



Office of the City Manager

CONSENT CALENDAR
September 29, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Jamie Parks, Director, Public Works

Subject: Grant Acceptance: Alameda CTC TFCA Adeline Quick Build

RECOMMENDATION

Adopt a Resolution accepting \$1,000,000 of Transportation Fund for Clean Air (TFCA) funds from the Alameda County Transportation Commission (CTC) for the Adeline Quick Build Project and execute any resultant agreements and amendments.

SUMMARY

The attached Resolution allows the City to accept grant funding from Alameda CTC to supplement existing construction funding for the Adeline Quick Build project on Adeline Street (continuing onto Martin Luther King Jr. Way) from Ashby Avenue to the Oakland border. This supplemental funding allows for the inclusion of additional safety measures to reduce vehicle speeds and separate multimodal users from vehicle traffic, as recommended in the 2020 Vision Zero Action Plan, 2020 Pedestrian Plan, and 2026 Bicycle Plan. The project makes immediate safety improvements to a high injury street and informs the long-term improvements that will be made as part of the Adeline Transportation Improvements Project.

FISCAL IMPACTS OF RECOMMENDATION

In 2025, City of Berkeley received a grant of \$922,000 in construction phase funding from the Metropolitan Transportation Commission (MTC) Regional Measure 3 Safe Routes to Transit and Bay (RM3 SR2TBT) grant program, with \$119,000 in required local matching funds in fiscal year 2027 from Measure BB Fund 135 (Bicycle and Pedestrian) (Resolution No. 71,946-N.S.). The current request to accept TFCA grant funds from Alameda CTC would provide \$1,000,000 of additional grant funding for project construction. The previously accepted MTC grant (and local match) serves as the local match for this Alameda CTC grant funding. No additional local match is required.

Funding Summary:

Previously accepted MTC SR2TBT Grant	\$ 922,000
Previously committed City Matching Funds	\$ 119,000
New TFCA Funds	\$1,000,000
<u>New Matching Funds</u>	<u>\$ 0</u>
Total Funding	\$2,041,000

CURRENT SITUATION AND ITS EFFECTS

In May 2026, the project completed 35% design and cost estimate. Due to escalating costs of labor and materials, along with design changes necessary to meet the safety and operations goals of the project, the current cost estimate exceeds the previously secured grant funding. During the design process, the project scope was expanded to include comprehensive lane width reductions on Adeline Street in order to encourage slower vehicle speeds to increase safety on this high-injury street, per Vision Zero traffic safety goals. These design changes, along with recent cost escalation, have resulted in a 50% increase in the project's construction cost estimate since 2024.

Due to this construction funding gap, City staff began looking for additional grant funding sources. Staff identified the Transportation Fund for Clean Air (TFCA) program, a local fund source from the Bay Area Air District (Air District) that originates from the \$4 vehicle registration fee (VRF) collected within Alameda County. TFCA funds projects that reduce air pollution and greenhouse gas emissions from motor vehicles. Alameda CTC is responsible for programming a portion of the fees collected within Alameda County and distributes those funds proportionally to local jurisdictions. On May 28, 2026, Alameda CTC voted to approve the 2026 Comprehensive Investment Plan Update which included the \$1,000,000 in TFCA construction funds City of Berkeley requested for the Adeline Quick Build project.

The project just completed its 75% design milestone. A forthcoming construction contract will be selected through competitive invitation to bid per City procurement policies, with construction anticipated in 2027.

The Adeline Quick Build aligns with the City's Strategic Plan Priorities, advancing our goal to be a global leader in addressing climate change, advancing environmental justice and protecting the environment.

BACKGROUND

The Adeline Quick Build project reduces the number of vehicle lanes, adds separated bike lanes, adds pedestrian crossing safety improvements, and adds bus boarding islands on Adeline Street from Ashby Avenue southward and continuing on Martin Luther King Jr. Way to the Oakland border.

Adeline Street is on the high-injury streets network. Safety measures and traffic calming improvements for the project area were identified in the 2020 Vision Zero Action Plan, 2020 Adeline Corridor Specific Plan, 2020 Pedestrian Plan, and 2026 Bicycle Plan. Together, these improvements reduce vehicle speeds, shorten crossing distances for pedestrians, and reduce conflicts between vehicles and other users. The Adeline Transportation Improvements Project will use information gained from implementation of the quick build improvements to design the long-term capital improvements for this same geographic area.

The Adeline Quick Build project completed environmental review in 2025 and public engagement in January 2026 through stakeholder meetings with neighborhood groups and businesses and a virtual public meeting. Feedback received ranged from support for bicycle and pedestrian safety improvements to concern over bicycles potentially conflicting with pedestrian spaces (through floating parking and bus boarding islands) and many requests for improved travel conditions, including slower vehicle speeds.

