

ADOPTED CAPITAL IMPROVEMENT PROGRAM



FISCAL YEARS
2016 & 2017



Allston Way Permeable Pavers



West Street Pathway



San Pablo Park Basketball Court



Woolsey Street Sanitary Sewer Rehabilitation

FY 2016 & 2017 ADOPTED BIENNIAL BUDGET CAPITAL IMPROVEMENT PROGRAM

ELECTED OFFICIALS

Mayor

Tom Bates

Councilmembers

Linda Maio, District 1

Darryl Moore, District 2

Maxwell Anderson, District 3

Jesse Arreguin, District 4

Laurie Capitelli, District 5

Susan Wengraf, District 6

Kriss Worthington, District 7

Lori Droste, District 8

City Auditor

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Office of the City Manager

June 30, 2015

Honorable Mayor and Members of the City Council:

The purpose of the Capital Improvement Program (CIP) book is to provide a tool that captures the detail of the City's CIP in order to assist Council with its long range planning efforts and decisions around capital expenditures. These decisions need to be made in the context of available funds. The capital needs of the City far exceed available resources. As a result, the CIP becomes a set of strategic choices to address Council priorities and translate policies into specific plans.

The City's ability to fund its CIP is limited to total available resources that are competing with other community priorities. However, years of limited funding and deferred maintenance have resulted in an aging City infrastructure that needs repair and improvement. City Departments that contributed to this book have made every effort to forecast the City's future demands and growth.

The Adopted FY 2016 & FY 2017 CIP Budget Book provides a detailed list of capital projects and equipment purchases and also includes a planning schedule.

Several goals of this CIP book include:

- Allowing for a systematic evaluation of all potential projects at the same time;
- Providing a framework by which City Council can focus on preserving the City of Berkeley's infrastructure while ensuring the efficient use of public funds;
- Providing a tool which allows for planned capital projects to be ranked in order of priority.

The City has an extensive portfolio of capital assets and infrastructure which includes 95 public buildings, 254 miles of public sanitary sewer and 130 miles of public sewer laterals, 52 parks, 2 pools, 2 camps, and 42 different facilities served by the City's IT systems. Maintaining these assets is a costly and time consuming enterprise that requires significant resources and constant attention. Additionally, Berkeley is an aging city and thus its infrastructure faces challenges that younger cities do not.

The City faces significant long-term costs in the areas of capital assets and infrastructure. On May 29, 2012, the City Council established a process for reviewing the information necessary to identify expenditure priorities. They adopted Resolution No. 65,748—N.S. "Requiring that the City Manager Develop and Publish a Biennial Report of Current Liabilities and Projections of Future Liabilities."¹ This report was presented at the February 24, 2015, Council Work Session. This report contained a summary of all capital assets and infrastructure including:

- a. Public Buildings
- b. Condition of Streets and Roads using the "Street Saver" information projecting costs to bring streets and roads condition to an average Pavement Condition Index (PCI) of 75 within 5 years.
- c. Sewers: updated asset management plan for public sewers including projected costs for succeeding 5 years and projected revenue from sewer fees for the succeeding 5 years.
- d. Storm drains: updated projected costs contained in the Watershed Management Plan to reflect present value of identified improvements to all watershed acknowledging all completed improvements.
- e. Traffic Signals
- f. IT Infrastructure

On November 4, 2014, Berkeley voters approved Measure F, increasing the Parks Tax revenues approximately 16.7% to support parks, playgrounds, city trees and landscaping operations and maintenance. The new funds from Measure F will eliminate the Parks Tax structural deficit and provide \$450,000 for recurring maintenance needs and \$750,000 for major maintenance projects in Berkeley parks and park buildings. At the March 24, 2015, Council Work session, the Department of Parks, Recreation & Waterfront presented the Capital Improvement and Major Maintenance Needs and 5-Year Plan². The plan covers all PRW capital assets, infrastructure and facilities, and incorporates the findings of the Facility Condition Assessments presented by the Public Works Department on July 1, 2014.³

http://www.cityofberkeley.info/Clerk/City_Council/2015/02_Feb/Documents/2015-02-24_WS_Item_01_Projections_of_Future.aspx

² http://www.cityofberkeley.info/Clerk/City_Council/2015/03_Mar/Documents/2015-03-24_WS_Item_01_Parks_Recreation.aspx

³ http://www.cityofberkeley.info/Clerk/City_Council/2014/07_Jul/Documents/2014-07-01_WS_Item_01_Facility_Condition_Assessments.aspx

On the same night the Department of Public Works staff (Public Works) presented their 5-Year Facilities Capital Improvement Plan and Facility Conditioned Assessment and Maintenance Management Options⁴. The Public Works 5-Year Facilities CIP for FY 2016 through FY 2020 includes a proposed increase of \$1.1 million over the current Public Works budget in FY 2016 and FY 2017. Any increases to CIP in FY 2018, FY 2019, and FY 2020 are subject to the availability of excess property transfer tax.

The City has a number of major infrastructure project needs that are not addressed in the capital plan. The City needs to identify funding sources, which may include grants, fee increases and revenue generated from possible ballot measures. The City Council has made sound fiscal policy decisions that continue to provide a solid budget framework.

During our discussions of the challenges we face in FY 2016 and FY 2017 and beyond, several fiscal policies were identified, which will work towards resolving some of the City's long-term challenges. The following policy is targeted to help fund the City's capital improvement needs:

- ❖ Transfer Tax in excess of \$10.5 million dollars will be treated as one-time revenue, available for one-time expenditures. We will first consider use of these funds for the City's capital improvement needs (fund 610).

While funding for major maintenance and capital infrastructure continues to be a challenge, several recent actions by the voters have improved the picture for Berkeley. The November 2014 voter approval of Berkeley Measure F, as noted above, will benefit the Parks, Recreation & Waterfront Department in terms of additional annual funding for major maintenance and capital expenses for parks facilities. In addition, the approval of Measure BB also in November 2014, which implements a 30 year Transportation Expenditure Plan by renewing the 0.5 percent transportation sales tax approved in 2000 and increasing the tax by 0.5 percent, will benefit the City's streets and roads, as well as pedestrian and bicycle infrastructure. This 1 percent sales tax is managed by the Alameda County Transportation Commission and Berkeley will receive over \$3 million a year in additional funding, as well as capital funding for the Gilman interchange project. Finally, and not to be forgotten, Berkeley voters approved Measure M in November 2012, General Obligation bonds not-to-exceed \$30 million, which are being used to significantly accelerate the implementation of the 5-Year Street Plan and install green infrastructure where appropriate.

The Sanitary Sewer Fund, however, which previously maintained a healthy balance primarily through salary savings and other cost savings, was in need of a rate increase in FY 2016. In July 2014 the City finalized a Consent Decree (CD) with the US Environmental Protection Agency requiring that the City reduce inflow and infiltration, reduce sanitary sewer overflows, and repair and replace aging sewer pipelines. To satisfy the CD, Berkeley will need to replace an average of 4.2 miles of sewer pipeline annually for the next 12 years, replace all noncompliant manholes, perform condition

⁴ http://www.cityofberkeley.info/Clerk/City_Council/2015/03_Mar/Documents/2015-03-24_WS_Item_02_Public_Works.aspx

assessment on 25 miles of sewer annually, and increase required maintenance activities.

Our consultant, Bartle Wells Associates, prepared an initial Sanitary Sewer rate study that was presented to Council on March 17, 2015, and outlined the steps required to conduct a Proposition 218-compliant rate setting process⁵. The rate study was updated to address the impact of EBMUD's mandated usage decrease. The updated rates were included in the May 12, 2015, agenda packet. In June 2015, the City Council approved new Sanitary Sewer service rates for the five year period beginning FY 2016. The new rates fund capital improvements required to maintain the system in full regulatory compliance, while addressing revenue lost to drought-related water conservation. The total effect of the increased sewer rates will vary with the degree of water conservation actually achieved by City residents. Single family residence sewer rates are scheduled to increase 46.0% in FY 2016, with 24.2% in FY 2017, 14.2% in FY 2018, 7.0% in FY 2019, and 3.6% in FY 2020.

Finally, staff asked the City's Financial Advisor, NHA Advisors, to prepare an analysis of the City's current GO bonding capacity. Based on the existing bond authorizations, outstanding balances and projected tax revenues, the City is likely to have the ability to generate new bond proceeds in the range of \$57M-\$74M and keep the total tax rate near the current level (0.0505%) over the next 30 years. The Council may wish to consider asking staff to develop scenarios for bond debt programs that would keep the taxes paid by property owners level over a course of time. This could mean that as old debt is retired, new debt could be issued for new projects. Staff could develop a timeline for that debt issuance and a list of potential projects for the Council to consider.

Respectfully Submitted,



Christine Daniel
City Manager

⁵ http://www.cityofberkeley.info/Clerk/City_Council/2015/03_Mar/City_Council_03-17-2015_-_Special_Meeting_Annotated_Agenda.aspx City Council: 03-17-2015 - Special Meeting Annotated Agenda - City of Berkeley, CA



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PROGRAM OVERVIEW

The Capital Improvement Program (CIP) for the City represents the spending plan for infrastructure improvements and other specific large scale recurring purchases. The City has an extensive portfolio of capital assets and infrastructure which includes 95 public buildings, 254 miles of public sanitary sewer mains and 130 miles of public sewer laterals, 52 parks, 2 pools, 3 camps, and 42 different facilities served by the City's IT systems. The Adopted FY 2016 & FY 2017 Capital Improvement Program includes the City's capital spending plan for the five-year period beginning with FY 2016 through FY 2020.

The City's ability to fund its Capital Improvement Program is limited by the total available resources that are competing with other community priorities. However, years of limited funding and deferred maintenance have resulted in an aging City infrastructure that desperately needs repair and improvement. CIP funding resources include the General Fund and a number of other special revenue funds, as well as grants and loans. This CIP book attempts to identify all known CIP projects, categorizing these projects as Baseline (annual, recurring program), One-time (special allocations, grants, loans), and Unfunded (no confirmed funding source).

Project Categories

The adopted CIP plan presents the City's blueprint for funding critical capital projects based on resource availability and Council's capital investment priorities. Elements of Capital Improvement Program project costs are grouped into broad program categories:

City Facilities	Sanitary Sewers
Equipment & Fleet	Sidewalks
Information Technology	Storm Drains
Other Infrastructure	Streets
Parks & Marina	Transportation

The resources that the City will commit to its priority capital projects are identified within these program categories. While the budget proposes appropriating funds for capital projects in FY 2016 & FY 2017, there are still some unknowns (i.e. status of the economy and pending State funding for approved projects) that exist. Furthermore, funding for the remaining years of the five-year plan are subject to the availability of resources. The plan does not depict funding for grants that we have not yet received or for projects funded in previous years that will be completed in FY 2015 or beyond

Funding Sources

Total Baseline and One-time CIP allocations for FY 2016 & FY 2017 are adopted at \$36.1 million and \$32.9 million respectively.

Funding sources include:

- ❑ General Fund;
- ❑ Special Revenue Funds such as Measure B and Measure BB Sales Tax, Vehicle Registration Fee, State Transportation Tax Fund (Gas Tax), Measure F and Parks Tax;
- ❑ Measure M General Obligation bond;
- ❑ Enterprise Funds such as Zero Waste, Marina, Sanitary Sewer, Clean Storm Water;
- ❑ Internal Service Funds such as Equipment Replacement Fund, PC & Service Replacement Fund; and
- ❑ Federal and State Funds such as Boating and Waterway Loans, and Parks Bonds Grants.

General Fund: a transfer from the General Fund to the Capital Improvement Fund is made annually. The General Fund contribution to the capital program is \$5.5 million in FY 2016 and in FY 2017. This funding supports the capital improvements that do not have other funding sources regularly available such as building repairs, and supplements programs like street rehabilitation.

Measure F: approved by Berkeley voters in November 2014, Measure F will benefit the Parks, Recreation & Waterfront Department in terms of additional annual funding for major maintenance and capital expenses for parks facilities. Measure F funds will provide the majority of funding for major renovations and seismic upgrades to James Kenney Park in FY 2016 and FY 2017.

Measure BB: approved by Alameda County voters in November 2014 implements a 30 year Transportation Expenditure Plan by renewing the 0.5 percent transportation sales tax approved in 2000 and increasing the tax by 0.5 percent, will benefit the City's streets and roads, as well as pedestrian and bicycle infrastructure. This 1 percent sales tax is managed by the Alameda County Transportation Commission and Berkeley will receive over \$3 million a year in additional funding, as well as capital funding for the Gilman interchange project.

Measure M: approved by Berkeley voters in November 2012, General Obligation bonds not-to-exceed \$30 million, which are being used to significantly accelerate the implementation of the 5-Year Street Plan and install green infrastructure where appropriate

New Funding Opportunities

The City has a number of major infrastructure project needs that are not addressed in the capital plan. The City needs to identify funding sources, which may include grants, fee increases and revenue generated from possible ballot measures.

Property Transfer Tax in Excess of \$10.5 Million

The City Council has made sound fiscal policy decisions that continue to provide a solid budget framework. Those decisions include establishing five-year plans for revenue and spending, and a “fix it first” approach in which we fund current capital improvements before funding new projects. In addition, the following policy is targeted to help fund the City’s capital improvement needs:

- ❖ Transfer Tax in excess of \$10.5 million dollars will be treated as one-time revenue, available for one-time expenditures. We will first consider use of these funds for the City’s capital improvement needs (fund 610).

While current real estate activity has increased transfer tax revenue, the volatility of its history has shown that allocating amounts above the most likely recurring revenues to one-time capital projects is prudent. With this current boom generating transfer tax revenue in excess of \$10.5 million, those amounts can be used to fund replacement of the City’s very old financial system (FUND\$), as well as various important capital infrastructure needs.

GO Bond Capacity

The City’s Financial Advisor, NHA Advisors, LLC, prepared an analysis of the City’s current GO bonding capacity, assuming that the City’s aggregate bond tax rate were held constant. Based on the existing bond authorizations, outstanding balances and projected tax revenues, the City is likely to have the ability to generate new bond proceeds in the range of \$57M-\$74M and keep the total tax rate near the current level (0.0505%) over the next 30 years. The Council may wish to consider asking staff to develop scenarios for bond debt programs that would keep the taxes paid by property owners level over a course of time. This could mean that as old debt is retired, new debt could be issued for new projects. Staff could develop a timeline for that debt issuance and a list of potential projects for the Council to consider.

Sanitary Sewer Fund

Our consultant, Bartle Wells Associates, prepared an initial sustainable Sanitary Sewer rate study that was presented to Council on March 17, 2015, and outlined the steps required to conduct a Proposition 218-compliant rate setting process¹. That rate study was updated to address the impact of EBMUD’s mandated usage decrease, due to drought. The rate increase was approved on June 30, 2015 and has phased-in increases over five years starting in FY 2016.

Large Unfunded Citywide Infrastructure Needs

The City has a number of major infrastructure project needs that are not addressed in the capital plan. Included in the [Projections of Future Liabilities](#) report that went to Council on February 24, 2015², is a summary of the City’s capital assets and infrastructure including an overview of the City’s long-term expenditure obligations.

¹ http://www.cityofberkeley.info/Clerk/City_Council/2015/03_Mar/City_Council_03-17-2015_-_Special_Meeting_Annotated_Agenda.aspx City Council: 03-17-2015 - Special Meeting Annotated Agenda - City of Berkeley, CA

² http://www.cityofberkeley.info/Clerk/City_Council/2015/02_Feb/City_Council_02-24-2015_-_Special_Meeting_Annotated_Agenda.aspx

Despite support from a variety of City funds, the cost for routine maintenance, major maintenance, and capital improvements far exceeds currently existing sources of funds.

- The City is responsible for maintenance of 95 facilities, not including Library facilities and facilities leased to other entities. These 95 facilities include: 39 facilities in the Parks Recreation and Waterfront inventory and 56 facilities in the Public Works inventory. The current estimated cost for the 5-Year Facility Capital Improvement Program is estimated at \$25.5 million. The current budget allocation for this work is \$9.1 million; which results in an estimated unfunded liability of \$16.4 million.
- The City needs to allocate an additional \$30 million to streets and roads to achieve a Pavement Condition Index (PCI) of 75 within 5 years. This funding is in addition to the \$30 million received from Measure M, approved by Berkeley voters in 2012, that is being used to improve the condition of City streets and install Green Infrastructure projects as appropriate. The City's PCI prior to the passage of Measure M was 55. With Measure M funding, the projected PCI within 5 years will be 68. An additional \$30 million would be needed to achieve a PCI of 75.
- In 2012, City Council adopted the City's Watershed Management Plan (WMP). The WMP establishes an integrated and sustainable strategy for managing urban water resources that addresses water quality, flooding, and the preservation of local creek habitats and the San Francisco Bay using multi-objective approaches where possible. Through modeling and analysis, the WMP also identifies capital improvement projects and projected revenue needs for all City watersheds. The City's unfunded liability over the next 5 years is estimated at \$37 million. This includes \$5 million in unfunded maintenance needs and \$32 million for projected capital improvement projects.

Public Works retained a consultant to update the facilities assessments that were completed over 14 years ago; this assessment was completed in 2013 and provides the basis for more refined cost estimates and capital planning. The proposed FY 2016 and FY 2017 CIP budget includes an additional \$1.1M each year to address facilities. However, the City needs to identify additional funding sources, which may include grants, fee increases and revenue generated from possible ballot measures to fully address deferred maintenance.

