

Councilmember Sophie Hahn
City of Berkeley, District 5

SUPPLEMENTAL AGENDA MATERIAL for Supplemental Packet 2

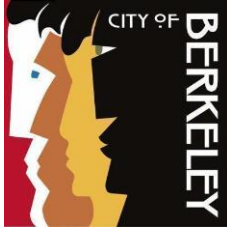
Meeting Date: November 28, 2023

Item Number: 17

Item Description: Street Rehabilitation Five Year Plan for Fiscal Years 2024-2028

Submitted by: Councilmembers Sophie Hahn and Susan Wengraf

Recommended actions with respect to rehabilitation/paving of Hopkins Street.



Councilmember Sophie Hahn
City of Berkeley, District 5

ACTION CALENDAR
November 28, 2023

TO: Honorable Mayor and Members of the City Council

FROM: Councilmembers Sophie Hahn and Susan Wengraf

SUBJECT: Supplemental 2 Regarding Recommendations for Street Rehabilitation Five Year Plan for Fiscal Years 2024-2028 – Hopkins Street

RECOMMENDATION

This supplemental recommends taking segments of Hopkins Street from The Alameda to Gilman Street off of the holdover list and placing them on the current 2024-2028 Five Year Street Rehabilitation Plan, for paving in FY 2025, using only the previously allocated and currently available T1 funds associated with Hopkins Street for paving of this segment. The remaining holdover segments of Hopkins Street, from Gilman to San Pablo and from The Alameda to Sutter Street would remain on the holdover list and either be paved in FY 2025 along with other Hopkins segments or be programmed for paving in the context of the subsequent five-year Street Rehabilitation plan, to be adopted in 2025, covering fiscal years 2026 - 2030.

BACKGROUND

All segments of Hopkins Street from San Pablo Avenue (to the West), to Sutter (to the East) have been scheduled for paving in some or all Council-approved paving plans for 2016-2020, 2020-2024, 2021-2025, and 2023-2027. The attached chart documents the progression of each segment of Hopkins through these paving plans and the Pavement Condition Index (PCI), and recommended treatment for each segment. Costs for each treatment were not reported for every year and every segment; where costs were provided they are shown. Public Works staff has informed us that the PCI and treatment shown for San Pablo to Stannage for the 2024-2028 recommended treatment is incorrect as the pavement quality is higher than indicated and treatments will be less significant/costly than expected. Unusually high costs associated with the Sutter to Alameda segment also warrant re-evaluation.

The current Staff report suggests a project budget of approximately \$8 million to complete all paving on Hopkins Street. This figure includes costs for more expensive

treatments assigned to the San Pablo to Stannage segment, based on an incorrect PCI rating that staff will be re-evaluating, as well as an extremely high cost (\$6.4 Million) currently shown for the segment from The Alameda to Sutter streets – a segment that just one year prior was estimated to cost only \$876,500. Costs associated with each of these segments will benefit from further clarification and likely will be revised down. Neither of these segments is proposed to be taken off the holdover list at this time.

According to the Staff report, of the approximately \$11.5 million originally assembled for Hopkins, \$6.75 million were T1 paving funds. From this information, it can be inferred that \$4.75 million was available from other sources. *In a meeting with the City Manager and Public Works Staff this past Wednesday, November 22, Staff clarified that \$3.9 million of T1 funds remain allocated for Hopkins paving (approximately \$2.8 million of the original \$6.75 million in Hopkins Street T1 funds were re-allocated to fill gaps in other T1 projects during the June budget process) and are sufficient to cover paving Hopkins from The Alameda to Gilman Street. These funds are not subsumed into the larger Street Rehabilitation plan as presented and are currently available to pave this critically important segment.*

Given that \$3.9 million in T1 funds remain fully available to pave Hopkins, and on the recommendation of Public Works Staff that segments of Hopkins from The Alameda to Gilman are in most critical need of repaving, *this supplemental recommends that Hopkins Street from The Alameda to Gilman Streets be added to the current Five Year Rehabilitation Plan – with funds for paving coming exclusively from the previously approved T1 allocation.* The reasons for selecting FY 2025 rather than FY 2024 are discussed below.