The Adeline Quick Build project will align with City of Oakland's Martin Luther King Jr. Way Complete Streets project which is making similar pedestrian, bicycle, and transit facilities improvements on Martin Luther King Jr. Boulevard from Berkeley to 47th Street, currently planned for construction in 2026 or 2027.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

Increasing walking, cycling, and transit use in the City would help the City achieve the Berkeley Climate Action Plan greenhouse gas emission reduction targets of 80% below year 2000 levels by 2050. The Climate Action Plan states that, in order to meet these targets, "Transportation modes such as public transit, walking and bicycling must become the primary means of fulfilling our mobility needs."

The project would create or upgrade more than 0.5 miles of bikeway and fills a critical gap in the continuous 1.8-mile bikeway on Adeline St/Martin Luther King Jr. Way from 47th Street in Oakland to Shattuck Avenue in Berkeley. The project aims to increase pedestrian crossing safety, particularly at non-signalized intersections. The project adds three bus boarding islands at existing bus stops to prioritize transit, increase travel time reliability, and decrease vehicle interactions with cyclists. These improvements encourage a mode-shift away from driving and toward more cycling, walking, and transit use, thus reducing vehicle miles travelled and greenhouse gas emissions.

The improvements proposed by this project are statutorily exempt from the requirements of the California Environmental Quality Act (CEQA) under Section 21080.25 which exempts the following:

- Pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right-of-way (Section 21080.25(b)(1))
- Transit prioritization projects (Section 21080.25(b)(2)) including Transit stop access and safety improvements, including, but not limited to, the installation of bus shelters, lighting, transit bulbs, and the installation of transit boarding landings and islands (Section 21080.25(a)(11)(E))

RATIONALE FOR RECOMMENDATION

Adoption of this Resolution ensures the project can be implemented within the planned project schedule, can include needed additional components, and remain in alignment

with the schedule for City of Oakland's planned repaving and bikeway improvements, thus ensuring continuous facilities along a high injury corridor.

ALTERNATIVE ACTIONS CONSIDERED

Several alternatives have been considered to reduce the project scope and associated costs, including eliminating transit improvements or reducing the scope for high-visibility paint. Both options would reduce the safety, operations, and environmental benefits of the project, and neither would reduce costs enough to construct the project within the current grant funding. Additionally, the project could eliminate changes to lane widths. However, this would be inconsistent with Vision Zero traffic safety policy and not encourage vehicle speed reductions that are safer for the corridor's multimodal users since the existing wider lane widths are correlated with higher vehicle speeds and more severe injuries from collisions.

Alternatively, Council could opt to save the TFCA funding for a different project. This decision would delay construction of the project and jeopardize existing funding from MTC as it would delay delivery of the project milestones previously agreed to in the grant funding agreement. Additionally, TFCA funding has a limited range of projects that are eligible to use this money. The Adeline Quick Build is ideally suited for this funding source.

CONTACT PERSON

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Attachments:
1: Resolution

RESOLUTION NO. ##,###-N.S.

A RESOLUTION OF THE GOVERNING BODY OF THE CITY OF BERKELEY
ACCEPTING FUNDS FROM THE ALAMEDA COUNTY TRANSPORTATION
COMMISSION FOR THE ADELINE QUICK BUILD PROJECT

WHEREAS, the Alameda County Transportation Commission (“Alameda CTC”) administers funding programs for projects and programs that benefit the Alameda County transportation system, consisting of 2000 Measure B, 2010 Vehicle Registration Fee (“VRF”), 2014 Measure BB, I-580 Toll Revenues, Congestion Management Agency Transportation Improvement Program (CMA-TIP), and Transportation Fund for Clean Air (“TFCA”) Programs, and such funding is collectively defined as and shall be referenced herein as the “Alameda CTC Administered Funds”; and

WHEREAS, the City of Berkeley (“Fund Recipient”), the project sponsor, submitted a funding application (“Application”) to the Alameda County Transportation Commission (“Alameda CTC”) for Adeline Quick Build Project (“Project”); and

WHEREAS, the Project will construct protected bike lanes, pedestrian safety features, and transit improvements, on Adeline Street and continuing onto Martin Luther King Jr. Way from Ashby Avenue to the Oakland border; and

WHEREAS, by action of the Alameda CTC Commission at its meeting held on May 28, 2026, Alameda CTC awarded a total of \$1,000,000 in Alameda CTC Administered Funds to the Fund Recipient for the construction phase (“Awarded Phase”) of Project; and

WHEREAS, there are no legal impediments to Fund Recipient applying for funding and there is no active, pending or threatened litigation that may adversely affect the proposed PROJECT or the ability of Fund Recipient to deliver such Project; and

