
FY 2014 & 2015 ADOPTED BIENNIAL BUDGET CAPITAL IMPROVEMENT PROGRAM

ELECTED OFFICIALS

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Tom Bates

Councilmembers

Linda Maio, District 1

Darryl Moore, District 2

Maxwell Anderson, District 3

Jesse Arreguin, District 4

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Office of the City Manager

June 25, 2013

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 Capital Improvement Program 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. Therefore, 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 Capital Improvement Program 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 have contributed to this book have made every effort to forecast where it is believed the City of Berkeley will face future demands and growth.

The Adopted FY 2014 & FY 2015 Capital Improvement Program Budget Book provides a detailed list of capital projects and equipment purchases. It 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 ranging from, among others, 56 public buildings and facilities (excluding accessory buildings and facilities), to 255 miles of public sanitary sewer and 130 miles of public sewer laterals, to 52 parks, 2 pools, 3 camps, and 42 different facilities served by the City's IT systems. Maintaining those 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 City faces significant long-term costs in the areas of capital assets and infrastructure. The City has generally weathered the effects of the recession over the last five years by reducing expenditures and deferring capital improvement costs. As the economy begins to recover, the City has the opportunity to develop a plan to address its long-term obligations in a sustainable way. Last year the City Council established a process for reviewing the information necessary to identify expenditure priorities. On May 29, 2012, the City Council 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 Included in this report was a summary of all capital assets and infrastructure including:

- a. Public Buildings
 - i. Appraisal of assets valued at \$5 million or more;
 - ii. Projected maintenance costs over the succeeding 5 years
 - iii. Projected budget over the succeeding 5 years
- 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.

This report was presented at the February 19, 2013, Council Worksession.

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. Those decisions include establishing five-year plans for revenue and

¹ "http://www.ci.berkeley.ca.us/Clerk/City_Council/2013/02Feb/Documents/2013-02-19_Worksession_Item_01b_Projections_of_Future_Liabilities.aspx"

spending, and a “fix it first” approach in which we fund current capital improvements before funding new projects.

During our discussions of the challenges we face in FY 2014 and FY 2015 and beyond, several fiscal policies were identified, which will work towards resolving some of the City’s long-term problems. 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).

In November 2012 the voters approved Measure M, a \$30 million general obligation (GO) bond 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. Funding will be requested for appropriation through the Annual Appropriations Ordinance amendment process beginning in FY 2014. Public Works staff and the Public Works Commission will work with other interested commissions and the public to gather input for developing an Expenditure Plan with defined goals and evaluation methods, and regular progress reports to Council.

The Measure M Expenditure Plan and the 5-Year Street Rehabilitation Plan will be brought to Council in fall 2013.

Respectfully Submitted,



Christine Daniel
City Manager

PROGRAM OVERVIEW

Summary and Fiscal Overview

The Capital Improvement Program (CIP) for the City represents the spending plan for infrastructure improvements and other specific large scale recurring purchases. The Adopted FY 2014 & FY 2015 Capital Improvement Program includes the City's capital spending plan for the five-year period beginning with FY 2014 through FY 2018.

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).

General Fund CIP

The General Fund contribution to the capital program is \$5.8 million in FY 2014 and \$5.3 million in FY 2015. 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.

All Funding Sources

Total Baseline and One-time CIP allocations for FY 2014 & FY 2015 are projected at \$26.3 million and \$29.5 million respectively. Of this total, General Fund contributions represent approximately 22% of the total in FY 2014 and about 18% in FY 2015.

There is no more American Recovery and Reinvestment Act (ARRA) funding, and we can anticipate a continued reduction in federal funding.

Funding sources include:

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

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 2014 & FY 2015, 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 2013 or beyond.

New Funding Opportunities

New funding opportunities are only partially addressed. Although the anticipated projects that are tied to new possible funding opportunities are listed (some identified as unfunded since funding not yet received/confirmed), they are not completely reflected within the five-year CIP plan and budget until we are certain of the timing and that the monies will be awarded to the City of Berkeley.

Public Buildings and Facilities – City-Issued Bonds: Staff will consider recommending the option of general obligation bonds for unfunded capital needs. A long term funding solution (i.e. reserve fund or internal enterprise fund) is also needed. Public Works has developed a contract for a new facilities condition assessment. The scope of work includes analysis of long-term budget implications based on the life-cycle model developed for each facility, and evaluation of financing options for the City to consider. The report will be completed in fall 2013.

Watershed Management Plan – Grant Opportunities: Two potential grant funding opportunities for the WMP are Urban Greening Project Grants (Prop. 84), and Stormwater–Flooding Management Projects Grants (Prop. 1E). In October 2012 the WMP was submitted to, and accepted by, the Integrated Regional Water Management Plan, which is the first step to apply for available grants. Concept proposals for the Urban Greening grant were due in spring 2013 and staff prepared a new proposal for consideration. Last year’s City submission was not selected, and this is the final opportunity for an Urban Greening Projects Grant. Stormwater–Flooding Management Projects Grants are due in early calendar year 2014.

Measure M: approved by Berkeley voters in November 2012, Measure M will provide \$30 million from general obligation (GO) bonds to accelerate improvements in the City’s 5-year Street Rehabilitation Plan and incorporate green infrastructure to the extent feasible, as set forth in the Watershed Management Plan.

Measure B1: In November 2012, Measure B1 very narrowly failed Alameda County voter approval to extend and augment the existing half-cent sales tax for transportation. Passage would have funded construction of the Gilman/I-80 Interchange, as well as

doubled regional funds for pavement maintenance, bicycle and pedestrian programs, and significantly increased funds for transit operations and other potential improvements in Berkeley. The Alameda County Transportation Commission is already making plans to develop a more competitive version of this measure for the 2014 or 2016 election.

LED or Induction Streetlight Project – Lease to Own: Energy cost savings from an LED or induction streetlight conversion could fund new streetlights in the City. A possible funding source is contracting with a vendor for a “turnkey” installation. The vendor advances the start-up costs, installs the equipment, assists with grant applications, and is paid back by the City from energy cost savings. The contract ends after the payback period. If enough savings are realized, it may be possible to add to the existing street light inventory.

Other Funding Sources

The 2012/13 Alameda County Coordinated Funding Program: An estimated \$65.2 million is available for transportation projects in Alameda County from a combination of federal funds from the Metropolitan Transportation Commission’s (MTC) One Bay Area Grant (OBAG) program, and regional funds from Measure B Transportation Sales Tax and Vehicle Registration Fee.

The Downtown Streets and Open Space Improvement Plan (SOSIP) Impact Fee, adopted on January 29, 2013, is a fee paid by new residential, commercial and institutional development to implement the SOSIP Capital Improvement Plan, which were studied in the SOSIP Nexus Study and DAP EIR.

Large Unfunded Citywide Projects

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.

Two significant areas in which Public Works infrastructure which are substantially underfunded are Public Buildings and Facilities (an unfunded need overall of \$100 – 126 million; \$19 million over the next 5 years), and implementation of the Watershed Management Plan (an unfunded need overall of \$208 million; \$37.4 million over the next 5 years). Capital projects in these programs are currently limited to critical improvements and emergency repairs that address public safety, building and infrastructure integrity, and the environmental health of the City’s watersheds.

In addition, there is a substantial amount of unfunded park and marina work still to accomplish. The nature of the work and the priorities for completing are currently under assessment. James Kenney Park, Strawberry Creek Park, Grove Park, Ohlone Park, John Hinkel Park, Berkeley Rose Garden, Willard Park, Aquatic Park and Cesar Chavez Park are among the many parks that are in need of major improvements such as infrastructure, drainage, safety and ADA accessibility. These and many similar unfunded projects would cost the City almost \$50 million.

Finally, there are IT Infrastructure needs. Technology infrastructure presents some unique challenges with respect to long term obligations. Performance needs and expectations (bandwidth, speed, usability) change more unpredictably than, for

example, needs and expectations related to sewers or streets. Forecasting network bandwidth, data storage, and wireless device needs is also challenging given that the technology the City will need in five or ten years may not even exist yet.

The City Council has received prior reports regarding the costs and timing of replacement of the City's FUND\$ system ([FUND\\$ Status Report](#)¹). There has not yet been a replacement fund established for that system. This may be an opportune time to consider establishing such a fund so that the system could be replaced several years from now.

¹ : 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.

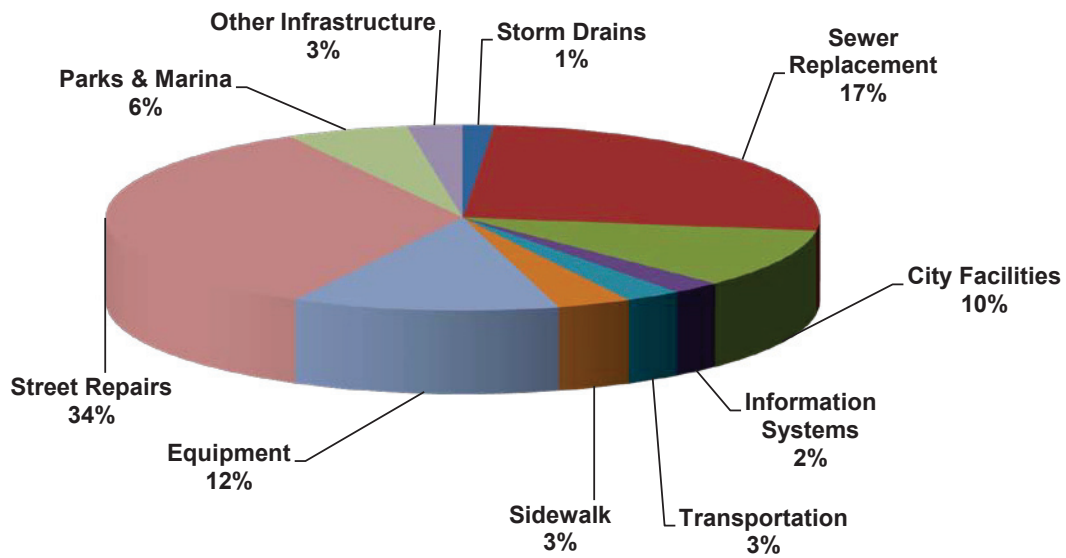
Unfunded Liabilities: Unfunded liabilities are defined as identifiable obligations of an organization for which the organization does not have 100% of the funding (cash or other assets) set aside to cover the cost should all obligations become immediately due.

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

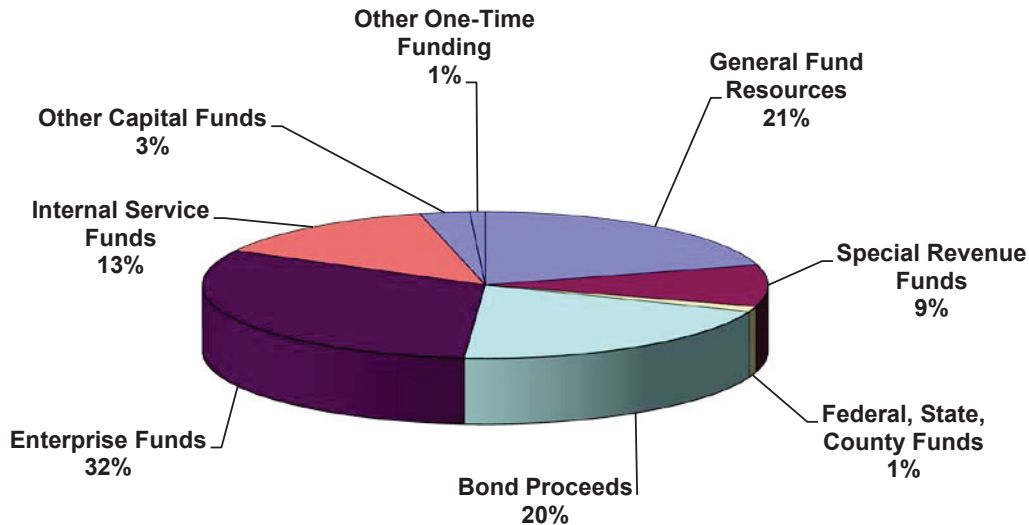
Category	Adopted FY 2014	Adopted FY 2015	Planned FY 2016	Planned FY 2017	Planned FY 2018	Total
City Facilities	3,870,465	2,160,291	2,280,776	2,991,600	2,173,708	13,476,841
Equipment	3,329,826	3,801,225	1,489,139	5,225,172	1,954,476	15,799,838
Information Systems	580,364	580,364	580,364	580,364	580,364	2,901,820
Other Infrastructure	330,220	949,124	1,036,921	321,979	675,000	3,313,244
Parks & Marina	1,440,982	1,462,659	1,462,822	1,462,167	1,462,471	7,291,100
Sewer Replacement	8,584,406	8,584,406	5,584,406	5,584,406	5,584,406	33,922,030
Sidewalk Repairs	878,551	878,551	878,551	878,551	878,551	4,392,755
Storm Drains	370,000	370,000	370,000	370,000	370,000	1,850,000
Street Repairs	6,034,303	10,016,190	9,584,932	9,584,932	9,584,932	44,805,289
Transportation	854,278	659,827	609,827	609,827	609,827	3,343,586
Total	26,273,394	29,462,636	23,877,739	27,608,998	23,873,735	131,096,502



CITYWIDE CAPITAL PROGRAM BY FUNDING SOURCE - ALL FUNDS

Baseline and One-time Funding

	Adopted FY 2014	Adopted FY 2015	Planned FY 2016	Planned FY 2017	Planned FY 2018	Total
General Fund Resources	5,790,770	5,297,565	5,294,210	5,302,769	5,304,545	26,989,860
Capital Improvement Fund	5,790,770	5,297,565	5,294,210	5,302,769	5,304,545	26,989,860
Special Revenue Funds	2,560,354	2,365,903	2,365,903	2,365,903	2,365,903	12,023,966
Measure B	1,109,000	914,549	914,549	914,549	914,549	4,767,196
Parks Tax	362,500	362,500	362,500	362,500	362,500	1,812,500
Transportation/Gas Taxes	1,088,854	1,088,854	1,088,854	1,088,854	1,088,854	5,444,270
Federal, State, County Funds	190,000	671,887	240,629	240,629	240,629	1,583,774
Measure F (<i>Vehicle Registration Fee</i>)	190,000	671,887	240,629	240,629	240,629	1,583,774
Bond Proceeds	2,500,000	6,000,000	6,000,000	6,000,000	6,000,000	26,500,000
Measure M - General Obligation	2,500,000	6,000,000	6,000,000	6,000,000	6,000,000	26,500,000
Enterprise Funds	9,679,406	10,153,530	7,361,157	7,343,899	6,879,406	41,417,398
Clean Storm	370,000	370,000	370,000	370,000	370,000	1,850,000
Marina	250,000	250,000	250,000	250,000	250,000	1,250,000
Parking Meter	0	0	0	0	0	0
Refuse	475,000	949,124	1,156,751	1,139,493	675,000	4,395,368
Sanitary Sewer	8,584,406	8,584,406	5,584,406	5,584,406	5,584,406	33,922,030
Internal Service Fund	3,712,826	4,184,225	1,872,139	5,608,172	2,337,476	17,714,838
Equipment Fund	3,329,826	3,801,225	1,489,139	5,225,172	1,954,476	15,799,838
PC & Server Replacement	383,000	383,000	383,000	383,000	383,000	1,915,000
Other Capital Funds	740,038	739,526	743,701	747,626	745,776	3,716,667
Camps CIP	200,000	200,000	200,000	200,000	200,000	1,000,000
Private Party Sidewalks	100,000	100,000	100,000	100,000	100,000	500,000
2008 GO Bonds - Measure I - Animal Shelter	440,038	439,526	443,701	447,626	445,776	2,216,667
Other One-Time Funding	1,100,000	50,000	0	0	0	1,150,000
Mental Health Service Act	350,000	0	0	0	0	350,000
FEMA Grant	700,000	0	0	0	0	700,000
Street Improvement Fund	50,000	50,000	0	0	0	100,000
Total	26,273,394	29,462,636	23,877,739	27,608,998	23,873,735	131,096,502



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

Program Areas	R/ OT	Adopted FY 2014	Adopted FY 2015	Planned FY 2016	Planned FY 2017	Planned FY 2018	FY 2014 - FY 2018
City Facilities		1,595,690	1,057,631	1,062,360	1,067,231	1,072,248	5,855,160
ADA Building Improvements	R	100,000	100,000	100,000	100,000	100,000	500,000
ADA Disability Coordinator	R	155,666	157,631	162,360	167,231	172,248	815,136
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
Transfer Station Drainage Improvement Project - Phase II	OT	540,024	-	-	-	-	540,024
Information Systems		197,364	197,364	197,364	197,364	197,364	986,820
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
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		169,278	169,278	169,278	169,278	169,278	846,390
Bike Plan Improvements	R	59,278	119,278	119,278	119,278	119,278	536,390
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		868,438	913,292	905,208	908,896	905,655	4,501,490
Animal Shelter	R	411,475	412,975	404,563	409,563	405,713	2,044,289
Ball Fields Acquisition	R	228,482	250,159	250,322	249,667	249,971	1,228,600
Theater	R	228,482	250,159	250,322	249,667	249,971	1,228,600
Total General Fund		5,790,770	5,297,565	5,294,210	5,302,769	5,304,545	26,989,860

R=Recurring funding; OT = One-time Funding

First Source Fund receives 1% of the project budget from all eligible capital projects (i.e. Capital Improvement Fund, Fund and 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.