All of the remaining funds currently allocated to repave Hopkins Street - calculated to be approximately \$4.75 million - are slated to be reallocated to paving other streets in the current Five Year Rehabilitation plan, per the proposal in the Staff report.

Selection of the segment from The Alameda to Gilman Streets to be paved using currently existing and previously allocated T1 funds reflects Staff's recommendation for use of these funds. This segment encompasses blocks with the lowest PCI ratings and also corresponds with all areas traversed by AC Transit busses. This segment also encompasses the shopping district and King pool and playing fields - areas that are heavily used by community members throughout Berkeley.

Placement of the segment of Hopkins from The Alameda to Gilman Streets on the current Five Year Rehabilitation Plan is requested for FY 2025 (rather than FY 2024) to allow Staff to document and confirm sources of funds for the upgraded street light at

Sacramento Street, possible placemaking and landscaping elements, and potential funds to pave additional segments simultaneously. It also provides time needed to design required stormwater management features (see below). The San Pablo to Stannage and Alameda to Sutter segments that will remain on the holdover list can be re-evaluated as well, to ensure PCI ratings and recommended treatments and estimated costs remain appropriate. It is anticipated that costs for rehabilitation of both segments will be found to be lower than current projections.

The Staff report clarifies the need for green infrastructure for the entirety of the Sutter to Gilman segment (see page 3) with an estimated cost of \$500,000 - \$775,000. \$1.125 million of Stormwater Funds are allocated to FY2025 and can easily cover green infrastructure needs for the shorter segment of The Alameda to Gilman. No Stormwater Funds are programmed to be allocated for FY 2024 in the Staff report. The availability of Stormwater Management Funds in FY2025 solves the problem of needing funds to cover necessary stormwater improvements for the segment of Hopkins for which T1 Funds are already allocated and available, and is another reason for the selection of FY2025 as the appropriate year for rehabilitation of the Alameda to Gilman segment.

The Staff Report also states (see page 11) that paving will continue to “include integrated features, such as...curb ramps, high visibility crosswalks, pervious concrete, speed humps, diverters, pedestrian refugees, [and] traffic circles.” Integrating all of these into a cohesive paving program for Hopkins from The Alameda to Gilman streets will require a longer planning timeline than is possible for paving in FY2024.

Concerning the segments of Sutter to The Alameda and Gilman to San Pablo that are recommend to remain on the holdover list, it is hoped that the forensic research into previously allocated funds and potential funding reserves/overages (as mentioned in the Staff report), combined with expected lower costs after re-evaluation of PCI and appropriate treatments, will allow these segments to either be paved simultaneously in FY 2025 – which would offer economies of scale by grouping all Hopkins segments into a single paving year – or will be programed for future paving in the 2026 -2030 paving plan that will be adopted in FY 2025.

It must be emphasized that funding to pave all these Hopkins segments has been previously allocated. Adoption of the currently recommended Street Rehabilitation Plan as presented in the Staff Report reallocates all the non-T1 funds previously allocated to Hopkins paving into other projects. This supplemental does not change the reallocation of non-T1 dollars to other streets; it simply places the segments for which paving can be funded through already-allocated T1 monies onto the plan in FY2025, ensuring paving of the segment during the FY2025 paving season.

Over several years, Staff has stated that paving and re-stripping of Hopkins does not preclude future installation of a larger project. Our office has also received confirmation that the 5-year moratorium on post-paving projects does not apply to City of Berkeley projects. While the potential broader Hopkins project is delayed under the City Manager's action, paving of the most critical segment of Hopkins Street, using previously-allocated and currently available T1 funds, should not be further delayed. With known cost escalations for paving treatments, every year T1 funds are not deployed for the purpose for which they have already been allocated risks reducing the positive impact of those dollars.

Our office has received a large volume of requests from cyclists, pedestrians, residents, businesses, neighbors, customers, and visitors to repave crumbling, potholed, and dangerous segments of the Hopkins corridor - all of which have been previously approved and funded for rehabilitation. Paving in and of itself is a significant safety upgrade for all users, especially when coupled with high visibility crosswalks, speed humps, curb ramps, pedestrian refuges, new traffic signals, and stop signs.