WHEREAS, Fund Recipient authorizes the City Manager or designee to enter into a Project Funding Agreement with Alameda CTC for the Project (“Agreement”) based on Alameda CTC’s form therefor, which Agreement shall set forth certain project-specific requirements applicable to the Project; and

WHEREAS, as part of the requirements to apply and receive Alameda CTC Administered Funds, Alameda CTC requires a resolution adopted by the responsible implementing agency stating the following:

1. Fund Recipient will implement the Project as described in the Application; and
2. Fund Recipient will have adequate staffing resources to deliver and complete the Project within the time period identified in the Application; and
3. Fund Recipient understands it will enter into a Project Funding Agreement with Alameda CTC, and will comply with the Agreement’s requirements, including

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adherence to the agreed upon project scope, project delivery milestones, funding deadlines, project reporting and deliverable deadlines; and

4. Fund Recipient is committed to deliver the Project consistently with the TFCA Programming Guidelines and policies, as they may change, for the funds awarded by the Commission to the Project; and
5. Fund Recipient is committed to secure matching funds as proposed, and is required for awarded Alameda CTC Administered Funds, by phase; and
6. Fund Recipient is committed to provide any additional funding that may be required beyond the original proposed Application match amount to deliver the phase of the Project that is awarded with Alameda CTC Administered Funds; and
7. Fund Recipient understands that Alameda CTC Administered Funds awarded to the Project is limited to the Commission approved programmed amount by phase, and therefore any cost increases or unexpected funding shortfalls cannot be expected to be funded by shifting funds between phases, or by requesting additional Alameda CTC Administered Funds; and
8. Fund Recipient understands that any cost savings in the Alameda CTC-funded phase(s) will be shared proportionally between Fund Recipient and Alameda CTC; and
9. Fund Recipient is committed to comply with the applicable requirements set forth in Alameda CTC's Local Business Contract Equity ("LBCE") Program and related exhibits, as applicable, for professional services and construction contracts funded with Measure B, Measure BB, and/or VRF funds, such as including LBCE Program goal(s) and provisions in applicable solicitations and resulting contracts, providing timely notification to Alameda CTC of applicable solicitations prior to advertisement, and adhering to reporting requirements.

NOW, THEREFORE, BE IT RESOLVED that Fund Recipient agrees to accept award of \$1,000,000 in Alameda CTC Administered Funds; and

BE IT FURTHER RESOLVED that Fund Recipient hereby confirms that there is no pending or threatened litigation that might in any way adversely affect Fund Recipient's ability to implement and deliver the proposed Project; and

BE IT FURTHER RESOLVED that Fund Recipient authorizes the City Manager or designee to execute the funding Agreement with Alameda CTC and any future amendments; and

BE IT FURTHER RESOLVED that Fund Recipient shall provide Alameda CTC with a fully-executed copy of this resolution; and

BE IT FURTHER RESOLVED that Council, by adopting this resolution, hereby confirms that:

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1. Fund Recipient will commit to implementing the Project as described in the Agreement; and
2. Fund Recipient will have adequate staffing resources to deliver and complete the Project within the time period identified in the application; and
3. Fund Recipient understands it will enter into an Agreement with Alameda CTC, and will comply with the Agreement's requirements, including adherence to the completion of the agreed upon project scope, project delivery milestones, funding deadlines, project reporting and deliverable deadlines; and
4. Fund Recipient commits to delivering the Project consistently with the TFCA Programming Guidelines and policies, as they may change, for the funds awarded by the Commission to the Project; and
5. Fund Recipient will commit matching funds as proposed in the Application against the awarded Alameda CTC Administered Funds by phase; and
6. Fund Recipient will provide any additional funding that may be required beyond the original proposed Application match amount to deliver the phase of the Project that is awarded with Alameda CTC Administered Funds; and
7. Fund Recipient understands that Alameda CTC Administered Funds awarded to the Project are limited to the Commission approved programmed amount by phase, and therefore any cost increases or unexpected funding shortfalls cannot be expected to be funded by shifting funds between phases, or by requesting additional Alameda CTC Administered Funds; and
8. Fund Recipient understands that any cost savings in the Alameda CTC-funded phase(s) will be shared proportionally between Fund Recipient and Alameda CTC; and
9. Fund Recipient will comply with the applicable requirements set forth in Alameda CTC's Local Business Contract Equity ("LBCE") Program and related exhibits, as applicable, for professional services and construction contracts funded with Measure B, Measure BB, and/or VRF funds, such as including LBCE Program goal(s) and provisions in applicable solicitations and resulting contracts, providing timely notification to Alameda CTC of applicable solicitations prior to advertisement, and adhering to reporting requirements.

