mr. Yep commented on Vision 2050 Task Force report to Council.

CHAIR REPORT: None.

STAFF REPORT: None.

ACTION ITEMS:

1. 5 – Year Plan Paving Plan Report – Chair Freiberg distributed draft report, item discussed, commissioners commented. No action taken.
2. Update on Measure T1 Phase 2 Public Process/Outreach schedule/Meeting schedule - Item discussed, distributed emails received, PRW Unfunded Capital & Major Maintenance Needs, Public Works Unfunded Projects, October 13, 2020 T1 Council Report, Neighborhood Focus Group Meeting Notes. No action taken.
3. Discussion on the Paving Policy/Equity – Item discussed, subcommittee chair Nesbit to start initial draft. No action taken.

INFORMATION ITEMS:

1. Standing Information Item: Subcommittee Reports – None due to COVID 19 restrictions.

FUTURE AGENDAS:

Items for the future commission meetings.

1. Measure T1
2. Paving Plan and Policy

Public Works Commission-Special Meeting
October 14, 2020

Motion to ADJOURN - (Nesbit/Krpata 8/0/1) 10:12 pm.

Acting Commission Secretary:

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Public Works Commission

DRAFT

City of Berkeley

PUBLIC WORKS COMMISSION

Special Concurrent Meeting with the Parks and Waterfront Commission

Action Minutes

Wednesday, November 4, 2020, 6:30pm – 9:30pm, Zoom Meeting

MEETING AGENDA

1. **Call to Order** (chair). 6:35 PM
Present: Matthew Freiberg (joined at 6:58), Jacqueline Erbe, Bryce Nesbitt, John Hitchen, Mark Humbert, Margo Schueler, Shane Krpata, Christopher Brennan
Absent: None.
Staff: Joe Enke, Liam Garland, Andrew Brozyna
2. **Comments from the Public on agenda items only** (30 seconds each Speaker).
 - Nathan Dahl, upgrade HVAC at 1947 Ctr St bldg;
 - Alice LaPierre, upgrade HVAC at 1947 Ctr St bldg, On-bill financing;
 - Martin Nicolaus, Cesar Chavez Park restroom;
 - Lisa Bullwinkel, fix leaks at two Civic Center historic bldgs.;
 - Brian Walser, Scout Hut at John Hinkel Park;
 - Antoine Woodard, support improvements at MLK Ctr bldg. (YAP);
 - EcoMedia Compass (Tom Septon), upgrade HVAC at 1947 Ctr St bldg;
 - Ray Yep, support Phase 2a and 2b, good cost control, good efficiency;
 - Akila Crossland, support improvements at MLK Ctr bldg. (YAP);
 - Tina Walker, support improvements at MLK Ctr bldg. (YAP);
 - Bill Powning, support more pickleball;
 - Kelly Hammergren, Ohlone Park lighting; HVAC at 1947 Ctr; electric charging stations;
 - Rosina Kenon, support improvements at MLK Ctr bldg. (YAP);
 - Alina Constantineau, Berkeley Pathwanderers projects;
 - Doug Lindsay, Scout Hut at John Hinkel Park;
 - TRuc (Tanya Rucker), support improvements at MLK Ctr bldg. (YAP);
3. **Discussion.** Notes: A discussion was held on the following items:
 - a. Goals of the concurrent meeting process:
 - i. To make recommendations of T1 Phase 2 Project List projects and phasing to Council.
 - b. Phase 2 Public Process Review – Handouts **.
 - i. Neighborhood group meeting notes (24 groups) (Feb - Sept 2020).

- ii. Participating commission meeting notes.
 - iii. T1 P2 Large area meeting notes (5 meetings).
 - iv. T1 emails.
 - v. City staff \$53 million project list with phasing recommendations.
 - c. Discussion and potential action on T1 P2 list of projects and phasing.
 - d. Summary and Next Steps.
4. **Next commission meetings regarding the Measure T1 Phase 2 list of projects**
(see each commission website for zoom address):
- a. Parks and Waterfront Commission regular meeting – Wed – Nov 11, 2020, 7:00pm – 9:00pm.
 - b. Public Works Commission special meeting – Thurs – Nov 12, 2020, 7:00pm – 9:00pm via zoom.
 - c. Public Works and Parks & Waterfront Commissions – Concurrent Special Meeting – Thurs– Nov 19, 2020, 6:30pm – 9:30pm via zoom.
5. **Adjournment** at 8:54pm.

Acting Commission Secretary:

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Draft for commission review
November 12, 2020

Public Works Commission

ACTION CALENDAR
December ____, 2020

To: Honorable Mayor and Members of the City Council
From: Public Works Commission
Submitted by: Matthew Freiberg, Chair, Public Works Commission
Subject: Public Works Commission Recommendation for the Five-Year Paving Plan

RECOMMENDATION

Adopt a resolution that recommends approval of the Five-Year Paving Plan for FY2021 to FY2025) as proposed by Staff.

SUMMARY

This Report to council is comprised of two sections:

1. A recommendation on the City’s Proposed 5-Year Paving Plan
2. An update from the Public Works Commission (PWC) on the approach to address the on-going paving condition deficit through the creation and implementation of a Long-Term Paving Master Plan.

(1) The City of Berkeley’s Street Rehabilitation and Repair Policy (Street Policy) requires that a 5-year paving plan be reviewed each year and adopted formally by the City Council, with advice from the PWC. The Rehabilitation Plan (commonly called the Paving Plan) for FY 2021 to FY2025 has been reviewed by the PWC and it is recommending adoption of the first three years of the plan. It is worth noting that streets that are prioritized as part of the vision zero high injury streets, pedestrian plan, and bicycle plan only include the paving of these streets, they do not include any of the associated roadway improvements that are recommended as part of this plan. It is recommended that City Council secure additional funding to ensure that these improvements are funded and incorporated into the redesign of these roads.