Finally, the City Council has received prior reports regarding the costs and timing of replacement of the City's FUND\$ system ([FUND\\$ Status Report](#)³). Beginning in FY 2015 the City set aside the first \$500,000 of the Property Transfer Tax in excess of the \$10.5 million baseline to fund the replacement for that system. The CIP budget continues that allocation in FY 2016 and FY 2017, subject to the availability of excess transfer tax.

³ : http://www.ci.berkeley.ca.us/uploadedFiles/Clerk/Level_3_-_City_Council/2010/06Jun/2010-06-01_Item_54_FUND_Status_Report.pdf

DEFINITIONS

CIP: Capital Improvement Program

Capital Project: A Capital Project must add to, support, or improve the physical infrastructure, capital assets, or productive capacity of City services. A Capital Improvement Project would include any of the following:

- ❑ The acquisition, construction, and/or improvement of buildings, roads, utilities and parks.
- ❑ The acquisition and/or development of land.
- ❑ The acquisition and installation of equipment and machinery.
- ❑ Major repair of buildings, facilities and other infrastructure to preserve and extend life.
- ❑ Other non-recurring items for which long-term benefits are realized.

Capital Improvement Budget: A plan for capital expenditures and the means of financing them, to be incurred each year over a fixed period of years, to meet capital needs arising from long-term work program. Included are expenditures made for land, large equipment and machinery, buildings, permanent public works projects, major reconstruction or renovation of structures, and major landscaping or park improvements.

Debt Service: Actual cost of interest and principal on bond maturities as well as revenue anticipation notes.

Five-Year Capital Improvement Spending Plan: The Five-Year Capital Improvement Spending Plan consists of a series of projects, which will add to, support, or improve the physical infrastructure, capital assets, or productive capacity of City services. This is a long-range plan that looks beyond the traditional one-year budget. Only the projects included in the first year of this plan (i.e., the Capital Budget) are legal appropriations. The second, third, fourth and fifth years of the Spending Plan represent the City's best estimate of a reasonably fundable plan for capital improvements.

Gas Tax Fund: This fund is required by State law to account for gas tax revenues received from the State and expended for construction and maintenance of City streets.

General Obligation Bond: A bond whose repayment is guaranteed by pledging all the assets and revenues of a government agency.

Grant: A contribution from one government unit to another, usually made for a specific purpose and time period.

One-Time: Non-recurring funding identified for a specific program or project including outside funding sources such as endowments, grants or loans.

Special Assessment Fund: A fund used to account for the financing of public improvements or services deemed to benefit primarily the properties against which special assessments are levied.

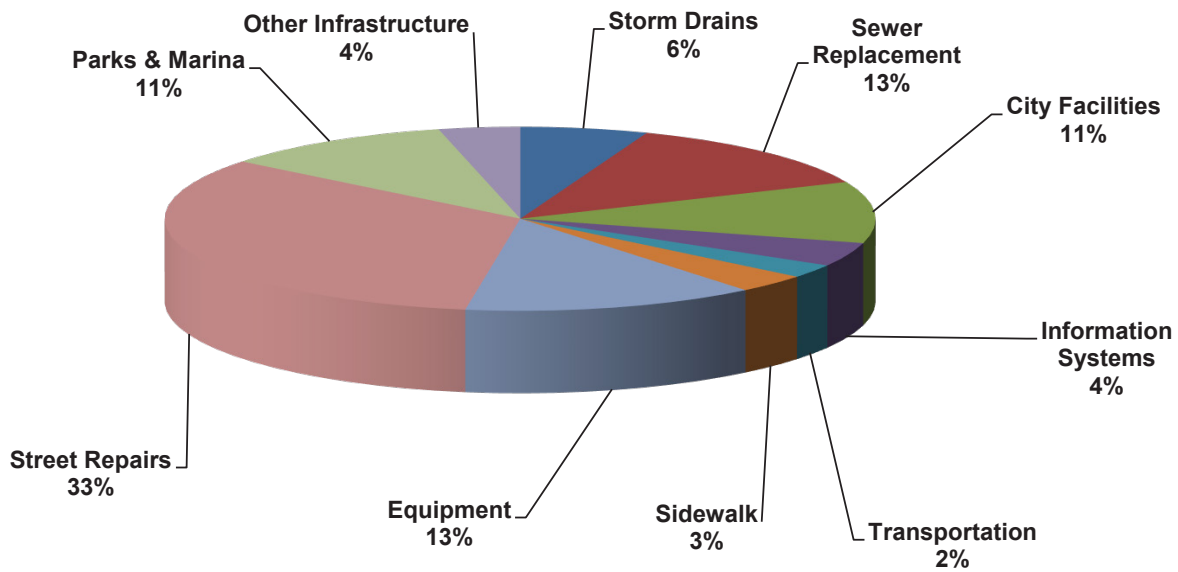
Unfunded Liabilities: Unfunded liabilities are defined as identifiable obligations of an organization for which the organization does not have 100% of the funding (cash or other assets) set aside to cover the cost should all obligations become immediately due.

Unfunded Requests: An item for which funding is not confirmed or a funding source is not identified. The Council may act to include them in the final budget, which may require reordering of budget priorities.

CITYWIDE CAPITAL PROGRAM BY CATEGORY - ALL FUNDS

Baseline and One-time Funding

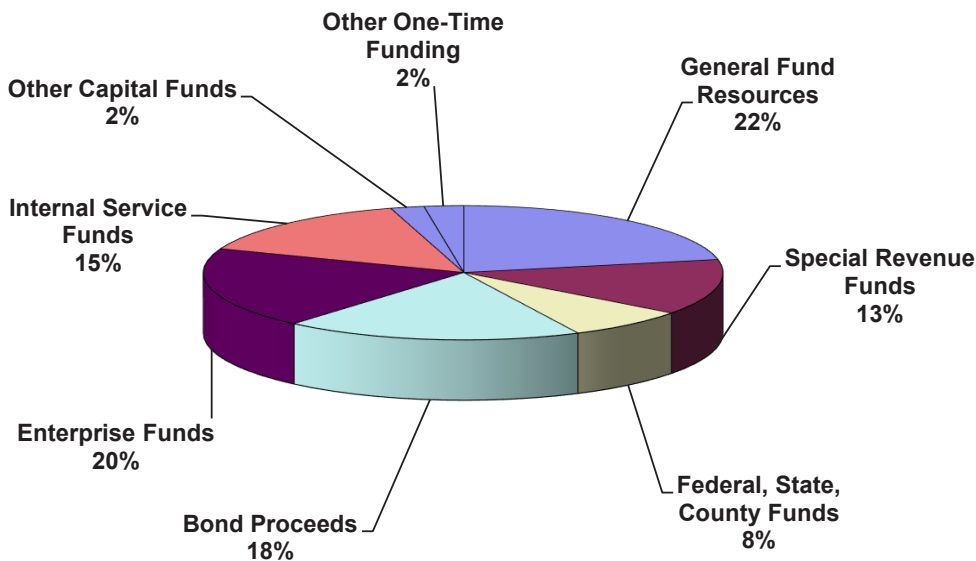
Category	Adopted FY 2016	Adopted FY 2017	Planned FY 2018	Planned FY 2019	Planned FY 2020	Total
City Facilities	5,358,616	4,113,862	2,001,460	2,003,055	2,000,860	15,477,853
Equipment	3,428,416	4,582,990	3,130,029	4,633,514	3,357,647	19,132,596
Information Systems	1,080,364	1,233,364	1,233,364	1,233,364	1,233,364	6,013,820
Other Infrastructure	2,194,690	1,337,490	591,890	591,890	591,890	5,307,850
Parks & Marina	3,140,193	3,139,530	2,979,128	2,978,625	2,979,058	15,216,533
Sewer Replacement	5,677,191	3,118,380	3,118,380	3,118,380	3,118,380	18,150,711
Sidewalk Repairs	1,178,551	878,551	878,551	878,551	878,551	4,692,755
Storm Drains	1,920,000	2,670,000	1,575,000	1,475,000	675,000	8,315,000
Street Repairs	11,299,303	11,199,303	11,199,303	8,699,303	5,199,303	47,596,515
Transportation	874,315	634,827	634,827	634,827	634,827	3,413,623
Total	36,151,639	32,908,296	27,341,932	26,246,509	20,668,880	143,317,255



CITYWIDE CAPITAL PROGRAM BY FUNDING SOURCE - ALL FUNDS

Baseline and One-time Funding

	Adopted FY 2016	Adopted FY 2017	Planned FY 2018	Planned FY 2019	Planned FY 2020	Total
General Fund Resources	6,861,780	7,144,494	5,785,297	5,783,989	5,785,127	31,360,686
Capital Improvement Fund	6,861,780	7,144,494	5,785,297	5,783,989	5,785,127	31,360,686
Special Revenue Funds	3,846,841	3,846,841	3,846,841	3,846,841	3,846,841	19,234,205
Measure B	1,164,549	1,164,549	1,164,549	1,164,549	1,164,549	5,822,745
Parks Tax	1,543,438	1,543,438	1,543,438	1,543,438	1,543,438	7,717,190
Transportation/Gas Taxes	1,138,854	1,138,854	1,138,854	1,138,854	1,138,854	5,694,270
Federal, State, County Funds	2,230,000	2,130,000	2,130,000	2,130,000	2,130,000	10,750,000
Measure F (<i>Vehicle Registration Fee</i>)	280,000	280,000	280,000	280,000	280,000	1,400,000
Measure BB	1,950,000	1,850,000	1,850,000	1,850,000	1,850,000	9,350,000
Bond Proceeds	7,250,000	8,000,000	6,900,000	4,300,000	0	26,450,000
Measure M - General Obligation	7,250,000	8,000,000	6,900,000	4,300,000	0	26,450,000
Enterprise Funds	8,788,313	5,472,295	4,570,989	4,570,989	4,570,989	27,973,575
Clean Storm	370,000	370,000	375,000	375,000	375,000	1,865,000
Marina	896,432	896,425	735,719	735,719	735,719	4,000,014
Refuse	1,844,690	1,087,490	341,890	341,890	341,890	3,957,850
Sanitary Sewer	5,677,191	3,118,380	3,118,380	3,118,380	3,118,380	18,150,711
Internal Service Fund	3,811,416	4,965,990	3,513,029	5,016,514	3,740,647	21,047,596
Equipment Replacement Fund	3,428,416	4,582,990	3,130,029	4,633,514	3,357,647	19,132,596
Computer Replacement Fund	383,000	383,000	383,000	383,000	383,000	1,915,000
Other Capital Funds	593,751	597,626	595,776	598,176	595,276	2,980,605
Camps CIP	50,000	50,000	50,000	50,000	50,000	250,000
Private Party Sidewalks	100,000	100,000	100,000	100,000	100,000	500,000
2008 GO Bonds - Measure I - Animal Shelter	443,751	447,626	445,776	448,176	445,276	2,230,605
Other One-Time Funding	2,769,538	751,050	0	0	0	3,520,588
Mental Health Service Act	2,190,050	751,050	0	0	0	2,941,100
Successor Agency - WBIP (<i>Formerly West Berkeley Redevelopment Fund</i>)	579,488	0	0	0	0	579,488
Total	36,151,639	32,908,296	27,341,932	26,246,509	20,668,880	143,317,255



GENERAL FUND FIVE-YEAR CIP PLAN: Baseline and One-time Funding

Program Areas	R/ OT	Adopted FY 2016	Adopted FY 2017	Planned FY 2018	Planned FY 2019	Planned FY 2020	FY 2016 - FY 2020
City Facilities		2,072,430	2,257,881	900,000	900,000	900,000	7,030,311
ADA Building Improvements	R	100,000	100,000	100,000	100,000	100,000	500,000
Emergency Building Repairs	R	500,000	500,000	500,000	500,000	500,000	2,500,000
Deferred Building Maintenance	R	300,000	300,000	300,000	300,000	300,000	1,500,000
New Projects (Facilities)	OT	1,172,430	1,357,881	-	-	-	2,530,311
Information Systems		697,364	850,364	850,364	850,364	850,364	4,098,820
AS/400 Computer	R	120,000	120,000	120,000	120,000	120,000	600,000
Network Infrastructure	R	77,364	77,364	77,364	77,364	77,364	386,820
Voice Over Internet Protocol (VoIP)	R	-	153,000	153,000	153,000	153,000	612,000
FUND\$ Replacement*	R	500,000	500,000	500,000	500,000	500,000	2,500,000
Parks and Marina		400,000	400,000	400,000	400,000	400,000	2,000,000
ADA Parks Improvements	R	250,000	250,000	250,000	250,000	250,000	1,250,000
Play Equipment Improvements	R	150,000	150,000	150,000	150,000	150,000	750,000
Sidewalks		635,000	635,000	635,000	635,000	635,000	3,175,000
ADA Curb Ramp Program	R	200,000	200,000	200,000	200,000	200,000	1,000,000
Responsive Sidewalk Repairs	R	210,000	210,000	210,000	210,000	210,000	1,050,000
Pathway Repairs	R	50,000	50,000	50,000	50,000	50,000	250,000
Proactive Sidewalk Program	R	175,000	175,000	175,000	175,000	175,000	875,000
Streets		1,925,000	1,925,000	1,925,000	1,925,000	1,925,000	9,625,000
Street Rehabilitation	R	1,725,000	1,725,000	1,725,000	1,725,000	1,725,000	8,625,000
Street Survey/Design	R	200,000	200,000	200,000	200,000	200,000	1,000,000
Transportation /Traffic		229,278	169,278	169,278	169,278	169,278	906,390
Bike Plan Improvements	R	119,278	119,278	119,278	119,278	119,278	596,390
Traffic Calming Program	R	50,000	50,000	50,000	50,000	50,000	250,000
Bike Plan Improvements [BART 5 Year Contract]	OT	60,000	-	-	-	-	60,000
Debt Service		902,708	906,971	905,655	904,347	905,485	4,525,165
Animal Shelter Debt Service/2010	R	402,063	407,638	405,713	405,213	405,613	2,026,239
COP Animal Shelter	R	250,323	249,667	249,971	249,468	249,901	1,249,329
Ball Fields Acquisition	R	250,322	249,667	249,971	249,667	249,971	1,249,598
Theater	R	250,322	249,667	249,971	249,667	249,971	1,249,598
Total General Fund		6,861,780	7,144,494	5,785,297	5,783,989	5,785,127	31,360,686

R=recurring funding; OT = One-time Funding

*\$500,000 annual allocation for FUND\$ replacement is subject to the availability of excess property transfer tax.

Note: Not included in the chart above are personnel costs in excess of \$900,000 per year that will ultimately be charged to projects supported by other funds.



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UNFUNDED CAPITAL

Summary of All Capital Assets and Infrastructure

The community will benefit from the November 2014 voter approval of Berkeley Measure F, in which the Parks, Recreation & Waterfront will receive \$750,000 of annual funding for major maintenance and capital expenses for parks facilities¹. In addition, there was Countywide voter support for Measure BB which implements a 30 year Transportation Expenditure Plan by renewing the 0.5 percent transportation sales tax approved in 2000 and increasing the tax by 0.5 percent. Although this 1 percent sales tax is controlled by the Alameda County Transportation Commission, Berkeley will benefit by receiving over \$3 million a year in funding for the Gilman exchange. In addition in November 2012, Berkeley voters approved Measure M, general obligation bonds not-to-exceed \$30 million to significantly accelerate the implementation of the 5-Year Street Plan.

The City has an extensive portfolio of capital assets and infrastructure which includes 95 public buildings, 254 miles of public sanitary sewer mains and 130 miles of public sewer laterals, 52 parks, 2 pools, 3 camps, and 42 different facilities served by the City's IT systems. Maintaining these assets is a costly and time consuming enterprise that requires significant resources and constant attention. Additionally, Berkeley is an aging city and thus its infrastructure faces challenges that other younger cities do not. The information in this report is based on City staff's analysis of the capital improvement needs over the next five years. As noted below, Public Works retained a consultant to update the facilities assessments that were completed over 14 years ago, this assessment was completed in 2013 and provides the basis for more refined cost estimates and capital planning.

a. Public Buildings

The City is responsible for maintenance of 95 facilities, not including Library facilities and facilities leased to other entities, which were not part of this analysis. These 95 facilities include: 39 facilities in the Parks Recreation and Waterfront inventory and 56 facilities in the Public Works inventory.

In 1997 and again in 2000 the City conducted assessments of City facilities with an outside consultant (Pack Report 1997 and 2000) that described each building, its improvement needs and associated costs. While much of this capital needs information is still valid, new facilities have been built, improvements have been done to existing facilities, and facilities have continue to degrade. As a result, in 2013 staff obtained the professional services of Kitchell Consulting to perform new assessments and provide updated condition reports and cost estimates.

¹ The Parks & Waterfront Commission will review FY 2016 and FY 2017 Capital and Major Maintenance funding in the coming months, and their recommendations will come to Council in spring 2015.

UNFUNDED CAPITAL

All projects included in these assessments are considered either major maintenance or capital projects. Major maintenance projects involve improvements to a facility at a cost of up to \$50,000 that are over and above the industry norm for routine maintenance services. Capital projects involve the construction of new or restored facilities or improvements to existing facilities at a cost of \$50,000 or more. Routine maintenance projects are defined as projects involving repairs to minor components at existing facilities including plumbing, electrical, HVAC, painting etc., and are not included in this report.

