

Department of Public Works Funding for the Street Rehabilitation Capital Improvement Program



September 10, 2019

5 Year Street Rehabilitation Plan

- Staff develops a five year pavement rehabilitation plan annually
- City Council approves the first two years of five year street rehabilitation plan annually.
- Street Rehabilitation Projects get approved with the two year Capital Improvement Program Budget.
- The current street rehabilitation program in the Capital Improvement Program is based on the adopted FY 2020 and 2021 budget.

Current and Future Year Funding Sources

Baseline

- Capital Improvement Fund (General Fund)*
- Measure B- Local Streets and Roads
- Measure BB- Local Streets and Roads
- Measure F Vehicle Registration Fee
- State Transportation (Gas) Tax
- Road Repair Accountability Act of 2017 (SB1)

One time

- Measure M
- T1 Infrastructure Bond (Phase 1 allocated)
- Grants

Baseline Annual Revenue vs Street Rehabilitation Allocation

Fund Source	Revenue Avg FY 2020-24 (in \$)	Street Rehab. Allocation Avg FY 2020-24 (in \$)	% Dedicated to Street Rehab
State Transportation Tax	3,032,753	495,303	16%
Measure B - Local Streets & Roads	3,270,830	800,000	24%
Measure BB – Local Streets & Roads	3,078,338	2,260,000	73%
Measure F Vehicle -Registration Fee	452,361	155,000	34%
Capital Improvement Fund*	2,670,000	1,925,000	72%
Road Repair and Accountability Act of 2017	2,404,232	1,780,000	74%
Totals:	13,500,182	7,095,303	53%