(2) Berkeley’s streets are in an “at-risk” condition, far from the City’s target of having our streets in “good” condition, and continue to decline year on year. In January 2020, City Council directed the Public Works Department and the PWC to develop a long-term Paving Master Plan. Due to the suspension of commissions and the continued

suspension of subcommittee activities, limited progress has been made developing this plan. Currently Staff and the PWC are collaborating on an update of the Paving Policy that will provide guidance for the future of paving in the City and the development of the Paving Master Plan.

FISCAL IMPACTS OF RECOMMENDATION

This Paving Plan is based on the Adopted Biennial Budget for Fiscal Years 2021 & 2022, and on the following estimated available funding levels from all sources, including State Transportation (Gas) Tax, Measure B, Measure BB, Measure F, and the General Fund.

Five-Year Paving Program Funding Sources by Year, in \$					
Fund Description	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
State Transportation Tax	495,303	495,303	495,303	495,303	495,303
State Transportation Tax –SB1	1,230,000	1,310,000	2,000,000	2,000,000	2,000,000
Measure B - Local Streets & Roads	660,000	330,000	0	0	0
Measure BB – Local Streets & Roads	1,380,000	1,654,000	2,700,000	2,700,000	2,700,000
Measure F Vehicle -Registration Fee	155,000	155,000	155,000	155,000	155,000
Capital Improvement Fund	1,925,000	1,925,000	1,925,000	1,925,000	1,925,000
TOTAL	5,845,303	5,869,303	7,272,303	7,272,303	7,272,303

In addition to the City’s program funding, additional grant and bond funding has been made available for paving in FY 2023, summarized below.

Other Funding for Paving by Year, in \$					
Funding Source	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Grants (South Side Complete Streets – Bancroft, Telegraph, and Dana)*	0	0	1,200,000	0	0
TOTAL	0	0	1,200,000	0	0

*The grant funded projects are not included in the five-year paving plan

CURRENT SITUATION AND ITS EFFECTS

The City’s streets continue to be evaluated as “at risk,” and do not meet the City’s target to be in “good” condition. The latest pavement condition analysis conducted by PEI, identifies the city-wide average Pavement Condition Index (PCI) to be 57, ranging across council districts from 52.8% to 61.9%. The average PCI is down from 58 in 2019. The lack of resources available to the Paving Program are resulting in a continual decline in the condition of the City’s streets.

District	Area (sqft)	Mileage	Percent of Total	PCI in 2020
District 1	7,652,427	38.6	19.6%	55.3
District 2	6,164,641	32.7	15.8%	52.8
District 3	5,132,474	24.3	13.1%	58.8
District 4	3,411,318	16.1	8.7%	53.7
District 5	6,209,611	37.1	15.9%	61.9
District 6	4,750,199	35.3	12.2%	56.5
District 7	1,672,660	7.8	4.3%	55.9
District 8	4,053,495	23.0	10.4%	58.1

This report addresses the following topics:

- Review of the new 5-year paving plan for fiscal years 2021 – 2025.
- An update on the progress towards updating the City's Paving Policy and for a master plan to improve the condition of Berkeley's streets.

Review of 5-year Paving Plan

Staff prepared a list of paving projects for the new 5-year planning period (FY2021 – 2025). This was prepared using, StreetSaver program analysis, knowledge of what has been accomplished in recent years, and available funding. The proposed plan is summarized as follows.

	FY2021	FY2022	FY2023	FY2024	FY2025	Total	% of Total
Square Footage of Paving							
Arterials, sqft							
Collectors, sqft							
Residential, sqft							
Total Area							
Miles							
Arterials, miles	0.00	0.00	0.04	0.00	0.21	0.31	2.1%
Collectors, miles	0.10	0.68	0.95	0.94	0.21	2.88	19.2%
Residential, miles	2.08	2.65	2.05	3.41	1.60	11.79	78.7%
Total miles	2.18	3.33	3.04	4.35	2.04	14.98	100.0%
<i>Total Bikeways</i>	<i>0.76</i>	<i>1.31</i>	<i>1.34</i>	<i>2.21</i>	<i>1.38</i>	<i>7.01</i>	<i>53%</i>
<i>Bicycle, Pedestrian, and Vision Zero High Injury Streets</i>	<i>0.58</i>	<i>1.32</i>	<i>2.29</i>	<i>2.22</i>	<i>1.38</i>	<i>7.79</i>	<i>52%</i>
Cost							
Arterials, \$millions	\$0	\$0	\$0.102	\$0.000	\$0.683	\$0.785	2.6%

Collectors, \$millions	\$0.269	\$1.519	\$1.987	\$2.685	\$0.634	\$7.095	23.6%
Residential, \$millions	\$5.189	\$3.654	\$3.934	\$4.005	\$4.509	\$22.212	73.8%
Discretionary, \$millions	<i>Staff intends to use all of the Discretionary Fund to comply with the City Council referral to use 50% of funding on Bicycle, Pedestrian, and Vision Zero High Injury Streets.</i>						
Curb Ramps	\$0.150	\$0.348	\$0.240	\$0.474	\$0.126	\$1.344	5%
Total cost, \$millions	\$5.845	\$5.869	\$7.275	\$7.275	\$7.275	\$30.092	100%
<i>Total Bikeways</i>	<i>\$1.267</i>	<i>\$2.922</i>	<i>\$3.340</i>	<i>\$4.373</i>	<i>\$4.509</i>	<i>\$16.412</i>	<i>55%</i>
<i>Bicycle, Pedestrian, and Vision Zero High Injury Streets</i>	<i>\$1.181</i>	<i>\$2.922</i>	<i>\$4.291</i>	<i>\$4.373</i>	<i>\$4.510</i>	<i>\$17.277</i>	<i>57%</i>

The above summary does not include \$1.2 million in grant funding in FY2023.

The PWC paving subcommittee discussed the plan with Public Works Department staff and we have the following comments.