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UNFUNDED CAPITAL

Summary of All Capital Assets and Infrastructure

The City has an extensive portfolio of capital assets and infrastructure ranging from, among others, 56 public buildings and facilities (excluding accessory buildings and facilities), to 255 miles of public sanitary sewer mains and 130 miles of public sewer laterals, to 52 parks, 2 pools, 3 camps, and 42 different facilities served by the City's IT systems. Maintaining those 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 is in the process of retaining a consultant to update the facilities assessment that was last done over 12 years ago; that assessment should be completed by the end of 2013 and will provide the basis for more refined cost estimates and capital planning.

a. Public Buildings

In the late 1990s the City conducted an assessment of City facilities with an outside consultant (Pack Report, 2000) that described each building, its improvement needs and associated costs. While much of this information is still valid, new facilities have been built, improvements have been done to existing facilities, and facilities have continued to degrade. As a result, the assessment needs to be updated. In December 2012, staff initiated an RFQ process to obtain professional services to perform a new assessment and provide a cost estimate for all City facilities. This work should be completed by the end of the calendar year. Projects included in this assessment are either major maintenance or capital projects. Major maintenance projects involve improvements at a facility at a cost of up to \$50,000 that do not involve routine maintenance. Capital projects involve the construction of new facilities or improvements to existing facilities at a cost of \$50,000 or more. Routine maintenance projects involve the repair of minor elements at existing facilities (e.g., broken fixtures, locks, light bulbs, minor painting, etc). 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 capital improvement and major maintenance of City facilities over the next five years is \$23 million. The current budget allocation for this work is \$4 million; which results in an estimated unfunded liability of \$19 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 average Berkeley Street. Recommendations included adoption of a desired average Pavement Condition Index (PCI) identifying both the timeframe and funding strategies to meet this target. Consistent with the Council's Resolution No. 65,748-N.S. directing the creation of this report, a PCI of 75 was used to

UNFUNDED CAPITAL

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 \$39.5 million to achieve the PCI of 75 within 5 years. The voters of Berkeley recently passed Measure M, a \$30 million bond to improve the condition of City streets, as well as implement elements of the City's Watershed Management Plan. Some of the bond money will be used to reduce the \$39.5 million street rehabilitation liability and the Public Works Department has started working with the Public Works Commission to develop criteria that will be used to identify appropriate streets and watershed management improvement projects that can be funded by Measure M.

c. Sewers

The City has not raised Sewer fees since FY 2006, however, the Fund has maintained a healthy balance and the City has continued to allocate sufficient funding to maintain and improve the sewer system. As a result of these efforts, the City does not currently have an unfunded liability for the Sewer system. However, staff has not yet concluded negotiations with the EPA and the Department of Justice on the final Consent Decree, which could require significant additional capital improvements. If the City is mandated to increase its level of capital improvements and or maintenance activities, the City Council will need to consider a sewer rate increase. Public Works is working closely with the IT Department to implement a computerized maintenance management system (CMMS), which will be initially implemented within the sewer program. The CMMS will allow for greatly improved information management leading to more efficient allocation of resources and improved service delivery. As the system matures and is populated with additional data, it will be useful in tracking and projecting future unfunded liabilities.

d. Storm Drains- Clean Stormwater Program

The City currently allocates approximately \$2.3 million annually to the stormwater system. This revenue is generated by Clean Stormwater fees charged to owners of real property that contribute to the stormwater runoff and use the City's storm drain infrastructure. The City also receives approximately \$245,000 annually from the University of California as part of the Long Range Development Plan agreement. Annual expenditures to maintain the system exceed the available revenues and in FY 2011 maintenance activities were reduced to 60% of previous year's efforts. The City allocated \$700,000 per year from the General Fund in fiscal years 2011, 2012 and 2013 to address the rapidly deteriorating system and support storm drain Best Management Practices within the Public Works Operations Division. This General Fund contribution will end in FY 2013. In October 2012, the City Council approved the 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 creeks and habitats using multi-objective approaches where possible. Through modeling and analysis, the WMP also identified capital

UNFUNDED CAPITAL

Improvement recommendations for all the City's 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 capital improvements.

e. IT Infrastructure

Technology infrastructure presents some unique challenges with respect to long term obligations. Performance needs and expectations (bandwidth, speed, usability) change more unpredictably than, for example, needs and expectations related to sewers or streets. Forecasting network bandwidth, data storage, and wireless device needs is also challenging given that the technology the City will need in five or ten years may not even exist yet. Additionally, the most effective technology tools tend to require a large investment in start-up costs, City staff use and maintain a vast technology infrastructure to provide services to the community each day. Currently, the City's PC inventory comprises 1,152 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). In FY 2008, the City centralized PC purchasing and instituted a capital replacement program requiring departments to set aside money every year for PC hardware and 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. These replacement funds serve as a useful comparison to other technology infrastructure categories. While some areas have been funded via annual contributions to replacement funds, others have not. The City Council has received prior reports regarding the costs and timing of replacement of the City's FUNDS. There has not yet been a replacement fund established for that system. This may be an opportune time to consider establishing such a fund so that the system could be replaced several years from now.

Seismic Retrofit: the City has about \$78 million of unfunded seismic retrofit or replacement to do on major public facilities, including: replacement of the Center Street Garage (\$25-35 million); and retrofit of the Veterans Memorial Building (\$20 million) and Old City Hall (\$30 million). 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 \$93 to \$118 million.

**CITYWIDE Unfunded Programs
5-Year Overview**

Capital Program Type	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Totals
Facilities Deferred and Emergency Maintenance	\$ 2,692,500	\$ 2,877,500	\$ 3,677,500	\$ 6,727,500	\$ 3,347,500	\$ 19,322,500
Storm System Capital	\$ 6,454,025	\$ 6,446,646	\$ 6,439,045	\$ 6,431,216	\$ 6,423,153	\$ 32,194,085
Streets and Roads	\$ 3,251,366	\$ 6,868,486	\$ 9,945,419	\$ 10,040,714	\$ 9,453,981	\$ 39,559,966
Transportation	\$ 180,000	\$ 3,320,000	\$ 13,660,000	\$ -	\$ 283,360,000	\$ 300,520,000

NOTES:

Unfunded Transportation does not include West Berkeley Circulation Master Plan Projects as unfunded need is not known at this time.

Unfunded Facilities do not include costs for major maintenance and capital improvements for parks infrastructure such as sports fields, tennis and basketball courts, 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 facilities projects are either under design or starting construction in FY 2014. The two projects are the Public Safety Building Data Center Upgrade and the Fire Station #1 Tenant Improvements. These two projects are funded through remaining funds generated by the Measure G bond series for public safety facilities/seismic improvements.

FEMA Grant – James Kenny Community Center Seismic Improvements

Staff has been working with CalEMA and FEMA to re-allocate a \$734,000 grant for non-structural seismic upgrades of the Veteran's building to the Seismic Improvements for the James Kenny Community Center. Staff started a new application process to use the earmarked FEMA grant for the seismic improvements at the James Kenny Community Center. The City has tentative approval and the last requirement for the application is having a seismic evaluation done by a structural engineer. This work is currently underway and the application will be submitted before the close of FY 2014. The grant requires a 25% local match.

MHSA Funds – Adult Mental Health Clinic

The Department of Health, Housing and Community Services will recommend an allocation of the Mental Health Services Act (MHSA) funding for seismic upgrades for the Adult Mental Health Clinic; in addition approximately \$250,000 to \$350,000 will be allocated from the FY 2014 facilities General Fund CIP budget to complete some other deferred maintenance and repairs during the seismic upgrades construction.

CITY FACILITIES

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 \$25 to \$35 million. The Off-Street Parking Fund has a projected balance of \$10 million as of mid-year FY 2013, and a portion of funding may come from project partners, including the Peralta Community College District. The remainder of replacement costs need to be financed. Work on developing project partnerships and beginning project design is planned to commence in FY 2014.

Library Branch Improvements

On November 4, 2008, City of Berkeley voters approved Bond Measure FF, a \$26 million measure limited to renovation, construction, seismic, and disabled access improvements, and expansion of program areas at the City's four neighborhood branch libraries; the downtown Central Library is not included.

North Branch Library

The 1936 constructed North Branch Library reopened on April 7, 2012 two times larger than its previous incarnation after the addition of a new lower level that features a community meeting room, public restrooms, and a staff break room. Highlights of this branch's modernization include:

- ❑ Making the building seismically safe to meet current standards;
- ❑ Upgraded mechanical, electrical, and telecommunication systems;
- ❑ Installation of a fire sprinkler system throughout the entire building;
- ❑ Full ADA compliance;
- ❑ Restoration of historic features;
- ❑ Repair and refurbishment of the original windows;
- ❑ A dedicated media-equipped community meeting room; and
- ❑ A Teen Room just for teens

At the end of 2012, construction costs for the North Branch Library renovation and expansion were \$5,566,565.

West Branch Library

The original West Branch Library was constructed in 1923 and modified in 1974; it was demolished as part of the Measure FF program and will be replaced with an all new single-story building measuring 9,400 square feet expected to open fall 2013. The library currently under construction will feature a pioneering state of the art energy system yielding Berkeley's first all new 100% net-zero energy building. This branch will feature:

CITY FACILITIES

- ❑ Seismically code compliant at today's standards;
- ❑ Full ADA accessibility;
- ❑ Net-zero energy design achieved with roof-mounted photovoltaic panels and the use of natural light and ventilation;
- ❑ Expanded space to house the Berkeley READS adult literacy program; and
- ❑ Distinct zones for adults, teens, and children

Construction costs for the West Branch Library are estimated at \$7,514,455.

South Branch/Tool Lending Library

The South Branch/Tool Lending Library is currently under construction and will be housed in a brand new structure measuring 8,656 square feet. The original library structure that was constructed in 1961 and modified in 1974 was demolished in April 2012. A tool lending library, one of the first of its kind in the nation, was added to the branch library in 1979. This branch will feature:

- ❑ Seismically code compliant with today's standards;
- ❑ Full ADA accessibility;
- ❑ Flexible media-equipped space for community programs;
- ❑ Photovoltaic panels to offset energy grid draws;
- ❑ LEED Gold Certification;
- ❑ Distinct zones for adults, teens, and children; and
- ❑ Expanded space for the always popular tool lending library

Construction costs for the South Branch/Tool Lending Library are estimated at \$6,529,520.

Construction is scheduled for completion in the summer of 2013.

Claremont Branch

The Claremont Branch Library, constructed in 1924 and expanded in 1975, was renovated and updated with Measure FF funds and reopened to the public on May 5, 2012. The refreshed library is characterized by large expanses of glass and is bathed in daylight. This branch features:

- ❑ An addition of approximately 340 square feet;
- ❑ A full building retrofit to current seismic standards;
- ❑ A fire sprinkler system throughout the entire building;
- ❑ Upgrades and/or replacements to the mechanical, electrical, and telecommunication systems;
- ❑ ADA compliance throughout, including a new code compliant entry ramp;
- ❑ Remodeled and expanded restrooms in the children's and staff areas;
- ❑ A separate enclosed "acoustically-isolated" teen room; and
- ❑ Private study rooms, and quiet reading nooks

CITY FACILITIES

At the end of 2012, construction costs for the Claremont Branch Library renovation and expansion were \$4,001,853.

The Measure FF Neighborhood Branch Improvement Program is dedicated to providing enhanced library services now and into the future in each of our neighborhood communities; and within the established budget of \$26,000,000. Each project was conceived and designed to meet the changing needs of Berkeley's diverse communities and to address preserving the local and global environment by meeting specific green building criteria as enunciated in the City of Berkeley's Green Building Initiative. The renewal of the branch libraries reestablishes the importance of each library as more than simply a building but as an important neighborhood resource and landmark that is safe, welcoming, and inviting, today and for many years to come.

Updated information on all four branch projects is available on the Library's website: www.berkeleypubliclibrary.org/about_the_library/b-renovation.php.

CITY FACILITIES

Program Summary

Project Description	Adopted FY 2014	Adopted FY 2015	Planned FY 2016	Planned FY 2017	Planned FY 2018	5-Year Total
One-time Funding						
**Adult Mental Health Clinic						
Seismic Upgrades	350,000	0	0	0	0	350,000
James Kenney Community Center Seismic Improvements/ Upgrades	700,000	0	0	0	0	700,000
Transfer Station Improvements	684,804	0	119,830	817,514	0	1,622,148
Subtotal	1,734,804	0	119,830	817,514	0	2,672,148
Recurring Funding						
ADA Disability Coordinator	155,666	157,631	162,360	167,231	172,248	815,136
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)	411,475	412,975	404,563	409,563	405,713	2,044,289
Animal Shelter (GO Bonds)	440,038	439,526	443,701	447,626	445,776	2,216,667
Theater Debt Service	228,482	250,159	250,322	249,667	249,971	1,228,600
Subtotal	2,135,661	2,160,291	2,160,946	2,174,086	2,173,708	10,804,693
Total	3,870,465	2,160,291	2,280,776	2,991,600	2,173,708	13,476,841

Funding Summary

Project Description	Adopted FY 2014	Adopted FY 2015	Planned FY 2016	Planned FY 2017	Planned FY 2018	5-Year Total
General Fund Capital	2,235,647	1,720,765	1,717,245	1,726,460	1,727,932	9,128,050
FEMA Grant	700,000	0	0	0	0	700,000
Mental Health Service Act	350,000	0	0	0	0	350,000
Measure I	440,038	439,526	443,701	447,626	445,776	2,216,667
Refuse Fund	144,780	0	119,830	817,514	0	1,082,124
Total	3,870,465	2,160,291	2,280,776	2,991,600	2,173,708	13,476,841

**Approximately \$300,000 to \$400,000 (Adult Mental Health Clinic Seismic Upgrades)

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.