Despite support from a variety of City funds, the cost for routine maintenance, major maintenance, and capital improvements far exceeds currently existing sources of funds. The current estimated cost for the 5-Year Facility Capital Improvement Program is estimated at \$25.5 million. The current budget allocation for this work is \$9.1 million; which results in an estimated unfunded liability of \$16.4 million.

b. Streets & Roads

On November 15, 2011, the City Auditor presented Council with an Audit that included an overview on the condition of the City's streets and made recommendations, that if implemented, would improve the "at risk" condition for the pavement condition rating for the average Berkeley street. Recommendations included adoption of a desired average Pavement Condition Index (PCI) rating identifying both the timeframe and funding strategies to meet this target. A target PCI of 75 was used to assess the City's current unfunded liability for streets.

Using the StreetSaver system software and the current projections for future funding, the City needs to allocate an additional \$30 million to achieve a PCI of 75 within 5 years. This funding is in addition to the \$30 million received from Measure M, approved by Berkeley voters in 2012, that is being used to improve the condition of City streets and install Green Infrastructure projects as deemed appropriate. With Measure M funding, the projected PCI within 5 years will be 68. While this is a significant improvement to the City's PCI of 55 prior to the passage of Measure M, the additional \$30 million is needed to achieve the target PCI of 75. Note that in order to maintain the City's PCI after Measure M funds are expended, additional annual funding to the existing \$3.4 million per year allocation to the pavement management program would be needed. One potential funding source would be Measure BB recently passed by Alameda County voters.

c. Sewers

The City had not proposed raising Sewer rates since FY 2006 and over the past 8 years the Fund has maintained a conservative fund balance while continuing to provide required maintenance and improvements to the sewer system. In September 2014, staff concluded negotiations with the Environmental Protection Agency and the Department of Justice on the final Consent Decree, which mandates significant additional maintenance activities and capital improvement

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which increases the costs of managing the City's existing sewer system. To satisfy the CD, Berkeley will need to replace an average of 4.2 miles of sewer pipeline annually for the next 12 years, replace all noncompliant manholes, perform condition assessment on 25 miles of sewer annually, and increase required maintenance activities. As a result of the new mandates, staff presented to the Council proposals for a sewer rate increase beginning in FY 2016 to pay for the increased maintenance requirements and capital improvements. The sewer rate increase was approved by Council on June 30, 2015.

Currently, Public Works is working closely with the IT Department to complete implementation of a computerized maintenance management system (CMMS), which is scheduled to be operational beginning in Calendar Year 2015. The new CMMS will provide better information management, tracking and reporting mechanism leading to a more efficient allocation of City resources and improved service delivery. As the CMMS matures and is fully populated with all program data, it will be useful in tracking and projecting future program costs and future program needs.

d. Storm Drains- Clean Stormwater Program

The City currently allocates approximately \$2.3 million to the stormwater system. This revenue is generated by Clean Stormwater fees assessed to owners of real property that contribute to stormwater runoff and use the City's storm drain system for collection and conveyance. The Clean Stormwater fees have not been increased since they were established in the early 1990's. In addition, the City also receives \$245,000 annually from the University of California as part of a Long Range Development Plan agreement. Annual projected expenditures to maintain the system, including capital replacements to the aging storm drains, storm support and maintenance of the new Green Infrastructure projects currently being installed, exceed the available revenues. The Program has in the past relied on General Fund support, \$700,000 annually, to address shortfalls in capital expenditures and application of established Best Management Practices in the Public Works Operations Division. This General Fund contribution ended in FY 2013.

In 2012, City Council adopted the City's Watershed Management Plan (WMP). The WMP establishes an integrated and sustainable strategy for managing urban water resources that addresses water quality, flooding, and the preservation of local creek habitats and the San Francisco Bay using multi-objective approaches where possible. Through modeling and analysis, the WMP also identifies capital improvement projects and projected revenue needs for all City watersheds. The City's unfunded liability over the next 5 years is estimated at \$38 million. This includes \$8 million in unfunded maintenance needs and \$30 million for projected capital improvement projects.

This year, the Engineering Division completed design of over \$2 million in storm drain capital improvements at twelve locations citywide. Funding has been

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identified for six of the twelve projects in FY 2015. An additional funding allocation of \$1.5 million is needed to complete the remaining six projects. Other projects have been identified if additional funding becomes available.

e. Traffic Signals

The City currently has 136 traffic signals which are maintained by Public Works Department. Due to a lack of regular funding we have not been able to perform capital improvement work needed to keep these signals up to date. As a result there are a number of deficiencies including; 1) Lack of detection devices at 67 intersection, 2) Lack of pedestrian push buttons at 103 intersections, 3) Lack of battery backup for signal controllers in case of power outages at 124 intersections. Since last year an annual budget of \$50,000 has been allocated for improvement of the traffic signals.

f. IT Infrastructure

Technology infrastructure presents some unique challenges with respect to forecasting long term requirements; technology evolves quickly compared to other types of infrastructure. The City's future needs in terms of network bandwidth, data storage, and wireless devices may not even exist today. Additionally, unlike traditional infrastructure replacement projects which can be done incrementally, technology tools require a large upfront investment to implement. City staff currently use and maintain a vast technology infrastructure to provide services to the community each day. The current infrastructure will expand as the City uses more technology tools to gain efficiencies.

Currently, the City's PC inventory comprises 1,170 desktops, 106 laptops, and 75 Public Safety MDTs (Mobile Data Terminals). In FY 2003, the City's server infrastructure comprised 93 servers (13 for email), with each server supporting a single software application. Currently, the City runs 130 servers (4 for email) and over 150 routers, switches, and access points that connect the City's 42 service locations.

In FY 2008, the City centralized PC purchasing and instituted a capital replacement program requiring departments to set aside money every year for desktop PCs, enterprise desktop software, and for servers. Because a capital replacement fund was established, the City's PC inventory is a funded liability and the server inventory is an underfunded liability. In FY2015 the City established a funding mechanism to replace our core enterprise financial system, FUND\$, in which the first \$500,000 of the property transfer tax in excess of the \$10.5 million baseline will be allocated for FUND\$ replacement. In addition, beginning in FY2016 the City plans to allocate funding to replace the Citywide telephone system, estimating a ten year replacement cycle.

Seismic Retrofit: the City has an estimated \$118 million of unfunded seismic retrofit or replacement work in its major public facilities, including: replacement of the Center Street Garage (\$25-35 million); and retrofit of the Veterans Memorial

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Building (\$20 million) and Old City Hall (\$30-35 million). The Center Street Garage is scheduled for replacement in FY 2016. There are another 20 smaller facilities, such as senior centers and recreation centers that are not yet fully evaluated and are estimated to require \$15 to \$40 million of work. The total unfunded need for seismic retrofits is \$105 to \$118 million.

CITYWIDE Unfunded Programs

Category	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Project Total
Facilities Deferred and Emergency Maintenance	\$ 2,712,946	\$ 2,140,834	\$ 3,722,560	\$ 3,858,236	\$ 3,997,983	\$ 16,432,559
Storm System Capital	\$ 7,682,057	\$ 7,674,228	\$ 7,666,165	\$ 7,657,859	\$ 7,649,305	\$ 38,329,614
Sewer System Capital	\$ 2,642,063	\$ 3,194,003	\$ 4,165,956	\$ 4,775,150	\$ 5,406,778	\$ 20,183,950
Streets and Roads	\$ 5,207,591	\$ 8,612,544	\$ 8,887,544	\$ 16,173,887	\$ 1,270,188	\$ 40,151,754
Traffic Signals	\$ 1,438,800	\$ 1,438,800	\$ 1,438,800	\$ 1,438,800	\$ 1,438,800	\$ 7,194,000
TOTAL	\$ 17,041,394	\$ 19,866,406	\$ 21,715,069	\$ 29,128,782	\$ 14,356,276	\$ 102,107,927

Notes:

Unfunded Facilities do not include costs for major maintenance and capital improvements for parks infrastructure such as sports fields, tennis and basketball court, irrigation and drainage systems or landscaping.

CITY FACILITIES

Summary

During the past 25 years, the City has deferred maintenance on many City buildings decreasing the value of the asset and diminishing the utility of the buildings for City programs. To partially address this problem, bonds have been approved to rebuild a number of City buildings, including the Civic Center, Central Library, four Branch Libraries, Animal Shelter, and various fire stations. However, many outdated structures remain (e.g., recreation and senior centers) that require considerable improvements. Projects are selected and prioritized each fiscal year by a team comprised of staff from the City Manager's Office and Department project managers.

Planned Projects

Deferred & Emergency Facilities Maintenance

Deferred facilities maintenance and repair for City buildings continues to be at a critical point. The General Fund budget for emergency building maintenance and deferred maintenance remain at the same levels as FY 2013. The annual allocation of \$100,000 for ADA building Improvements will be spent on applicable projects as they arise. In FY 2013, the City started a revised condition assessment of facilities and selection and priorities of projects for FY 2015 and forward will be based on condition assessment results.

Measure G – Public Safety Facilities Seismic Improvements

Two public safety tenant improvements in the design phase for Fire Station #1 began in FY 2014. The project is underway and is anticipated to be completed in FY 2016. These two projects are funded through remaining funds generated by the Measure G bond series for public safety facilities/seismic improvements.

Health, Housing and Community Services (HHCS) – Adult Mental Health Clinic, MHSA Funds

Previous Mental Health Service Act (MHSA) approved plans have allocated MHSA Capital Facilities funding for facility improvements at the Adult Mental Health Clinic. Since the approval of the original plan, a more detailed assessment of the project costs have found that the amount originally allocated would not cover expenses. The total cost of the project is currently estimated to be approximately \$3.6 million. The Department of Health, Housing and Community Services will recommend an increase in MHSA funding to cover the majority of the projected costs. Approximately, \$2,941,100 of MHSA funds are proposed for funding the Adult Clinic renovation. In addition, approximately \$350,000 a year will be included in the FY 2016 and FY 2017 proposed capital projects budget leveraging the MHSA funds for this project. Improvements include seismic upgrades and a reconfiguration of the reception area, treatment rooms and shared workspace. The changes will increase safety and allow for more effective clinical, wellness/recovery, and support services. They are also aimed at creating an environment more aligned with the desire to create a welcoming environment for mental health consumers.

CITY FACILITIES

Health, Housing and Community Services (HHCS) - Aging Services

Aging Services and Public Health Divisions continue to work with the Department of Public Works to improve facilities. During FY 2015, the two HHCS Divisions and Public Works collaborated to submit applications for facility improvements through the Community Development Block Grant program. Improvements included improving disability access at Ann Chandler Public Health Clinic and North and South Berkeley Senior Centers; increasing counter space for customer service improvements at South Berkeley Senior Center; and refurbishing wood and wall coverings at both Senior Centers.

Aging Services and Public Health have partnered with the Parks, Recreation & Waterfront Department to develop designs to implement sustainable landscape around facilities in both Division (North and South Berkeley Senior Centers and the Ann Chandler Public Health Clinic).

Center Street Garage

The City's Center Street Garage needs to be replaced, as it was previously deemed infeasible to perform a seismic upgrade on the existing structure. Estimated project costs are \$40 to \$50 million. The Off-Street Parking Fund has a projected balance of \$11 million as of mid-year FY 2015, and a portion of funding may come from possible project partners, including the Peralta Community College District. The remainder of replacement costs will need to be financed. Work on developing project partnerships and beginning project design began in FY 2014

CITY FACILITIES

Program Summary

Project Description	Adopted FY 2016	Adopted FY 2017	Planned FY 2018	Planned FY 2019	Planned FY 2020	5-Year Total
One-time Funding						
Adult Mental Health Capital Improvements	2,190,050	751,050	0	0	0	2,941,100
New Projects (Facilities)	1,172,430	1,357,881	0	0	0	2,530,311
Subtotal	3,362,480	2,108,931	0	0	0	5,471,411
Recurring Funding						
ADA Building Improvements	100,000	100,000	100,000	100,000	100,000	500,000
Deferred Building Maintenance	300,000	300,000	300,000	300,000	300,000	1,500,000
Emergency Building Repairs	500,000	500,000	500,000	500,000	500,000	2,500,000
Animal Shelter (Debt Service)	402,063	407,638	405,713	405,213	405,613	2,026,239
Animal Shelter (GO Bonds)	443,751	447,626	445,776	448,176	445,276	2,230,605
Theater Debt Service	250,322	249,667	249,971	249,667	249,971	1,249,598
Subtotal	1,996,136	2,004,931	2,001,460	2,003,055	2,000,860	10,006,442
Total	5,358,616	4,113,862	2,001,460	2,003,055	2,000,860	15,477,853

Funding Summary

Project Description	Adopted FY 2016	Adopted FY 2017	Planned FY 2018	Planned FY 2019	Planned FY 2020	5-Year Total
General Fund Capital	2,724,815	2,915,186	1,555,684	1,554,879	1,555,584	10,306,148
Mental Health Service Act	2,190,050	751,050	0	0	0	2,941,100
Measure I	443,751	447,626	445,776	448,176	445,276	2,230,605
Total	5,358,616	4,113,862	2,001,460	2,003,055	2,000,860	15,477,853

First Source Fund receives 1% of the project budget from all eligible capital projects (i.e. Capital Improvement Fund, Camps Fund, Parks Tax Fund and Marina Fund). First Source Fund (B.M.C. 13.26) promotes the hiring of local jobseekers on local and publicly funded construction projects, in addition to non-construction jobs that are created after construction is complete.

Public Art Fund receives 1.5% of the project budget from all eligible capital projects (i.e. Capital Improvement Fund, Camps Fund, Parks Tax Fund and Marina Fund). Funding for the program is provided through the Public Art Resolution, passed in 1999, which requires all eligible capital projects within the city to allocate 1.5% of the project budget of public improvements to the Public Art Fund.

Public Works - Facility Program
5-Year Facilities Capital Improvement Plan - Deferred Maintenance
FY 2016

Project Code	Project Description	Facility	FY 2016 Project Cost
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FY2016 Programmed Projects			
15CB01	FS #1 Renovation	Fire Station No. 1	\$ 200,000
15CB07	FS #2 Kitchen Repairs	Fire Station No. 2	\$ 50,000
15CB10	Drill Tower @ FS #6	Fire Department Drill Tower	\$ 58,000
14CB05*	Mental Health Renovation (2640)	Mental Health Services Building (2640 MLK)	\$ 350,000
15CB03*	Annual Roof Testing and Inspections	Various	\$ 71,000
15SR42*	Sewer CCTV	Various	\$ 71,000
Subtotal - Programmed Projects			\$ 800,000

FY2016 Deferred Maintenance			
15CB04*	Mobile Generator Study	Various	\$ 177,600
16CB01	On-going Facility Condition Assessments	Various	\$ 70,000
16CB02	Annual Exterior Painting - Multiple Facilities	Various	\$ 88,800
16CB03	1947 Center St Tenant Improvements	1947 Center Street	\$ 4,000
		1947 Center Street	\$ 759,585
		1947 Center Street	

**Public Works - Facility Program
5-Year Facilities Capital Improvement Plan - Deferred Maintenance
FY 2016**

Project Code	Project Description	Facility	FY 2016 Project Cost
16CB04	NBSC Deferred Maintenance Repairs	North Berkeley Senior Center	\$ 8,190
		North Berkeley Senior Center	
		North Berkeley Senior Center	
		North Berkeley Senior Center	\$ 3,655
		North Berkeley Senior Center	
		16CB05	SBSC Deferred Maintenance Repairs
South Berkeley Senior Center			
South Berkeley Senior Center			
South Berkeley Senior Center			
South Berkeley Senior Center	\$ 6,220		
South Berkeley Senior Center			
South Berkeley Senior Center			
South Berkeley Senior Center			
16CB06	WBSC Deferred Maintenance Repairs	West Berkeley Senior Center	\$ 10,910
		West Berkeley Senior Center	
		West Berkeley Senior Center	
		West Berkeley Senior Center	
		West Berkeley Senior Center	\$ 22,760
		West Berkeley Senior Center	

Public Works - Facility Program
5-Year Facilities Capital Improvement Plan - Deferred Maintenance
FY 2016

Project Code	Project Description	Facility	FY 2016 Project Cost
16CB07	Roof Repairs - Multiple Locations	Health Clinic 830 University	\$ 3,300
		Health Clinic 830 University	
		Health Clinic 830 University	
		TS - Tipping Floor Building	\$ 7,740
		TS - Tipping Floor Building	
		CY - Equipment Maintenance Facility	
		CY - Equipment Maintenance Facility	
Subtotal - Deferred Maintenance			\$ 1,172,430
FY 2016 Total			\$ 1,972,430

Public Works - Facility Program
5-Year Facilities Capital Improvement Plan - Deferred Maintenance
FY 2017

Project Code	Project Description	Facility	FY 2017 Project Cost
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FY2017 Programmed Projects			
14CB05*	Mental Health Renovation (2640)	Mental Health Services Building (2640 MLK)	\$ 350,000
15CB03*	Annual Roof Testing and Inspections	Various	\$ 88,800
15SR42*	Sewer CCTV	Various	\$ 88,800
Subtotal - Programmed Projects			\$ 527,600

FY2017 Deferred Maintenance			
15CB04*	Mobile Generator Study	Various	\$ 177,600
16CB01	On-going Facility Condition Assessments	Various	\$ 70,000
16CB02	Annual Exterior Painting - Multiple Facilities	Various	\$ 88,800
16CB03	1947 Center St Tenant Improvements	1947 Center Street	\$ 271,060
16CB04	NBSC Deferred Maintenance Repairs	North Berkeley Senior Center	\$ 21,910
16CB05	SBSC Deferred Maintenance Repairs	South Berkeley Senior Center	\$ 60,135
16CB06	WBSC Deferred Maintenance Repairs	West Berkeley Senior Center	\$ 89,125

Public Works - Facility Program
5-Year Facilities Capital Improvement Plan - Deferred Maintenance
FY 2017

Project Code	Project Description	Facility	FY 2017 Project Cost
16CB07	Roof Repairs - Multiple Locations	TS - Equipment Maintenance Facility	\$ 103,890
		CY - Equipment Maintenance Facility	
		CY - Equipment Maintenance Facility	\$ 28,995
		CY - Equipment Maintenance Facility	\$ 83,900
		CY - Equipment Maintenance Facility	
		CY - Equipment Maintenance Facility	
TS - Equipment Maintenance Facility			
17CB01	Fire Alarm System Upgrades - Multiple Facilities	1947 Center Street	\$ 295,466
17CB02	Senior Centers Kitchen Upgrades	North Berkeley Senior Center	\$ 67,000
		South Berkeley Senior Center	
		South Berkeley Senior Center	
		West Berkeley Senior Center	
		West Berkeley Senior Center	
Subtotal - Deferred Maintenance			\$ 1,357,881
FY 2017 Total			\$ 1,885,481

EQUIPMENT & FLEET

Summary

Departments make annual replacement contributions into the Equipment Replacement Fund for the eventual replacement of their vehicles. Historically, the Equipment Maintenance Division has had the responsibility of determining what each Department's replacement contribution will be, recommending a schedule of vehicle replacements to the City Manager, and purchasing the equipment from the Replacement Fund in accordance with the replacement schedule. Staff will continue to review the replacement schedule and identify the vehicles on the schedule that can be replaced with energy saving vehicles.

