



Office of the City Manager

CONSENT CALENDAR
June 25, 2024

To: Honorable Mayor and Members of the City Council
From: Dee Williams-Ridley, City Manager
Submitted by: Terrance Davis, Director, Public Works
Subject: Grant Acceptance: Alameda CTC CIP 2024 Adeline Corridor Transportation Improvements

RECOMMENDATION

Adopt a Resolution accepting funds from the Alameda County Transportation Commission (CTC) for the Adeline Street Transportation Improvements Project.

SUMMARY

The attached Resolution allows the City to accept grant funding from the Alameda County Transportation Commission for a project to redesign Adeline Street between Ashby Avenue and the Oakland border using concepts approved by the Council on November 29, 2022 (Resolution No. 70,622-N.S. Adeline Street at Ashby BART Conceptual Design) and December 8, 2020 (Resolution No. 69,642 N.S. A Resolution (A) Certifying the Environmental Impact Report and Related California Environmental Quality Act (CEQA) Findings; and (B) Adopting the Adeline Corridor Specific Plan and Related General Plan Amendments). This project will further the goals of the City’s Strategic Transportation Plan, Bicycle Plan, Pedestrian Plan, Vision Zero Action Plan, and Adeline Corridor Specific Plan, by developing transit, pedestrian, and bicycling improvements on Adeline Street. Per the grant requirements, preliminary engineering and environmental clearance must be completed, and all grant funding must be spent by December 31, 2026.

FISCAL IMPACTS OF RECOMMENDATION

This project is funded by an Alameda County Transportation Commission (Alameda CTC) Comprehensive Investment Plan (CIP) grant. Local match for this grant is from the Alameda County Transportation Sales Tax Measure BB Local Streets and Roads Fund (Fund 134).

Alameda CTC CIP Award: \$1,095,000
Local match: \$365,000
Total Amount: \$1,460,000

CURRENT SITUATION AND ITS EFFECTS

In 2021 and 2023, the City was awarded grant funding from the Alameda County Transportation Commission CIP to scope and develop preliminary engineering plans for a project on Adeline Street from Ashby Avenue (adjacent to the Ashby BART station) to the southern city limits. The Adeline Street Transportation Improvements Project would construct safety improvements for pedestrians, bicyclists, and transit riders, and repurpose two of the existing general-purpose traffic lanes in order to construct protected bikeways and opportunities for public space, including space for a pedestrian plaza on the west side of Adeline Street at the Ashby BART station.

Per grant requirements, preliminary engineering/environmental studies must be completed, and funds from Alameda CTC must be spent by December 31, 2026. Resolution language required by the funder is in Attachment 1: Resolution. The City will need to seek additional funding to complete Final Design and Construction of this project.

The Adeline Street Transportation Improvements Project advances the City's Strategic Goals to (1) provide state-of-the-art, well-maintained infrastructure, amenities, and facilities; (2) foster a dynamic, sustainable, and locally-based economy; (3) create a resilient, safe, connected, and prepared city; and (4) be a global leader in addressing climate change, advancing environmental justice, and protecting the environment.

BACKGROUND

The Adeline Street Transportation Improvements project will scope and develop preliminary engineering plans and conduct environmental analysis for pedestrian, bicycle, and transit improvements on approximately 0.55 miles of Adeline Street from just north of Ashby Avenue to the southern city limits (King Street/62nd Street/Stanford Avenue/ Martin Luther King Jr Way). This project supports plans for transit-oriented development (TOD) on the Ashby BART station site. As part of the project, two of the four existing traffic lanes adjacent to Ashby BART will be repurposed to provide space for a new pedestrian plaza that could accommodate the needs of the Berkeley Flea Market, which currently uses the BART parking lot west of Adeline Street. This project would repurpose two of the existing four traffic lanes south of Ashby BART, in order to construct a new protected bikeway that will close a crucial gap in the Berkeley bicycle network, connecting neighborhood and commercial districts in Berkeley and Oakland. Other proposed project improvements include repaired sidewalks, improved loading zones for businesses, upgraded traffic signals, and improved bus operations and bus stop amenities.

Council approved the overall concept design for the corridor as part of the approval of the Adeline Corridor Specific Plan on December 8, 2020, Resolution No. 69,642 N.S. Subsequently, Council approved preliminary concepts for the section of the project adjacent to Ashby BART (Resolution No. 70,622-N.S. Adeline Street at Ashby BART Conceptual Design) at the November 29, 2022 Council Meeting. Data collection, public engagement, environmental analysis and preliminary engineering is expected to begin

in summer 2024 and continue through the end of 2026. Following a robust public engagement process, internal Staff review, and the input of the Transportation and Infrastructure Commission and other City commissions, staff anticipates bringing a concept design for this project to the Council for consideration late in 2026.