Facilities Projects

Category	Fiscal Year	Funding	Program or Project Name	Location or Description
City Buildings	2014	\$800,000	Deferred and Emergency Building Maintenance (<i>General Fund Capital</i>)	North Berkeley Senior Center - Roof Adult Mental Health Clinic - Electrical Upgrade and Offices/Lobby Remodel (\$250-\$350K) James Kenny Recreation Center - City's (25% City Match - \$250-\$300K) 830 University Health Clinic - HVAC Control Upgrades (\$50K - \$100K)
ADA Upgrades	2014	\$100,000	ADA Improvement Projects (<i>General Fund Capital</i>)	TBD
City Buildings	2014	\$144,780	Transfer Station Admin Offices (<i>Refuse Fund</i>)	HVAC Upgrades
City Buildings	2015	\$540,024	Transfer Station Drainage Improvement Phase II (<i>General Fund Capital</i>)	Transfer Station
City Buildings	2014	TBD	<i>Public Safety Buildings (Measure G Fund)</i>	Fire Station No. 1 - Tenant Improvement
Total	2014	\$1,584,804 and additional funding to be determined		
City Buildings	2014-2015	\$25-35 million	Center Street Garage Seismic Upgrade (<i>funding source TBD</i>)	Center Street Garage
City Buildings	2014-2015	\$300,000 - \$400,000	Mental Health Clinic Seismic and Renovation Upgrades (<i>MHSA Fund</i>)	Adult Mental Health Clinic
City Buildings	2014-2015	\$700,000	James Kenney Community Center Seismic Upgrades (<i>FEMA Grant</i>)	James Kenny Community Center
Total	2014-2015	\$26 - \$36 million		
ADA Upgrades	2015	\$100,000	ADA Improvement Projects (<i>General Fund Capital</i>)	TBD
Total	2015	\$100,000		
City Buildings	2016	\$119,830	Transfer Station Water Heater, Lighting Upgrade and Bay Removal (<i>Refuse Fund</i>)	Transfer Station
Total	2016	\$119,830		
City Buildings	2017	\$221,877	Transfer Station Solar Electrical for Airco and Admin. Buildings (<i>Refuse Fund</i>)	Transfer Station
City Buildings	2017	\$595,637	Tipping Floor Skylights and Purlins (<i>Refuse Fund</i>)	Transfer Station
Total	2017	\$817,514		
City Buildings	2015-2018	\$800,000/year	Deferred and Emergency Building Maintenance (<i>General Fund Capital</i>)	Projects TBD from Condition Assessment Survey
ADA Upgrades	2015-2018	\$100,000/year	ADA Improvement Projects (<i>General Fund Capital</i>)	TBD
Total	2015-2018	\$900,000/year		

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 \$2.4 million. The replacement of the remaining equipment and vehicles on the backlog schedule has been planned in FY 2014 through FY 2018.

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 2014	Adopted FY 2015	Planned FY 2016	Planned FY 2017	Planned FY 2018	5-Year Total
Recurring Funding						
Vehicle Replacement	3,329,826	3,801,225	1,489,139	5,225,172	1,954,476	15,799,838
Total	3,329,826	3,801,225	1,489,139	5,225,172	1,954,476	15,799,838

Funding Summary

Project Description	Adopted FY 2014	Adopted FY 2015	Planned FY 2016	Planned FY 2017	Planned FY 2018	5-Year Total
Equipment Replacement Fund	3,329,826	3,801,225	1,489,139	5,225,172	1,954,476	15,799,838
Total	3,329,826	3,801,225	1,489,139	5,225,172	1,954,476	15,799,838

Equipment and Fleet Replacement Schedule

Fleet Status	Equipment Number	Year	Manufacturer Description	Description	Fiscal Year Due for Replacement	Fiscal Year Planned for Purchase	Replacement Cost
A	192	1999	CHRYSLER	1/2 TON CARGO VAN	14	14	\$ 27,503
A	248	1999	FORD MOTORS COMPANY	3/4 TON PICKUP TRUCK	14	14	\$ 29,470
A	263	1996	GENERAL MOTORS COMPANY	3/4 TON UTILITY TRUCK	14	14	\$ 37,080
A	287	1998	GENERAL MOTORS COMPANY	1 TON CREW CAB PICKUP	14	14	\$ 43,370
A	288	1998	GENERAL MOTORS COMPANY	1 TON CREW CAB PICKUP	14	14	\$ 49,074
A	289	1998	GENERAL MOTORS COMPANY	1 TON CREW CAB PICKUP	14	14	\$ 49,074
A	292	1998	GENERAL MOTORS COMPANY	1/2 TON EXT CAB PICKUP	14	14	\$ 38,387
A	322	1999	CHRYSLER	1/2 TON PICK UP EXT CAB	14	14	\$ 34,820
A	363	1999	CRANE CARRIER COMPANY	40 YD. FRONT LOADER	14	14	\$ 248,038
A	366	1999	CRANE CARRIER COMPANY	30 YD. FRONT LOADER	14	14	\$ 331,967
A	411	1999	CHRYSLER	1/2 TON CARGO VAN	14	14	\$ 27,461
A	414	1999	GENERAL MOTORS COMPANY	4 DR COMPACT SEDAN	14	14	\$ 28,236
A	478	1999	FORD MOTORS COMPANY	TAURUS WAGONN	14	14	\$ 31,501
A	479	1999	FORD MOTORS COMPANY	ESCORT SEDAN	14	14	\$ 21,167
A	489	1999	FORD MOTORS COMPANY	5 PASSENGER WAGON	14	14	\$ 28,456
A	499	1999	FORD MOTORS COMPANY	TAURUS WAGON	14	14	\$ 27,905
A	723	1998	JOHN DEERE	4X4 BACKHOE	14	14	\$ 136,319
A	1119	2004	MIGHTY MOVER	DUI TRAILER	14	14	\$ 12,000
A	1581	2007	WESTWARD INDUSTRIES LTD	PARKING ENFORCEMENT	14	14	\$ 41,251
A	1582	2007	WESTWARD INDUSTRIES LTD	PARKING ENFORCEMENT	14	14	\$ 41,251
A	1583	2007	WESTWARD INDUSTRIES LTD	PARKING ENFORCEMENT	14	14	\$ 41,251
A	1584	2007	WESTWARD INDUSTRIES LTD	PARKING ENFORCEMENT	14	14	\$ 41,251
A	1585	2007	WESTWARD INDUSTRIES LTD	PARKING ENFORCEMENT	14	14	\$ 41,251
A	1586	2007	WESTWARD INDUSTRIES LTD	PARKING ENFORCEMENT	14	14	\$ 41,251
A	1587	2007	WESTWARD INDUSTRIES LTD	PARKING ENFORCEMENT	14	14	\$ 41,251
A	1588	2007	WESTWARD INDUSTRIES LTD	PARKING ENFORCEMENT	14	14	\$ 41,251
A	1589	2007	WESTWARD INDUSTRIES LTD	PARKING ENFORCEMENT	14	14	\$ 41,251
A	1590	2007	WESTWARD INDUSTRIES LTD	PARKING ENFORCEMENT	14	14	\$ 41,251
A	1591	2007	WESTWARD INDUSTRIES LTD	PARKING ENFORCEMENT	14	14	\$ 41,251
A	1592	2007	WESTWARD INDUSTRIES LTD	PARKING ENFORCEMENT	14	14	\$ 41,251
A	1594	2007	WESTWARD INDUSTRIES LTD	PARKING ENFORCEMENT	14	14	\$ 41,251
A	1730	1999	GENERAL MOTORS COMPANY	MINI CARGO VAN	14	14	\$ 38,388
A	1800	2007	FORD MOTORS COMPANY	EXPEDITION (TRAFFIC)	14	14	\$ 40,050
A	1960	2003	FORD MOTORS COMPANY	EXPEDITION	14	14	\$ 46,775
A	1996	2009	FREIGHTLINER	MPV AMBULANCE MEDIC #1	14	14	\$ 307,764
A	1997	2009	FREIGHTLINER	MPV AMBULANCE MEDIC #2	14	14	\$ 307,764
A	1998	2009	FREIGHTLINER	MPV AMBULANCE MEDIC #5	14	14	\$ 307,764
A	2362	2007	FORD MOTORS COMPANY	1/2 TON PICK UP	14	14	\$ 21,299
A	4103	2003	FORD MOTORS COMPANY	3/4 TON UTILITY TRUCK	14	14	\$ 40,087
A	4701	2003	CHEVROLET	1500 2WD PICK UP	14	14	\$ 40,145
A	6354	2003	AUTOCAR	40 YD. FRONT LOADER	14	14	\$ 227,220
A	6355	2003	AUTOCAR	40 YD. FRONT LOADER	14	14	\$ 214,484
					FY 2014 TOTAL		\$ 3,329,826

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	Description	Fiscal Year Due for Replacement	Fiscal Year Planned for Purchase	Replacement Cost
A	116	1995	GENERAL MOTORS COMPANY	HOSTAGE/NEGOTIATION VAN	15	15	\$ 176,800
A	339	1999	GENERAL MOTORS COMPANY	1 TON FLATBED DUMP	15	15	\$ 57,008
A	1400	2008	WESTWARD INDUSTRIES LTD	PARKING ENFORCEMENT	15	15	\$ 37,925
A	1401	2008	WESTWARD INDUSTRIES LTD	PARKING ENFORCEMENT	15	15	\$ 37,925
A	1402	2008	WESTWARD INDUSTRIES LTD	PARKING ENFORCEMENT	15	15	\$ 37,925
A	1403	2008	WESTWARD INDUSTRIES LTD	PARKING ENFORCEMENT	15	15	\$ 37,925
A	1404	2008	WESTWARD INDUSTRIES LTD	PARKING ENFORCEMENT	15	15	\$ 37,925
A	1405	2008	WESTWARD INDUSTRIES LTD	PARKING ENFORCEMENT	15	15	\$ 37,925
A	1406	2008	WESTWARD INDUSTRIES LTD	PARKING ENFORCEMENT	15	15	\$ 37,925
A	1407	2008	WESTWARD INDUSTRIES LTD	PARKING ENFORCEMENT	15	15	\$ 37,925
A	1409	2008	WESTWARD INDUSTRIES LTD	PARKING ENFORCEMENT	15	15	\$ 37,925
A	1410	2008	WESTWARD INDUSTRIES LTD	PARKING ENFORCEMENT	15	15	\$ 37,925
A	1411	2008	WESTWARD INDUSTRIES LTD	PARKING ENFORCEMENT	15	15	\$ 37,925
A	2003	2003	CATERPILLAR	SKID STEER LOADER	15	15	\$ 81,361
A	2313	2004	GENERAL MOTORS COMPANY	1 TON UTILITY TRUCK	15	15	\$ 46,004
A	2314	1998	MITSUBUSHI	RODDER TRUCK	15	15	\$ 136,096
A	2315	2005	GENERAL MOTORS COMPANY	POTHOLE PATCHER	15	15	\$ 261,610
A	2316	2005	GENERAL MOTORS COMPANY	POTHOLE PATCHER	15	15	\$ 261,610
A	2361	2006	FORD MOTORS COMPANY	1 TON UTILITY TRUCK	15	15	\$ 48,510
A	2715	2005	TOWMASTER INC.	16 FT TRAILER	15	15	\$ 10,190
A	2901	2005	POWERLINER	LINE STRIPER	15	15	\$ 15,871
A	2907	2010	STONE	CONCRETE MIXER	15	15	\$ 4,780
A	2908	2010	STONE	CONCRETE MIXER	15	15	\$ 4,780
A	3006	2007	KUBOTA	RIDING MOWER 4X4	15	15	\$ 27,156
A	3009	2002	LASTEC	ARTICULATING MOWER DECK	15	15	\$ 14,500
A	3010	1999	JOHN DEERE	JOHN DEERE TRACTOR	15	15	\$ 40,318
A	3023	2009	BANDIT INDUSTRIES	BRUSH CHIPPER	15	15	\$ 56,960
A	3024	2009	BANDIT INDUSTRIES	BRUSH CHIPPER	15	15	\$ 56,960
A	3026	2010	BANDIT INDUSTRIES	BRUSH CHIPPER	15	15	\$ 52,784
A	3201	2003	FORD MOTORS COMPANY	3/4 TON PICKUP	15	15	\$ 45,412
A	3202	2003	FORD MOTORS COMPANY	3/4 TON PICKUP	15	15	\$ 58,584
A	3203	2003	FORD MOTORS COMPANY	3/4 TON PICKUP	15	15	\$ 58,584
A	3219	2000	GENERAL MOTORS COMPANY	48' AERIAL BUCKET TRUCK	15	15	\$ 178,662
A	3851	2007	JACOBSEN	ROTARY 4WD MOWER	15	15	\$ 125,713
A	3902	2000	DITCH WITCH	DITCH WITCH TRENCHER	15	15	\$ 11,110
A	3903	2000	DITCH WITCH	DITCH WITCH TRAILER	15	15	\$ 2,153
A	4801	2005	HONDA	PORTABLE GENERATOR	15	15	\$ 1,092
A	4803	2005	GENIE	MAN LIFT CRANE	15	15	\$ 35,000
A	6503	2010	JOHN DEERE	WHEEL LOADER	15	15	\$ 384,038
A	8185	2007	FORD MOTORS COMPANY	20 PASSENGER BUS	15	15	\$ 95,188
A	8601	2005	GENERAL MOTORS COMPANY	ANIMAL TRANSPORT VAN	15	15	\$ 28,390
A	6357	2003	AUTOCAR	25 YARD REAR LOADER-CNG	15	15	\$ 250,010
A	6358	2003	AUTOCAR	25 YARD REAR LOADER-CNG	15	15	\$ 250,010
A	1593	2007	WESTWARD INDUSTRIES LTD	PARKING ENFORCEMENT	15	15	\$ 41,251
A	1726	2009	FORD MOTORS COMPANY	BLACK POLICE CAR (CSB)	15	15	\$ 30,688
A	1801	2007	FORD MOTORS COMPANY	EXPEDITION (HNT)	15	15	\$ 40,050
A	1731	2010	FORD MOTORS COMPANY	POLICE PATROL (BEAT 18)	15	15	\$ 43,000
A	1733	2010	FORD MOTORS COMPANY	POLICE PATROL (BEAT 10)	15	15	\$ 43,000
A	1734	2010	FORD MOTORS COMPANY	POLICE PATROL (RESERVES)	15	15	\$ 43,000
A	1735	2010	FORD MOTORS COMPANY	POLICE PATROL (BEAT 7)	15	15	\$ 43,000
A	1736	2010	FORD MOTORS COMPANY	POLICE PATROL (BEAT 15)	15	15	\$ 43,000
A	1737	2010	FORD MOTORS COMPANY	POLICE PATROL (BEAT 12)	15	15	\$ 43,000
A	1738	2010	FORD MOTORS COMPANY	POLICE PATROL (BEAT 14)	15	15	\$ 43,000
A	1739	2010	FORD MOTORS COMPANY	POLICE PATROL	15	15	\$ 43,000
A	1741	2011	FORD MOTORS COMPANY	POLICE PATROL (BEAT 11)	15	15	\$ 50,820
					FY 2015 TOTAL		\$ 3,801,225