Equipment Backlog

The equipment replacement backlog is currently estimated at \$1.9 million. The replacement of the remaining equipment and vehicles on the backlog is planned through FY 2020.

The vehicle backlog exists due to a previous lack of resources and support staff. This situation has been resolved by assigning a Senior Buyer, funded out of the Equipment Replacement Fund dedicated to procurement of equipment.

Funding

The Adopted Budget reflects the 5-year replacement plan to replace equipment and vehicles citywide. While replacement of vehicles with alternative fueled models is more expensive than traditional choices, the fund is now calculating replacement costs based on standard fueled models. Grants will be sought to pay for the incremental costs to purchase alternative vehicles. The fund shows a future reduction in vehicle replacement costs due to extending the estimated useful life of vehicles.

Program Summary

Project Description	Adopted FY 2016	Adopted FY 2017	Planned FY 2018	Planned FY 2019	Planned FY 2020	5-Year Total
Recurring Funding						
Vehicle Replacement	3,428,416	4,582,990	3,130,029	4,633,514	3,357,647	19,132,596
Total	3,428,416	4,582,990	3,130,029	4,633,514	3,357,647	19,132,596

Funding Summary

Project Description	Adopted FY 2016	Adopted FY 2017	Planned FY 2018	Planned FY 2019	Planned FY 2020	5-Year Total
Equipment Replacement Fund	3,428,416	4,582,990	3,130,029	4,633,514	3,357,647	19,132,596
Total	3,428,416	4,582,990	3,130,029	4,633,514	3,357,647	19,132,596

FY 2016 Equipment and Fleet Replacement Schedule

Fleet Status	Equipment Number	Year	Manufacturer	Description	Fiscal Year Due for Replacement	Fiscal Year Planned for Purchase	Replacement Cost
A	305	1999	FMC	STENCIL / PAINT TRUCK	16	16	\$ 129,629
A	1400	2008	WES	PARKING ENFORCEMENT	16	16	\$ 41,251
A	1401	2008	WES	PARKING ENFORCEMENT	16	16	\$ 41,251
A	1402	2008	WES	PARKING ENFORCEMENT	16	16	\$ 41,251
A	1403	2008	WES	PARKING ENFORCEMENT	16	16	\$ 41,251
A	1404	2008	WES	PARKING ENFORCEMENT	16	16	\$ 41,251
A	1405	2008	WES	PARKING ENFORCEMENT	16	16	\$ 41,251
A	1406	2008	WES	PARKING ENFORCEMENT	16	16	\$ 41,251
A	1407	2008	WES	PARKING ENFORCEMENT	16	16	\$ 41,251
A	1409	2008	WES	PARKING ENFORCEMENT	16	16	\$ 41,251
A	1410	2008	WES	PARKING ENFORCEMENT	16	16	\$ 41,251
A	1581	2007	WES	PARKING ENFORCEMENT	16	16	\$ 41,251
A	1411	2008	WES	PARKING ENFORCEMENT	16	16	\$ 41,251
A	1611	2010	HAR	TRAFFIC MOTORCYCLE	16	16	\$ 39,170
A	1612	2010	HAR	TRAFFIC MOTORCYCLE	16	16	\$ 39,170
A	1613	2010	HAR	TRAFFIC MOTORCYCLE	16	16	\$ 39,039
A	1614	2010	HAR	TRAFFIC MOTORCYCLE	16	16	\$ 38,764
A	1615	2010	HAR	TRAFFIC MOTORCYCLE	16	16	\$ 38,764
A	1616	2010	HAR	TRAFFIC MOTORCYCLE	16	16	\$ 38,764
A	1617	2010	HAR	TRAFFIC MOTORCYCLE	16	16	\$ 39,518
A	1618	2010	HAR	TRAFFIC MOTORCYCLE	16	16	\$ 38,764
A	1731	2010	FMC	POLICE PATROL (POOL)	16	16	\$ 44,000
A	1733	2010	FMC	POLICE PATROL (POOL)	16	16	\$ 44,000
A	1734	2010	FMC	POLICE PATROL (RESERVES)	16	16	\$ 44,000
A	1735	2010	FMC	POLICE PATROL (POOL)	16	16	\$ 37,370
A	1737	2010	FMC	POLICE PATROL (POOL)	16	16	\$ 44,000
A	1738	2010	FMC	POLICE PATROL (POOL)	16	16	\$ 37,370
A	1739	2010	FMC	POLICE PATROL (POOL)	16	16	\$ 31,656
A	1740	2011	FMC	POLICE PATROL (BEAT 10)	16	16	\$ 45,000
A	1741	2011	FMC	POLICE PATROL (POOL)	16	16	\$ 45,000
A	1742	2011	FMC	POLICE PATROL (BEAT 8)	16	16	\$ 45,000
A	1743	2011	FMC	POLICE PATROL (BEAT 1)	16	16	\$ 45,000
A	1744	2011	FMC	POLICE PATROL (BEAT 7)	16	16	\$ 45,000
A	1745	2011	FMC	POLICE PATROL (SGT)	16	16	\$ 45,000
A	1746	2011	FMC	POLICE PATROL (BEAT 2)	16	16	\$ 45,000
A	1961	2006	FMC	4 DOOR SEDAN (CHIEF)	16	16	\$ 43,791
A	3204	2004	FMC	1/2 TON PICKUP	16	16	\$ 21,761
A	3276	2006	FMC	AERIAL TRUCK	16	16	\$ 142,788
A	3912	2006	PBM	110 GAL SKID SPRAYER	16	16	\$ 8,438
A	4703	2005	FMC	AERIAL BUCKET TRUCK	16	16	\$ 145,905
A	4704	2005	FMC	AERIAL BUCKET TRUCK	16	16	\$ 145,905
A	6343	2000	VOL	REFUSE REAR LOADER	16	16	\$ 250,219
A	6344	2000	VOL	REFUSE REAR LOADER	16	16	\$ 250,219
A	8186	2008	FMC	20 PASSENGER BUS	16	16	\$ 75,920
A	8600	2002	CHR	CLUB CAB (ANIMAL CONTROL)	16	16	\$ 23,866
A	9002	2005	FMC	MINI PICKUP	16	16	\$ 19,416
A	9014	2006	FMC	VAN	16	16	\$ 26,110
A	9015	2006	FMC	MINI PICK UP	16	16	\$ 26,110
A	**NEW	NEW	TBD	40YD FRONT LOADER - CNG	--	16	\$ 371,707
A	**NEW	NEW	TBD	40YD FRONT LOADER	--	16	\$ 342,277
FY 2016 TOTAL							\$ 3,428,416

**Note: Adjustments from Proposed Biennial Budget reflect City Council action requiring addition of two new front loader garbage trucks, and recalculation of some fleet costs.

Equipment and Fleet Replacement Schedule

Fleet Status	Equipment Number	Year	Manufacturer	Description	Fiscal Year Due for Replacement	Fiscal Year Planned for Purchase	Replacement Cost
A	1727	2013	CHE	POLICE PATROL LT	17	17	\$ 38,547
A	1728	2013	CHE	POLICE PATROL (POOL)	17	17	\$ 39,563
A	1729	2013	CHE	POLICE PATROL (POOL)	17	17	\$ 39,563
A	1747	2011	FMC	POLICE PATROL (BEAT 3)	17	17	\$ 42,000
A	1748	2011	FMC	POLICE PATROL (BEAT 5)	17	17	\$ 42,000
A	1749	2011	FMC	POLICE PATROL (BEAT 6)	17	17	\$ 42,000
A	1750	2011	FMC	POLICE (DTF)	17	17	\$ 42,000
A	1751	2011	FMC	POLICE PATROL (DTF)	17	17	\$ 42,000
A	1752	2011	FMC	POLICE PATROL (DTF)	17	17	\$ 42,000
A	1754	2011	FMC	POLICE PATROL (BEAT 9)	17	17	\$ 42,000
A	1755	2011	FMC	POLICE PATROL (SGT)	17	17	\$ 42,000
A	1803	2011	FMC	ID VAN (CRIME SCENE)	17	17	\$ 95,195
A	2002	2002	KOB	EXCAVATOR	17	17	\$ 35,934
A	2311	1999	GMC	2-3 YARD DUMP TRUCK	17	17	\$ 53,110
A	2312	1999	GMC	3-4 YARD DUMP TRUCK	17	17	\$ 54,002
A	2317	2006	STE	VACTOR	17	17	\$ 442,922
A	2358	2001	CHR	3/4 TON PICK UP	17	17	\$ 31,262
A	2359	2001	CHR	3/4 TON PICK UP	17	17	\$ 31,262
A	2360	2001	CHR	3/4 TON XTRA CAB P/U	17	17	\$ 36,286
A	2365	2008	FMC	1 TON REG CAB FLAT BED	17	17	\$ 45,178
A	2701	2008	WEL	EQUIPMENT TRAILER	17	17	\$ 6,792
A	2702	2008	WEL	EQUIPMENT TRAILER	17	17	\$ 6,792
A	2716	2006	STE	STREET SWEEPER (CNG)	17	17	\$ 294,094
A	2717	2006	STE	STREET SWEEPER (CNG)	17	17	\$ 294,094
A	3012	2001	CHR	RAM 2500HD	17	17	\$ 32,410
A	3017	2001	CHR	DAKOTA PICK UP	17	17	\$ 26,512
A	3125	2001	CHR	3/4 TON UTILITY TRUCK	17	17	\$ 49,603
A	3242	2001	FMC	F250 XL 3/4 TON PICK UP	17	17	\$ 37,220
A	4706	2006	FMC	3/4 TON PU (ON CALL)	17	17	\$ 37,625
A	6003	2006	MCK	REFUSE TRAILER	17	17	\$ 79,080
A	6004	2006	MCK	REFUSE TRAILER	17	17	\$ 79,080
A	6005	2006	MCK	RFUSE TRAILER	17	17	\$ 79,080
A	6006	2006	MCK	REFUSE TRAILER	17	17	\$ 79,080
A	6007	2006	MCK	REFUSE TRAILER	17	17	\$ 79,080
A	6044	2006	VLV	LONG HAUL TRUCK	17	17	\$ 135,573
A	6045	2006	VLV	LONG HAUL TRUCK	17	17	\$ 141,068
A	6046	2006	VLV	LONG HAUL TRUCK	17	17	\$ 141,068
A	6047	2006	VLV	LONG HAUL TRUCK	17	17	\$ 141,068
A	6350	2002	VOL	25 YARD REAR LOADER- CNG	17	17	\$ 283,071
A	6351	2002	VOL	25 YARD REAR LOADER- CNG	17	17	\$ 283,071
A	6352	2002	VOL	25 YARD REAR LOADER- CNG	17	17	\$ 283,071
A	6353	2002	VOL	25 YARD REAR LOADER- CNG	17	17	\$ 283,071
A	6359	2003	AUT	25 YARD REAR LOADER-CNG	17	17	\$ 208,975
A	8191	2010	FMC	16 PASSENGER BUS W/C LIFT	17	17	\$ 81,351
A	9001	2001	CHR	RAM 2500HD QUAD CAB	17	17	\$ 39,142
A	9016	2007	FMC	MINI PICK UP	17	17	\$ 19,025
A	9115	2009	FMC	ESCAPE HYBRID	17	17	\$ 41,297
A	9522	2001	GMC	SAFARI PASSENGER VAN	17	17	\$ 42,777
					FY 2017 TOTAL		\$ 4,582,990

Note: A vehicle may not be replaced in the year it is due if it has low mileage and low usage and is still safe and cost efficient to use.

Equipment and Fleet Replacement Schedule

Fleet Status	Equipment Number	Year	Manufacturer	Description	Fiscal Year Due for Replacement	Fiscal Year Planned for Purchase	Replacement Cost
A	192	1999	CHR	1/2 TON CARGO VAN	18	18	\$ 27,503
A	248	1999	FMC	3/4 TON PICKUP TRUCK	18	18	\$ 29,470
A	411	1999	CHR	1/2 TON CARGO VAN	18	18	\$ 27,461
A	743	1997	ALM	PORTABLE LIGHT TOWER	18	18	\$ 5,200
A	1118	2003	FRE	MOBILE SUBSTATION	18	18	\$ 376,204
A	1619	2012	HON	TRAFFIC MOTORCYCLE	18	18	\$ 32,146
A	1620	2012	HON	TRAFFIC MOTORCYCLE	18	18	\$ 32,109
A	1756	2014	FMC	POLICE PATROL(PROPERTY)	18	18	\$ 43,000
A	1757	2014	FMC	POLICE (HOMICIDE)	18	18	\$ 42,000
A	1758	2014	FMC	POLICE PATROL(ROBBERY)	18	18	\$ 43,000
A	1759	2014	FMC	4DR SEDAN (SEX CRIMES)	18	18	\$ 43,000
A	1760	2014	FMC	POLICE (POOL)	18	18	\$ 42,000
A	1761	2014	FMC	POLICE PATROL (PROPERTY)	18	18	\$ 43,000
A	1762	2014	FMC	POLICE (BEAT 11)	18	18	\$ 45,000
A	1763	2014	FMC	POLICE PATROL (BEAT 14)	18	18	\$ 45,000
A	1764	2014	FMC	POLICE PATROL (POOL)	18	18	\$ 45,000
A	1808	2014	FMC	POLICE (BEAT 4)	18	18	\$ 45,000
A	1809	2014	FMC	POLICE (BEAT 12)	18	18	\$ 45,000
A	1963	2009	FMC	F150 4X4 SUPERCREW	18	18	\$ 62,707
A	1964	2009	FMC	F150 4X4 SUPERCREW	18	18	\$ 62,707
A	1965	2009	FMC	F150 4X4 SUPERCREW	18	18	\$ 62,707
A	2366	2008	FMC	F150 4X2 P/U	18	18	\$ 20,872
A	2367	2008	FMC	F150 4X2 P/U	18	18	\$ 20,872
A	2368	2008	FMC	F150 4X2 P/U	18	18	\$ 20,872
A	2369	2008	FMC	3/4 TON PICKUP	18	18	\$ 34,199
A	2371	2008	FMC	F550 DUMP TRUCK	18	18	\$ 77,131
A	2703	2008	WEL	EQUIPMENT TRAILER	18	18	\$ 6,928
A	2904	2008	S-F	LINE STRIPER	18	18	\$ 1,500
A	3022	2008	FMC	MINI UTILITY PICKUP	18	18	\$ 37,116
A	3274	2001	FMC	CHIPPER TRUCK	18	18	\$ 101,862
A	3275	2001	FMC	CHIPPER TRUCK	18	18	\$ 101,861
A	3909	2002	TEN	SIDEWALK SWEEPER	18	18	\$ 83,462
A	3913	2007	KAW	KAWASAKI MULE 4X4	18	18	\$ 24,799
A	4100	2002	GMC	3/4 TON UTILITY TRUCK	18	18	\$ 51,860
A	4101	2001	GMC	3/4 TON UTILITY TRUCK	18	18	\$ 51,860
A	4102	2002	FMC	3/4 TON UTILITY TRUCK	18	18	\$ 48,995
A	4106	2008	CHR	BUILDING MAINT. VAN	18	18	\$ 32,622
A	4107	2008	CHR	MINI CARGO VAN	18	18	\$ 32,622
A	4108	2009	TOY	HYBRID TOYOTA PRIUS	18	18	\$ 40,464
A	4109	2009	FMC	MINI PICK UP	18	18	\$ 25,074
A	4110	2008	FMC	ESCAPE HYBRID	18	18	\$ 42,712
A	6360	2008	AUT	DROP BOX TRUCK	18	18	\$ 368,254
A	6361	2008	AUT	DROP BOX TRUCK	18	18	\$ 368,254
A	6400	2008	FMC	12' FLAT BED TRUCK W/LIFT	18	18	\$ 59,484
A	6402	2008	FMC	3/4 TON PICKUP	18	18	\$ 43,557
A	6889	2008	FMC	ESCAPE HYBRID	18	18	\$ 42,712
A	8200	2001	CHR	MAXI CARGO VAN	18	18	\$ 30,845
A	8187	2008	CGM	UTILITY TRAILER 16'	18	18	\$ 15,000
A	9011	2002	TOY	HYBRID TOYOTA PRIUS	18	18	\$ 36,259
A	9013	2003	HON	HYBRID HONDA CIVIC (POOL)	18	18	\$ 28,000
A	9100	2002	HON	HONDA CIVIC - CNG	18	18	\$ 35,764
A	1765	2014	FMC	POLICE (BEAT 13)	18	18	\$ 45,000
FY 2018 TOTAL							\$ 3,130,029