1. Many of the City’s streets with the lowest PCI are on residential streets. The proposed plan by staff shifts more focus of the paving plan to residential streets. While this prioritization of residential streets falls outside of the City’s Paving Policy for allocation of paving funds by street type, this plan helps address the roads that are in the greatest need and will do the most to improve the City-wide average PCI. The PWC agrees with this approach in the near term but recommends shifting focus back to the primary transportation network streets (arterials, collectors, bus routes, and the low stress bike network).

The following table provides a breakdown of the cost allocated to different street types in the current five-year paving plan compared to the Paving Policy:

	Cost Breakdown Per Paving Policy¹	Cost Breakdown Per 5-Year Paving Plan (FY2021-2025)
Arterial streets	10%	2.6%
Collector streets	50%	23.6%
Residential streets	25%	73.8%
Discretionary	15%	0%

2. The plan reviewed against the council referral to Develop a Bicycle Lane and Pedestrian Street Improvements Policy which recommends that at least 50 percent of the repaving budget be allocated to Vision Zero pedestrian high injury streets and bikeways between 2022 to 2025. The 5-year paving plan was reviewed against the

¹ This allocation is specific to Measure B Sales Tax and Gas Tax revenues, but as a matter of practice has been applied to all sources of revenues in recent years.

council referral figures in addition to the May 2017 Bike Plan, the March 2020 Vision Zero Action Plan, and the October 2020 Draft Pedestrian Plan.

Between 2022 - 2025 approximately 58 percent of the paving dollars (\$16.1 million) and 56 percent of the paved miles (7.2 miles) are allocated to the bikeway and vision zero high injury streets, so the requirement in the council referral is met. However, there are no funds allocated towards the “Prioritized High-Injury Streets” identified in the Draft Pedestrian Plan. The high priority bikeways (Tier 1 & 2 in the bike plan) make up slightly more than half of the bikeway miles & slightly less than half of the bikeway dollars allocated in the paving plan. The lower priority (Tier 3) bikeways account for the balance. Inclusion of some of the high priority projects in the pedestrian plan and shifting some of the Tier 3 bikeway projects to Tier 1 bikeway projects should be considered to better meet the intent of the council referral.

It is worth noting that the five year paving plan does not include any of the additional road way improvements that are intended to improve bike and pedestrian safety that are recommended in the Bicycle Plan, Pedestrian Plan, and Vision Zero. It is recommended that City Council secure additional funding to ensure that these improvements are funded and incorporated into the redesign of these roads.

3. The PWC has reviewed the plan for contiguous streets and that the work is bundled for cost effective implementation. While there are multiple short sections of paving in the current five-year plan, staff has made every effort to bundle projects to the maximum extent practicable, with consideration of other extenuating factors such as subsurface utility maintenance and funding limitations. This is balanced with having the paving work be spread equitably across all Council Districts of the City. Over the 5-year Paving Plan, financial resources and miles of roads surfaced are allocated fairly equally across all council districts. This allocation is very much in line with the historic interpretation of equity that has been practiced by the City.

District	Mileage	Percent of Total	PCI in 2020	FY 2021 – 25 Investment (\$)	FY 2021 – 25 Miles Surfaced	Projected PCI in 2025
District 1	38.6	19.6%	55.3	\$4,046,266 (13%)	1.69 (11%)	
District 2	32.7	15.8%	52.8	\$4,590,248 (15%)	1.73 (12%)	
District 3	24.3	13.1%	58.8	\$4,620,579 (15%)	2.38 (16%)	
District 4	16.1	8.7%	53.7	\$4,073,349 (14%)	1.36 (9%)	
District 5	37.1	15.9%	61.9	\$3,911,654 (13%)	1.68 (11%)	
District 6	35.3	12.2%	56.5	\$2,382,033 (8%)	2.06 (14%)	
District 7	7.8	4.3%	55.9	\$3,576,655 (12%)	2.39 (16%)	
District 8	23.0	10.4%	58.1	\$2,891,269 (10%)	1.7 (11%)	

The Public Works Commission is currently evaluating an update to the definition of equity. The leading definition would move the Public Works Department towards a results oriented performance evaluation, where investment of resources are

allocated in a way that seeks to provide equivalent PCI outcomes across all planning areas, rather than focusing purely on the monetary inputs.

4. The PWC agrees that 15% of available funding should be reserved for discretionary and/or demonstration projects. The PWC is in the process of developing a recommendation for how to manage this reserve as well as criteria to help prioritize projects to be funded with the discretionary reserve. Over the next five years, Staff intends to use the entirety of this funding source to comply with the **City Council Resolution #####** that requires 50 percent of funding to be allocated towards priority bicycle paths and high injury vision zero streets. As a result, there are not any permeable paving projects included in the five-year plan. The PWC encourages City Council and Staff to consider incorporating pervious roadway surfaces as part of the Southside Complete Streets Project.

Master Plan to Improve the Condition of Berkeley’s Streets

The current citywide average PCI is **57** on a scale of 100, and is firmly in the “at risk,” category. Streets in this category tend to degrade at a more accelerated rate than those in a “good” or “fair” condition. Under the proposed paving plan, the PCI is estimated to dip to **52 by 2023**. This is far from the City’s target of having our streets in “good” condition (PCI of 70 -79), and it is clear that action is needed to reverse this trend before our road fall into “failing” condition where massive reconstructs will be needed for roads city-wide. Below is a summary of the current conditions of Berkeley’s streets by road type that has been prepared by staff and PEI.

Section/Area	PCI in 2020	PCI in 2019	Total Center Lane Miles
Overall system	57	58	
Arterial streets	63	66	
Collector streets	60	64	
Residential streets	55	55	
Bus routes	62	66	
Bike lanes	61	62	

In January 2020, Council provided direction for the Public Works Department and the PWC to develop a long-term Paving Master Plan to develop a road map and understand the funding and resources needed to improve Berkeley’s streets to a “good” condition. Due to the suspension of the City Commissions during COVID, little progress has been made today. However, with the PWC re-authorized to commence meetings, we are re-engaging in this process, addressing the following items starting with items 1 and 2.