***Baseline for Streets/ Sidewalks/ Traffic**

Project Cost Breakdown

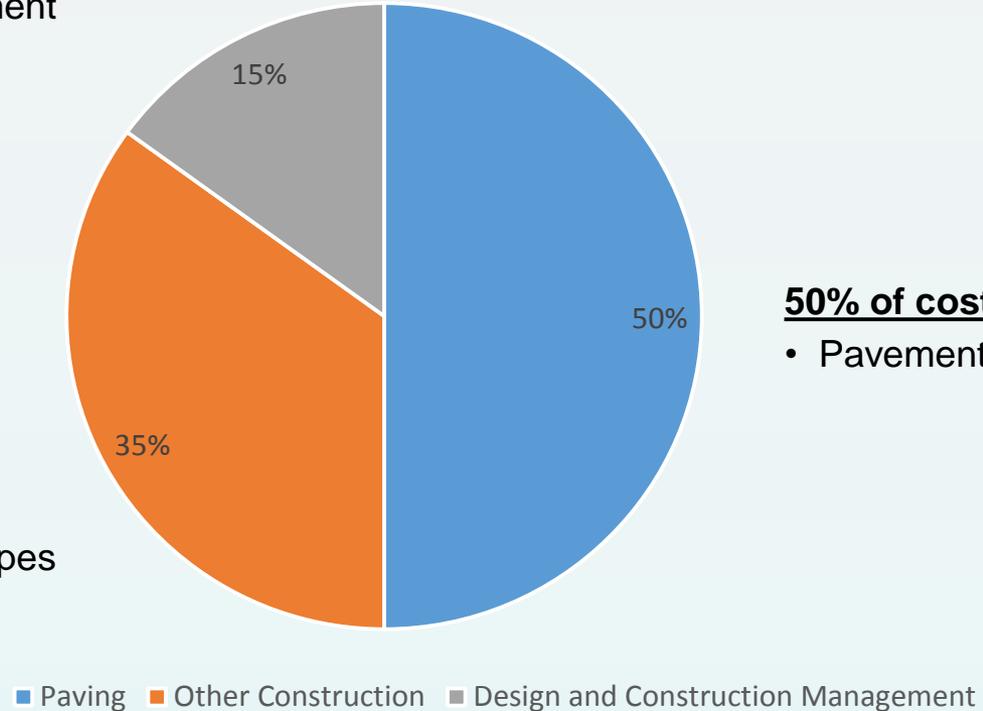
15% of Cost

- Design
- Construction Management
- Survey
- Materials testing
- Inspection

35% of Cost is Non-pavement

- Curb ramps
- Curbs
- Sidewalks
- Drainage inlets & pipes
- Signage & striping

Typical Project



50% of cost

