

# FITES COMMITTEE

April 13, 2023

## Public Works Audit Status Reports

- ~~*Fleet Replacement Fund Short Millions*~~
- *Rocky Road: Berkeley Streets At Risk and Significantly Underfunded*

# Rocky Road: Berkeley Streets at Risk & Significantly Underfunded

- ▶ Finding 1.1-1.2: Without significant additional funding, Berkeley streets will continue to deteriorate and deferred maintenance costs will increase.
  - ▶ Audit Recommendation 1.1: Conduct annual budget analysis to determine paving funding needs to achieve desired goals of the Street Rehabilitation Program and report to Council
  - ▶ Audit Recommendation 1.2: Identify Funding to achieve and maintain goals of the Street Rehabilitation Program

# Berkeley Streets Underfunded

## ▶ Staff Actions

- ▶ Biannual *Pavement Management Program (PMP) Update* (March 2023) shows different funding scenarios to address deferred street maintenance. Current PCI is 55, still “at risk”
- ▶ Paving funding/needs communicated in *PMP Update*, *Vision 2050 Program Plan*, biannual CIP, biannual *Five Year Plan*, and annual *Unfunded Liabilities* report.
- ▶ <https://berkeleyca.gov/city-services/streets-sidewalks-sewers-and-utilities/street-repair>

# Berkeley Streets Underfunded

## ▶ City Council Actions

- ▶ June 30, 2022: City Council increased baseline funding for Streets in FY 23 (\$5.1M) and FY 24 (\$9.0M)
- ▶ July 26, 2022: City Council adopted policy, *Adequate General Fund Contribution for Street Maintenance to Prevent Deterioration of Pavement Condition*

## ▶ 5 Year Paving Plan Update

- ▶ Assumes additional \$8M annually (for ~\$15M annually in total)
- ▶ Addition of stormwater expense
- ▶ Zero Waste rates and paving impact costs
- ▶ Transportation and Infrastructure Commission currently reviewing draft plan
- ▶ City Council adopts *5 Year Paving Plan* in fall

# Rocky Road: Berkeley Streets at Risk & Significantly Underfunded

- ▶ Finding 2.1-2.3: The *Streets Rehabilitation and Repair Policy* is out-of-date and Public Works is not following it.
  - ▶ Recommendation 2.1: Update the *Street Rehabilitation and Repair Policy* annually and define who is responsible for ensuring the Policy is updated, as stated in the Policy.
  - ▶ Recommendation 2.2: When updating the *Street Rehabilitation and Repair Policy*, incorporate equity to align with Vision 2050 and clearly define how it will be applied to the street maintenance and rehabilitation planning process.
  - ▶ Recommendation 2.3: Define goals and performance measures to guide the Policy, align with other plans and policies relevant to street paving (Complete Streets, Vision 2050, etc.). Regularly report to Council on performance measures.

# Policy and Plan Updated

- ▶ *Street Rehabilitation and Repair Policy* considered/ revised at FITES Committee, May 2021, adopted by Council (January 2022)
- ▶ *Five Year Paving Plan* adopted by Council (January 2022) as compliant with updated *Policy*
- ▶ *Street Rehabilitation and Repair Policy*
  - ▶ requires update every 5 years after Commission review/input
  - ▶ sets goal of “streets in safe, good condition” (70-79 PCI) and PCI targets by street type
  - ▶ defines equity and equity zone in which to prioritize paving
  - ▶ aligned with various policies/plans (Complete Streets, Vision 2050, Green Infrastructure, Vision Zero)
  - ▶ PW’s website for annual reporting on performance measures
- ▶ <https://berkeleyca.gov/your-government/about-us/departments/public-works>