



Kate Harrison
Councilmember District 4

REVISED AGENDA MATERIAL for Supplemental Packet 2

Meeting Date: January 21, 2020

Item Number: 43b

Item Description: **Companion Report: Public Works Commission
Recommendation for the Five-Year Street Rehabilitation Plan**

Submitted by: Councilmember Harrison

Recommendation:

1. In order to improve bicyclist and mobility safety and to reduce greenhouse gas emissions, modify the five-year paving plan to utilize a portion of the \$1,046,295 in FY 2021 discretionary funds to complete the Channing Way Shattuck to MLK (currently scheduled for 2024) segment in FY 2021:
 - a. Channing Way Milvia St. to Shattuck Ave. – cost: \$267,640 (PCI of 34)
 - b. Channing Way MLK to Milvia St. – cost: \$462,920 (PCI of 15)

In addition, delay the Roosevelt Ave. segment (PCI of 52) 2024, freeing up \$172,480 in FY 2021.

The proposed modification of the five-year plan would utilize **\$558,080** (53%) of FY 2021 discretionary funds to complete the Channing segment project in 2021.

2. Refer to the Facilities, Infrastructure, Transportation, Environment, & Sustainability Committee to work with the Public Works Department and

the Commission to explore potential bonding and funding opportunities for improving the PCI of residential streets.

Rationale

1. Channing Way

- The Council recently passed Councilmember Robinson's referral prioritizing paving streets with bicycle routes.
- Prioritizing bicycle and mobility infrastructure is in line with the City's Vision Zero and Climate Action Plan goals.
- This route has been identified by bicyclists as a key bicycle boulevard connecting West Berkeley to the Downtown and the Southside. This route also intersects with the key crosstown Milvia bikeway project and provides citywide benefits.
- Transportation remains the largest sector of GHG emissions and we should be doing everything possible to facilitate people using low-carbon methods of transportation.
- This route intersects Berkeley High School and leads to the UC Campus and therefore would be utilized by students, who are less likely to drive.

2. Expanding Funding Sources to Improve Residential PCI

- A recent MTC report warns that Berkeley's overall paving condition is "At Risk," meaning on the cusp of falling into "Failing" category.
- The five-year paving plan is the result of historic deferred maintenance and an underfunded, imperfect and complex balance between arterial, collector and residential streets distributed across Council districts.
- Residential streets across the entire city are largely categorized as failing.
- Even though Public Works has agreed to increase the emphasis on residential streets in the latest plan, there is currently not enough funding available to rehabilitate all of our residential streets.
- Council should consider investing in paving beyond what is already allocated in the 5-year plan.
- Other neighboring cities in the Bay Area, such as Richmond, El Cerrito, San Francisco et al. have "Excellent/Very Good" to "Fair/Good."
- Council should consider the recommendation of the Mayor's Vision 2050 report that we explore additional funding opportunities by leveraging our

good credit rating and low interest rates to raise new funding for streets.

- For example, we can bond against various revenue sources to issue new bonds (e.g. Parking Meter revenue and other City Enterprise Funds). The Vision 2050 report estimated the city could carry ~\$350 million in revenue bond debt from its funds. The report states that the City currently carries approximately \$60 million.