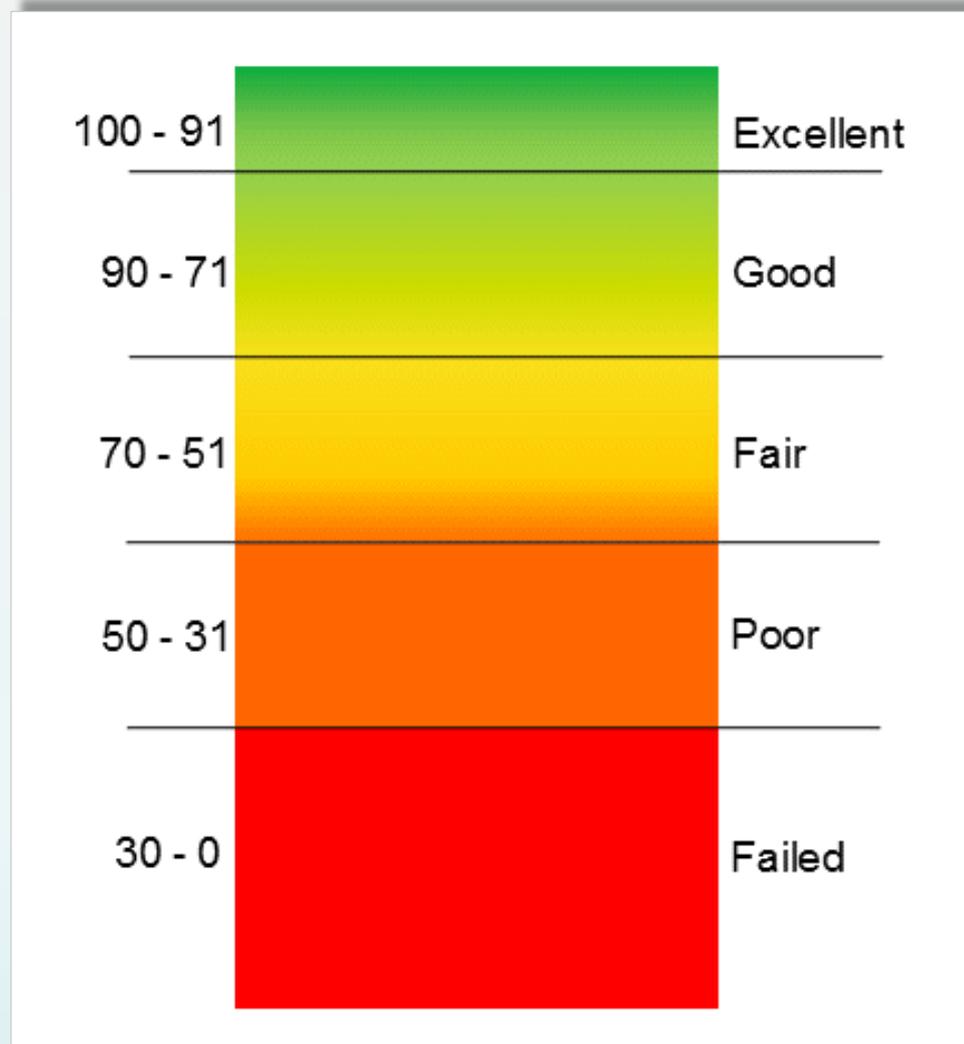
- Pavement

Berkeley Street System

FUNCTIONAL CLASS	CENTERLINE MILES	PERCENT OF SYSTEM	AVERAGE PCI	FUNDING BREAKDOWN PER STREET REHAB. POLICY	FUNDING BREAKDOWN PER 5 YR. STREET REHAB. PLAN
Arterial	22	14%	70	10%	21%
Collector	37	18%	65	50%	30%
Residential	156	68%	56	25%	49%
GI/ Demonstration				15%	
Totals	215	100%	59	100%	100%