1. Update the Street Policy – The policy was last updated in 2009. The policy should be reviewed and updated to incorporate current thinking about using life cycle cost analysis, Vision Zero, equity, sustainable multi-benefit technologies, and other factors. With these considerations in mind, the updated policy should include new

performance metrics that capture the diversity objective the City holds for our road network.

2. Equity – Historically, it has been the practice of the City to evaluate equity in roadway investment in terms of equivalent allocation of financial resources and miles of roadway surfaced among the Council Districts. However, this does not result in equal outcomes across the City.
The Public Works Commission is currently evaluating an update to the definition of equity. The leading definition would move the Public Works Department towards a results oriented performance evaluation, where investment of resources are allocated in a way that seeks to provide equivalent PCI outcomes across all planning areas, rather than focusing purely on the monetary inputs.
3. A long-term paving capital plan – The Master Plan should include a 40-year paving plan to help the City identify the most efficient path to move the current PCI from “at risk” to “good.” This approach spans two cycles of a typical asphalt roads expected useful life, and allows for decisions on street paving to be optimized for the greatest bang for our buck over the full life of our assets, rather than the current short term approach.
4. Financing Strategy -- Lack of funding for street paving plays a major role in the overall condition of the City’s streets. As part of the Master Plan, the work should include a long-term funding gap analysis, a financial plan to address the funding gap, a cost-of-service rate study to develop recommended rates needed to sustainably finance the Paving Program, and an impact fee analysis to allow the City to recoup the cost of accelerated wear on our roads imposed by heavy vehicles. We also recommend the master plan include an evaluation of grant funding opportunities.
5. Public Engagement -- Public feedback is critical to the successful development and implementation of any City Plan. The Master Plan should provide guidance for public engagement strategies that will allow the collection and synthesis of public feedback regarding the future of the City streets.

The recommendation to approve the 5-year paving plan, and to forward it to Council was discussed by the Public Works Commission at its ____, 2020 meeting.

Action: M/S/C ()

Vote: (____ Ayes: _____; 0 Noes; 0 Absent; 0 Abstain)

ENVIRONMENTAL SUSTAINABILITY

Permeable pavers provide a way of reducing the volume of storm water entering the City storm drain system; improving the quality of urban runoff from the roadway that is conveyed to local creeks and the Bay; and reducing greenhouse gas emissions by installing a durable product that requires less maintenance than traditional asphalt concrete.

Full Depth Reclamation (FDR), a cost-effective alternative to traditional street reconstruction methods, is planned for use in several of the streets selected for rehabilitation. It recycles much of the existing pavement on site, and incorporates it into the pavement subgrade, thereby reducing truck trips to and from construction sites. In addition, the Paving Plan includes repair of the City's deteriorating storm drain infrastructure that minimizes degradation of water quality in local creeks and the Bay. These repairs are consistent with the City of Berkeley's 2011 Watershed Management Plan. Furthermore, the Paving Plan also proposes approximately 5.8 miles of improvements to bicycle routes, and improvements to sidewalk and curb ramps adopted from the Bicycle and Pedestrian Plans. These steps result in lower emissions of greenhouse gases into the environment, which is consistent with the goals of the 2009 Berkeley Climate Action Plan.

RATIONALE FOR RECOMMENDATION

It is the policy of the City of Berkeley that there shall be a Five-year Street Rehabilitation Plan for the entire City to be adopted by the City Council. Further, the proposed plan provides for much needed street infrastructure improvements that are consistent with the City's Street Policy.

ALTERNATIVE ACTIONS CONSIDERED

None

CITY MANAGER REPORT

See companion report

CONTACT PERSON

Matthew Freiberg, Chair, Public Works Commission (831) 566-3628
Joe Enke, Acting Manager of Engineering (510) 981-6411

Attachments:

1. Resolution
2. Five-Year Street Rehabilitation Plan Update to Council, **December XX, 2020**
3. Map of proposed roadway surfacing projects

Attachment 1

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

APPROVAL OF THE FIVE-YEAR PAVING PLAN FOR FY 2020 TO FY2024

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

WHEREAS, the City Council requests advice from the Public Works Commission on the Five-Year Paving Plan; and

WHEREAS, on _____, 2020, the Public Works Commission voted to approve submitting the FY 2021 to FY2025 Five-year Paving Plan to City Council, attached as Exhibit A;

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the FY 2021 to FY2025 Five-Year Paving Plan attached as Exhibit A hereof, is hereby adopted.

