



Public Works Commission

**Subcommittee Meeting
PUBLIC WORKS COMMISSION
Funding Subcommittee**

**Monday, January 25th, 2016, 8:00 am – 9:30 am
Willow Conference Room, Berkeley Corporation Yard, 1326 Allston Way**

AGENDA

8:00 am – Call to Order and Roll Call

8:05 am – Comments from the Public (3 minutes each speaker)

8:15 am - Discussion/Action:

A. Review of Public Works Funding Needs Report

9:30 am – Adjournment

An agenda packet is available for public review at the Engineering Division front desk.

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SB 343 Disclaimer:

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Commission Secretary:

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CONSENT CALENDAR
January 26, 2016

To: Honorable Mayor and Members of the City Council
From: Public Works Commission
Submitted by: Margo Scheuler, Chairperson, Public Works Commission
Subject: Public Works Funding Needs

RECOMMENDATION

Request the City Council to investigate and identify funding sources for infrastructure projects, including but not limited to the watershed, streets, facilities, and/or undergrounding.

FISCAL IMPACTS OF RECOMMENDATION

Unknown. Varies depending on action of Council.

CURRENT SITUATION AND ITS EFFECTS

Berkeley's aging infrastructure is having noticeable effects on the reliability and safety of such infrastructure. Examples include the Berkeley Pier, which was closed in 2015 due to safety concerns, consistent flooding in West Berkeley during storms, and deteriorating conditions in public buildings such as Old City Hall and the Veterans Building.

Funding from Measure M, the streets and watershed bond, is expected to run out in a couple of years. After this, funding for those areas will be reduced from \$10.7 million to \$4.7 million. The resulting reduction will cause the PCI to stall around 65, with it potentially lowering over the coming years. While funding from new sources such as Measure BB will help stabilize the conditions of the streets, there is not enough funding to achieve the goal of a PCI of 75. Currently, the average PCI for the Bay Area is 66.

BACKGROUND

Streets

In November 2012, Berkeley voters passed Measure M, a \$30 million bond for streets and related watershed improvements. At that time, the average PCI for Berkeley roads was at 58, which is categorized as at risk. On October 27, 2015, the Public Works Department provided an update on Measure M. According to the report, during the 5 years of Measure M funding being injected into street repairs and maintenance (2014-2018), approximately 51 miles will be paved. Compare this to 17 miles paved in the

previous 5 years, which is three times less. Additionally, with the funding from Measure M, 17 Green Infrastructure projects are expected to be completed by 2018. Most of these are bioswales, but there are also cisterns and permeable pavers included. In total, \$22.4 million will be spent on paving, and \$7.6 on watershed related projects. This investment is expected to save the City \$15 million in future street repairs.

Watershed

The Watershed plan aims to preserve creeks, mitigate flooding, and filter water before reaching the Bay. Pilot projects such as the Allston Way permeable pavers are serving as demonstrations as to how to achieve such goals. As data is received from these projects, the City should look into expanding the usage of these watershed projects.

Over the last few years, California and the Bay Area has witnessed a shift in weather patterns as a result of climate change. With the exception of El Nino events, dryer conditions and drought has become commonplace, and is likely to become a permanent fixture of our climate. Because of this, more investment is needed in drought resistant and water retention infrastructure. For example, proposed cisterns should have the ability to store water than can be used for irrigation, rather than just slowly letting it out to the Bay.

Undergrounding of Utilities

At the December 16, 2014 City Council meeting, Council voted to refer to the Public Works Commission to develop a comprehensive funding plan for the undergrounding of utilities on arterial and collector streets. The Public Works Commission, along with the Transportation and Disaster and Fire Safety Commissions, created the Utility Undergrounding Work Plan that would be used for the undergrounding of utilities for all streets.

At the September 29, 2015 City Council meeting, Council voted to direct the City Manager to return with a report detailing the budget and staffing needed to implement the Utility Undergrounding Work Plan. Phase one of this plan, which develops an approach to such a program, is currently underway. Undergrounding all the streets will likely cost tens of millions of dollars, if not more, and take at least a couple of decades to complete.

Facilities

In an April 2014 Informational Report, it was estimated that the unfunded seismic retrofit for facilities totaled \$118 million, with the Center Street Garage, the Veterans Building, and Old City Hall making up half that amount. Work is moving forward on the Center Street Garage, but many buildings, including those that will be useful in the event of an emergency, remain seismically unsafe. Additionally, deferred maintenance of buildings in both Parks, Recreation, and Waterfront and Public Works, has resulted in a net cost

of over \$21 million. Since the report in 2014, the Berkeley Pier has closed, with the cost of a replacement adding millions more to that unfunded list. While the passage of Measure F in 2014 did help provide funding for maintenance of facilities in parks, there still is a huge unfunded gap remaining.

ENVIRONMENTAL SUSTAINABILITY

Varies depending on action of Council. Improving streets and promoting complete streets can help improve car mileage and increase alternative forms of transportation. Increasing funding for watershed projects can improve the water quality of creeks and the bay. Maintaining and improving facilities can help reduce water and energy consumption.

RATIONALE FOR RECOMMENDATION

Years of deferred maintenance and aging infrastructure has placed a strain on the current funding needs for these projects. Failure to increase funding will further exacerbate the problems, resulting in ever increasing costs in the future.

The Public Works Commission understands that it would be impossible to secure funding for all of Berkeley's infrastructure needs, which is why we ask for the City Council to provide guidance on what to prioritize and how to fund such projects.

ALTERNATIVE ACTIONS CONSIDERED

CITY MANAGER

The City Manager takes no position to the content and recommendations of the Commission's Report.

CONTACT PERSON

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