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	Description	Fiscal Year Due for Replacement	Fiscal Year Planned for Purchase	Replacement Cost
A	305	1999	FORD MOTORS COMPANY	STENCIL / PAINT TRUCK	16	16	\$ 129,629
A	1740	2011	FORD MOTORS COMPANY	POLICE PATROL (BEAT 9)	16	16	\$ 50,820
A	1742	2011	FORD MOTORS COMPANY	POLICE PATROL (BEAT 16)	16	16	\$ 50,820
A	1743	2011	FORD MOTORS COMPANY	POLICE PATROL(BEAT 1)	16	16	\$ 50,820
A	1744	2011	FORD MOTORS COMPANY	POLICE PATROL (BEAT 5)	16	16	\$ 50,820
A	1745	2011	FORD MOTORS COMPANY	POLICE PATROL (SGT)	16	16	\$ 50,820
A	1746	2011	FORD MOTORS COMPANY	POLICE PATROL (BEAT 2)	16	16	\$ 42,000
A	1961	2006	FORD MOTORS COMPANY	4 DOOR SEDAN (CHIEF)	16	16	\$ 43,791
A	2010	2006	ALLIED SWEEPERS LIMITED	SIDEWALK SWEEPER	16	16	\$ 40,151
A	2011	2006	ALLIED SWEEPERS LIMITED	SIDEWALK SWEEPER	16	16	\$ 40,151
A	3276	2006	FORD MOTORS COMPANY	AREIAL TRUCK	16	16	\$ 142,788
A	3912	2006	PBM	110 GAL SKID SPRAYER	16	16	\$ 8,438
A	4703	2005	FORD MOTORS COMPANY	AERIAL BUCKET TRUCK	16	16	\$ 145,905
A	4704	2005	FORD MOTORS COMPANY	AERIAL BUCKET TRUCK	16	16	\$ 145,905
A	4705	2005	INTERNATIONAL HARVESTER	35' AERIAL TRUCK	16	16	\$ 269,457
A	8186	2008	FORD MOTORS COMPANY	20 PASSENGER BUS	16	16	\$ 75,920
A	8600	2002	CHRYSLER	CLUB CAB (ANIMAL CONTROL)	16	16	\$ 23,866
A	8602	2009	FORD MOTORS COMPANY	3/4 TON UTILITY TRUCK	16	16	\$ 55,402
A	9002	2005	FORD MOTORS COMPANY	MINI PICKUP	16	16	\$ 19,416
A	9014	2006	FORD MOTORS COMPANY	VAN	16	16	\$ 26,110
A	9015	2006	FORD MOTORS COMPANY	MINI PICK UP	16	16	\$ 26,110
FY 2016 TOTAL							\$ 1,489,139

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	Description	Fiscal Year Due for Replacement	Fiscal Year Planned for Purchase	Replacement Cost
A	1312	2000	CHRYSLER	EXTENDED CAB MINI PICKUP	17	17	\$ 24,913
A	2002	2002	KOBELCO	EXCAVATOR	17	17	\$ 35,934
A	2311	1999	GENERAL MOTORS COMPANY	2-3 YARD DUMP TRUCK	17	17	\$ 53,110
A	2312	1999	GENERAL MOTORS COMPANY	3-4 YARD DUMP TRUCK	17	17	\$ 54,002
A	2317	2006	STERLING	VACTOR	17	17	\$ 442,922
A	2358	2001	CHRYSLER	3/4 TON PICK UP	17	17	\$ 31,262
A	2359	2001	CHRYSLER	3/4 TON PICK UP	17	17	\$ 31,262
A	2360	2001	CHRYSLER	3/4 TON XTRA CAB P/U	17	17	\$ 36,286
A	2365	2008	FORD MOTORS COMPANY	1 TON REG CAB FLAT BED	17	17	\$ 45,178
A	2373	2009	GENERAL MOTORS COMPANY	TOPKICK UTILITY	17	17	\$ 209,991
A	2374	2009	GENERAL MOTORS COMPANY	TOPKICK UTILITY	17	17	\$ 209,991
A	2701	2008	WELLS CARGO	EQUIPMENT TRAILER	17	17	\$ 6,792
A	2702	2008	WELLS CARGO	EQUIPMENT TRAILER	17	17	\$ 6,792
A	2716	2006	STERLING	STREET SWEEPER (CNG)	17	17	\$ 294,094
A	2717	2006	STERLING	STREET SWEEPER (CNG)	17	17	\$ 294,094
A	3012	2001	CHRYSLER	RAM 2500HD	17	17	\$ 32,410
A	3017	2001	CHRYSLER	DAKOTA PICK UP	17	17	\$ 26,512
A	3125	2001	CHRYSLER	3/4 TON UTILITY TRUCK	17	17	\$ 49,603
A	3242	2001	FORD MOTORS COMPANY	F250 XL 3/4 TON PICK UP	17	17	\$ 37,220
A	4706	2006	FORD MOTORS COMPANY	3/4 TON PU	17	17	\$ 37,625
A	6003	2006	MACK	REFUSE TRAILER	17	17	\$ 79,080
A	6004	2006	MACK	REFUSE TRAILER	17	17	\$ 79,080
A	6005	2006	MACK	RFUSE TRAILER	17	17	\$ 79,080
A	6006	2006	MACK	REFUSE TRAILER	17	17	\$ 79,080
A	6007	2006	MACK	REFUSE TRAILER	17	17	\$ 79,080
A	6044	2006	VOLVO-CAR	LONG HAUL TRUCK	17	17	\$ 135,573
A	6045	2006	VOLVO-CAR	LONG HAUL TRUCK	17	17	\$ 141,068
A	6046	2006	VOLVO-CAR	LONG HAUL TRUCK	17	17	\$ 141,068
A	6047	2006	VOLVO-CAR	LONG HAUL TRUCK	17	17	\$ 141,068
A	6350	2002	VOLVO WHITE GMC	25 YARD REAR LOADER- CNG	17	17	\$ 283,071
A	6351	2002	VOLVO WHITE GMC	25 YARD REAR LOADER- CNG	17	17	\$ 283,071
A	6352	2002	VOLVO WHITE GMC	25 YARD REAR LOADER- CNG	17	17	\$ 283,071
A	6353	2002	VOLVO WHITE GMC	25 YARD REAR LOADER- CNG	17	17	\$ 283,071
A	6359	2003	AUTOCAR	25 YARD REAR LOADER-CNG	17	17	\$ 208,975
A	8002	2001	FORD MOTORS COMPANY	FOCUS WAGON	17	17	\$ 26,192
A	8004	2001	FORD MOTORS COMPANY	TAURUS WAGON	17	17	\$ 30,012
A	8191	2010	FORD MOTORS COMPANY	16 PASSENGER BUS W/C LIFT	17	17	\$ 81,351
A	9001	2001	CHRYSLER	RAM 2500HD QUAD CAB	17	17	\$ 39,142
A	9016	2007	FORD MOTORS COMPANY	MINI PICK UP	17	17	\$ 19,025
A	9115	2009	FORD MOTORS COMPANY	ESCAPE HYBRID	17	17	\$ 41,297
A	9522	2001	GENERAL MOTORS COMPANY	SAFARI PASSENGER VAN	17	17	\$ 42,777
A	1611	2010	HARLEY DAVIDSON	TRAFFIC MOTORCYCLE	17	17	\$ 39,170
A	1612	2010	HARLEY DAVIDSON	TRAFFIC MOTORCYCLE	17	17	\$ 39,170
A	1613	2010	HARLEY DAVIDSON	TRAFFIC MOTORCYCLE	17	17	\$ 39,039
A	1614	2010	HARLEY DAVIDSON	TRAFFIC MOTORCYCLE	17	17	\$ 38,764
A	1615	2010	HARLEY DAVIDSON	TRAFFIC MOTORCYCLE	17	17	\$ 38,764
A	1616	2010	HARLEY DAVIDSON	TRAFFIC MOTORCYCLE	17	17	\$ 38,764
A	1617	2010	HARLEY DAVIDSON	TRAFFIC MOTORCYCLE	17	17	\$ 39,518
A	1618	2010	HARLEY DAVIDSON	TRAFFIC MOTORCYCLE	17	17	\$ 38,764
A	1747	2011	FORD MOTORS COMPANY	POLICE PATROL	17	17	\$ 42,000
A	1748	2011	FORD MOTORS COMPANY	POLICE PATROL	17	17	\$ 42,000
A	1749	2011	FORD MOTORS COMPANY	POLICE PATROL	17	17	\$ 42,000
A	1750	2011	FORD MOTORS COMPANY	POLICE PATROL	17	17	\$ 42,000
A	1751	2011	FORD MOTORS COMPANY	POLICE PATROL	17	17	\$ 42,000
A	1752	2011	FORD MOTORS COMPANY	POLICE PATROL	17	17	\$ 42,000

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	Description	Fiscal Year Due for Replacement	Fiscal Year Planned for Purchase	Replacement Cost
A	1753	2011	FORD MOTORS COMPANY	POLICE PATROL	17	17	\$ 42,000
A	1754	2011	FORD MOTORS COMPANY	POLICE PATROL	17	17	\$ 42,000
A	1755	2011	FORD MOTORS COMPANY	POLICE PATROL	17	17	\$ 42,000
					FY 2017 TOTAL		\$ 5,225,172

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	Description	Fiscal Year Due for Replacement	Fiscal Year Planned for Purchase	Replacement Cost
A	743	1997	ALLMAND	PORTABLE LIGHT TOWER	18	18	\$5,200
A	1963	2009	FORD MOTORS COMPANY	F150 4X4 SUPERCREW	18	18	\$62,707
A	1964	2009	FORD MOTORS COMPANY	F150 4X4 SUPERCREW	18	18	\$62,707
A	1965	2009	FORD MOTORS COMPANY	F150 4X4 SUPERCREW	18	18	\$62,707
A	2366	2008	FORD MOTORS COMPANY	F150 4X2 P/U	18	18	\$20,872
A	2367	2008	FORD MOTORS COMPANY	F150 4X2 P/U	18	18	\$20,872
A	2368	2008	FORD MOTORS COMPANY	F150 4X2 P/U	18	18	\$20,872
A	2369	2008	FORD MOTORS COMPANY	3/4 TON PICKUP	18	18	\$34,199
A	2371	2008	FORD MOTORS COMPANY	F550 DUMP TRUCK	18	18	\$77,131
A	2703	2008	WELLS CARGO	EQUIPMENT TRAILER	18	18	\$6,928
A	2904	2008	SPEEFLO	LINE STRIPER	18	18	\$1,500
A	3022	2008	FORD MOTORS COMPANY	MINI UTILITY PICKUP	18	18	\$37,116
A	3909	2002	TENNANT	SIDEWALK SWEEPER	18	18	\$83,462
A	3913	2007	KAWASAKI	KAWASAKI MULE 4X4	18	18	\$24,799
A	4100	2002	GENERAL MOTORS COMPANY	3/4 TON UTILITY TRUCK	18	18	\$51,860
A	4101	2001	GENERAL MOTORS COMPANY	3/4 TON UTILITY TRUCK	18	18	\$51,860
A	4102	2002	FORD MOTORS COMPANY	3/4 TON UTILITY TRUCK	18	18	\$48,995
A	4106	2008	CHRYSLER	BUILDING MAINT. VAN	18	18	\$32,622
A	4107	2008	CHRYSLER	MINI CARGO VAN	18	18	\$32,622
A	4108	2009	TOYOTA	HYBRID TOYOTA PRIUS	18	18	\$40,464
A	4109	2009	FORD MOTORS COMPANY	MINI PICK UP	18	18	\$25,074
A	4110	2008	FORD MOTORS COMPANY	ESCAPE HYBRID	18	18	\$42,712
A	6360	2008	AUTOCAR	DROP BOX TRUCK	18	18	\$368,254
A	6361	2008	AUTOCAR	DROP BOX TRUCK	18	18	\$368,254
A	6400	2008	FORD MOTORS COMPANY	12' FLAT BED TRUCK W/LIFT	18	18	\$59,484
A	6402	2008	FORD MOTORS COMPANY	3/4 TON PICKUP	18	18	\$43,557
A	6889	2008	FORD MOTORS COMPANY	ESCAPE HYBRID	18	18	\$42,712
A	8187	2008	CARGO MATE	UTILITY TRAILER 16'	18	18	\$15,000
A	9003	2008	FORD MOTORS COMPANY	ESCAPE HYBRID	18	18	\$42,712
A	9011	2002	TOYOTA	HYBRID TOYOTA PRIUS	18	18	\$36,259
A	9100	2002	HONDA	HONDA CIVIC - CNG	18	18	\$35,764
A	1803	2011	FORD MOTORS COMPANY	ID VAN CRIME SCENE	18	18	\$95,195
					FY 2018 TOTAL		\$1,954,476