Equipment and Fleet Replacement Schedule

Fleet Status	Equipment Number	Year	Manufacturer	Description	Fiscal Year Due for Replacement	Fiscal Year Planned for Purchase	Replacement Cost
A	1966	2009	FMC	ESCAPE HYBRID	19	19	\$ 47,741
A	2015	2009	ING	PORTABLE AIR COMPRESSOR	19	19	\$ 29,248
A	2016	2009	ING	PORTABLE AIR COMPRESSOR	19	19	\$ 29,248
A	2017	2009	WAK	MINI ASPHALT ROLLER	19	19	\$ 25,022
A	2023	2009	MAG	CONCRETE SAW	19	19	\$ -
A	2363	2006	GMC	1 TON UTILITY TRUCK	19	19	\$ 55,680
A	2364	2006	GMC	1 TON UTILITY TRUCK	19	19	\$ 55,680
A	2370	2008	GMC	MINI VAN (CRIME SCENE)	19	19	\$ 27,935
A	2372	2009	FMC	F150 4X2 REG CAB	19	19	\$ 25,980
A	2718	2012	IHC	STREET SWEEPER	19	19	\$ 335,530
A	2719	2012	IHC	STREET SWEEPER	19	19	\$ 328,745
A	2906	2009	FMC	ESCAPE HYBRID	19	19	\$ 47,653
A	3007	2002	TRA	HITCH AERATOR	19	19	\$ 5,325
A	3011	1999	BNN	TURF TOPPER	19	19	\$ 28,393
A	3018	2002	JDR	JOHN DEERE TRACTOR	19	19	\$ 40,943
A	3738	2012	KAW	RIDING MOWER	19	19	\$ 12,620
A	3739	2012	KAW	RIDING MOWER	19	19	\$ 12,620
A	4105	2003	FMC	8 PASSANGER VAN-CNG	19	19	\$ 38,525
A	4700	2003	FRE	CNG AERIAL 48' BCKT TRK	19	19	\$ 265,975
A	4707	2010	FMC	F150 SUPER CAB	19	19	\$ 40,748
A	6008	2009	MCK	REFUSE TRAILER	19	19	\$ 111,946
A	6009	2009	MCK	REFUSE TRAILER	19	19	\$ 111,946
A	6010	2009	MCK	REFUSE TRAILER	19	19	\$ 111,946
A	6011	2009	MCK	REFUSE TRAILER	19	19	\$ 111,946
A	6048	2009	VLV	LONG HAUL TRUCK	19	19	\$ 162,081
A	6049	2009	VLV	LONG HAUL TRUCK	19	19	\$ 162,081
A	6050	2009	VLV	LONG HAUL TRUCK	19	19	\$ 162,081
A	6051	2009	VLV	LONG HAUL TRUCK	19	19	\$ 162,081
A	6403	2009	FMC	1/2 TON PICKUP	19	19	\$ 39,935
A	6890	2009	FMC	ESCAPE HYBRID	19	19	\$ 47,653
A	6900	2003	HON	HONDA CIVIC - CNG	19	19	\$ 35,978
A	8188	2008	CGM	UTILITY TRAILER 16'(AC)	19	19	\$ 15,000
A	8189	2008	CGM	UTILITY TRAILER 16'	19	19	\$ 15,000
A	8190	2008	CGM	UTILITY TRAILER 16'	19	19	\$ 15,000
A	8457	2003	HON	HYBRID HONDA CIVIC	19	19	\$ 35,324
A	9017	2009	FMC	ESCAPE HYBRID	19	19	\$ 47,653
A	9101	2003	HON	HONDA CIVIC - CNG	19	19	\$ 35,978
A	9102	2003	HON	HYBRID SEDAN	19	19	\$ 32,345
A	9103	2003	HON	HYBRID SEDAN (POOL)	19	19	\$ 32,345
A	9104	2003	HON	HYBRID SEDAN	19	19	\$ 32,345
A	9105	2003	HON	HONDA CIVIC - CNG	19	19	\$ 35,978
A	1988	2014	IHC	AMBULANCE	19	19	\$ 310,820
A	1989	2014	IHC	AMBULANCE	19	19	\$ 310,820
A	1990	2014	IHC	AMBULANCE	19	19	\$ 310,820
A	1991	2014	IHC	AMBULANCE	19	19	\$ 310,820
A	2373	2009	GMC	TOPKICK UTILITY	19	19	\$ 209,991
A	2374	2009	GMC	TOPKICK UTILITY	19	19	\$ 209,991
					FY 2019 TOTAL		\$ 4,633,514

Note: A vehicle may not be replaced in the year it is due if it has low mileage and low usage and is still safe and cost efficient to use.

Equipment and Fleet Replacement Schedule

Fleet Status	Equipment Number	Year	Manufacturer	Description	Replacement Fiscal Year	Fiscal Year Planned for Purchase	Replacement Cost
A	619	1997	SUZ	PATROL TRAILBIKE	4	18	\$ 6,185
A	620	1997	SUZ	PATROL TRAILBIKE	4	18	\$ 6,180
A	193	1995	FMC	7 PSNGR.VAN (RANGE VAN)	5	18	\$ 30,800
A	265	1990	IHC	5 YD. DUMP TRUCK	5	16	\$ 63,600
A	267	1990	IHC	5 YD. DUMP TRUCK	5	16	\$ 63,600
A	272	1990	IHC	5 YD. DUMP TRUCK	5	16	\$ 63,600
A	275	1989	FMC	FLATBED DUMP TRUCK	5	16	\$ 75,000
A	276	1990	IHC	7 YD. DUMP TRUCK	5	16	\$ 71,900
A	261	1991	INT	FLATBED W/CRANE (3 TON)	6	16	\$ 98,600
A	769	1986	ZIE	EQUIPMENT TRAILER	6	20	\$ 4,650
A	228	1987	FMC	4 YD. DUMP TRUCK	7	16	\$ 44,000
A	330	1996	FMC	CONTAINER MAINT.TRUCK	7	16	\$ 73,000
A	331	1996	FMC	CONTAINER MAINT.TRUCK	7	16	\$ 73,000
A	767	1987	CAL	UTILITY TRAILER 6'X 12'	7	20	\$ 4,600
A	226	1998	GMC	3/4 TON PICKUP	8	16	\$ 37,254
A	293	1998	FMC	3/4 TON PICKUP	8	16	\$ 31,766
A	294	1998	FMC	3/4 TON PICKUP	8	16	\$ 31,766
A	751	1998	PAC	EQUIPMENT TRAILER (GM)	8	20	\$ 4,855
A	856	1998	CRL	STUMP GRINDER	8	20	\$ 17,468
A	4104	2002	GEM	ELECTRIC VEHICLE	9	16	\$ 7,104
A	1001	1999	FMC	3/4 TON PICKUP TRUCK	9	15	\$ 33,342
A	266	1994	GMC	1 TON PICKUP	10	18	\$ 23,250
A	3019	2003	JDR	CENTER PULL FLAIL MOWER	10	16	\$ 6,437
A	3733	2004	EXC	48" RIDING MOWER	10	16	\$ 10,126
A	709	1991	CAT	WHEEL LOADER	11	20	\$ 99,850
A	911	1995	FMC	4X4 CAFS UNIT (2255)	11	18	\$ 172,500
A	1116	2002	FMC	11 PASS TRANSPORT (JAIL)	11	18	\$ 107,644
A	1702	2006	FMC	POLICE (DTF)	11	16	\$ 30,956
A	1712	2007	FMC	POLICE PATROL (SGT 2)	11	16	\$ 33,120
A	1713	2007	FMC	POLICE PATROL(SGT 3)	11	16	\$ 33,120
A	760	1992	JAC	TRAILER 2 AXLE	12	20	\$ 8,500
A	1576	2005	WES	PARKING ENFORCEMENT	12	16	\$ 42,065
A	1578	2005	WES	PARKING ENFORCEMENT	12	16	\$ 42,065
A	1579	2005	WES	PARKING ENFORCEMENT	12	16	\$ 42,065
A	1580	2005	WES	PARKING ENFORCEMENT	12	16	\$ 42,065
A	1722	2008	FMC	POLICE PATROL (SGT 4)	12	16	\$ 31,511
A	2013	2008	LAN	HIGH PRESSUR WASHER	13	15	\$ 22,919
A	2014	2008	LAN	SURFACE CLEANER	13	15	\$ 1,664
A	263	1996	GMC	3/4 TON UTILITY TRUCK	14	15	\$ 37,080
A	287	1998	GMC	1 TON CREW CAB PICKUP	14	16	\$ 43,370
A	288	1998	GMC	1 TON CREW CAB PICKUP	14	16	\$ 49,074
A	289	1998	GMC	1 TON CREW CAB PICKUP	14	16	\$ 49,074
A	1589	2007	WES	PARKING ENFORCEMENT	14	16	\$ 41,251
A	1730	1999	GMC	MINI CARGO VAN	14	20	\$ 38,388
A	2362	2007	FMC	1/2 TON PICK UP	14	15	\$ 21,299
A	4103	2003	FMC	3/4 TON UTILITY TRUCK	14	18	\$ 40,087
A	4701	2003	CHE	1500 2WD PICK UP	14	15	\$ 40,145
					TOTAL BACKLOG		\$ 1,951,893



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INFORMATION TECHNOLOGY

Summary

Currently, the City's PC inventory comprises 1,170 desktops, 106 laptops, and 75 Public Safety MDTs (Mobile Data Terminals). In FY 2003, the City's server infrastructure comprised 93 servers (13 for email), with each server supporting a single software application. Currently, the City runs 130 servers (4 for email) and over 150 routers, switches, and access points that connect the City's 42 service locations.

In FY 2008, the City centralized PC purchasing and instituted a capital replacement program requiring departments to set aside money every year for desktop PCs, enterprise desktop software, and for servers. Because a capital replacement fund was established, the City's PC inventory is a funded liability and the server inventory is an underfunded liability. In FY 2015 the City established a funding mechanism to replace our core enterprise financial system, FUND\$. The first \$500,000 of the property transfer tax in excess of the \$10.5 million baseline will be allocated for FUND\$ replacement. In addition, beginning in FY2016 the City plans to allocate funding to replace the Citywide telephone system (VoIP), estimating a ten year replacement cycle. Staff is planning to replace the handsets at the five year mark, as the current handsets are one generation behind.

Computer Replacement Fund: PC & Server

This fund supports centralized licensing and maintenance of Citywide PCs and servers: critical desktop hardware is upgraded every four to six years, all desktops are licensed for the City standard software suite, and servers are maintained for all departments. In FY 2013, this fund provided for a replacement of our disk and cloud-based backup system. In FY 2014, this fund provided for an upgrade and expansion of our virtual server infrastructure, comprising 11 physical servers that support over 130 virtual servers. In FY 2015, this fund provided for a replacement of our storage area network (SAN), which supports the backend storage for our virtual server infrastructure.

Program Summary

Project Description	Adopted FY 2016	Adopted FY 2017	Planned FY 2018	Planned FY 2019	Planned FY 2020	5-Year Total
Recurring Funding						
AS400	120,000	120,000	120,000	120,000	120,000	600,000
FUND\$/ERP *	500,000	500,000	500,000	500,000	500,000	2,500,000
Network Infrastructure	77,364	77,364	77,364	77,364	77,364	386,820
Computer Replacement	383,000	383,000	383,000	383,000	383,000	1,915,000
Voice Over Internet Protocol (VoIP)		153,000	153,000	153,000	153,000	612,000
Total	1,080,364	1,233,364	1,233,364	1,233,364	1,233,364	6,013,820

Funding Summary

Project Description	Adopted FY 2016	Adopted FY 2017	Planned FY 2018	Planned FY 2019	Planned FY 2020	5-Year Total
General Fund Capital	697,364	850,364	850,364	850,364	850,364	4,251,820
Computer Replacement Fund	383,000	383,000	383,000	383,000	383,000	1,915,000
Total	1,080,364	1,233,364	1,233,364	1,233,364	1,233,364	6,013,820

* \$500,000 annual allocation for FUND\$ replacement is subject to the availability of excess property transfer tax



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OTHER INFRASTRUCTURE

Summary

The Public Works Department maintains, monitors and repairs the City's closed landfill. While some repairs have been made, others have been deferred to help balance the Zero Waste Fund.

Closed Landfill

The ground squirrel program is implementing a phased control approach rather than an abatement program and is being integrated into the annual non-routine annual budget. Ground Squirrels burrow into the top soil layer of the landfill and may burrow deep enough to compromise the engineered cap layers. The cap layers are required to seal off the waste from the atmosphere.

The flare station at the landfill is required to burn off the methane gas that is collected from the decomposing waste. The flare station is at the end of its useful life and needs to be replaced. Funding is budgeted in FY 2015 and proposed in FY 2016 for a total estimated cost of \$1,081,885.

The rip rap on the outer levee armors and stabilizes the bayside wall from wave action and erosion. In FY 2012 the City completed phase I of the rip rap repairs and in FY 2016, a second repair project will be done on additional identified sections at an estimated cost of \$250,000. A third riprap repair project is also being planned for FY 2019.

Retaining Walls and Miscellaneous Non-Building Structures

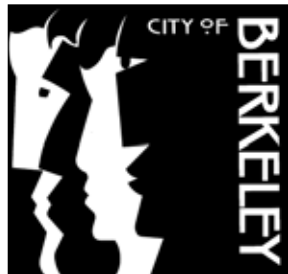
The Public Works Department is responsible for maintaining approximately 325 retaining walls, and bridges, tunnels, culverts and other miscellaneous non-building structures within the public right of way. Many of the structures are older and in need of repair. An ongoing allocation beginning in FY 2016 has been created for these structures. In FY 2016, staff plans to contract with a structural engineer to assess the condition of the structures and develop a CIP to plan and budget for repairs, with an initial budget of \$350,000 in FY 2016, and \$250,000 annually thereafter.

OTHER INFRASTRUCTURE

Program Summary						
Project Description	Adopted FY 2016	Adopted FY 2017	Planned FY 2018	Planned FY 2019	Planned FY 2020	5-Year Total
One-time Funding						
Retaining Wall Condition Assessment	350,000	0	0	0	0	350,000
Subtotal	350,000	0	0	0	0	350,000
Recurring Funding						
CIP Set Aside	1,502,800	745,600	0	0	0	2,248,400
Closed Landfill	341,890	341,890	341,890	341,890	341,890	1,709,450
Retaining Wall Repairs	0	250,000	250,000	250,000	250,000	1,000,000
Subtotal	1,844,690	1,337,490	591,890	591,890	591,890	4,957,850
Total	2,194,690	1,337,490	591,890	591,890	591,890	5,307,850
Funding Summary						
Project Description	Adopted FY 2016	Adopted FY 2017	Planned FY 2018	Planned FY 2019	Planned FY 2020	5-Year Total
Measure BB	350,000	250,000	250,000	250,000	250,000	1,350,000
Refuse Fund	1,844,690	1,087,490	341,890	341,890	341,890	3,957,850
Total	2,194,690	1,337,490	591,890	591,890	591,890	5,307,850

Other Infrastructure Projects

Category	Fiscal Year	Funding	Program or Project Name	Location or Description
Other Infrastructure	2016	\$341,890	Closed Landfill	Closed landfill
Other Infrastructure	2016	\$250,000	Phase II - Riprap Repairs <i>(funding included in total CIP Set Aside allocation)</i>	Closed landfill
Other Infrastructure	2016	\$980,645	Flare Station Replacement <i>(funding included in total CIP Set Aside allocation)</i>	Closed landfill
Other Infrastructure	2016	\$272,155	Various Projects - CIP Set Aside	Various locations
Other Infrastructure	2016	\$350,000	Retaining Wall/Misc Structures Repair <i>(One-time)</i>	Contract in FY16 with a structural engineer to assess the condition of the City's 300 plus retaining walls, tunnels, culverts and other non-building structures and develop a CIP for planning and budgeting purposes.
Total	2016	\$2,194,690		
Other Infrastructure	2017	\$341,890	Closed Landfill	Closed landfill
Other Infrastructure	2017	\$250,000	Retaining Wall/Misc Structures Repair <i>(Recurring)</i>	Repair - various locations based on results of condition assessment.
Other Infrastructure	2017	\$745,600	Various Projects - CIP Set Aside	Closed landfill & Transfer Station
Total	2017	\$1,337,490		
Other Infrastructure	2018	\$341,890	Closed Landfill	Closed landfill
Other Infrastructure	2018	\$250,000	Retaining Wall/Misc Structures Repair <i>(Recurring)</i>	Repair - various locations based on results of condition assessment.
Total	2018	\$591,890		
Other	2019	\$341,890	Closed Landfill	Closed landfill
Other Infrastructure	2019	\$250,000	Retaining Wall/Misc Structures Repair <i>(Recurring)</i>	Repair - various locations based on results of condition assessment.
Total	2019	\$591,890		
Other Infrastructure	2020	\$341,890	Closed Landfill	Closed landfill
Other Infrastructure	2020	\$250,000	Retaining Wall/Misc Structures Repair <i>(Recurring)</i>	Repair - various locations based on results of condition assessment.
Total	2020	\$591,890		



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PARKS & MARINA

Summary

The City of Berkeley Parks, Recreation and Waterfront Department maintains almost 250 park acres which include 52 parks, tot lots and play areas. The Department also maintains pathways, turf and medians, 15 athletic fields, 49 sports courts (basketball and tennis), 5 community centers, 29 restrooms and outbuildings, 2 swimming pools and 3 resident camps.