Table from MTC's P-TAP Round 19 Final Report by PEI

Evaluating Pavement: the PCI



Evaluating Common Pavement Distresses

- Alligator cracking
- Block cracking
- Distortions
- Longitudinal / transverse cracking
- Patches / utility cuts
- Rutting / depressions
- Weathering / raveling

Common Pavement Distresses



Weathering
or Raveling



Transverse or
Longitudinal
Cracking



Block
Cracking



Alligator
Cracking

PCI = 100
Excellent 100-91



PCI = 85
Good 90-71



PCI = 70
Fair 70-51



PCI = 59

Fair 70-51



PCI = 51
Fair 70-51



PCI = 38
Poor 50-31



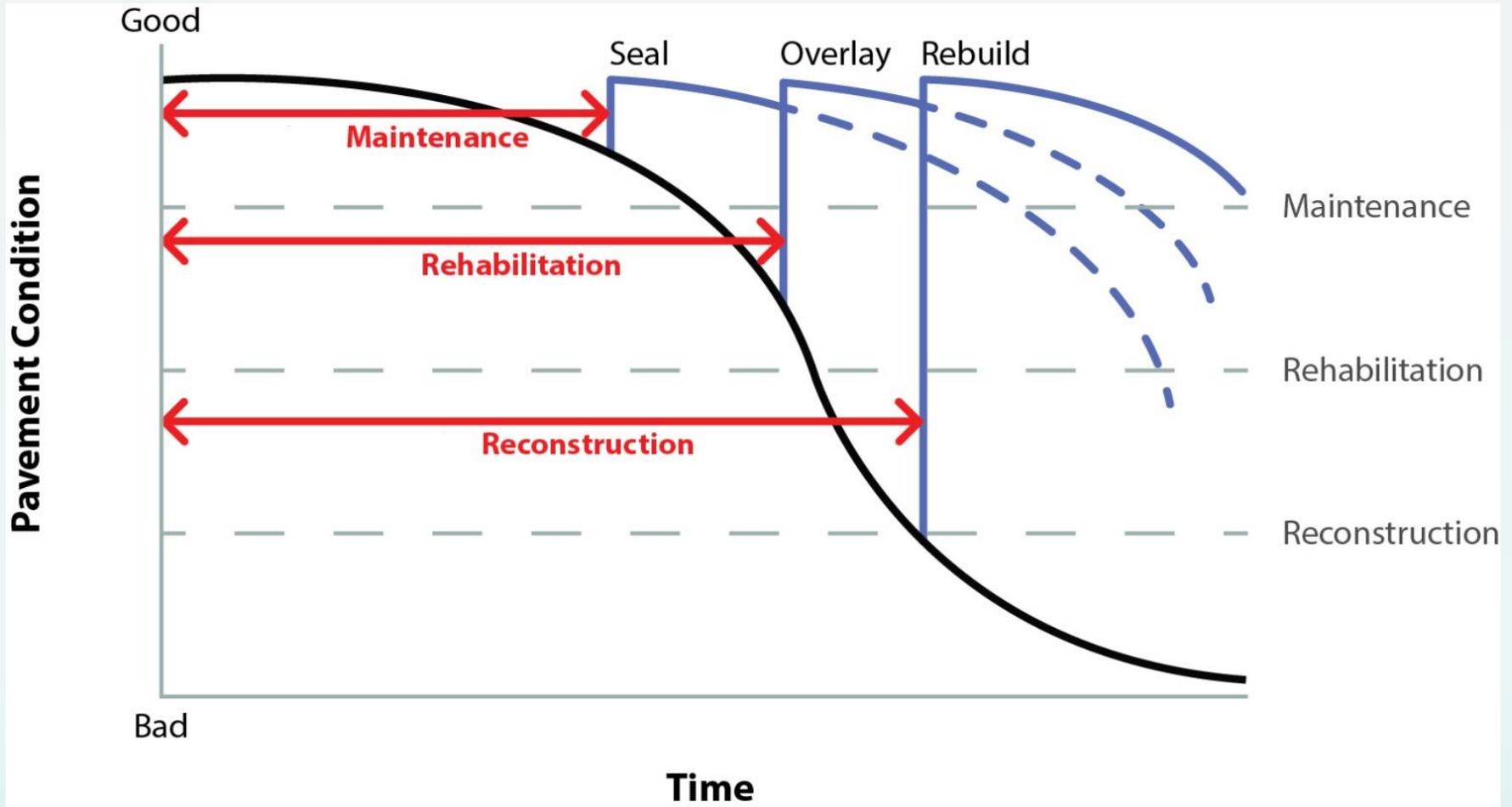
PCI = 28
Failed 30-0



PCI = ?