The project is divided into two sections based on geography. Section 1 is the area of Adeline Street adjacent to the Ashby BART Station which begins just north of Ashby Avenue and runs south to Martin Luther King Jr Way. Concepts for Section 1 were approved by Council on November 29, 2022 (Resolution No. 70,622-N.S.). Section 2 begins at Martin Luther King Jr Way and runs south to the Berkeley/Oakland border (King Street/62nd Street/Stanford Avenue/Martin Luther King Jr Way). Section 2 concepts are detailed in the 2020 Adeline Corridor Specific Plan, adopted by the Council on December 8, 2020 (Resolution No. 69,642 N.S.). Funding for Sections 1 and 2 was awarded as part of two separate Alameda CTC Comprehensive Investment Plan grants. However, because of the similarity of project scopes Alameda CTC has allowed the City to combine both projects into one funding agreement in order to minimize administrative burden and facilitate efficient project delivery.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

Installing transit improvements, protected bikeways, and upgrading pedestrian crossings is anticipated to increase the numbers of people using transit, walking, and biking. This is consistent with the 2009 Climate Action Policy that calls for expanding and improving the City's bicycle and pedestrian infrastructure. The 2009 Climate Action Plan sets targets of reducing transportation emissions 33% below year 2000 levels by 2020, and 80% below year 2000 levels by 2050. The Plan further states that transportation modes such as public transit, walking, and bicycling must become the primary means of fulfilling the City's mobility needs in order to meet those targets.

RATIONALE FOR RECOMMENDATION

Adopting this resolution accepting Alameda CTC CIP funding will meet the funder's requirements and allow the city to use these funds on the Adeline Street Transportation Improvements Project.

ALTERNATIVE ACTIONS CONSIDERED

Council could opt not to approve the resolution from Alameda CTC at this time and instead defer the item to a future Council agenda. This decision would delay the start of the Project, jeopardize funding with Alameda CTC, and endanger the delivery of the Project by the milestones indicated in the grant funding agreement.

CONTACT PERSON

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Adeline Corridor Transportation Improvements

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Janney Lockman, Associate Planner, Public Works (510) 981-7073

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 STREET TRANSPORTATION IMPROVEMENTS 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, CMA-TIP, and Transportation Fund for Clean Air 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”) submitted a funding application (“Application”) to the Alameda County Transportation Commission (“Alameda CTC”) for Adeline Street Transportation Improvements Project (“Project”); and

WHEREAS, the Project will conduct preliminary engineering and environmental analysis for protected bike lanes, pedestrian safety features, transit improvements, and public plaza space on Adeline Street from Ashby Avenue to the Oakland border; and

WHEREAS, by action of the Alameda CTC Commission at its meetings held on July 22, 2021 and May 25, 2023, Alameda CTC awarded a total of \$1,095,000 in Alameda CTC Administered Funds to the Fund Recipient for the implementation and delivery of the Preliminary Engineering/Environmental Studies phase(s) (“Awarded Phase(s)”) of Project; and

WHEREAS, prior to receipt of any Alameda CTC Administered Funds, Fund Recipient shall be required 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 receive Alameda CTC Administered Funds awarded to the Project, Alameda CTC requires a resolution accepting the awarded funding to be adopted by the Fund Recipient’s governing body confirming the following:

1. Fund Recipient’s commitment to secure matching funds against the awarded Alameda CTC Administered Funds; and
2. Fund Recipient’s commitment to provide any additional funding required to deliver the Awarded Phase(s) of Project, with an understanding the same shall not be funded with additional Alameda CTC Administered Funds; and

3. Fund Recipient's commitment to implement the Awarded Phase(s) of Project as described in the funding application and the subsequent funding agreement between Alameda CTC and the Fund Recipient; and
4. Fund Recipient's commitment to comply with the Agreement; and
5. Fund Recipient's commitment to comply with the applicable requirements set forth in Alameda CTC's Local Business Contract Equity ("LBCE") Program for professional services and construction contracts funded with Measure B, Measure BB, and/or VRF funds, and abide by the LBCE procedures in the applicable solicitations and contracts.

NOW, THEREFORE, BE IT RESOLVED that Fund Recipient agrees to accept award of \$1,095,000 in Alameda CTC Administered Funds; and be it further

RESOLVED that Fund Recipient, by adopting this resolution, does hereby state that:

1. Fund Recipient will provide a minimum of \$365,000 in matching funds anticipated to be from Measure BB funds; and
2. Fund Recipient understands that Fund Recipient shall be responsible to provide any additional funding required to deliver the Awarded Phase(s) of Project, and the same shall not be funded with additional Alameda CTC Administered Funds; and
3. Awarded Phase(s) of Project will be implemented as described in the Application, Agreement, and in this resolution; and
4. Fund Recipient will comply with the Agreement; and
5. Fund Recipient will comply with the applicable requirements set forth in Alameda CTC's LBCE Program; and therefore, 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 its City Manager or designee, to execute the Agreement; and be it further

RESOLVED that Fund Recipient shall provide Alameda CTC with a fully-executed copy of this Resolution.