The Department also manages the largest public marina in the Bay Area situated on 125 acres of land and 50 acres of water that operates and maintains approximately 1000 berths, public access docks, a fishing pier and small boat launch ramps.

Fiscal Year / Project Description	Parks Tax/ General Fund	Marina Fund	Camps Fund	Grants	% of Parks Tax/ General Fund
FY 16 Major Maintenance/ Capital Budget					
James Kenney Seismic/Siding	1,000,000			727,499 – FEMA	71%
James Kenney Play Areas/Picnic	200,000			750,000 - WW	14%
Willard Play Area/ Pathway	100,000			100,000 - WW	7%
San Pablo Electrical Meter	50,000				4%
Cesar Chavez Master Plan	50,000				4%
Rose Garden Trellis- Phase 1				325,000 - WW	
Marina Floats		250,000			
Bay Trail- Segment 3				500,000 -	
South Cove Staging and Access- Phase 1				500,000 - PCA /SSC	
South Cove Restroom				600,000 - CB	
Fishing Pier Upgrades				230,000 - CB	
Echo Lake Cabins			50,000		
	1,400,000	250,000	50,000	3,732,499	100%
FY 17 Major Maintenance/ Capital Budget					
James Kenney Seismic/Siding	1,100,000				79%
Strawberry Creek Court Renovation	200,000			292,500 – WW	14%
John Hinkel Park Play Area	100,000			615,000 – WW	7%
Marin Circle Fountain and Walk				130,000 – WW	
Becky Temko Park				130,000 - WW	
Marina Floats		250,000			
Echo Lake Leach Fields			50,000		
	1,400,000	250,000	50,000	1,667,500	100%
Abbreviations					
FEMA: Federal Emergency Management Agency grant					
WW: Measure WW Parks Bond (Grant from East Bay Regional Park District)					
PCA/MTC: Priority Conservation Area grant from Metropolitan Transportation Commission					
CB: Cosco Busan (Grant from the National Fish & Wildlife Foundation following the Cosco Busan oil spill)					
PCA/SSC: Priority Conservation Area grant from State Coastal Conservancy					
Note: Projects listed are subject to change depending on altered funding or adjustments to planning priorities, including implications from the ongoing facility condition assessments.					

PARKS & MARINA

Parks Capital Improvements Projects

Recurring capital funding is used to address our most critical unfunded needs and allows selected projects to be accomplished annually on an ongoing basis. These funds are also used selectively to leverage grants. Park improvements focus on direct benefits to park users and future sustainability. These improvements include safety and accessibility improvements; replacing deteriorated play equipment; repairing or replacing site furnishings; improvements to existing playing fields for increased youth sports opportunities; and basic infrastructure improvements, including rehabilitation of sports courts, lighting, eroded walkways and irrigation renovations for greater water-efficiency.

The Department's historically underfunded capital and major maintenance programs have accelerated the deterioration of park buildings and facilities citywide. In several cases, this has required emergency repairs at a greater cost than would be the case if the facilities were more routinely maintained.

The passage of Measure WW provided funding for the acquisition, restoration and improvement of parks and recreation facilities. The funds are distributed by the East Bay Regional Park District to the cities based on population counts. The City's share is \$4,876,584 over a 10 year period. The Department worked with the Parks and Recreation Commission to hold a public process to identify and prioritize projects and provided a recommendation to the City Council. Several of these projects are currently underway. All of the Measure WW funded work must be completed by the end of 2017.

The recent passage of Measure F provides an important new infusion of funding to address deferred maintenance, by introducing an additional \$450,000 for recurring maintenance and \$750,000 for major maintenance in parks and park buildings. However, given the estimated \$78 million of needed improvements, it will still be some time before the Department's assets and infrastructures are brought into good repair.

While there is a substantial amount of unfunded park work still to accomplish, several priority projects have been identified for funding over the next two-years. In FY 2016 and FY 2017, the James Kenney Siding Replacement and Seismic Upgrade project will require the majority of available funding. There are four factors that make this project a high priority: 1) a condition assessment commissioned by the City to evaluate the building found that it was in a "critical" condition, and assigned it a "D" grade; 2) the facility is designated as an emergency shelter, but at risk of failure in the event of an earthquake; 3) the City has received a \$727,499 grant from the Federal Emergency Management Agency to fund seismic mitigation activities at James Kenney Community Center; and 4) this is a high-use building which houses tot and pre-K programs, after-school and summer programs for children, and public events during evenings and on weekends.

Other available funding in FY 2016 and FY 2017 will focus on projects that can leverage Measure WW funding (such as the Strawberry Creek court renovation, the John Hinkel Park play area, and the James Kenney play and picnic areas), because the Measure WW funding is set to expire at the end of 2017. Work is also planned for projects expected to save money in the near-term (such as the San Pablo electrical meter split,

PARKS & MARINA

which will reduce recurring energy costs), and projects of high priority to the community (such as the Cesar Chavez Park master plan).

Marina Capital Improvements Projects

Maintaining the marina, waterfront infrastructure and associated parks and facilities is crucial to the continued successful operation of the Berkeley Marina and waterfront parks. Annual funding from the Marina Enterprise Fund is earmarked for capital improvements to replace an aging infrastructure. The Marina Fund has historically been balanced by deferring capital improvement expenditures.

The nature of the capital improvement work at the Marina consists of (1) ongoing, routine maintenance such as replacement of pilings, roadways, restrooms, etc.; and (2) large scale improvements such as dock replacement and dredging. While the available allocation from the Marina Fund for capital and major maintenance projects is approximately \$250,000 per year, the Department has secured an additional \$1,830,000 in grants from the National Fish and Wildlife Foundation, the Metropolitan Transportation Commission, and the California State Coastal Conservancy. The City has also obtained loans from the State Department of Parks and Recreation, Division Boating and Waterways, for some of the major capital infrastructure work. In order to leverage existing funds, pursuit of grant funding continues to be a high priority.

Recreation and Camps Improvement Projects

Maintenance of the City's three resident camps is imperative high priority. The Camps Fund generally provides funding for infrastructure repair and major maintenance projects. However, the reserve balance of the fund is not sufficient to complete all the capital work needed. The loss of the City's Tuolumne camp in 2013 significantly reduced fund revenues. While the City works to rebuild the camp at Tuolumne, programs were shifted to the camp at Echo Lake, and plans are being implemented to enhance the facilities and make needed repairs there in order to accommodate an increased number of camp users. Some of the major projects include ADA accessibility upgrades, sewer and drainage improvements, restroom replacements and improvements to the dining hall which was damaged in a snow storm.

The longer term impact on the fund is to substantially reduce available funding for recurring capital work. In FY 2016 & FY 2017, the Department will set aside \$50,000 per year for major maintenance projects at Echo Lake Camp, including needed cabin improvements and leach field repairs. The Department continues to engage with the U.S. Forest Service and other stakeholders on the planning and design of Berkeley Tuolumne Camp.

PARKS & MARINA

Program Summary

Project Description	Adopted FY 2016	Adopted FY 2017	Planned FY 2018	Planned FY 2019	Planned FY 2020	5-Year Total
Recurring Funding						
Parks Division CIP	1,543,438	1,543,438	1,543,438	1,543,438	1,543,438	7,717,190
ADA Parks	250,000	250,000	250,000	250,000	250,000	1,250,000
Ball fields Acquisition						
Debt Service	250,323	249,667	249,971	249,468	249,901	1,249,329
Replace Hazardous Play Equipment	150,000	150,000	150,000	150,000	150,000	750,000
Marina CIP	250,000	250,000	250,000	250,000	250,000	1,250,000
Marina Debt Service	646,432	646,425	485,719	485,719	485,719	2,750,014
Camps CIP	50,000	50,000	50,000	50,000	50,000	250,000
Total	3,140,193	3,139,530	2,979,128	2,978,625	2,979,058	15,216,533

Funding Summary

Project Description	Adopted FY 2016	Adopted FY 2017	Planned FY 2018	Planned FY 2019	Planned FY 2020	5-Year Total
Parks Tax Fund	1,543,438	1,543,438	1,543,438	1,543,438	1,543,438	7,717,190
General Fund Capital	650,323	649,667	649,971	649,468	649,901	3,249,329
Marina Operations Fund	896,432	896,425	735,719	735,719	735,719	4,000,014
Camps Fund	50,000	50,000	50,000	50,000	50,000	250,000
Total	3,140,193	3,139,530	2,979,128	2,978,625	2,979,058	15,216,533

First Source Fund receives 1% of the project budget from all eligible capital projects (i.e. Capital Improvement Fund, Camps Fund, Parks Tax Fund and Marina Fund). First Source Fund (B.M.C. 13.26) promotes the hiring of local jobseekers on local and publicly funded construction projects, in addition to non-construction jobs that are created after construction is complete.

Public Art Fund receives 1.5% of the project budget from all eligible capital projects (i.e. Capital Improvement Fund, Camps Fund, Parks Tax Fund and Marina Fund). Funding for the program is provided through the Public Art Resolution, passed in 1999, which requires all eligible capital projects within the city to allocate 1.5% of the project budget of public improvements to the Public Art Fund.

SANITARY SEWER SYSTEM

Summary

There are 254 miles of public sanitary sewer mains and 130 miles of public sewer laterals serving an area of approximately 6,300 acres. Over 80% (203 miles of sewer main and 104 miles of sewer laterals) have been replaced since the current program started in 1987. The remaining sewers range in age from 30 to 100 years with the average age around 60 years old. The sewer pipes are beyond or near the end of normal life expectancy, and are in need of rehabilitation or repair.

As reported to Council in September 2014, the Consent Decree (CD) was finalized, with EBMUD and its seven satellite collection system agencies¹ reached settling with the EPA regarding excess wet weather flows and facility discharges. Each agency has developed plans and programs to reduce inflow and infiltration (I&I), reduce sanitary sewer overflows, and repair and replace aging sewer pipelines. Under the final CD requirements, Berkeley will replace an average of 4.2 miles of sewer pipeline annually for the next 12 years; replace noncompliant manholes; and perform regular condition assessment, spot repairs, and increased required maintenance activities.

Prior to the Consent Decree, a total of approximately \$4.5 million per year was budgeted for sewer capital. Based on prior performance, a total of approximately \$9.4 million in annual capital expenditures is necessary to cover increased costs of CD compliance. Current Sanitary Sewer Fund reserves can cover these increases through FY 2017. A Proposition 218 process, proposing rate increases beginning in FY 2016 was presented by staff for Council consideration. After completing the process, the rate increase was approved on June 30, 2015 and has phased-in increases over five years starting in FY 2016.

There are also approximately 30,600 private sewer laterals (130 miles), many of which are expected to need repair or replacement. Private portions of the collection system are believed to be a major cause of ongoing I/I problems. In 2006, Berkeley began a private lateral program to address this issue. To date, approximately 20% of City private sewer laterals have been tested or replaced.

Funding

The capital program is funded entirely by sewer fees, which are adopted by Council on an annual basis.

¹ The agencies to which EBMUD provides sewage treatment are known as "Satellite" agencies. They are: the Cities of Alameda, Albany, Berkeley, Emeryville, Oakland, and Piedmont and the Stege Sanitary District (which serves parts of El Cerrito and Kensington).

SANITARY SEWER SYSTEM

Program Summary

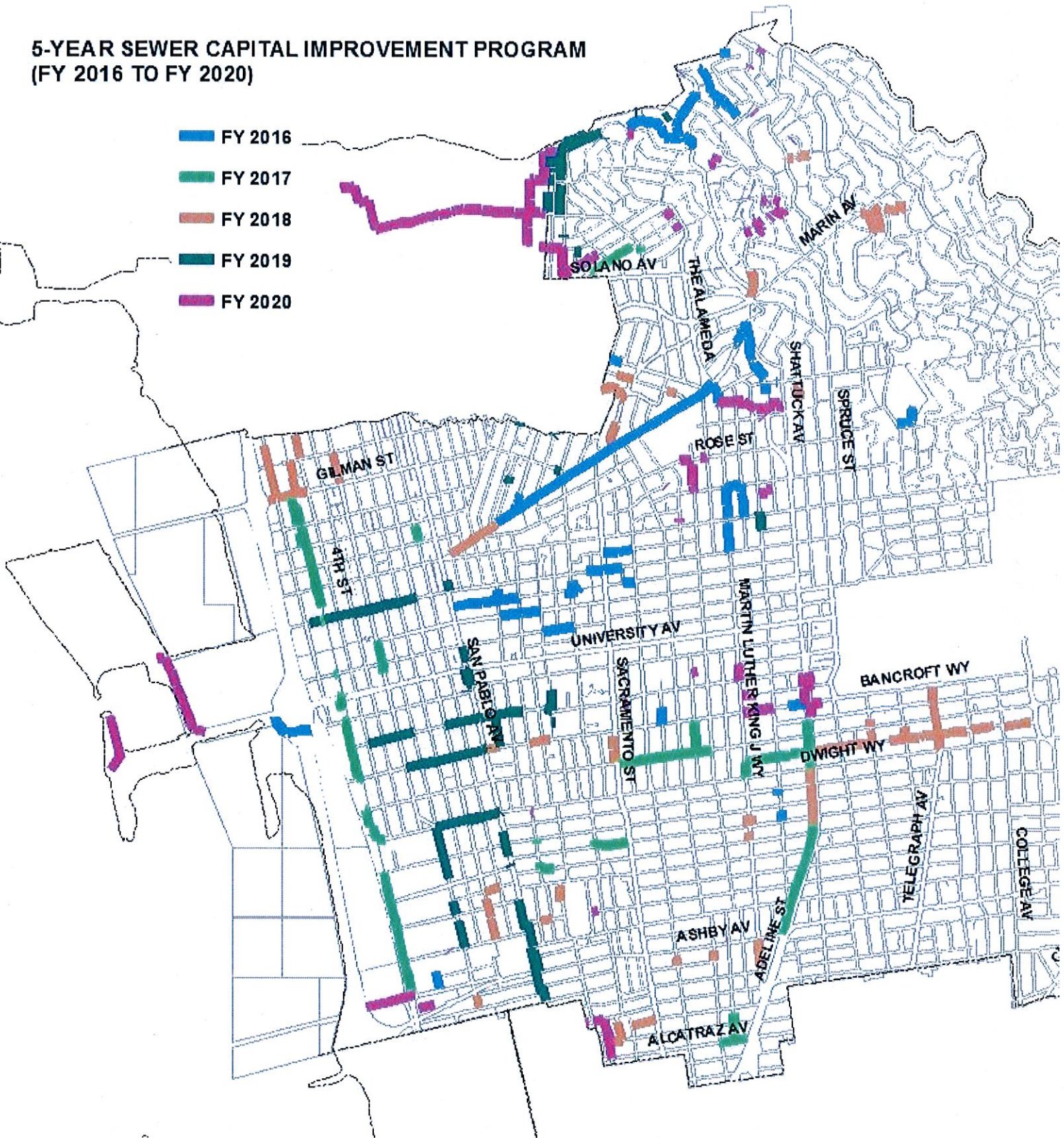
Project Description	Adopted FY 2016	Adopted FY 2017	Planned FY 2018	Planned FY 2019	Planned FY 2020	5-Year Total
Recurring Funding						
Sewer Rehabilitation	4,504,406	1,945,270	1,945,270	1,945,270	1,945,270	12,285,486
Sewer Design & Planning	1,172,785	1,173,110	1,173,110	1,173,110	1,173,110	5,865,225
Total	5,677,191	3,118,380	3,118,380	3,118,380	3,118,380	18,150,711

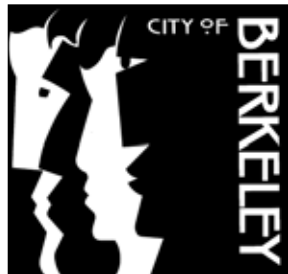
Funding Summary

Project Description	Adopted FY 2016	Adopted FY 2017	Planned FY 2018	Planned FY 2019	Planned FY 2020	5-Year Total
Sewer Fund	5,677,191	3,118,380	3,118,380	3,118,380	3,118,380	18,150,711
Total	5,677,191	3,118,380	3,118,380	3,118,380	3,118,380	18,150,711

5-YEAR SEWER CAPITAL IMPROVEMENT PROGRAM (FY 2016 TO FY 2020)

- FY 2016
- FY 2017
- FY 2018
- FY 2019
- FY 2020





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SIDEWALKS

Summary

There are approximately 300 miles of concrete sidewalk in the City, of which it is estimated that 15-20 miles are damaged enough to justify permanent replacement, at a total estimated cost of \$4 million. Each year, sidewalk repairs and replacements are addressed within the Proactive Sidewalk Repair Program and the Responsive Sidewalk Repair Program. The Responsive program also repairs newly discovered areas needing immediate repair or replacement.