Exhibit A: Five-Year Paving Plan for FY2021 to FY2025

EXHIBIT A
5-YEAR STREET REHABILITATION PLAN FOR FY 2021 TO FY 2025

Revised: 10/30/2020

Fiscal Year	Street ID	Section ID	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	District	P	Mileage	Current PCI	Last M&R Date	Last Paved
2021	319006	45	ADA ST	SACRAMENTO ST	ORDWAY ST	R	Reconstruct	\$ 780,000	1, 5	N	0.26	25	10/1/1992	MILL AND OVERLAY W/FABRIC
2021	932042	30	BANCROFT WAY	6TH ST	8TH ST	R	Heavy Mtce	\$ 70,800	2	3A	0.13	55	11/1/1986	MILL AND OVERLAY W/FABRIC
2021	932042	35	BANCROFT WAY	8TH ST	SAN PABLO AVE	R	Heavy Mtce	\$ 86,000	2	3A	0.19	59	NA	
2021	829104	60	CHANNING WAY	MARTIN LUTHER KING	MILVIA ST	R	Reconstruct	\$ 462,920	4	2A to 2B*	0.13	15	5/1/1995	THIN AC OVERLAY(1.5 INCHES)
2021	729104	63	CHANNING WAY	MILVIA ST	SHATTUCK AVE	R	Heavy Rehab	\$ 267,640	4	2A to 2B*	0.13	34	9/1/1991	MILL AND OVERLAY W/FABRIC
2021	319129	38	CURTIS ST	HOPKINS ST	CEDAR ST	R	Reconstruct	\$ 202,267	1	N	0.07	11	12/1/1992	MILL AND OVERLAY W/FABRIC
2021	322129	40	CURTIS ST	CEDAR ST	VIRGINIA ST	R	Reconstruct	\$ 360,800	1	N	0.13	16	10/1/1992	MILL AND OVERLAY W/FABRIC
2021	729152	64	DURANT AVE	SHATTUCK AVE	FULTON ST	C	Heavy Rehab	\$ 268,880	4	N	0.10	32	8/12/1997	MILL AND OVERLAY W/FABRIC
2021	739186	60	EMERSON ST	ADELINE ST	SHATTUCK AVE	R	Light Rehab	\$ 192,320	3	N	0.15	59	4/1/2001	RECONSTRUCT STRUCTURE (AC)
2021	839191	60	ESSEX ST	ADELINE ST	TREMONT ST	R	Heavy Mtce	\$ 88,160	3	N	0.06	68	4/1/2001	RECONSTRUCT STRUCTURE (AC)
2021	739191	62	ESSEX ST	TREMONT ST	SHATTUCK AVE	R	Light Rehab	\$ 141,920	3	N	0.11	64	4/1/2001	RECONSTRUCT STRUCTURE (AC)
2021	418290	30	HOLLY ST	ROSE ST	CEDAR ST	R	Reconstruct	\$ 596,960	1	N	0.17	7	10/1/1992	MILL AND OVERLAY W/FABRIC
2021	115550	25	SPRUCE ST	ARCH ST	EUNICE ST	R	Heavy Rehab	\$ 379,834	5, 6	3C*	0.19	47	11/1/1990	MILL AND THIN OVERLAY
2021	920528	50	2ND ST	UNIVERSITY AVE	ADDISON ST	R	Heavy Rehab	\$ 560,000	2	N	0.09	32	8/27/1997	MILL AND OVERLAY W/FABRIC
2021	320686	10	SPINNAKER WAY	BREAKWATER DR	MARINA BLVD	R	Reconstruct	\$ 1,000,000	1	N	0.28	22	8/1/1991	OVERLAY
2021			CONTINGENCY				\$ 386,802							
			TOTAL FUNDING				\$ 5,845,303				2.18			
							22%	bike/ped						
							23%	bike/ped not incl contingency						

FISCAL YEAR 2021 TOTALS

Total Estimated Cost and Miles				\$5,845,303		2.18 miles	
	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles
Arterials	0.00	\$0	0%	0%	1	\$2,550,027	0.78
Collectors	0.10	\$268,880	5%	5%	2	\$716,800	0.40
Residentials	2.08	\$5,189,621	95%	95%	3	\$422,400	0.33
					4	\$999,440	0.36
Bikeways	0.76	\$1,267,194	23%	35%	5	\$579,917	0.22
Curb Ramps		\$150,000	3%		6	\$189,917	0.09
Total		\$1,417,194	26%		7	\$0	0.00
					8	\$0	0.00
						\$5,458,501	2.18

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; and N for none.

*Proposed bike facilities from 2017 Bike Plan.

EXHIBIT A
5-YEAR STREET REHABILITATION PLAN FOR FY 2021 TO FY 2025

Revised: 10/30/2020

Fiscal Year	Street ID	Section ID	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	District	P	Mileage	Current PCI	Last M&R Date	Last Paved
2022	931073	50	BROWNING ST	ADDISON ST	DWIGHT WAY	R	Heavy Rehab	\$ 953,600	2	N	0.50	35	10/1/1995	MILL AND OVERLAY W/FABRIC
2022	213119	10	COLUSA AVE	NORTH CITY LIMIT	SOLANO AVE	C	Heavy Rehab	\$ 1,518,904	5	2B	0.68	44	11/1/1986	MILL AND OVERLAY W/FABRIC
2022*	728180	50	ELLSWORTH ST	BANCROFT WAY	DWIGHT WAY	R	Reconstruct	\$ 319,661	7	N	0.25	22	11/1/1992	MILL AND OVERLAY W/FABRIC
2022*	736180	60	ELLSWORTH ST	DWIGHT WAY	WARD ST	R	Light Mtce	\$ 113,356	7	N	0.38	92	5/11/2011	RECONSTRUCT SURFACE (AC)
2022*	736180	65	ELLSWORTH ST	WARD ST	STUART ST	R	Light Mtce	\$ 22,671	3	N	0.05	92	5/11/2011	RECONSTRUCT SURFACE (AC)
2022*			ELLSWORTH ST	STUART ST	ASHBY AVE	R	Light Mtce	\$ 113,356	3	N	0.24	92	5/11/2011	RECONSTRUCT SURFACE (AC)
2022	736227	60	FULTON ST	DWIGHT WAY	BLAKE ST	R	Heavy Mtce	\$ 82,628	3	3E*	0.06	60	6/1/1993	MEDIUM AC OVERLAY (2 INCHES)
2022	736227	61	FULTON ST	BLAKE ST	PARKER ST	R	Heavy Mtce	\$ 27,840	3	3E*	0.07	69	6/1/1993	MEDIUM AC OVERLAY (2 INCHES)
2022	736227	63	FULTON ST	PARKER ST	STUART ST	R	Heavy Mtce	\$ 382,092	3	3E*	0.25	58	2/1/1992	THIN AC OVERLAY(1.5 INCHES)
2022	920275	40	HEINZ AVE	7TH ST	SAN PABLO AVE	R	Reconstruct	\$ 910,408	2	3E	0.26	22	11/1/1992	MILL AND OVERLAY W/FABRIC
2022*			STUART ST	FULTON ST	ELLSWORTH ST	R	Heavy Rehab	\$ 196,000	3	N	0.12	39	11/13/1998	RECONSTRUCT STRUCTURE (AC)
2022*	736561	70	STUART ST	ELLSWORTH	HILLEGASS AVE	R	Heavy Rehab	\$ 319,661	7	N	0.35	39	11/13/1998	RECONSTRUCT STRUCTURE (AC)
2022*	636561	78	STUART ST	HILLEGASS AVE	BENVENUE AVE	R	Heavy Rehab	\$ 79,915	8	N	0.07	33	11/13/1998	RECONSTRUCT STRUCTURE (AC)
2022*			STUART ST	BENVENUE AVE	COLLEGE AVE	R	Heavy Rehab	\$ 132,400	8	N	0.07	33	11/13/1998	RECONSTRUCT STRUCTURE (AC)
2022			CONTINGENCY					\$ 696,811						
			TOTAL FUNDING					\$ 5,869,303			3.32			
								50%	bike/ped					
								56%	bike/ped not incl contingency					
								73%	bike/ped not incl contingency or ebmud share					