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	Description	Fiscal Year Due for Replacement	Fiscal Year Planned	Replacement Cost
A	126	1988	GENERAL MOTORS COMPANY	1 TON UTILITY TRUCK	2000	13	\$ 27,710
A	193	1995	FORD MOTORS COMPANY	7 PSNGR.VAN (RANGE VAN)	2005	15	\$ 30,800
A	206	1997	FORD MOTORS COMPANY	3/4 TON PICKUP	2008	14	\$ 38,880
A	226	1998	GENERAL MOTORS COMPANY	3/4 TON PICKUP	2008	14	\$ 37,254
A	228	1987	FORD MOTORS COMPANY	4 YD. DUMP TRUCK	2007	13	\$ 44,000
A	234	1987	FORD MOTORS COMPANY	4 YD. DUMP TRUCK	2007	14	\$ 44,000
A	239	1998	FORD MOTORS COMPANY	3/4 PICK UP TRUCK	2008	13	\$ 29,321
A	247	1996	FORD MOTORS COMPANY	3/4 TON UTILITY	2006	13	\$ 35,800
A	249	1996	FORD MOTORS COMPANY	3/4 TON UTILITY	2006	14	\$ 35,800
A	253	1997	FORD MOTORS COMPANY	3/4 TON CNG PICKUP TRUCK	2013	14	\$ 34,150
A	256	1997	FORD MOTORS COMPANY	3/4 TON CNG PICKUP TRUCK	2013	14	\$ 34,150
A	261	1991	INT'L HARVESTER	FLATBED W/CRANE (3 TON)	2006	13	\$ 98,600
A	265	1990	INTERNATIONAL HARVESTER	5 YD. DUMP TRUCK	2005	14	\$ 63,600
A	266	1994	GENERAL MOTORS COMPANY	1 TON PICKUP	2010	16	\$ 23,250
A	267	1990	INTERNATIONAL HARVESTER	5 YD. DUMP TRUCK	2005	14	\$ 63,600
A	269	1990	GENERAL MOTORS COMPANY	1 TON UTILITY TRUCK	2005	14	\$ 29,850
A	271	1997	FORD MOTORS COMPANY	1/2 TON PICKUP (XTRA CAB)	2008	14	\$ 35,040
A	272	1990	INTERNATIONAL HARVESTER	5 YD. DUMP TRUCK	2005	14	\$ 63,600
A	276	1990	INTERNATIONAL HARVESTER	7 YD. DUMP TRUCK	2005	14	\$ 71,900
A	283	1998	FORD MOTORS COMPANY	3/4 TON CNG PICKUP TRUCK	2013	14	\$ 36,495
A	285	1998	FORD MOTORS COMPANY	3/4 TON CNG PICKUP TRUCK	2013	14	\$ 36,495
A	293	1998	FORD MOTORS COMPANY	3/4 TON PICKUP	2008	15	\$ 31,766
A	294	1998	FORD MOTORS COMPANY	3/4 TON PICKUP	2008	15	\$ 31,766
A	297	1998	CHRYSLER	3/4 TON UTILITY TRUCK	2008	14	\$ 40,606
A	330	1996	FORD MOTORS COMPANY	CONTAINER MAINT.TRUCK	2007	15	\$ 73,000
A	331	1996	FORD MOTORS COMPANY	CONTAINER MAINT.TRUCK	2007	15	\$ 73,000
A	388	1990	FORD MOTORS COMPANY	T/S SHOP TRUCK	2005	14	\$ 39,100
A	619	1997	SUZUKI	PATROL TRAILBIKE	2004	18	\$ 6,185
A	620	1997	SUZUKI	PATROL TRAILBIKE	2004	18	\$ 6,180
A	709	1991	CATERPILLAR	WHEEL LOADER	2011	16	\$ 99,850
A	760	1992	JACOBSEN	TRAILER 2 AXLE	2012	18	\$ 8,500
A	769	1986	ZIEMAN	EQUIPMENT TRAILER	2006	18	\$ 4,650
A	773	1991	MITSUBUSHI	FORKLIFT (8000 LB. CAP)	2012	14	\$ 48,900
A	778	1992	MITSUBUSHI	FORKLIFT (10000 LB CAP)	2006	14	\$ 44,000
A	856	1998	CARLTON COMPANY	STUMP GRINDER	2008	16	\$ 17,468
A	911	1995	FORD MOTORS COMPANY	4X4 CAFS UNIT (2255)	2011	15	\$ 172,500
A	1001	1999	FORD MOTORS COMPANY	3/4 TON PICKUP TRUCK	2009	15	\$ 33,342
A	1106	1999	GENERAL MOTORS COMPANY	EXT CAB MINI PICKUP(POOL)	2009	16	\$ 26,312
A	1116	2002	FORD MOTORS COMPANY	11 PASS TRANSPORT (JAIL)	2011	15	\$ 107,644
A	1534	2004	FORD MOTORS COMPANY	4DR SEDAN (CAPT HARRIS)	2011	14	\$ 37,883
A	1535	2004	FORD MOTORS COMPANY	4DR SEDAN (CAPT.UPSON)	2011	14	\$ 37,883
A	1536	2004	FORD MOTORS COMPANY	4DR SEDAN (ADMIN)	2011	14	\$ 37,883
A	1537	2004	FORD MOTORS COMPANY	4DR SEDAN (CHIEF)	2011	14	\$ 37,883
A	1548	2006	FORD MOTORS COMPANY	POLICE (CAPT.GREENWOOD)	2013	14	\$ 37,883
A	1576	2005	WESTWARD INDUSTRIES LTD	PARKING ENFORCEMENT	2012	15	\$ 42,065
A	1577	2005	WESTWARD INDUSTRIES LTD	PARKING ENFORCEMENT	2012	15	\$ 42,065
A	1578	2005	WESTWARD INDUSTRIES LTD	PARKING ENFORCEMENT	2012	15	\$ 42,065
A	1579	2005	WESTWARD INDUSTRIES LTD	PARKING ENFORCEMENT	2012	15	\$ 42,065
A	1580	2005	WESTWARD INDUSTRIES LTD	PARKING ENFORCEMENT	2012	15	\$ 42,065
A	1609	2005	HARLEY DAVIDSON	TRAFFIC MOTORCYCLE	2011	15	\$ 27,350
A	1610	2005	HARLEY DAVIDSON	TRAFFIC MOTORCYCLE	2011	15	\$ 27,350
A	1930	1999	CHRYSLER	12 PASSENGER VAN	2011	13	\$ 35,198
A	2012	1995	KANZLER	SANDBAGGER	2010	18	\$ 21,000
A	3900	2001	CLUB CAR	ELECTRIC SCOOTER	2010	18	\$ 9,579
A	3901	2001	CLUB CAR	ELECTRIC SCOOTER	2010	18	\$ 9,579
A	4104	2002	GLOBAL ELECTRIC MTRS.	ELECTRIC VEHICLE	2009	16	\$ 7,104

Note: This is the replacement schedule for the Backlog of Equipment and Fleet.

Equipment and Fleet Replacement Schedule

Fleet Status	Equipment Number	Year	Manufacturer Description	Description	Fiscal Year Due for Replacement	Fiscal Year Planned	Replacement Cost
A	8003	2001	FORD MOTORS COMPANY	4 DOOR SEDAN	2012	15	\$ 27,389
A	8005	2002	FORD MOTORS COMPANY	FOCUS WAGON	2013	15	\$ 26,348
A	8200	2001	CHRYSLER	MAXI CARGO VAN	2012	17	\$ 30,845
A	8488	2000	FORD MOTORS COMPANY	STATION WAGON	2010	15	\$ 29,329
					TOTAL BACKLOG		\$ 2,429,873

Note: This is the replacement schedule for the Backlog of Equipment and Fleet.



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INFORMATION TECHNOLOGY

Summary

Currently, the City's PC inventory comprises 1,152 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. The City runs 130 servers (4 for email). In FY 2008, the City centralized PC purchasing and instituted a capital replacement program requiring departments to set aside money every year for PC hardware and 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. These replacement funds serve as a useful comparison to other technology infrastructure categories. The Department of Information Technology manages three CIP funds established to support the City's technology infrastructure.

AS400 Fund

This fund ensures that hardware hosting the City's centralized financial system, FUNDS, is kept up-to-date and operating efficiently. In FY 2008, the AS400 was upgraded to improve functionality and reduce administrative costs.

Network Infrastructure Fund

This fund supports the 117 switches, routers, and firewalls that connect all City locations (including fire stations, health clinics, senior centers, libraries, and recreation centers) to each other and to the City's central data center.

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 2007, this fund supported the consolidation of fourteen file servers to one network attached storage (NAS) device, reducing operational costs and enabling a more cost-effective back-up system (also supported by this fund). In FY 2008 and FY 2009, this fund provided for similar consolidation of software and database servers that not only enhanced performance, but also supported the City's Green IT program by reducing server-related power consumption.

INFORMATION TECHNOLOGY

Program Summary

Project Description	Adopted FY 2014	Adopted FY 2015	Planned FY 2016	Planned FY 2017	Planned FY 2018	5-Year Total
Recurring Funding						
AS/400 Computer	120,000	120,000	120,000	120,000	120,000	600,000
Network Infrastructure	77,364	77,364	77,364	77,364	77,364	386,820
PC & Server Replacement Fund	383,000	383,000	383,000	383,000	383,000	1,915,000
Total	580,364	580,364	580,364	580,364	580,364	2,901,820

Funding Summary

Project Description	Adopted FY 2014	Adopted FY 2015	Planned FY 2016	Planned FY 2017	Planned FY 2018	5-Year Total
General Fund Capital	197,364	197,364	197,364	197,364	197,364	986,820
PC & Server Replacement Fund	383,000	383,000	383,000	383,000	383,000	1,915,000
Total	580,364	580,364	580,364	580,364	580,364	2,901,820

Voiceover Internet Protocol (VoIP) Project

The Department of Information Technology will use one-time funding to upgrade citywide telephones to a Voice over Internet Protocol (VoIP) system. The current telephone system “aged out” of its manufacturer warranty in December, 2009. In addition, the third-party service currently used to locate and install replacement parts stopped supporting the current system on June 30, 2011, resulting in more frequent protracted telephone and voicemail outages (5 – 14 business days). The cost of replacing the telephone system was estimated at \$1,500,000 to \$2,000,000. Funds appropriated in FY 2012 and FY 2013 were used to subsidize the cost of VoIP. In addition, one-time savings within the Information Technology budget were used to further subsidize costs associated with the VoIP project.

As of March 2013, the core VoIP infrastructure has been implemented; configuration, tuning, and integration with other network appliances will take place throughout April 2013. Pilot group trainings and implementation for the central fiber campus (2180 Milvia St, 1947 Center Street, 2120 Milvia, and 2100 Martin Luther King) will take place from April 2013 through September 2013. The City’s remaining 37 locations will undergo training and implementation from August 2013 through May 2014.

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 Refuse Fund.

An annual squirrel abatement program is needed at an estimated cost of \$100,000 per fiscal year. 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 \$914,000.

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 2015, a second repair project will be done on additional sections at an estimated cost of \$250,000.

OTHER INFRASTRUCTURE

Program Summary						
Project Description	Adopted FY 2014	Adopted FY 2015	Planned FY 2016	Planned FY 2017	Planned FY 2018	5-Year Total
One-time Funding						
Closed Landfill Maintenance and Monitoring (non routine)	155,220	150,000	321,897	146,979	0	774,096
Closed Landfill Flare Station Replacement and Wellfield Upgrades	0	374,124	540,024	0	0	914,148
Closed Landfill Riprap Repairs - Phase II	0	250,000	0	0	0	250,000
Subtotal	155,220	774,124	861,921	146,979	0	1,938,244
Recurring Funding						
CIP Set Aside	0	0	0	0	500,000	500,000
Landfill Postclosure Monitoring (routine)	175,000	175,000	175,000	175,000	175,000	875,000
Subtotal	175,000	175,000	175,000	175,000	675,000	1,375,000
Total	330,220	949,124	1,036,921	321,979	675,000	3,313,244
Funding Summary						
Project Description	Adopted FY 2014	Adopted FY 2015	Planned FY 2016	Planned FY 2017	Planned FY 2018	5-Year Total
Refuse Fund	330,220	949,124	1,036,921	321,979	675,000	3,313,244
Total	330,220	949,124	1,036,921	321,979	675,000	3,313,244

Other Infrastructure Projects

Category	Fiscal Year	Funding	Program or Project Name	Location or Description
Other Infrastructure	2014	\$155,220	Landfill Ground Squirrel Abatement and Non-Routine Maintenance	Closed landfill
Total	2014	\$155,220		
Other Infrastructure	2015	\$150,000	Landfill Ground Squirrel Abatement and Non-Routine	Closed landfill
Other Infrastructure	2015	\$374,124	Flare Station Replacement and Wellfield Upgrades	Closed landfill
Other Infrastructure	2015	\$250,000	Rip Rap Repair Phase II	Closed landfill
Total	2015	\$774,124		
Other Infrastructure	2016	\$321,897	Landfill Ground Squirrel Abatement and Non-Routine Maintenance	Closed landfill
Other Infrastructure	2016	\$540,024	Flare Station Replacement and Wellfield Upgrades	Closed landfill
Total	2016	\$861,921		
Other Infrastructure	2017	\$146,979	Landfill Ground Squirrel Abatement and Non-Routine Maintenance	Closed landfill
Total	2017	\$146,979		
Other Infrastructure	2018	TBD	Landfill Ground Squirrel Abatement and Non-Routine Maintenance	Closed landfill
Total	2018	TBD		



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PARKS & MARINA

Summary

The City of Berkeley Parks, Recreation and Waterfront Department maintain almost 250 park acreages which include 52 parks, tot lots and play areas. The City also maintains pathways, turf and medians, athletic fields, basketball and tennis courts, 5 recreation centers, 2 swimming pools and 3 resident camps.

The City of Berkeley has 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.

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 passage of Measure WW provides 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.

There is a substantial amount of unfunded park and marina work still to accomplish. The nature of the work and the priorities for completing are currently under assessment. James Kenney Park, Strawberry Creek Park, Grove Park, Ohlone Park, John Hinkel Park, Berkeley Rose Garden, Willard Park, Aquatic Park and Cesar Chavez Park are among the many parks that are in need of major improvements such as infrastructure, drainage, safety and ADA accessibility. These and many similar unfunded projects would cost the City almost \$50 million.

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 General Fund does not generally provide funding toward the capital needs of the Marina.

PARKS & MARINA

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. Outside funding sources including grants and loans from the Department of Boating and Waterways, a recent grant from the National Wildlife Foundation as well as contributions from the General Fund will be required to fund large capital improvements at the City's waterfront. In order to maximize existing funds, pursuit of grant funding continues to be a high priority.

Recreation and Camps Improvement Projects

In September of 2008, the Pools Task Force was formed to develop a Citywide Pools Master Plan, which was adopted by Council on November 17, 2009 (Resolution No. 64,705). In June of 2010, a bond measure went to the voters in the amount of \$22.5M (Measure C) based on the Pools Master Plan Preferred Alternative, as modified by the City Council. The bond measure was to cover the capital costs for a new Warm Water pool at the existing West Campus site, a new pool (25 meter) and locker room at the King School site, the renovation of the pools at West Campus and Willard Swim Center (both 25 yard pools), and funding to maintain all pools and operate aquatics programs. The bond measure did not pass.

In November of 2012, a bond measure went to the voters in the amount of \$19.4M (Measure N) based on Measure C of 2010. This bond measure was to cover the capital costs for a new Warm Water Pool at West Campus and new outdoor pool at Willard, the renovation of the existing pools and locker rooms at the West Campus and King sites (both 25 yard pools), and funding to maintain all pools and operate aquatics programs. For the second time in three years, the bond measure did not pass.

The Parks, Recreation & Waterfront department currently operates two 25 yard pools – West Campus and King. Due to City budget reductions and the existing deterioration of the Willard Pool facility beyond its useful life, the Willard Pool was closed at the end of the summer of 2010. In 2011, the Berkeley Unified School District demolished the existing Warm Water pool building and is currently building new classrooms on the existing site.

The department is currently developing a Tuolumne Master Plan to identify the physical improvements to be implemented over the next 20 years, emphasizing safety, accessibility, and environmental restoration and protection. Maintenance of these camps is imperative. The Camps Fund generally provides funding for infrastructure repair. However, the reserve balance of the fund cannot sustain all the capital improvement needed and required by US Forestry. Some of the major projects include ADA accessibility upgrades, sewer and drainage improvements, restroom replacements and paving and therefore relies on some General Fund contribution.

PARKS & MARINA

Program Summary

Project Description	Proposed FY 2014	Proposed FY 2015	Planned FY 2016	Planned FY 2017	Planned FY 2018	5-Year Total
Recurring Funding						
Parks Division CIP	362,500	362,500	362,500	362,500	362,500	1,812,500
ADA Parks	250,000	250,000	250,000	250,000	250,000	1,250,000
Ball fields Acquisition						
Debt Service	228,482	250,159	250,322	249,667	249,971	1,228,600
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
Camps CIP	200,000	200,000	200,000	200,000	200,000	1,000,000
Total	1,440,982	1,462,659	1,462,822	1,462,167	1,462,471	7,291,100

Funding Summary

Project Description	Proposed FY 2014	Proposed FY 2015	Planned FY 2016	Planned FY 2017	Planned FY 2018	5-Year Total
Parks Tax Fund	362,500	362,500	362,500	362,500	362,500	1,812,500
General Fund Capital	628,482	650,159	650,322	649,667	649,971	3,228,600
Marina Operations Fund	250,000	250,000	250,000	250,000	250,000	1,250,000
Camps Fund	200,000	200,000	200,000	200,000	200,000	1,000,000
Total	1,440,982	1,462,659	1,462,822	1,462,167	1,462,471	7,291,100

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.



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SANITARY SEWER SYSTEM

Summary

There are 255 miles of public sanitary sewer mains and 130 miles of public sewer laterals serving an area of approximately 6,300 acres. Almost 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.

Based on prior performance, a total of approximately \$27 million is budgeted for the remaining six years of the 30-year compliance plan to minimize the rate of infiltration and inflow (I/I). However, as a result of the recent EPA stipulated order and the anticipated consent decree, we expect additional CIP work. There is not yet an estimate for additional work since the negotiations with EPA are in progress; however, the FY 2012 & FY 2013 Adopted Capital Improvement Program Budget Book included the recommendation for using \$3 million each year from the Sanitary Sewer fund balance through FY 2015 to support compliance with the EPA requirements.