The California Streets and Highway Code assigns full responsibility for sidewalk maintenance and repair to the abutting property owner. On June 7, 2011, the City Council amended Berkeley Municipal Code Section 16.04.010 to establish a policy of splitting the costs 50%-50% with property owners, regardless of the cause of the damage, with the goal of increasing the amount of sidewalk repaired or replaced each year and improving overall pedestrian safety. The policy became effective October 1, 2011.

The annual budget for the City's sidewalk maintenance and replacement program, including the proactive and responsive sidewalk programs, curb ramps and pathways, totals \$978,551. This includes a new recurring allocation of \$100,000 in Measure F Vehicle Registration Fee funding and a \$100,000 increase in the recurring allocation from the Private Party Sidewalk Fund for the expansion of the Sidewalks Capital Improvement Program.

In addition to the annual sidewalk programs referenced above, in FY 2016 the City will begin design of the West Berkeley Sidewalk Gaps Project. The project will construct new and reconstruct existing sidewalks in West Berkeley adjacent to James Kenney Park on 7th and 8th (between Virginia and Delaware), along 9th between Cedar and Page, along the west side of 8th between Camelia and Gilman, along the east side of 7th between Camelia and Harrison and along Harrison between 7th and 8th. This work is identified in the City's pedestrian and bike plans as priority projects to improve pedestrian connectivity in West Berkeley. The project will be funded with \$300,000 from the Successor Agency to the West Berkeley Redevelopment Fund.

SIDEWALKS

Program Summary

Project Description	Adopted FY 2016	Adopted FY 2017	Planned FY 2018	Planned FY 2019	Planned FY 2020	5-Year Total
One-time Funding						
West Berkeley Sidewalk Gaps Project	300,000	0	0	0	0	300,000
Subtotal	300,000	0	0	0	0	300,000
Recurring Funding						
Responsive Sidewalk Repairs	231,776	231,776	231,776	231,776	231,776	1,158,880
Proactive Sidewalk Program	196,775	196,775	196,775	196,775	196,775	983,875
ADA Curb Ramp Program	200,000	200,000	200,000	200,000	200,000	1,000,000
Pathway Repairs	50,000	50,000	50,000	50,000	50,000	250,000
Private Party Sidewalks	100,000	100,000	100,000	100,000	100,000	500,000
Sidewalks Program Expansion	100,000	100,000	100,000	100,000	100,000	500,000
Subtotal	878,551	878,551	878,551	878,551	878,551	4,392,755
Total	1,178,551	878,551	878,551	878,551	878,551	4,692,755

Funding Summary

Project Description	Adopted FY 2016	Adopted FY 2017	Planned FY 2018	Planned FY 2019	Planned FY 2020	5-Year Total
State Transportation Tax Fund	43,551	43,551	43,551	43,551	43,551	217,755
General Fund Capital	635,000	635,000	635,000	635,000	635,000	3,175,000
Private Party Sidewalks Fund	100,000	100,000	100,000	100,000	100,000	500,000
Measure F Alameda County VRF St & Road Successor Agency - WBIP (Formerly West Berkeley Redevelopment Fund)	300,000	0	0	0	0	300,000
Total	1,178,551	878,551	878,551	878,551	878,551	4,692,755

First Source Fund receives 1% of the project budget from all eligible capital projects (i.e. Capital Improvement Fund, Camps Fund, Parks Tax Fund and Marina Fund). First Source Fund (B.M.C.13.26) promotes the hiring of local jobseekers on local and publicly funded construction projects, in addition to non-construction jobs that are created after construction is complete.

Public Art Fund receives 1.5% of the project budget from all eligible capital projects (i.e. Capital Improvement Fund, Camps Fund, Parks Tax Fund and Marina Fund). Funding for the program is provided through the Public Art Resolution, passed in 1999, which requires all eligible capital projects within the city to allocate 1.5% of the project budget of public improvements to the Public Art Fund. In 2013 all gas tax revenue was consolidated into the State Transportation Tax Fund.

Sidewalk Repair Projects

Category	Fiscal Year	Funding	Program or Project Name	Location or Description
Sidewalk Repair	2016	\$428,551	Proactive and Responsive Sidewalk Repair Projects	Various locations throughout the City.
Sidewalk Repair	2016	\$200,000	ADA Curb Ramps Project	Various locations throughout the City.
Sidewalk Repair	2016	\$50,000	Pathways	Various locations throughout the City.
Sidewalk Repair	2016	\$100,000	Private Party Sidewalks	Various locations throughout the City.
Sidewalk Repair	2016	\$100,000	Sidewalk Program Expansion	Various locations throughout the City.
Sidewalk Repair	2016	\$300,000	West Berkeley Sidewalk Gaps Project	New sidewalks adjacent to James Kenney Park on 7th and 8th between Virginia and Delaware, along 9th between Cedar and Page, along the west side of 8th between Camelia and Gilman, along the east side of 7th between Camelia and Harrison and along Harrison between 7th and 8th.
Total	2016	\$1,178,551		
Sidewalk Repair	2017	\$428,551	Proactive and Responsive Sidewalk Repair Projects	Various locations throughout the City.
Sidewalk Repair	2017	\$200,000	ADA Curb Ramps Project	Various locations throughout the City.
Sidewalk Repair	2017	\$50,000	Pathways	Various locations throughout the City.
Sidewalk Repair	2017	\$100,000	Private Party Sidewalks	Various locations throughout the City.
Sidewalk Repair	2017	\$100,000	Sidewalk Program Expansion	Various locations throughout the City.
Total	2017	\$878,551		
Sidewalk Repair	2018	\$428,551	Proactive and Responsive Sidewalk Repair Projects	Various locations throughout the City.
Sidewalk Repair	2018	\$200,000	ADA Curb Ramps Project	Various locations throughout the City.
Sidewalk Repair	2018	\$50,000	Pathways	Various locations throughout the City.
Sidewalk Repair	2018	\$100,000	Private Party Sidewalks	Various locations throughout the City.
Sidewalk Repair	2018	\$100,000	Sidewalk Program Expansion	Various locations throughout the City.
Total	2018	\$878,551		
Sidewalk Repair	2019	\$428,551	Proactive and Responsive Sidewalk Repair Projects	Various locations throughout the City.
Sidewalk Repair	2019	\$200,000	ADA Curb Ramps Project	Various locations throughout the City.
Sidewalk Repair	2019	\$50,000	Pathways	Various locations throughout the City.
Sidewalk Repair	2019	\$100,000	Private Party Sidewalks	Various locations throughout the City.
Sidewalk Repair	2019	\$100,000	Sidewalk Program Expansion	Various locations throughout the City.
Total	2019	\$878,551		
Sidewalk Repair	2020	\$428,551	Proactive and Responsive Sidewalk Repair Projects	Various locations throughout the City.
Sidewalk Repair	2020	\$200,000	ADA Curb Ramps Project	Various locations throughout the City.
Sidewalk Repair	2020	\$50,000	Pathways	Various locations throughout the City.
Sidewalk Repair	2020	\$100,000	Private Party Sidewalks	Various locations throughout the City.
Sidewalk Repair	2020	\$100,000	Sidewalk Program Expansion	Various locations throughout the City.
Total	2020	\$878,551		



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STORM WATER SYSTEM

Summary

The City's engineered storm drain system consists of approximately 78 miles of underground pipes, manholes, catch basins, and cross-drains (corner inlets and outlets). The storm water program includes storm water system maintenance, street cleaning, toxics management, and a clean water education and inspection program. The program is funded by Clean Storm Water fees and approximately \$245,000 in annual funding from the University of California as part of the Long Range Development Plan (LRDP) agreement. The Clean Storm Water fees were enacted in the early 1990s and generate approximately \$2 million per year, but cannot be increased due to Proposition 218, which requires voter approval for fee or tax increases. Initially, the fee provided funding for some capital improvements, but this rapidly diminished due to rising operating and maintenance costs. The City has allocated \$200,000 per year for capital improvements.

The storm water infrastructure is more than 80 years old and needs to be rehabilitated. The current backlog of projects include: rehabilitation of piping reaches; elimination of rising groundwater flooding issues, replacement of deteriorated drain inlets and piping; major cleaning of the primary storm collectors in the lower Berkeley Drainage watersheds; and replacement of cross drains (storm water "street" crossings).

Measure M

In November 2012, Berkeley voters approved Measure M, general obligation bonds not to exceed \$30 million to significantly accelerate the implementation of the 5-Year Street Plan, and when appropriate, install green infrastructure, as it is defined in the Watershed Management Plan.

Street improvements would be prioritized based on the City's 5-Year Street Plan, which is updated annually. Integrated flood control and water quality measures (green infrastructure) would include, but is not limited to, improvements such as: (a) surface level bio-retention measures (rain gardens, swales, bio-retention cells, permeable paving, etc.) within parking lanes, the planted areas of sidewalks, red zones, curb-extensions, or street medians; and (b) large underground storage pipes, which would fill during storm events and then discharge metered flows into the existing storm drain pipelines. Under the Watershed Management Plan, the purposes of green infrastructure are to reduce flooding and to improve water quality in Berkeley creeks and San Francisco Bay.

STORM WATER SYSTEM

Funding

The annual CIP allocation of \$200,000 is insufficient to fund substantial repairs to the storm drain system. The funding only provides for minor capital and maintenance work and emergency storm response efforts. To augment the shortfall in storm drain capital funding, the City allocated \$700,000 per year in FY 2011 through FY 2013 from the General Fund, \$500,000 to supplement storm drain maintenance and emergency storm response, in addition to the aforementioned \$200,000 for capital improvements, however, the backlog of priority storm drain rehabilitation projects still totals \$11 million over 5 years. The total unfunded capital needs of the storm water system are approximately \$208 million total, and \$37 million over the next 5 years, according to the Watershed Management Plan. To provide a nominal increase in capital funding for the storm drain program until additional funding is identified, staff is proposing to transfer \$300,000 in Gas Tax funding from the Streets Program to the Storm Water Program, in light of the Streets Program's new \$1,600,000 allocation from Measure BB.

Program Summary

Project Description	Adopted FY 2016	Adopted FY 2017	Planned FY 2018	Planned FY 2019	Planned FY 2020	5-Year Total
One-time Funding						
Construction of Rehab and Green Infrastructure Projects	1,250,000	2,000,000	900,000	800,000	0	4,950,000
Subtotal	1,250,000	2,000,000	900,000	800,000	0	4,950,000
Recurring Funding						
Storm Water Capital	500,000	500,000	500,000	500,000	500,000	2,500,000
Alameda County Urban Runoff	140,000	140,000	145,000	145,000	145,000	715,000
Storm Planning	30,000	30,000	30,000	30,000	30,000	150,000
Subtotal	670,000	670,000	675,000	675,000	675,000	3,365,000
Total	1,920,000	2,670,000	1,575,000	1,475,000	675,000	8,315,000

Funding Summary

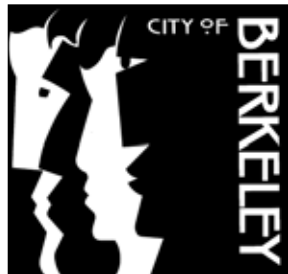
Project Description	Adopted FY 2016	Adopted FY 2017	Planned FY 2018	Planned FY 2019	Planned FY 2020	5-Year Total
State Transportation Tax Fund	300,000	300,000	300,000	300,000	300,000	1,500,000
Measure M General Obligation Bond	1,250,000	2,000,000	900,000	800,000	0	4,950,000
Clean Stormwater Fund	370,000	370,000	375,000	375,000	375,000	1,865,000
Total	1,920,000	2,670,000	1,575,000	1,475,000	675,000	8,315,000

Storm Water System Projects

Category	Fiscal Year	Funding	Program or Project Name	Location or Description
Storm Drainage	2016	\$500,000 * \$1,250,000 (Measure M)	Clean Storm - CIP	FY16 Storm Drainage Project <ul style="list-style-type: none"> • 9th/Cedar - Valley Gutter • Dwight/Piedmont - Regrading Street • Curtis/Francisco - Valley Gutter • 10th/Jones - Valley Gutter • Stuart/California - Valley Gutter • Bancroft/Bolivar - Regrading-Valley Gutter FY16 Green Infrastructure Project <ul style="list-style-type: none"> • Woolsey Ave from Adeline St to Tremont Ave - cistern/bioswale • Rose St/Hopkins Ave - bioswale/permeable pavers/SD extension • Shattuck Ave/University Ave - permeable pavers
Storm Drainage	2017	\$500,000 ** \$2,000,000 (Measure M)	Clean Storm - CIP	FY17 Storm Drainage Project <ul style="list-style-type: none"> • d/s Rose Garden Bank Repair • Other locations TBD (Spruce/Virginia, Ellis/Ashby, etc.) FY17 Green Infrastructure Project - locations TBD
Storm Drainage	2018	\$500,000 \$900,000 (Measure M)	Clean Storm - CIP	FY18 Storm Drainage Project - locations TBD FY18 Green Infrastructure Project - locations TBD
Storm Drainage	2019	\$500,000 \$800,000 (Measure M)	Clean Storm - CIP	FY19 Storm Drainage Project - locations TBD
Storm Drainage	2020	\$500,000	Clean Storm - CIP	FY20 Storm Drainage Project - locations TBD

* Design is complete but current funding is insufficient to complete the project.

** Additional funding is needed to complete construction of this project.



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STREETS

Summary

There are approximately 216 centerline miles of improved streets in Berkeley. Every two years, Berkeley's streets are inspected as part of the Metropolitan Transportation Commission's Pavement Management System (PMS) to identify repair needs and assign a pavement condition index (PCI) for each street. The City uses the PMS and PCI to track and prioritize pavement rehabilitation and maintenance needs on individual streets, and the overall condition of the City's street pavement network.

In November 2011 the City Auditor presented a report to Council on the condition of Berkeley's streets. A principle recommendation of the Audit was the adoption of a desired PCI goal. On May 29, 2012 Council included a goal of a PCI of 75 in 5 years in its request for a report on long-term obligations.

The passage of the \$30 million Measure M streets and watersheds bond in 2012 enabled the City to accelerate the implementation of the paving program and install green infrastructure where appropriate from FY 2014 through FY 2018. In FY 2014 the City paved approximately two times the number of miles paved annually prior to passage of Measure M. In FY 2015 and FY 2016, the City plans to pave approximately 17 miles, or four times the amount paved prior to passage of the bond measure. It is anticipated that the additional expenditures will enable the City to increase its PCI from 57 to 70 by the end of the five-year implementation period.

In addition, Council adopted a Complete Streets Policy in December 2012 to ensure that capital transportation projects accommodate the needs of all roadway users. The first project to complete in this new program is the Complete Streets Implementation Plan, which will establish the procedures for incorporating elements of the Complete Streets Policy into City projects.

While the City has repaved several concrete streets with asphalt in the past few years, some concrete streets remain in the system. The cost to repair these concrete streets is not fully considered in the PMS. Therefore, the total backlog cost estimate is likely underestimated. More analysis is required to determine the extent of this problem and the total cost of potential structural solutions.

Funding

Based on the results of the most recent citywide pavement inspection completed in 2014, approximately \$30 million is needed to achieve a PCI of 75. The City's annual CIP budget for street paving prior to the passage of Measure M was \$3.4 million. That amount is insufficient to maintain the City's PCI and prevent continued deterioration of the City's street network. Measure M has added \$6 million per year to the street paving budget from FY14 through FY18, for a total of \$9.4 million per year during the five-year Measure M implementation period. With the passage of Measure BB in November 2014, an additional \$1,300,000 will be added to the annual paving program budget beginning in FY 16, for a total of \$10,700,000 through FY 2018 and \$4,700,000 per year thereafter. While the PCI in FY 2018, after the expenditure of Measure M funds, is calculated to be 68, staff is implementing cost-effective and environmentally beneficial

STREETS

pavement treatment alternatives in an effort to obtain a higher PCI by that time and stretch limited funding for street paving.