* in Fiscal Year column denotes coordination and/or cost sharing with EBMUD project

FISCAL YEAR 2022 TOTALS

Total Estimated Cost and Miles				\$5,869,303	3.32	miles	
	<u>Mileage</u>	<u>Estimated Cost</u>	<u>% Cost</u>	<u>% Mileage</u>	<u>District</u>	<u>Cost</u>	<u>Miles</u>
Arterials	0.00	\$0	0%	0%	1	\$0	0.00
Collectors	0.68	\$1,518,904	29%	20%	2	\$1,864,008	0.76
Residentials	2.65	\$3,653,588	71%	80%	3	\$824,587	0.78
					4	\$0	0.00
Bikeways	1.31	\$2,921,872	56%	39%	5	\$1,518,904	0.68
Curb Ramps		\$348,000	7%		6	\$0	0.00
Total		\$3,269,872	63%		7	\$752,678	0.97
					8	\$212,315	0.14
						\$5,172,492	3.32

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; and N for none.

*Proposed bike facilities from 2017 Bike Plan.

EXHIBIT A
5-YEAR STREET REHABILITATION PLAN FOR FY 2021 TO FY 2025

Revised: 10/30/2020

Fiscal Year	Street ID	Section ID	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	District	P	Mileage	Current PCI	Last M&R Date	Last Paved
2023	729042	65	BANCROFT WAY	SHATTUCK AVE	FULTON ST	C	Heavy Rehab	\$ 341,126	4	4*	0.09	41	8/7/1997	MILL AND OVERLAY W/FABRIC
2023	729042	60	BANCROFT WAY	MILVIA WAY	SHATTUCK AVE	C	Heavy Rehab	\$ 418,348	4	4*	0.13	34	12/1/1989	MILL AND OVERLAY W/FABRIC
2023	728042	76	BANCROFT WAY	TELEGRAPH AVE	BOWDITCH ST	C	Heavy Mtce	\$ 133,325	7	4*	0.13	63	12/1/1990	MILL AND OVERLAY W/FABRIC
2023	628042	78	BANCROFT WAY	BOWDITCH ST	COLLEGE AVE	C	Heavy Mtce	\$ 161,036	7	3C*	0.13	56	12/1/1990	MILL AND OVERLAY W/FABRIC
2023	627042	80	BANCROFT WAY	COLLEGE AVE	PIEDMONT AVE	C	Heavy Rehab	\$ 254,076	7	3C*	0.13	28	12/1/1990	MILL AND OVERLAY W/FABRIC
2023	728140	50	DANA ST	BANCROFT WAY	DWIGHT WAY	R	Heavy Rehab	\$ 458,900	7	2A to 2B*	0.25	45	12/1/1989	MILL AND OVERLAY W/FABRIC
2023	736140	60	DANA ST	DWIGHT WAY	BLAKE ST	R	Light Rehab	\$ 91,440	7	3E	0.06	44	12/1/1989	MILL AND OVERLAY W/FABRIC
2023	736140	65	DANA ST	BLAKE ST	WARD ST	R	Light Rehab	\$ 466,580	7	3E*	0.25	65	7/30/2008	RECONSTRUCT STRUCTURE (AC)
2023*	627155	85	DWIGHT WAY	HILLSIDE AVE	DEAD END ABOVE	R	Reconstruct	\$ 387,040	8	N	0.11	22	9/1/1993	RECONSTRUCT SURFACE (AC)
2023*	627155	83	DWIGHT WAY	PIEDMONT AVE	HILLSIDE AVE	R	Reconstruct	\$ 501,840	7, 8	N	0.14	12	9/1/1993	MILL AND OVERLAY W/FABRIC
2023*	637217	80	FOREST AVE	COLLEGE AVE	CLAREMONT BLVD	R	Heavy Rehab	\$ 618,000	8	N	0.36	45	8/1/1996	RECONSTRUCT STRUCTURE (AC)
2023	835431	65	OTIS ST	RUSSELL ST	ASHBY AVE	R	Heavy Rehab	\$ 224,000	3	N	0.13	49	4/1/2001	RECONSTRUCT STRUCTURE (AC)
2023	728584	50	TELEGRAPH AVE	BANCROFT WAY	DWIGHT WAY	C	Heavy Rehab	\$ 473,060	7	3C*	0.25	39	7/1/1988	MILL AND OVERLAY W/FABRIC
2023	319293	47	HOPKINS ST	GILMAN ST	SACRAMENTO ST	R	Heavy Rehab	\$ 233,942	5	3A, C	0.10	32	9/13/2002	MILL AND OVERLAY W/FABRIC
2023	213293	50	HOPKINS ST	HOPKINS CT	MONTEREY AVE	C	Light Rehab	\$ 87,193	5	3A, C	0.05	59	9/13/2002	MILL AND OVERLAY W/FABRIC
2023	213293	52	HOPKINS ST	MONTEREY AVE	MC GEE AVE	C	Heavy Rehab	\$ 119,167	5	2A, C	0.05	47	12/1/1989	RECONSTRUCT STRUCTURE (AC)
2023	319293	45	HOPKINS ST	NORTHSIDE AVE	PERALTA AVE	R	Light Mtce	\$ 239,587	1	N	0.10	78	9/13/2002	MILL AND OVERLAY W/FABRIC
2023	319293	46	HOPKINS ST	PERALTA AVE	GILMAN ST	R	Heavy Mtce	\$ 493,031	1, 5	N	0.27	58	9/13/2002	MILL AND OVERLAY W/FABRIC
2023	319293	49	HOPKINS ST	SACRAMENTO ST	HOPKINS CT	A	Heavy Rehab	\$ 101,755	5	3A, C	0.04	38	9/13/2002	MILL AND OVERLAY W/FABRIC
2023	319293	40	HOPKINS ST	SAN PABLO AVE	STANNAGE AVE	R	Light Mtce	\$ 37,188	1	N	0.09	74	9/13/2002	MILL AND OVERLAY W/FABRIC
2023	319293	42	HOPKINS ST	STANNAGE AVE	NORTHSIDE AVE	R	Heavy Mtce	\$ 181,658	1	N	0.17	69	9/13/2002	MILL AND OVERLAY W/FABRIC
2023			CONTINGENCY					\$ 1,253,011						
			TOTAL FUNDING					\$ 7,275,303			3.04			
								46%	bike/ped					
								55%	bike/ped not incl contingency					