The program also includes on-going flow monitoring, closed circuit television inspections and condition assessments of the sewer system. Beyond the current program substantial annual expenditures will still be required to pay for long-term testing, inspection, and the on-going cyclic replacement and rehabilitation program

There are also approximately 32,000 private sewer laterals (130 miles), many of which are expected to need repair or replacement. Private portions of the collection system are now 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 15% have been tested or replaced.

Current reserves in the Sanitary Sewer Fund are expected to be adequate to cover these increased costs through 2016. A rate increase shall be considered at that time; however, the amount of the needed increase is contingent on the final terms of the Consent Decree currently being negotiated. A fee increase is subject to the Proposition 218 process.

Funding

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

SANITARY SEWER SYSTEM

Program Summary

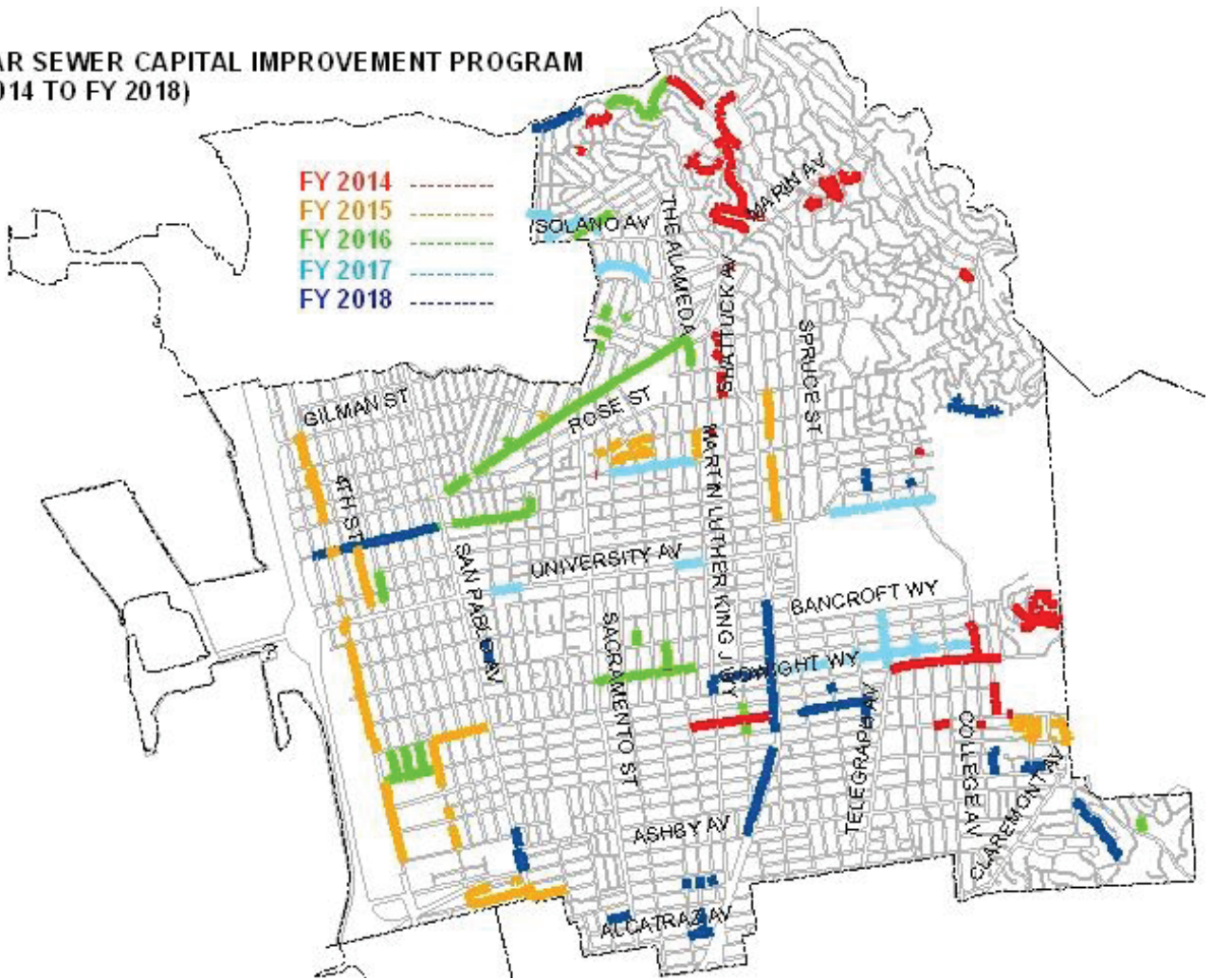
Project Description	Adopted FY 2014	Adopted FY 2015	Planned FY 2016	Planned FY 2017	Planned FY 2018	5-Year Total
Recurring Funding						
Sewer Rehabilitation	4,504,406	4,504,406	4,504,406	4,504,406	4,504,406	22,522,030
Sewer Design & Planning	1,080,000	1,080,000	1,080,000	1,080,000	1,080,000	5,400,000 0
*Sewer EPA Compliance	3,000,000	3,000,000	0	0	0	6,000,000
Total	8,584,406	8,584,406	5,584,406	5,584,406	5,584,406	33,922,030

Funding Summary

Project Description	Adopted FY 2014	Adopted FY 2015	Planned FY 2016	Planned FY 2017	Planned FY 2018	5-Year Total
Sewer Fund	8,584,406	8,584,406	5,584,406	5,584,406	5,584,406	33,922,030
Total	8,584,406	8,584,406	5,584,406	5,584,406	5,584,406	33,922,030

* The FY 2012 & FY 2013 Adopted Capital Improvement Program Budget Book included the recommendation for using \$3 million each year from the Sanitary Sewer fund balance through FY 2015 to support compliance with the EPA requirements. Amount is only an estimate. The actual amount will be appropriated once EPA figures are available.

**5-YEAR SEWER CAPITAL IMPROVEMENT PROGRAM
(FY 2014 TO FY 2018)**



Sanitary Sewer Projects

Category	Fiscal Year	Funding	Street	North or East Limit	South or West Limit
Sewer Replacement	2014	\$4.5M	Panoramic Way backline	Dwight	City Limit
			Panoramic Way	Dwight	Panoramic Way
			Panoramic Way/Panoramic Place at Panoramic Hill	Panoramic Place	Arden Road
			Bancroft Way (future 12" pipe to connect Panoramic to 14" at Durant Avenue)	Prospect	Warring
			Northhampton Avenue	Spruce	Santa Barbara
			Santa Barbara Road	Arlington	Alta Vista
			Southhampton Avenue	Santa Barbara	San Luis
			San Luis Road	Southampton	Indian Rock
			San Diego Road	Southampton	Blackberry Creek
			Indian Rock Avenue	Santa Barbara	Oxford
			Oxford Street	Marin	Indian Rock
			Forest Lane	Hilldale	Keeler
			Euclid Avenue	Marin	Regal
			Regal Road backlines	Marin	Easter Way
			Hilldale Avenue backlines	Marin	Regal
			Berkeley Marina lift stations	Marina Blvd	E-Dock
			Dwight Way	Prospect	College
			Dwight Way	College	Telegraph
			Warring Street	Parker	Derby
			Piedmont Avenue	Channing	Dwight
			Derby Street	Claremont	2900 Derby
			Derby Street	College	Benvenue
			Piedmont Avenue	Derby	Forest
			Milvia Street Backline (1236-1240)	Eunice	Berryman
			Del Norte Street and Del Norte Court	The Circle	Hopkins
			La Vereda Road	Hilgard Ave	Virginia/LaVereda
			Shasta Road	Grizzly Peak	Keeler
			Menlo Place	The Alameda	Thousand Oaks
			Parker Street	Shattuck	Grant
			Ridge Road	La Loma	LeRoy
			San Miguel Avenue	Santa Rosa	Thousand Oaks
			Milvia Street	Hopkins	Rose
			<i>Emergency/Urgent Sewer Repair</i>		
<i>Adeline Interceptor (EBMUD)-Loan Payment</i>					
<i>Upper Lateral Rehab Program</i>					
<i>City-Wide Sewer CCTV assessment Project</i>					
<i>City-Wide Manhole Rehab Sealant Project</i>					
<i>I/I Detection (Dye Testing, Smoke Testing) City-Wide Program</i>					

Sanitary Sewer Projects

Category	Fiscal Year	Funding	Street	North or East Limit	South or West Limit		
Sewer Replacement	2015	\$4.5M	Walnut Street (18" trunk)	Rose	Vine		
			Walnut Street	Rose	Hearst		
			Union Pacific Railroad ROW	City Limit	City Limit		
			Union Pacific Railroad ROW (10"-15" trunks)	City Limit	City Limit		
			Union Pacific Railroad ROW (18"-30" trunks)	City Limit	City Limit		
			Folger Avenue	San Pablo	7th Street		
			San Pablo Avenue	Folger	Haskell		
			Haskell Street	Mabel	San Pablo		
			Murray Street	San Pablo	7th Street		
			Buena Avenue	McGee	Dead End		
			Comstock Court	Jaynes	Cedar		
			Jaynes Street	Edith	California		
			North Street	Dead end	Jaynes		
			Vine Street	Edith	McGee		
			Claremont Boulevard	Derby	Garber		
			Claremont Boulevard backlines	Derby	Garber		
			Belrose/Derby/Tanglewood Road backline	Derby	Garber		
			Tanglewood Road	Derby	Garber		
			Garber Street	Claremont Blvd.	Oak Knoll Terrace		
			Forest Avenue	Claremont Blvd.	2910 Forest Ave		
			Brookside Court	End	Brookside Drive		
			5th Street	Virginia	University		
			<i>Emergency/Urgent Sewer Repair</i>				
			<i>Adeline Interceptor (EBMUD)-Loan Payment</i>				
			<i>Upper Lateral Rehab Program</i>				
			<i>City-Wide Sewer CCTV assessment Project</i>				
			<i>City-Wide Manhole Rehab Sealant Project</i>				
			<i>I/I Detection (Dye Testing, Smoke Testing) City-Wide Program</i>				

Sanitary Sewer Projects

Category	Fiscal Year	Funding	Street	North or East Limit	South or West Limit		
Sewer Replacement	2016	\$4.5M	Channing Way (15" trunk)	McKinley	Sacramento		
			Roosevelt Avenue	Bancroft	Channing		
			Jefferson Avenue	2220 Jefferson	Bancroft		
			Colusa Avenue	City Limit	Marin		
			Dwight Way	MLK Jr.	Sacramento		
			Milvia Street	Blake	Russell		
			Parker Street (Bayer)	7th Street	Union Pacific RR		
			4th Street (Bayer)	Dwight	Parker		
			5th Street (Bayer)	Dwight	Parker		
			6th Street (Bayer)	Dwight	Parker		
			6th Street	Delaware	University		
			Virginia Street	Virginia Gardens	Kains Avenue		
			Hopkins Street	The Alameda	Northside		
			Hopkins Street	Northside	San Pablo		
			MLK Jr. Way	The Alameda	Berryman Street		
			MLK Jr. Way	Vine Street	Cedar Street		
			San Antonio Avenue	Arlington	The Alameda		
			Arlington Avenue	Santa Barbara	San Antonio		
			The Alameda	San Antonio	Menlo Place		
			Tacoma Avenue	San Luis	Albany City Limit		
			Bridge Road	Alvarado	Tunnel Road		
			<i>Emergency/Urgent Sewer Repair</i>				
			<i>Adeline Interceptor (EBMUD)-Loan Payment</i>				
<i>Upper Lateral Rehab Program</i>							
<i>City-Wide Sewer CCTV assessment Project</i>							
<i>City-Wide Manhole Rehab Sealant Project</i>							
<i>I/I Detection (Dye Testing, Smoke Testing) City-Wide Program</i>							

Sanitary Sewer Projects

Category	Fiscal Year	Funding	Street	North or East Limit	South or West Limit		
Sewer Replacement	2017	\$4.5M	Hearst Avenue	Highland Place	Le Conte Avenue		
			Ensenada, Capistrano, Peralta, San Lorenzo	Solano Avenue	Albany City Limit		
			Marin Avenue	Fresno Avenue	Tulare Avenue		
			Cedar Street	MLK Jr. Way	Holly Street		
			University	MLK Jr. Way	Curtis		
			Haste Street	Piedmont	College		
			Haste Street	College	Shattuck		
			Bowditch Street	Channing	Dwight		
			Telegraph Avenue	Bancroft	Dwight		
			Dana Street	Channing	Haste		
			<i>Emergency/Urgent Sewer Repair</i>				
			<i>Adeline Interceptor (EBMUD)-Loan Payment</i>				
			<i>Upper Lateral Rehab Program</i>				
			<i>City-Wide Sewer CCTV assessment Project</i>				
<i>City-Wide Manhole Rehab Sealant Project</i>							
<i>I/I Detection (Dye Testing, Smoke Testing) City-Wide Program</i>							

Sanitary Sewer Projects

Category	Fiscal Year	Funding	Street	North or East Limit	South or West Limit
Sewer Replacement	2018	\$4.5M	Ellsworth Street	Dwight	Blake
			Dana Street	Parker	Derby
			Parker Street	Chilton	Fulton
			Parker Street (18" trunk)	Chilton	Fulton
			Prince Street	Ellis	MLK Jr.
			San Pablo Avenue sidewalk main	Oregon	Ashby
			San Pablo Avenue sidewalk main	Carrison	Haskell
			Kelsey Street	Palm Court	Russell
			Harper Street	Prince	Woolsey
			King Street	Prince	Woolsey
			Ellis Street	Prince	Woolsey
			Ellis Street	Fairview	Alcatraz
			Alcatraz Avenue	Adeline	King
			Fairview Street	Sacramento	Baker
			Euclid Avenue	Virginia	Ridge
			La Loma Avenue	Le Conte	Ridge
			Parnassus Drive	Campus	East Parnassus
			Campus Drive	Parnassus	Cul-de-sac at UC
			El Camino Real	Domingo	The Uplands
			Visalia Avenue	Kensington	Vincente
				Boundary	
			Haste Street	Shattuck	MLK Jr.
			MLK Jr. Way	Haste	Dwight
			Virginia Street	San Pablo	2nd Street
			Shattuck Avenue	Allston	Ashby
			Byron Street	Allston	Bancroft
			Russell Street (backline) 2900 block	Avalon	Russell
			<i>Emergency/Urgent Sewer Repair</i>		
			<i>Adeline Interceptor (EBMUD)-Loan Payment</i>		
			<i>Upper Lateral Rehab Program</i>		
			<i>City-Wide Sewer CCTV assessment Project</i>		
			<i>City-Wide Manhole Rehab Sealant Project</i>		
			<i>I/I Detection (Dye Testing, Smoke Testing) City-Wide Program</i>		

SIDEWALKS

Summary

There are approximately 300 miles of concrete sidewalk in the City. The Public Works Department estimates that approximately 35 miles of the City's sidewalks are currently in need of repair or replacement. 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 annual budget for the City's sidewalk maintenance and replacement program (including the proactive and responsive sidewalk programs, curb ramps and pathways) totals \$878,551. This includes a new recurring allocation of \$100,000 in Measure F Vehicle Registration Fee funding budgeted for the expansion of the Sidewalks Capital Improvement Program.

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.