Program Summary

Project Description	Adopted FY 2016	Adopted FY 2017	Planned FY 2018	Planned FY 2019	Planned FY 2020	5-Year Total
One-time Funding						
Bicycle Crossing Improvement Project	100,000	0	0	0	0	100,000
Subtotal	100,000	0	0	0	0	100,000
Recurring Funding						
Street Rehabilitation	10,844,303	10,844,303	10,844,303	8,344,303	4,844,303	45,721,515
Complete Streets CIP	155,000	155,000	155,000	155,000	155,000	775,000
Street Survey/Design	200,000	200,000	200,000	200,000	200,000	1,000,000
Subtotal	11,199,303	11,199,303	11,199,303	8,699,303	5,199,303	47,496,515
Total	11,299,303	11,199,303	11,199,303	8,699,303	5,199,303	47,596,515

Funding Summary

Project Description	Adopted FY 2016	Adopted FY 2017	Planned FY 2018	Planned FY 2019	Planned FY 2020	5-Year Total
State Transportation Tax Fund	795,303	795,303	795,303	795,303	795,303	3,976,515
Measure B - Local Streets & Roads Fund	724,000	724,000	724,000	724,000	724,000	3,620,000
Measure BB	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	8,000,000
Measure F Alameda County VRF St & Road	155,000	155,000	155,000	155,000	155,000	775,000
General Fund Capital	1,925,000	1,925,000	1,925,000	1,925,000	1,925,000	9,625,000
Measure M General Obligation Bond	6,000,000	6,000,000	6,000,000	3,500,000	0	21,500,000
Successor Agency - WBIP (Formerly West Berkeley Redevelopment Fund)	100,000	0	0	0	0	100,000
Total	11,299,303	11,199,303	11,199,303	8,699,303	5,199,303	47,596,515

First Source Fund receives 1% of the project budget from all eligible capital projects (i.e. Capital Improvement Fund, Camps Fund, Parks Tax Fund and Marina Fund). First Source Fund (B.M.C. 13.26) promotes the hiring of local jobseekers on local and publicly funded construction projects, in addition to non-construction jobs that are created after construction is complete.

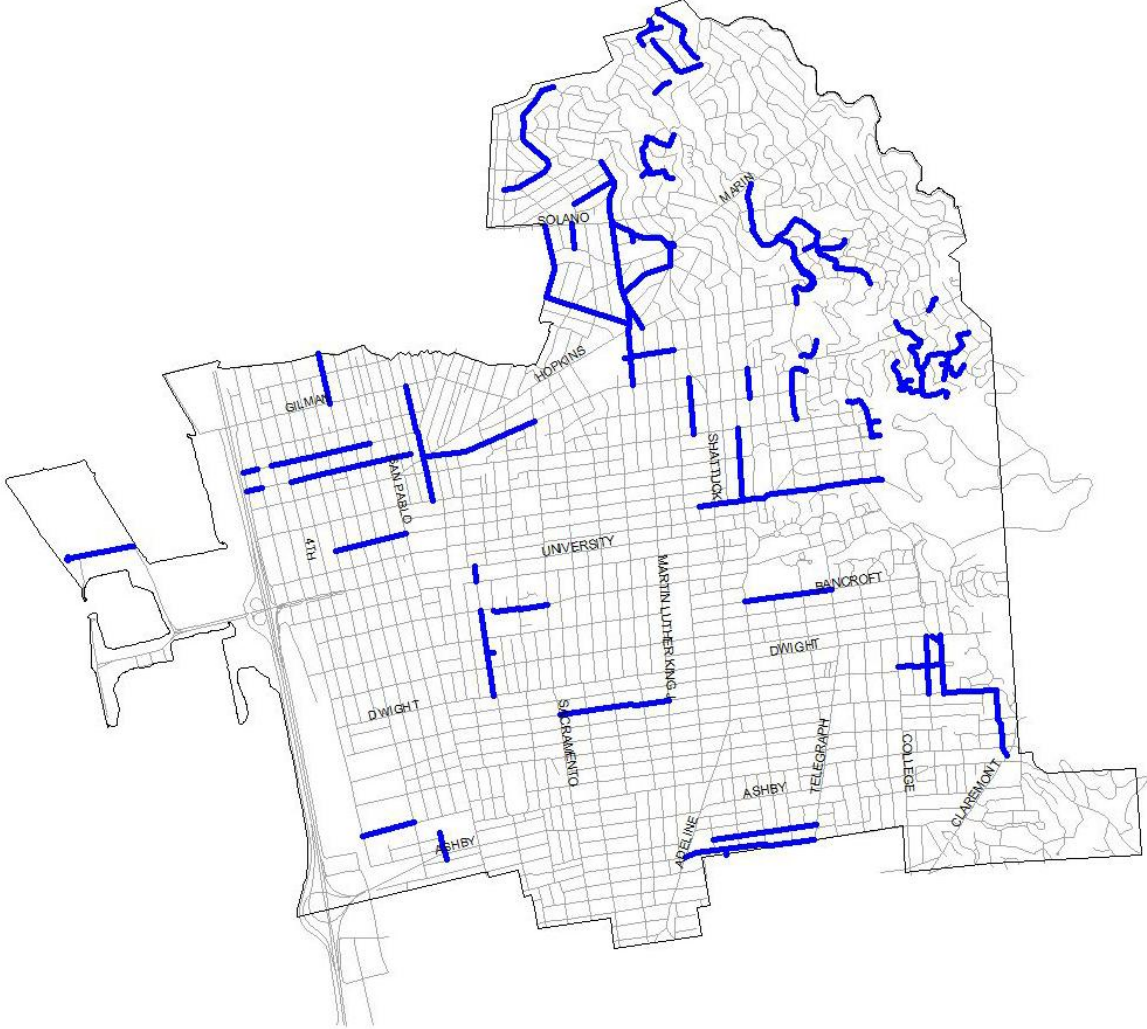
Public Art Fund receives 1.5% of the project budget from all eligible capital projects (i.e. Capital Improvement Fund, Camps Fund, Parks Tax Fund and Marina Fund). Funding for the program is provided through the Public Art Resolution, passed in 1999, which requires all eligible capital projects within the city to allocate 1.5% of the project budget of public improvements to the Public Art Fund.

In 2013 all gas tax revenue was consolidated into the State Transportation Tax Fund.

STREET REHABILITATION PROJECTS (MAP) FY 2016

Map shows

- ▣ Streets scheduled for rehabilitation in FY 2016



Street Repair Projects

Category	Fiscal Year	Funding	Program or Project Name	Location or Description
Street Repair	2016	\$10,844,303	Street Rehabilitation FY 2016	Derby St from Warring St to Belrose and Tanglewood Hearst Ave from La Loma Ave to Highland Place Oxford St from Cedar St to Hearst Ave The Alameda from Solano Ave to Yolo Ave The Circle from Intersection Marin to Intersection Arlington Bancroft Way from Fulton St to Telegraph Ave Belrose Ave from Derby St to Claremont Blvd Claremont Blvd from Belrose Ave to Claremont Ave Delaware St from 6th St to San Pablo Ave Solano Ave from The Alameda to Contra Costa Ave Northbrae Tunnel from Contra Costa Ave to Del Norte St Piedmont Crescent from Dwight Way to Warring St Warring St from Dwight Way to Derby St 8th St from North City Limit to Gilman St 9th St from Job just north of Anthony to Murray St
Total	2016	\$10,844,303		
Street Repair	2017	\$10,844,303	Street Rehabilitation FY 2017	TBD *
Total	2017	\$10,844,303		
Street Repair	2018	\$10,844,303	Street Rehabilitation FY 2018	TBD *
Total	2018	\$10,844,303		
Street Repair	2019	\$8,344,303	Street Rehabilitation FY 2019	TBD *
Total	2019	\$8,344,303		
Street Repair	2020	\$4,844,303	Street Rehabilitation FY 2020	TBD *
Total	2020	\$4,844,303		

* Streets will be determined as Measure M details are finalized and will be subject to Commission and Council approval.

TRANSPORTATION

Summary

The City of Berkeley is committed to improving traffic safety, encouraging transit use, bicycling and walking, and addressing a variety of transportation issues. Capital projects include traffic calming measures such as signs, markings, striping, and traffic circles, and bicycle and pedestrian infrastructure improvements such as pathways, on-street facilities, and bicycle parking.

General Fund monies are limited to recurring expenditures and the FY 2016 and FY 2017 adopted annual allocations for Bicycle Plan Implementation and Traffic Calming are maintained at FY 2015 levels. In FY 2016, the Measure BB Transportation Sales Tax funding for the Bicycle and Pedestrian Programs will begin to flow to the City, and will augment the existing Measure B Sales tax revenues. A recurring allocation of \$25,000 in Measure F Vehicle Registration Fee funding has been budgeted for the purchase, installation and maintenance of traffic signal equipment.

Multiple transportation Capital Improvement Projects are planned for FY 2016 and FY 2017, including:

- ❑ Completion of transportation improvements along the Ashby Ave./Tunnel Rd. corridor;
- ❑ Completing \$1,421,158, of Safe Routes to Schools capital improvements at three schools (Emerson, MLK, and LeConte) in FY 2017;
- ❑ On the campus periphery on Hearst and Bancroft in FY 2016 and FY 2017 to enhance multi-modal access and bicycle and pedestrian safety supported by UC Long Range Development Plan Settlement Agreement funds;
- ❑ Phase II of the 9th Street Bicycle Boulevard Extension Project constructing two path segments and providing a signalized bicycle/pedestrian crossing of Ashby in FY 2017;
- ❑ Completing the Environmental Phase for the I-80/Gilman Interchange in FY 2016 and 2017;
- ❑ Continuing neighborhood traffic calming projects as funding permits; and
- ❑ Final design development and contracting for the Downtown Berkeley BART Plaza and Transit Area Capital Improvement Project in FY 2016. Construction is planned to begin in FY 2016 and finish in FY 2017;
- ❑ Final design development and contracting for the Shattuck Avenue Reconfiguration Project in FY 2017.

TRANSPORTATION

Program Summary

Project Description	Adopted FY 2016	Adopted FY 2017	Planned FY 2018	Planned FY 2019	Planned FY 2020	5-Year Total
One-time Funding						
Gilman Overcrossing Preliminary Study	179,488	0	0	0	0	179,488
Subtotal	179,488	0	0	0	0	179,488
Recurring Funding						
Pavement Markings Bike & Pedestrian Program	250,000	250,000	250,000	250,000	250,000	1,250,000
Bike Plan Improvements	190,549	190,549	190,549	190,549	190,549	952,745
Bike Plan Improvements [BART 5 Year Contract]	119,278	119,278	119,278	119,278	119,278	596,390
Traffic Signals	60,000	0	0	0	0	60,000
Traffic Calming Program	25,000	25,000	25,000	25,000	25,000	125,000
Subtotal	694,827	634,827	634,827	634,827	634,827	3,234,135
Total	874,315	634,827	634,827	634,827	634,827	3,413,623

Funding Summary

Project Description	Adopted FY 2016	Adopted FY 2017	Planned FY 2018	Planned FY 2019	Planned FY 2020	5-Year Total
Measure B - Local Streets & Roads Fund	250,000	250,000	250,000	250,000	250,000	1,250,000
Measure B - Bike & Pedestrian Fund	190,549	190,549	190,549	190,549	190,549	952,745
Measure F Alameda County VRF St & Road	25,000	25,000	25,000	25,000	25,000	125,000
General Fund Capital	229,278	169,278	169,278	169,278	169,278	906,390
Successor Agency - WBIP (Formerly West Berkeley Redevelopment Fund)	179,488	0	0	0	0	179,488
Total	874,315	634,827	634,827	634,827	634,827	3,413,623

First Source Fund receives 1% of the project budget from all eligible capital projects (i.e. Capital Improvement Fund, Camps Fund, Parks Tax Fund and Marina Fund). First Source Fund (B.M.C. 13.26) promotes the hiring of local jobseekers on local and publicly funded construction projects, in addition to non-construction jobs that are created after construction is complete.

Public Art Fund receives 1.5% of the project budget from all eligible capital projects (i.e. Capital Improvement Fund, Camps Fund, Parks Tax Fund and Marina Fund). Funding for the program is provided through the Public Art Resolution, passed in 1999, which requires all eligible capital projects within the city to allocate 1.5% of the project budget of public improvements to the Public Art Fund.

Transportation Projects

Category	Program or Project Name	Fiscal Year	Other Secured Funds (Grants/Settlements)	City Funds	Location or Description
New Projects					
Transportation	Safe Routes to Schools	2015-2016	\$680,000		Design/Construct safety improvements for Leconte Middle School (Safe Routes to Schools/Caltrans FY 2012-2013) ATP Cycle #1
Transportation	Bike Share	2015-2016	\$317,000		TFCA -MTC Contract to implement joint bike share program for Berkeley, Oakland, and Emeryville. MTC is providing project one FTE project staffing to Berkeley for the duration of the project.
Transportation	Traffic Calming - RRFB on Sacramento at Bancroft	2015		\$39,000	Install a Rectangular Rapid Flashing Beacon (RRFB) system on Sacramento at Bancroft as requested by Council.
Transportation	Pedestrian Program	2016-2020	TBD	TBD	Implement City Pedestrian Master Plan. Elements of the plan will be implemented as part of other projects or as specific grant opportunities may arise. Apply for up to \$2,925,525 in ATP grants for use in delivering Ped Plan and Safe Routes to School projects.
Transportation	I-80 Integrated Corridor Mobility (ICM)	2016-2020		\$35,000/year needed, but not yet identified	Participate in ACTC-led I-80 ICM project to manage congestion along San Pablo & I-80 and their interconnecting corridors. Maintain signal hardware installed by ACTC and provide input on operating policies.
Transportation	Street Striping Maintenance Program	2016-2020		\$250,000/year	Provide striping plans for 5-year Repaving Plan and other striping needs
Transportation	Traffic Calming Program	2016-2020		\$50,000/year	Neighborhood Traffic Calming Program
Continuing Projects (from FY 2015)					
Transportation	Traffic Calming Program	2016-2020		\$250,000	Ongoing funding of \$50,000 per year to support Neighborhood Traffic Calming Program
Transportation	Hearst Avenue Complete Streets Project	2015-2017	\$2,825,712	\$1,031,773	Balance needs of all users & improve safety on Hearst between Shattuck and Gayley with new bicycle lanes, sidewalk gap closure, bus stop improvements, repaving and new medians, traffic signals and pedestrian flashing beacons between Shattuck and Gayley/Le Roy.
Transportation	Transit Capital Improvements	2014-2016	\$3,000,000	\$45,000	Work with AC Transit to implement Line 51 Delay Reduction and Service Improvements. AC Transit received \$10M grant for project in Alameda, Oakland and Berkeley. Expected expenditure by AC Transit in Berkeley is estimated at \$3 million. Plan review and permitting were completed in FY 2015, and inspection will be completed by FY 2016.
Transportation	Bicycle Program	2014-2018	\$163,298	TBD	Implement City Bicycle Master Plan (Transportation Development Act, Article III)
Transportation	On-Street Bicycle Parking	2014-2018	\$180,000		Install bicycle parking in public Right of Way (Transportation Fund for Clean Air FY13-14 County Share)
Transportation	Center Street Garage Reconstruction	2014-2018	\$38M	\$12M	Demolish and reconstruct Center Street Garage using off street parking funds 835 and 840 and new revenue bonds.
Transportation	Downtown Berkeley BART Plaza & Transit Area Improvement Project	2014-2018	\$10,465,000	\$344,042	Transit station area improvements including reconstruction of BART entrances, new bus shelter, plaza resurfacing, landscaping, lighting, way finding, ADA curb ramps, and bicycle parking. \$400,000 UC LRDP mitigation funds and \$10,065,000 in grant funds to be expended by BART per MOU with the City. City funds are from VRF and Measure B bike/ped.
Transportation	Downtown Berkeley: Shattuck Reconfiguration & Pedestrian Safety	2015-2018	\$3,097,000	\$783,154	Reconfiguration of Shattuck from Allston to University, per Downtown Area Plan/Streets & Open Space Improvements Plan and Pedestrian Plan. City funds include VRF, Measure B, and Measure M, which will be used for paving and green infrastructure elements of the project.
Transportation	San Pablo/Ashby Improvements	2014-2018	Bayer Funding TBD		Increase capacity of the intersection, using Mitigation fees from Bayer to be determined based on Caltrans approval of project scope.
Transportation	Berkeley BART Bike Station	2015-2016		\$120,000	Provide financial support of \$60,000 per year to BART for Bike Station operations.
Transportation	I-80/Gilman Interchange	2014-2018	\$1,200,000	\$475,000	Improve operations and safety of I-80/Gilman Interchange. The project study report (PSR) completed by ACTC and the City has been approved by Caltrans. Redevelopment funds of \$175,000 will be used by the City in FY 2016 to prepare a feasibility and scoping study for a pedestrian overcrossing to be included in the project. The Environmental phase of the project will be completed in FY 17.
Transportation	Safe Routes to Schools	2015-2017	\$188,000	\$21,000	Design/Construct safety improvements for Emerson Elementary School (Safe Routes to Schools/Caltrans FY 2012-2013)
Transportation	Safe Routes to Schools	2014-2018	\$408,375	\$45,500	Design/Construct safety improvements for King Middle School (Safe Routes to Schools/Caltrans funding was approved in FY 2012-2013)

Transportation Projects

Category	Program or Project Name	Fiscal Year	Other Secured Funds (Grants/Settlements)	City Funds	Location or Description
Transportation	Ashby Corridor Improvements Including 9th Street Bike Blvd. Extension	2014-2018	\$2,000,000	\$279,400	Implement safety and access improvements on Ashby/State Route 13 (Caltrans Caldecott 4th Bore Settlement Agreement - funding partially allocated in FY 2013) including modifying the traffic signal at 9th/Ashby (\$378,000 for 9th Street). City funds are mitigation fees paid by Safeway.

Funding for one-time projects will be requested for appropriation as projects commence.