* in Fiscal Year column denotes coordination and/or cost sharing with EBMUD project

FISCAL YEAR 2023 TOTALS

Total Estimated Cost and Miles								\$7,275,303			3.04	miles
	Mileage	Estimated Cost	% Cost	% Mileage	<u>District</u>	<u>Cost</u>	<u>Miles</u>					
Arterials	0.04	\$101,755	2%	1%	1	\$704,948	0.51					
Collectors	0.95	\$1,987,331	33%	31%	2	\$0	0.00					
Residential	2.05	\$3,933,206	65%	67%	3	\$224,000	0.13					
					4	\$759,474	0.23					
Bikeways	1.34	\$3,339,948	55%	44%	5	\$788,573	0.37					
Curb Ramps		\$240,000	4%		6	\$0	0.00					
Total		\$3,579,948	59%		7	\$2,289,337	1.27					
					8	\$1,255,960	0.54					
						\$6,022,292	3.04					

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; and N for none.

*Proposed bike facilities from 2017 Bike Plan.

EXHIBIT A
5-YEAR STREET REHABILITATION PLAN FOR FY 2021 TO FY 2025

Revised: 10/30/2020

Fiscal Year	Street ID	Section ID	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	District	P	Mileage	Current PCI	Last M&R Date	Last Paved
2024	830104	57	CHANNING WAY	ROOSEVELT AVE	MARTIN LUTHER KING	R	Reconstruct	\$ 695,500	4	3E	0.19	1	9/1/1991	MILL AND OVERLAY W/FABRIC
2024	830104	50	CHANNING WAY	SACRAMENTO ST	ROOSEVELT AVE	R	Heavy Rehab	\$ 696,780	4	3E	0.31	22	9/1/1991	MILL AND OVERLAY W/FABRIC
2024	111127	10	CRESTON RD	GRIZZLY PEAK BLVD	SUNSET LANE	R	Heavy Mtce	\$ 93,378	6	N	0.36	63	6/1/1995	RECONSTRUCT STRUCTURE (AC)
2024	115127	20	CRESTON RD	SUNSET LANE	GRIZZLY PEAK BLVD	R	Heavy Mtce	\$ 116,258	6	N	0.36	64	11/1/1988	RECONSTRUCT SURFACE (AC)
2024	322142	48	DELAWARE ST	ACTON ST	SACRAMENTO ST	C	Heavy Mtce	\$ 108,175	1	4*	0.13	61	10/1/1992	MILL AND OVERLAY W/FABRIC
2024	636146	78	DERBY ST	HILLEGASS AVE	COLLEGE AVE	R	Reconstruct	\$ 577,560	8	3E*	0.14	25	8/8/1997	MILL AND OVERLAY W/FABRIC
2024	729152	60	DURANT AVE	MILVIA ST	SHATTUCK AVE	C	Reconstruct	\$ 693,355	4	N	0.13	11	11/1/1992	MILL AND OVERLAY W/FABRIC
2024	111249	17	GRIZZLY PEAK BLVD	KEELER AVE	MARIN AVE	C	Reconstruct	\$ 859,622	6	3C*	0.27	19	10/1/1992	MILL AND OVERLAY W/FABRIC
2024	739285	70	HILLEGASS AVE	ASHBY AVE	CITY LIMIT (WOOLSEY	R	Light Mtce	\$ 98,900	8	3E	0.16	76	7/28/2003	RECONSTRUCT STRUCTURE (AC)
2024	736285	60	HILLEGASS AVE	DWIGHT WAY	ASHBY AVE	R	Light Mtce	\$ 312,000	8	3E	0.61	78	5/31/2000	RECONSTRUCT STRUCTURE (AC)
2024	213293	53	HOPKINS ST	MC GEE AVE	CARLOTTA AVE	C	Heavy Rehab	\$ 149,680	5	2A, C	0.06	45	12/1/1989	RECONSTRUCT STRUCTURE (AC)
2024	213293	55	HOPKINS ST	CARLOTTA AVE	JOSEPHINE ST	C	Heavy Rehab	\$ 874,580	5	2A, C	0.35	50	12/1/1989	MILL AND OVERLAY
2024	115344	80	LATHAM LANE	MILLER AVE	GRIZZLY PEAK	R	Heavy Mtce	\$ 38,500	6	N	0.10	59	6/1/1994	RECONSTRUCT STRUCTURE (AC)
2024	834371	65	MC GEE AVE	DERBY ST	RUSSELL ST	R	Light Rehab	\$ 551,992	3	N	0.25	59	12/10/1998	RECONSTRUCT STRUCTURE (AC)
2024	834371	60	MC GEE AVE	DWIGHT WAY	DERBY ST	R	Light Rehab	\$ 374,400	3	N	0.26	51	7/1/1988	THIN OVERLAY w/FABRIC
2024	115380	70	MILLER AVE	HILLDALE AVE	SHASTA RD	R	Light Rehab	\$ 449,880	6	N	0.66	53	6/1/1994	RECONSTRUCT STRUCTURE (AC)
2024			CONTINGENCY					\$ 584,743						
			TOTAL FUNDING					\$ 7,275,303			4.35			
								60%		bike/ped				
								65%		bike/ped not incl contingency				