Program Summary

Project Description	Adopted FY 2014	Adopted FY 2015	Planned FY 2016	Planned FY 2017	Planned FY 2018	5-Year Total
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
Total	878,551	878,551	878,551	878,551	878,551	4,392,755

Funding Summary

Project Description	Adopted FY 2014	Adopted FY 2015	Planned FY 2016	Planned FY 2017	Planned FY 2018	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	100,000	100,000	100,000	100,000	100,000	500,000
Total	878,551	878,551	878,551	878,551	878,551	4,392,755

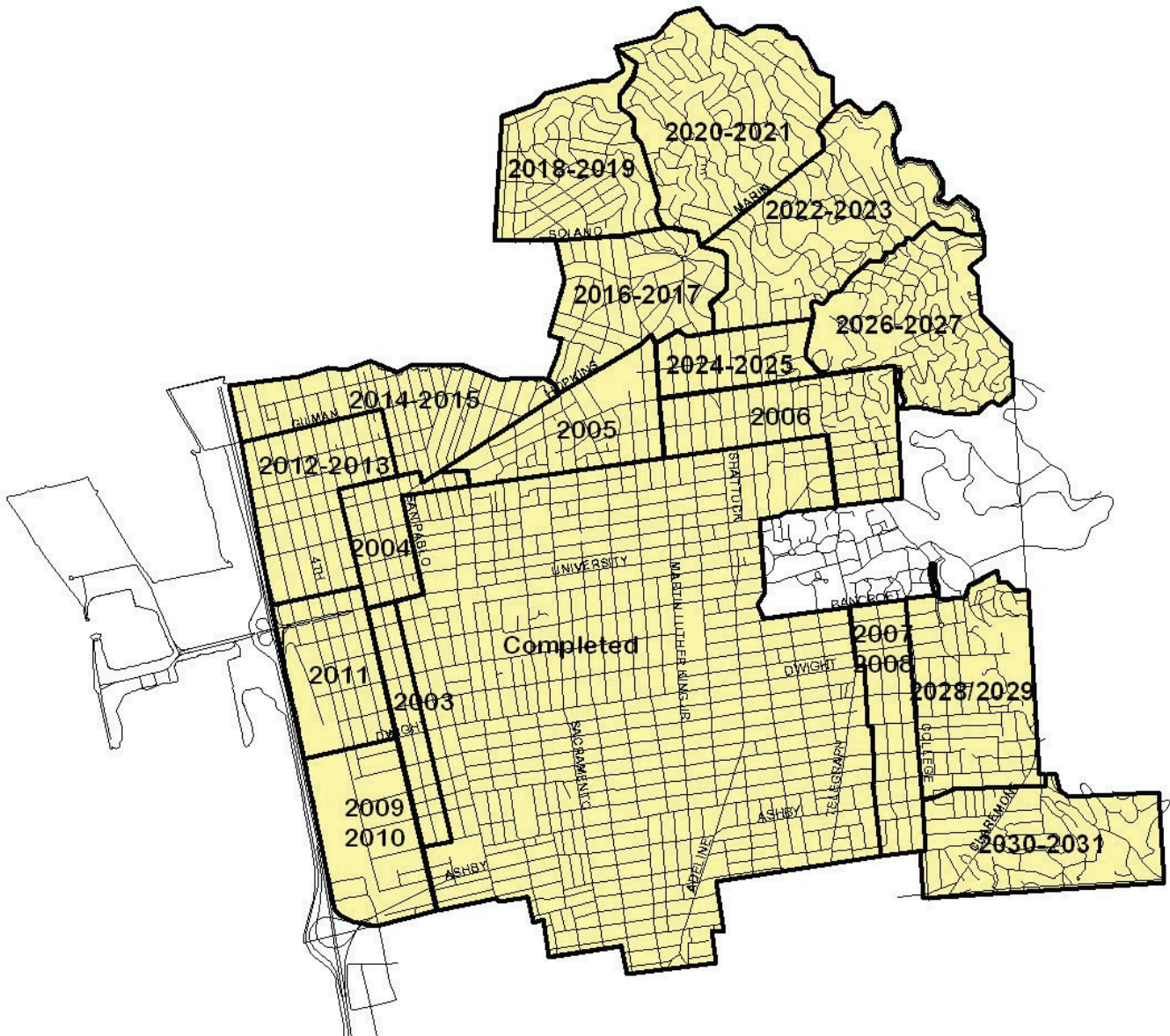
SIDEWALKS

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.

Proactive Sidewalk Map



Owner Responsibility:

The State of California Streets and Highways Code, 1911 Act, stipulates that the owner of the fronting property is responsible for maintaining the sidewalk in good and non-hazardous

Sidewalk Repair Projects

Category	Fiscal Year	Funding	Program or Project Name	Location or Description
Sidewalk Repair	2014	\$200,000	ADA Curb Ramps	To be determined
Sidewalk Repair	2014	\$231,776	Responsive Sidewalk Program	To be determined
Sidewalk Repair	2014	\$196,775	Proactive Sidewalk Program	Area bounded by Gilman, Hopkins, Albina and northern city limit
Sidewalk Repair	2014	\$100,000	High Pedestrian VRF Sidewalk Program	San Pablo Ave (northern to southern city limits), University Ave (Oxford to 2nd Street), 4th St. (Virginia to Addison), Addison St. (Aquatic Park to 4th), 8th & 9th & 10th streets (Hearst to Addison).
Sidewalk Repair	2014	\$50,000	Pathways	To be determined
Sidewalk Repair	2014	\$100,000	Private Party Sidewalks	Varies
Total	2014	\$878,551		
Sidewalk Repair	2015	\$200,000	ADA Curb Ramps	To be determined
Sidewalk Repair	2015	\$231,776	Responsive Sidewalk Program	To be determined
Sidewalk Repair	2015	\$196,775	Proactive Sidewalk Program	Area bounded by Gilman, Hopkins, Albina and northern city limit
Sidewalk Repair	2015	\$100,000	High Pedestrian VRF Sidewalk Program	To be determined
Sidewalk Repair	2015	\$50,000	Pathways	To be determined
Sidewalk Repair	2015	\$100,000	Private Party Sidewalks	Varies
Total	2015	\$878,551		
Sidewalk Repair	2016	\$200,000	ADA Curb Ramps	To be determined
Sidewalk Repair	2016	\$231,776	Responsive Sidewalk Program	To be determined
Sidewalk Repair	2016	\$196,775	Proactive Sidewalk Program	Area bounded by Solano, Shattuck, Hopkins and western city limit
Sidewalk Repair	2016	\$100,000	High Pedestrian VRF Sidewalk Program	To be determined
Sidewalk Repair	2016	\$50,000	Pathways	To be determined
Sidewalk Repair	2016	\$100,000	Private Party Sidewalks	Varies
Total	2016	\$878,551		
Sidewalk Repair	2017	\$200,000	ADA Curb Ramps	To be determined
Sidewalk Repair	2017	\$231,776	Responsive Sidewalk Program	To be determined
Sidewalk Repair	2017	\$196,775	Proactive Sidewalk Program	Area bounded by Solano, Shattuck, Hopkins and western city limit
Sidewalk Repair	2017	\$100,000	High Pedestrian VRF Sidewalk Program	To be determined
Sidewalk Repair	2017	\$50,000	Pathways	To be determined
Sidewalk Repair	2017	\$100,000	Private Party Sidewalks	Varies
Total	2017	\$878,551		
Sidewalk Repair	2018	\$200,000	ADA Curb Ramps	To be determined
Sidewalk Repair	2018	\$231,776	Responsive Sidewalk Program	To be determined
Sidewalk Repair	2018	\$196,775	Proactive Sidewalk Program	Area bounded by Solano, Arlington, western and northern city limits
Sidewalk Repair	2018	\$100,000	High Pedestrian VRF Sidewalk Program	To be determined
Sidewalk Repair	2018	\$50,000	Pathways	To be determined
Sidewalk Repair	2018	\$100,000	Private Party Sidewalks	Varies
Total	2018	\$878,551		

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 allocates \$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 and only provides for maintenance and emergency storm responses. 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, and \$200,000 for capital improvements, however, the backlog of priority storm drain rehabilitation projects still totals \$11 million over 5 years. The Watershed Management Plan's total unfunded capital needs are \$208 million (\$37.4 million over the next 5 years.)

Program Summary

Project Description	Adopted FY 2014	Adopted FY 2015	Planned FY 2016	Planned FY 2017	Planned FY 2018	5-Year Total
Recurring Funding						
Storm Water Capital	200,000	200,000	200,000	200,000	200,000	1,000,000
Alameda County Urban Runoff	135,000	140,000	140,000	140,000	140,000	695,000
Storm Planning	35,000	30,000	30,000	30,000	30,000	155,000
Total	370,000	370,000	370,000	370,000	370,000	1,850,000

Funding Summary

Project Description	Adopted FY 2014	Adopted FY 2015	Planned FY 2016	Planned FY 2017	Planned FY 2018	5-Year Total
Clean Stormwater Fund	370,000	370,000	370,000	370,000	370,000	1,850,000
Total	370,000	370,000	370,000	370,000	370,000	1,850,000

Storm Water System Projects

Category	Fiscal Year	Funding	Program or Project Name	Location or Description
Storm Drains	2014	\$200,000	Clean Storm - CIP Clean Storm Design/ Survey	1100 Sutter - Creek Culvert (Complete Construction) 6th /Hearst - X-Drain 9th/Cedar - Valley Gutter Dwight/Piedmont - Regrading Street Fresno/Sonoma X-Drain Curtis/Francisco - Valley Gutter 10th/Jones - Valley Gutter Stuart/California - Valley Gutter Bonita/Berkeley Way - Valley Gutter Bancroft/Bolivar - Regrading-Valley Gutter
Storm Drains	2014 - 2015		Clean Storm - CIP	Russell/Ellsworth (if funds available)
Storm Drains	2014-2015	TBD	Measure M	Projects TBD
Storm Drains	2016	\$200,000	Clean Storm - CIP	9th/Cedar - Valley Gutter Dwight/Piedmont - Regrading Street
Storm Drains	2017	\$200,000	Clean Storm - CIP	Fresno/Sonoma X-Drain Curtis/Francisco - Valley Gutter
Storm Drains	2018	\$200,000	Clean Storm - CIP	10th/Jones - Valley Gutter Stuart/California - Valley Gutter



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STREETS

Summary

There are approximately 216 centerline miles of improved streets in Berkeley. The City uses a Pavement Management System (PMS) to track and prioritize needs. In November 2011, the system identified approximately 134 centerline miles of street as needing rehabilitation.

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.

The City Auditor presented a report to Council in November 2011 on the condition of Berkeley's streets and its recommendations, if implemented, would improve the "at risk" condition for the average street in Berkeley. A principle recommendation of the Audit was adoption of a desired Pavement Condition Index (PCI), and 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.

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.

Funding

While the current CIP budget of \$3.4 million will support the existing 5-Year Street Rehabilitation Plan to maintain Berkeley's streets, this funding alone is not sufficient to raise the overall average PCI. To achieve a PCI of 75 in 5 years, the pavement management program requires \$65 million. The program would require an additional \$39.5 million over 5 years to achieve the goal.

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. With passage of Measure M, an accelerated 5-Year Street Rehabilitation Plan will be developed to reflect an infusion of this bond funding, and will be submitted to Council in fall 2013. While Measure M funds will help, there will still be a funding shortfall.

One-time Measure F Vehicle Registration Fee (VRF) funding has been allocated in FY 2014 and FY 2015 for Complete Streets projects currently being identified. A new recurring baseline budget of \$140,629 has been allocated beginning in FY 2015.

STREETS

Program Summary

Project Description	Adopted FY 2014	Adopted FY 2015	Planned FY 2016	Planned FY 2017	Planned FY 2018	5-Year Total
One-time Funding						
**Complete Streets	90,000	431,258	0	0	0	521,258
Subtotal	90,000	431,258	0	0	0	521,258
Recurring Funding						
Street Rehabilitation	3,244,303	3,244,303	3,244,303	3,244,303	3,244,303	16,221,515
Complete Streets CIP	0	140,629	140,629	140,629	140,629	562,516
Street Survey/Design	200,000	200,000	200,000	200,000	200,000	1,000,000
Street Rehabilitation (Measure M)	2,500,000	6,000,000	6,000,000	6,000,000	6,000,000	26,500,000
Subtotal	5,944,303	9,584,932	9,584,932	9,584,932	9,584,932	44,284,031
Total	6,034,303	10,016,190	9,584,932	9,584,932	9,584,932	44,805,289

Funding Summary

Project Description	Adopted FY 2014	Adopted FY 2015	Planned FY 2016	Planned FY 2017	Planned FY 2018	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 F Alameda County VRF St & Road	90,000	571,887	140,629	140,629	140,629	1,083,774
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	2,500,000	6,000,000	6,000,000	6,000,000	6,000,000	26,500,000
Total	6,034,303	10,016,190	9,584,932	9,584,932	9,584,932	44,805,289

*** The Adopted Budget is \$90,000. Staff will request the additional \$15,000 as an amendment to the annual appropriations ordinance if needed.

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.

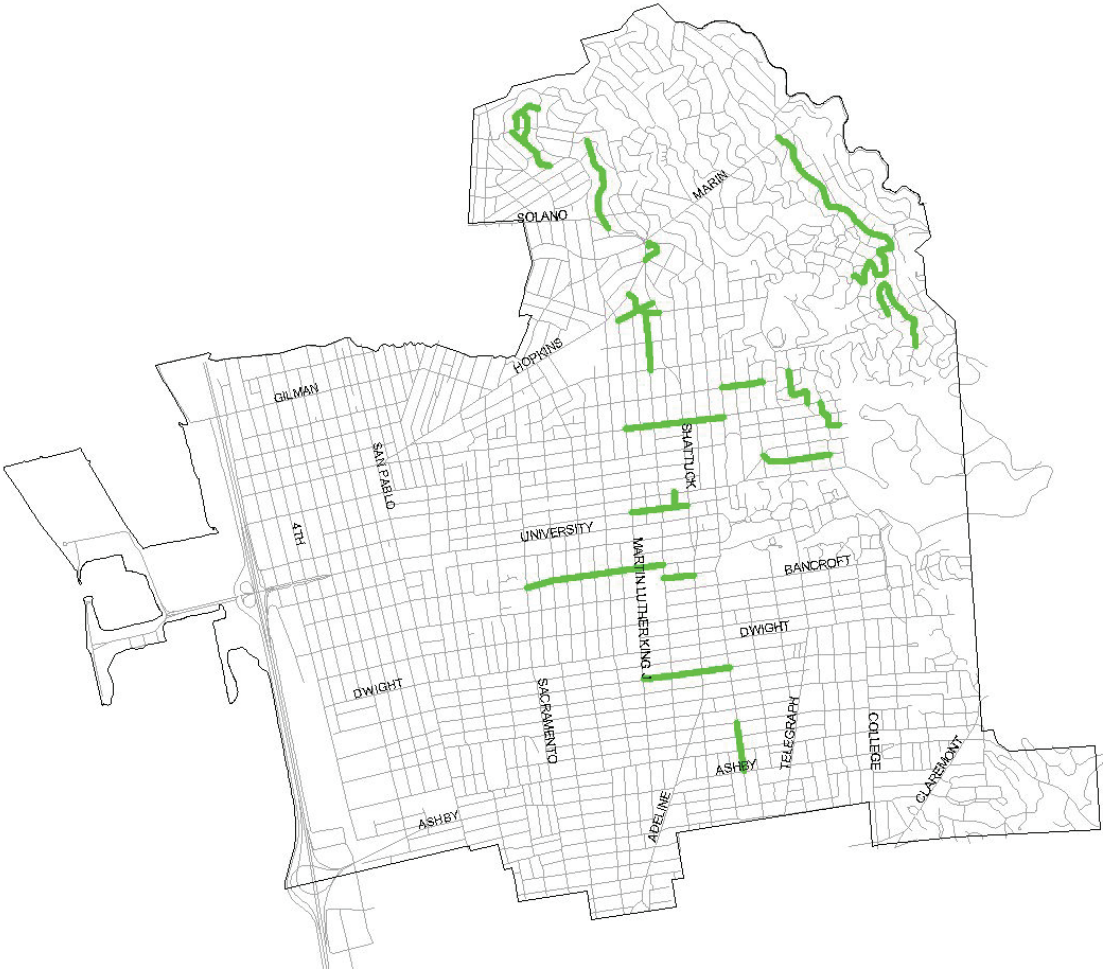
Public Art Fund receives 1.5% of the project budget from all eligible capital projects (i.e. Capital Improvement Fund, Camps Fund, Parks Tax Fund and Marina Fund). Funding for the program is provided through the Public Art Resolution, passed in 1999, which requires all eligible capital projects within 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 2014