We urge moving Hopkins Street from The Alameda to Gilman Streets from the holdover list to the FY 2025 paving program to be paved using already-allocated T1 funds, and maintenance of other all other segments on the holdover list - with the hope that funds will be identified for the rehabilitation of these additional segments in FY 2025 or in the early years of the 2026 - 2030 paving plan.

Sutter to Alameda			
Year	PCI	Treatment	Cost
2016-2020	Not on Paving Plan		
2018-2022	Not on Paving Plan		
2020-2024	Not on Paving Plan		
2021-2025	Not on Paving Plan		
2023-2027	30	Heavy Rehab	\$876,500
2024-2028	26	Reconstruct	\$6.4M
Alameda to Josephine			
Year	PCI	Treatment	Cost
2016-2020	47	Overlay	
2018-2022	Not on Paving Plan		
2020-2024	Not on Paving Plan		
2021-2025	Not on Paving Plan		
2023-2027	49	Heavy Rehab	\$216,700
2024-2028	40	Reconstruct	
Josephine to Beverley Place			
Year	PCI	Treatment	Cost
2016-2020	58	Overlay	
2018-2022	Not on Paving Plan		
2020-2024	60	Heavy Rehab	
2021-2025	50	Heavy Rehab	
2023-2027	50	Heavy Rehab	\$874,580
2024-2028	40	Reconstruct	

Beverly Place to Carlotta			
Year	PCI	Treatment	Cost
2016-2020	58	Overlay	
2018-2022	Not on Paving Plan		
2020-2024	60	Heavy Rehab	
2021-2025	50	Heavy Rehab	
2023-2027	50	Heavy Rehab	\$874,580
2024-2028	40	Reconstruct	
Carlotta to McGee			
Year	PCI	Treatment	Cost
2016-2020	41	Overlay	
2018-2022	Not on plan		
2020-2024	47	Heavy Rehab	
2021-2025	45	Heavy Rehab	
2023-2027	47	Heavy Rehab	\$149,680
2024-2028	42	Reconstruct	
McGee to Monterey			
Year	PCI	Treatment	Cost
2016-2020	55		
2018-2022	Not on plan		
2020-2024	Not on plan		
2021-2025	Not on plan		
2023-2027	47	Heavy Rehab	\$119,167
2024-2028	42	Reconstruct	

Monterey to Hopkins Court			
Year	PCI	Treatment	Cost
2016-2020	Not on Paving Plan		
2018-2022	Not on Paving Plan		
2020-2024	71	Heavy Rehab	
2021-2025	47	Heavy Rehab	
2023-2027	47	Heavy Rehab	
2024-2028	41	Reconstruct	
Sacramento to Gilman			
Year	PCI	Treatment	Cost
2016-2020	19	Reconstruct	
2018-2022	Not on Paving Plan		
2020-2024	0	Heavy Rehab	
2021-2025	32	Heavy Rehab	
2023-2027	32	Heavy Rehab	
2024-2028	23	Reconstruct	
Gilman to Peralta			
Year	PCI	Treatment	Cost
2016-2020	79	Surface Seal	
2018-2022	N/A	N/A	
2020-2024	64	Heavy Maintenance	
2021-2025	58	Heavy Maintenance	
2023-2027	58	Heavy Maintenance	\$493,031
2024-2028	47	Heavy Rehab	

Peralta to Northside			
Year	PCI	Treatment	Cost
2016-2020	83	Surface Seal	
2018-2022	N/A	N/A	
2020-2024	78	Light Maintenance	
2021-2025	78	Light Maintenance	
2023-2027	78	Light Maintenance	\$239,587
2024-2028	70	Heavy Rehab	

Northside to <u>Stannage</u>			
Year	PCI	Treatment	Cost
2016-2020	79	Surface Seal	
2018-2022	N/A	N/A	
2020-2024	80	Heavy Maintenance	
2021-2025	69	Heavy Maintenance	
2023-2027	69	Heavy Maintenance	\$181,658
2024-2028	63	Heavy Rehab	

<u>Stannage</u> to San Pablo			
Year	PCI	Treatment	Cost
2016-2020	76	Surface Seal	
2018-2022	N/A	N/A	
2020-2024	73	Light Maintenance	
2021-2025	74	Light Maintenance	
2023-2027	74	Light Maintenance	\$37,188
2024-2028	52	Reconstruct	