Life Cycle of Pavement



Berkeley Street System

Berkeley Total System by Functional Class by PCI

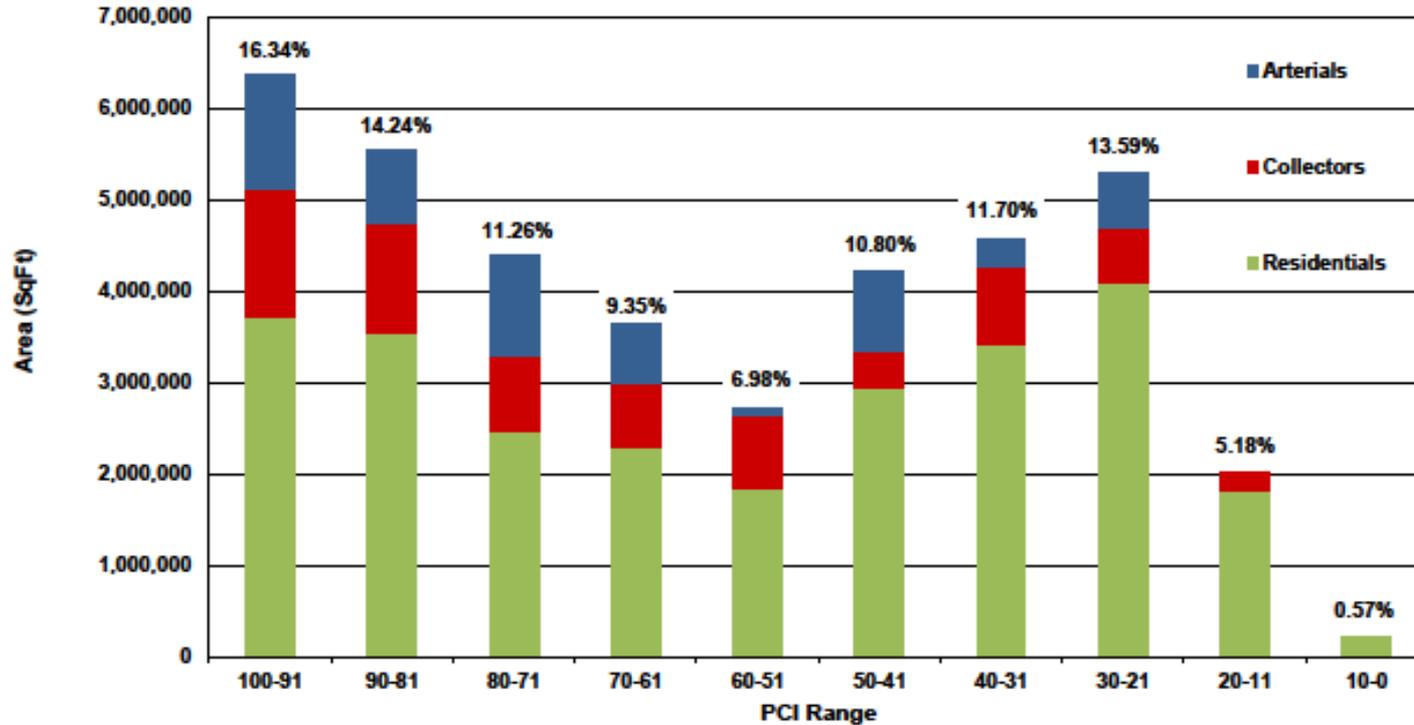


Table from MTC's P-TAP Round 19 Final Report by PEI

Berkeley Street System

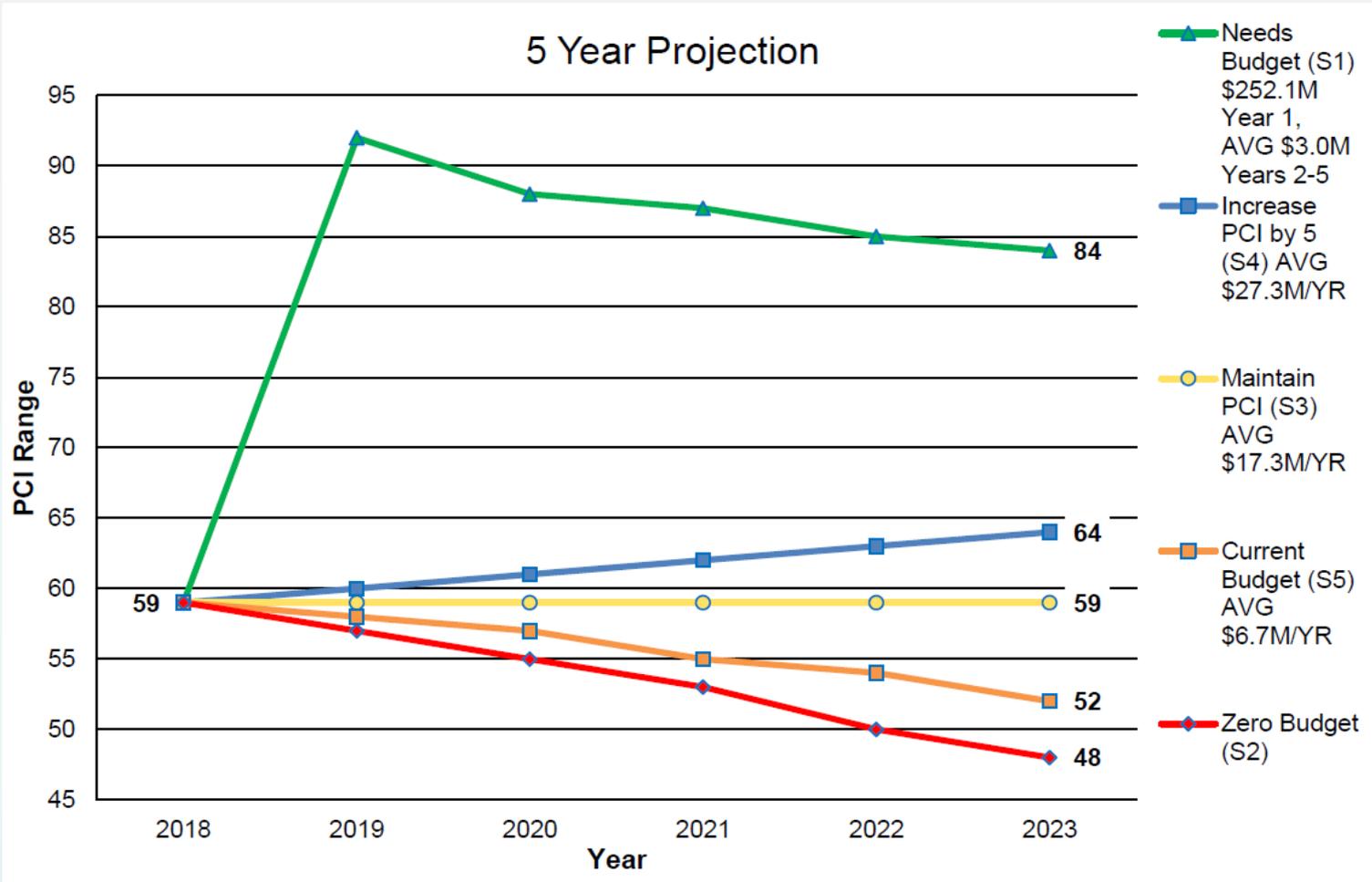


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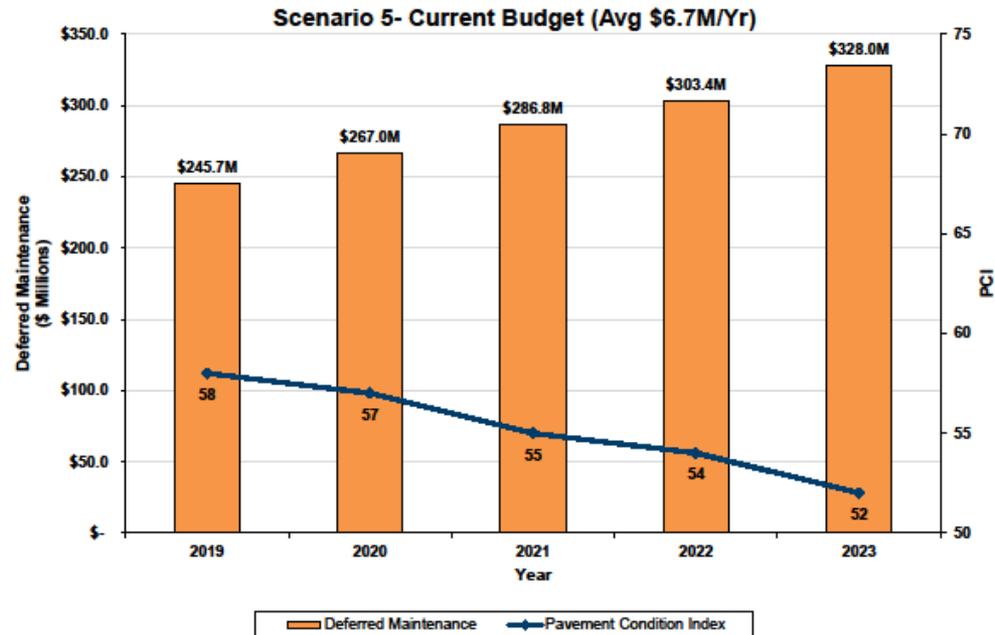
Summary

- Staff prepares a five year street rehabilitation plan annually.
- A two year street rehabilitation plan is approved by Council and budgeted via the Capital Improvement Program adoption.
- \$7.1 million/year in baseline funding is allocated for street rehabilitation.
- In the past two years there has been a shift to pave a greater amount of residential streets in order to address the worst streets in the City.
- A substantial increase of funding (\$10M/yr) is needed to maintain the current pavement condition and >\$20M/yr in funding would be needed to improve PCI by 5 points.
- Staff will be back in November 2019 to present the Five Year Street Rehabilitation Plan.

Questions?