Map shows

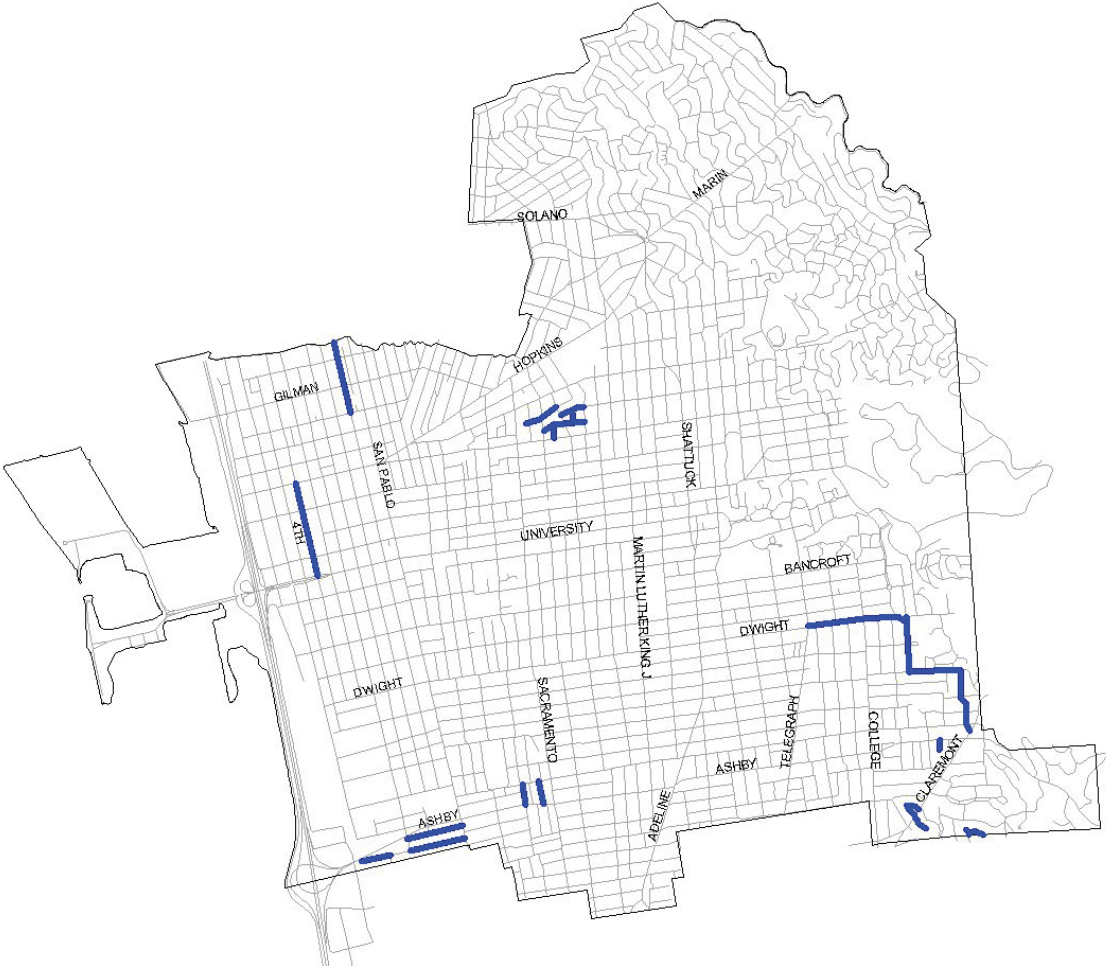
- Streets scheduled for rehabilitation in FY 2014



STREET REHABILITATION PROJECTS (MAP) FY 2015

Map shows

- Streets scheduled for rehabilitation in FY 2015



Street Repair Projects

Category	Fiscal Year	Funding	Program or Project Name	Location or Description
Street Repair	2014	\$3,444,303	Street Rehabilitation FY 2014	Cedar from MLK to Shattuck Cedar from Shattuck to Oxford Cedar from Oxford to Spruce Del Norte from The Circle to Sutter Grizzly Peak from Marin to Shasta La Loma from Cedar to Virginia Shasta from Keeler to Queens Shasta from Queens to Grizzly Peak Allston from Sacramento to MLK Allston from MLK to Milvia Berkeley from MLK to Milvia Berkeley from Milvia to Shattuck Contra Costa from Yosemite to Solano Del Norte Ct from Del Norte to Dead End Eunice from Milvia to Henry Fairlawn from Queens to Avenida Fulton from Stuart to Ashby Henry from Hearst to Berkeley Kittredge from Milvia to Shattuck Le Roy from Hawthorne to Cedar Menlo from Thousand Oaks to The Alameda Milvia from Hopkins to Eunice Milvia from Eunice to Berryman Milvia from Berryman to Rose Parker from MLK to Milvia Parker from Milvia to Shattuck Parker from Shattuck to Fulton Ridge from Scenic to Euclid Ridge from Euclid to La Loma San Miguel from Thousand Oaks to Santa Rosa Santa Rosa from Menlo to San Lorenzo Vine from Spruce to Hawthorne
Complete Streets	2014	\$105,000** (one-time)	Complete Streets Implementation Plan	Plan to establish the procedures for incorporating elements of the Complete Streets Policy into City projects.
Total	2014	\$3,569,303 & Measure M TBD		
Street Repair	2015	\$3,444,303	Street Rehabilitation FY 2015	Derby from Warring to Belrose Dwight from Telegraph to Bowditch Dwight from Bowditch to College Dwight from College to Piedmont Belrose from Derby to Claremont Blvd Claremont Blvd from Belrose to Claremont Piedmont Crescent from Dwight to Warring Warring from Dwight to Derby 5th from Cedar to Virginia 5th from Virginia to University 10th from N. City Limit to Harrison 10th from Harrison to Camelia Acton from Russell to Ashby Brookside from Claremont to Dead End Brookside Ct from Dead End to Brookside Dr Brookside Dr from Claremont to Claremont Buena from Dead End to McGee Chabolyn from City Limit to City Limit Comstock from Jaynes to Cedar Elmwood Ct from Ashby to Dead End Folger from 3rd to Hollis Folger from 7th to San Pablo Jaynes from California to Edith Murray from 7th to San Pablo North from Dead End to Jaynes Roslyn from S. Crossways to Chabolyn Stanton from Russell to Ashby Vine from McGee to Edith
Complete Streets	2015	\$100,000	Complete Streets Projects	Bike Boulevard Phase I
Complete Streets	2015	\$486,258	Complete Streets Projects	TBD

Street Repair Projects

Category	Fiscal Year	Funding	Program or Project Name	Location or Description
Total	2015	\$4,030,561 & Measure M TBD		
Street Repair	2016	\$3,444,303	Street Rehabilitation FY 2016	Slurry Seal locations to be determined
Complete Streets	2016	\$155,000	Complete Streets Projects	TBD
Total	2016	\$3,599,303 & Measure M TBD		
Street Repair	2017	\$3,444,303	Street Rehabilitation FY 2017	Dwight from Sacramento to MLK Dwight from MLK to Milvia Dwight from Milvia to Shattuck Colusa from N. City Limit to Solano Colusa from Solano to Marin Colusa from Marin to Monterey Wildcat Canyon from The Spiral to E. City Limit Channing from Sacramento to Roosevelt Channing from Roosevelt to MLK Channing from MLK to Milvia Channing from Milvia to Shattuck La Vereda from La Loma to Cedar La Vereda from Cedar to Dead End Milvia from Blake to Russell
Complete Streets	2017	\$155,000	Complete Streets Projects	TBD
Total	2017	\$3,599,303 & Measure M TBD		
Street Repair	2018	\$3,444,303 & Measure M TBD	Street Rehabilitation FY 2018	FY 2018 streets will be determined as Measure M details are finalized and will be subject to Commission and Council approval.
Complete Streets	2017	\$155,000	Complete Streets Projects	TBD
Total	2017	\$3,599,303 & Measure M TBD		

Additional streets will be determined as Measure M details are finalized and will be subject to Commission and Council approval.
 **The Adopted Budget is \$90K. Staff will request the additional \$15K as an amendment to the annual appropriations ordinance if needed.

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 2014 and FY 2015 adopted annual allocations for Bicycle Plan Implementation and Traffic Calming are maintained at FY 2013 levels. In FY 2015, the Measure B Transportation Sales Tax funding for the Bicycle and Pedestrian Programs has been reduced from \$250,000 to \$190,549. A new recurring allocation of \$25,000 in Measure F Vehicle Registration Fee funding has been budgeted for the purchase, installation and maintenance of traffic signals.

Multiple transportation Capital Improvement Projects are planned for FY 2014 and FY 2015, including:

- ❑ Implementing a number of transportation improvements along the Ashby Ave./Tunnel Rd. corridor;
- ❑ Completing \$998,000 of Safe Routes to Schools capital improvements at four elementary schools (Malcolm X, Rosa Parks, Berkeley Arts Magnet and Thousand Oaks) in FY 2014;
- ❑ Preparing designs for Safe Routes to Schools capital improvements at King Middle School and Emerson Elementary School;
- ❑ On the campus periphery on Hearst, Oxford and Bancroft in FY 2014 and FY 2015 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 2015;
- ❑ Developing a Project Study Report for the I-80/Gilman Interchange in FY 2014;
- ❑ Continuing neighborhood traffic calming projects as funding permits; and
- ❑ Design development and Environmental Review for the Downtown Berkeley BART Plaza and Transit Area Capital Improvement Project in FY 2014. Funding must still be identified to enable construction of all desired elements, making a project completion date uncertain.

TRANSPORTATION

Program Summary

Project Description	Adopted FY 2014	Adopted FY 2015	Planned FY 2016	Planned FY 2017	Planned FY 2018	5-Year Total
One-time Funding						
Traffic Calming Backlog Reduction	135,000	0	0	0	0	135,000
Traffic Calming Programs	50,000	50,000	0	0	0	100,000
Subtotal	185,000	50,000	0	0	0	235,000
Recurring Funding						
Pavement Markings	250,000	250,000	250,000	250,000	250,000	1,250,000
Bike & Pedestrian Program	250,000	190,549	190,549	190,549	190,549	1,012,196
Bike Plan Improvements	59,278	119,278	119,278	119,278	119,278	536,390
Bike Plan Improvements [BART 5 Year Contract]	60,000	0	0	0	0	60,000
Traffic Calming Program	50,000	50,000	50,000	50,000	50,000	250,000
Subtotal	669,278	609,827	609,827	609,827	609,827	3,108,586
Total	854,278	659,827	609,827	609,827	609,827	3,343,586

Funding Summary

Project Description	Adopted FY 2014	Adopted FY 2015	Planned FY 2016	Planned FY 2017	Planned FY 2018	5-Year Total
State Transportation Tax Fund	250,000	250,000	250,000	250,000	250,000	1,250,000
Measure B - Local Streets & Roads Fund	135,000	0	0	0	0	135,000
Measure B - Bike & Pedestrian Fund	250,000	190,549	190,549	190,549	190,549	1,012,196
General Fund Capital	169,278	169,278	169,278	169,278	169,278	846,390
Street Improvement Fund	50,000	50,000	0	0	0	100,000
Total	854,278	659,827	609,827	609,827	609,827	3,343,586

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	Traffic Calming Backlog Reduction	2014		\$135,000	Reduction of traffic calming backlog due. Project include the Alameda Road Diet, completed August 2013. Two traffic circles are currently in design.
Transportation	Traffic Calming Program	2014-2015		\$100,000	One-time funding of \$50,000 per year (FY14 & FY15) to supplement underfunded Neighborhood Traffic Calming Program
Transportation	Hearst Avenue Complete Streets Project	2014-2017	\$710,000	\$465,000	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	2014-2018	\$3,000,000	\$45,000	Work with AC Transit to implement Line 51 Delay Reduction and Service Improvements. Support AC Transit's public outreach efforts and City's technical review. AC Transit received \$10M grant for project in Alameda, Oakland and Berkeley. Exact expenditures in Berkeley is undetermined. Public meetings held in August 2013.
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	\$155,000		Install bicycle parking in public Right of Way (Transportation Fund for Clean Air FY13-14 County Share)
Transportation	Center Street Garage Reconstruction	2014-2018		\$25-\$35 million	Demolish and reconstruct Center Street Garage (funding source TBD)
Transportation	Pedestrian Program	2014-2018	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
Transportation	I-80 Integrated Corridor Mobility (ICM)	2014-2018		\$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
Transportation	Street Striping Maintenance Program	2014-2018		\$250,000/year	Provide striping plans for 5-year Repaving Plan and other striping needs
Transportation	Traffic Calming Program	2014-2018		\$50,000/year	Neighborhood Traffic Calming Program
Transportation	Downtown Berkeley BART Plaza & Transit Area Improvement Project	2014-2018	\$1,805,000	\$400,000	Transit station area improvements including reconstruction of BART entrances, new bus shelter, plaza resurfacing, landscaping, lighting, way finding, ADA curb ramps, and bicycle parking.
Transportation	Downtown Berkeley: Shattuck Reconfiguration & Pedestrian Safety	2014-2018	\$320,000	\$200,000	Reconfiguration of Shattuck from Allston to University, per Downtown Area Plan/Streets & Open Space Improvements Plan and Pedestrian Plan.
Transportation	Arterial System Synchronization	2014-2018	MTC Funding TBD		Retiming and coordination of traffic signals
Transportation	San Pablo/Ashby Improvements	2014-2018	Bayer Funding TBD		Increase capacity of the intersection
Continuing Projects (from FY 2013)					
Transportation	Safe Routes to Schools	2014-2015	\$898,660	\$99,850	Construct safety improvements around 4 elementary schools (Safe Routes to Schools/Caltrans FY 2009 - 2010)
Transportation	Berkeley BART Bike Station	2014-2016		\$120,000	Provide financial support to BART for Bike Station operations.
Transportation	I-80/Gilman Interchange	2014-2018	\$1,200,000	\$300,000	Improve operations and safety of I-80/Gilman Interchange
Transportation	Safe Routes to Schools	2014-2018	\$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 FY 2012-2013)
Transportation	Ashby Corridor Improvements Including	2014-2018	\$2,000,000 (\$378,000 for		Implement safety and access improvements on Ashby/State Route 13 (Caltrans Caldecott 4th Bore Settlement Agreement - funding partially

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



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