FISCAL YEAR 2024 TOTALS

Total Estimated Cost and Miles				\$7,275,303	4.35	miles	
	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles
Arterials	0.00	\$0	0%	0%	1	\$108,175	0.13
Collectors	0.94	\$2,685,412	40%	22%	2	\$0	0.00
Residentials	3.41	\$4,005,148	60%	78%	3	\$926,392	0.51
					4	\$2,085,635	0.63
Bikeways	2.21	\$4,372,797	65%	51%	5	\$1,024,260	0.41
Curb Ramps		\$474,000	7%		6	\$1,557,638	1.76
Total		\$4,846,797	72%		7	\$0	0.00
					8	\$988,460	0.91
						\$6,690,560	4.35

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; and N for none.

*Proposed bike facilities from 2017 Bike Plan.

EXHIBIT A
5-YEAR STREET REHABILITATION PLAN FOR FY 2021 TO FY 2025

Revised: 10/30/2020

Fiscal Year	Street ID	Section ID	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	District	P	Mileage	Current PCI	Last M&R Date	Last Paved
2025	729014	63	ALLSTON WAY	MILVIA ST	SHATTUCK AVE	R	Heavy Rehab	\$ 228,800	4	N	0.14	37	11/1/1990	MILL AND THIN OVERLAY
2025	931129	50	CURTIS ST	UNIVERSITY AVE	DWIGHT WAY	R	Reconstruct	\$ 2,009,440	2	N	0.57	9	8/18/1997	MILL AND THICK OVERLAY
2025	834146	50	DERBY ST	SACRAMENTO ST	MARTIN LUTHER KING	R	Reconstruct	\$ 1,688,560	3	3E	0.48	18	10/1/1992	MILL AND OVERLAY W/FABRIC
2025	736146	70	DERBY ST	FULTON ST	TELEGRAPH AVE	R	Reconstruct	\$ 1,069,280	3, 7	3E	0.31	13	10/1/1992	MILL AND OVERLAY W/FABRIC
2025	319241	40	GILMAN ST	SAN PABLO AVE	SANTA FE AVE	A	Heavy Rehab	\$ 683,116	1	4*	0.27	48	10/2007	MILL AND OVERLAY
2025	111249	15	GRIZZLY PEAK BLVD	EUCLID AVE	KEELER AVE	C	Reconstruct	\$ 634,478	6	3E	0.21	13	11/1/1990	MILL AND THICK OVERLAY
2025	639671	78	WOOLSEY ST	HILLEGASS AVE	COLLEGE AVE	R	Reconstruct	\$ 434,534	8	3A	0.11	13	NA	
			CONTINGENCY					\$ 527,095						
			TOTAL FUNDING					\$ 7,275,303			2.08			
								62%	bike/ped					
								67%	bike/ped not incl contingency					

FISCAL YEAR 2025 TOTALS

Total Estimated Cost and Miles		\$7,275,303	2.08	miles			
	<u>Mileage</u>	<u>Estimated Cost</u>	<u>% Cost</u>	<u>% Mileage</u>	<u>District</u>	<u>Cost</u>	<u>Miles</u>
Arterials	0.27	\$683,116	10%	13%	1	\$683,116	0.27
Collectors	0.21	\$634,478	9%	10%	2	\$2,009,440	0.57
Residentials	1.60	\$5,430,614	80%	77%	3	\$2,223,200	0.63
					4	\$228,800	0.14
Bikeways	1.38	\$4,509,968	67%	66%	5	\$0	0.00
Curb Ramps		\$126,000	2%		6	\$634,478	0.21
Total		\$4,635,968	69%		7	\$534,640	0.15
					8	\$434,534	0.11
						\$6,748,208	2.08

FISCAL YEAR 2021-2025 TOTALS

Total Estimated Cost and Miles		\$33,540,515	14.98	miles			
	<u>Mileage</u>	<u>Estimated Cost</u>	<u>% Cost</u>	<u>% Mileage</u>	<u>District</u>	<u>Cost</u>	<u>Miles</u>
Arterials	0.31	\$784,871	3%	2%	1	\$4,046,266	1.69
Collectors	2.88	\$7,095,005	24%	19%	2	\$4,590,248	1.73
Residentials	11.79	\$22,212,176	74%	79%	3	\$4,620,579	2.38
					4	\$4,073,349	1.36
Bikeways	7.01	\$16,411,779	55%	47%	5	\$3,911,654	1.68
Curb Ramps		\$1,338,000	4%		6	\$2,382,033	2.06
Total		\$17,749,779	59%		7	\$3,576,655	2.39
					8	\$2,891,269	1.70
						\$30,092,053	14.98
						Total Funding \$33,540,515	

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; and N for none.

*Proposed bike facilities from 2017 Bike Plan.