PCI with the Current Budget

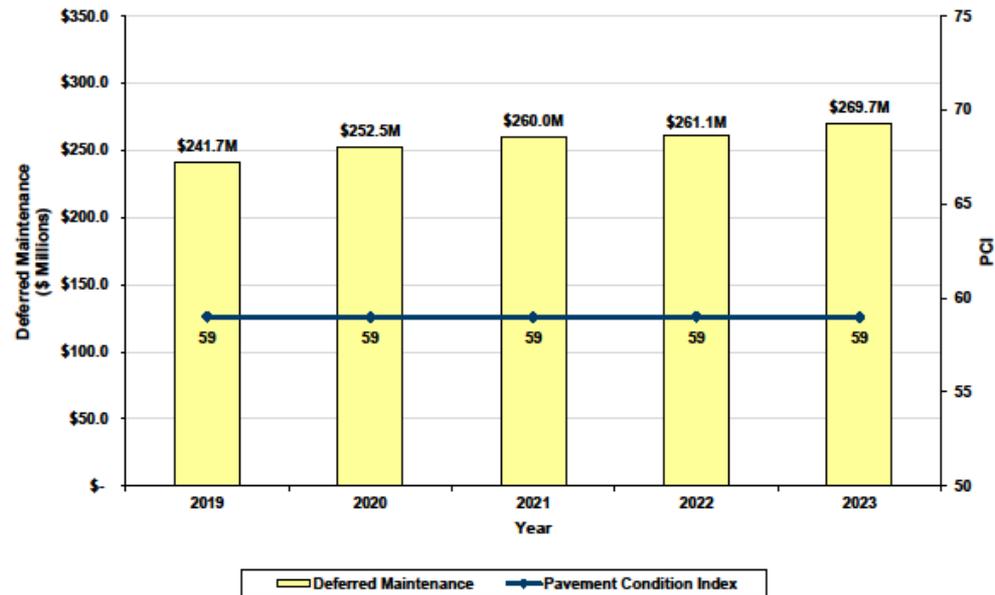
City of Berkeley



Maintain PCI

City of Berkeley

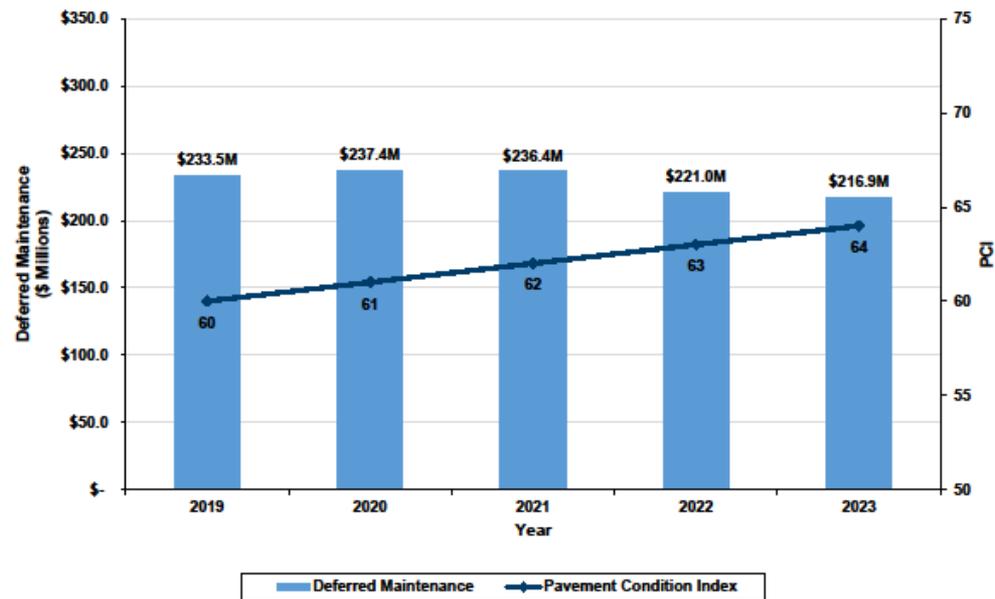
Scenario 3- Maintain PCI



Increase PCI by 5 Points

City of Berkeley

Scenario 4- Increase PCI by 5



Pavement Preservation Timing

