



Office of the City Manager

CONSENT CALENDAR  
October 1, 2024

To: Honorable Mayor and Members of the City Council  
From: Paul Buddenhagen, City Manager  
Submitted by: Terrance Davis, Director, Public Works  
Subject: Grant Applications: Regional Measure 3: Safe Routes to Transit and Bay Trail Program

RECOMMENDATION

Adopt two Resolutions authorizing the City Manager to submit grant applications to the Metropolitan Transportation Commission (MTC) Regional Measure 3: 2025 Safe Routes to Transit and Bay Trail Program (SR2TBT) for the following projects: Southwest Berkeley Bike Boulevards for up to \$4 million; Adeline Street Quick-Build for up to \$1.05 million; accept the grants if awarded, and execute any resulting agreements and amendments.

FISCAL IMPACTS OF RECOMMENDATION

If the City wins these grant awards, MTC will provide a total of up to \$4,916,100 to the City's State Transportation Grants Fund (Fund 344) for improvements to several major corridors and local streets. The SR2TBT funding request for the Southwest Berkeley Bike Boulevards project is \$3,875,100. The SR2TBT funding request for the Adeline Street Quick-Build improvements is \$1,041,000. The program requires that applicants provide at least 11.47% of the total funding amount in matching funds. Required matching funds in the amount of \$563,900 are available starting in fiscal year 2028 from Measure BB Fund 135 (Bicycle and Pedestrian) and Fund 134 (Local Streets and Roads). The total estimated SR2TBT funding request for both projects is \$4,916,000.

SR2TBT Grant Funding Requests and Matching Funds

Southwest Berkeley Bike Boulevards	\$3,875,100
Adeline Street Quick-Build	\$1,041,000
<b>Total SR2TBT Grant Funding Request</b>	<b>\$4,916,100</b>
City Matching Funds Available	\$563,900
<b>TOTAL SR2TBT Grant and City Match</b>	<b>\$5,480,000</b>

CURRENT SITUATION AND ITS EFFECTS

The safety countermeasures and traffic calming improvements in these projects were identified in the following Council approved plans:

- 2017 Berkeley Bike Plan
- 2020 Vision Zero Plan

- 2020 Berkeley Pedestrian Plan
- 2020 Adeline Corridor Specific Plan

These specific projects were prioritized because of transportation equity, traffic safety, and grant funding competitiveness. The Equity Priority Area and the High Injury Streets established in the Vision Zero Action Plan are used to prioritize grant applications - both projects are in the Equity Priority Area and are located on or provide alternatives to travelling on High Injury Streets. Both projects provide direct access improvements to transit such as Ashby BART station. These prioritization criteria align with MTC's Equity Priority Communities as well as the regional Vision Zero High Injury Network and the transit access goals of RM3 funding.

These projects will connect people to key destinations in Southwest Berkeley, including the Ed Roberts Campus, Malcolm X Elementary School and businesses in the Lorin District. Both projects will close gaps between existing and planned low-stress bike infrastructure in South and Southwest Berkeley.

### **Southwest Berkeley Bike Boulevards**

The Southwest Berkeley Bike Boulevards project will install bicycle boulevard treatments along the following routes:

- Mabel Street from Russell Street to 66<sup>th</sup> Avenue
- 66<sup>th</sup> Avenue from Mabel Street to Idaho Street
- Idaho Street from 66<sup>th</sup> Street to Harmon Street
- Harmon Street from Idaho Street to King Street
- King Street from Prince Street to Alcatraz Avenue
- Prince Street from King Street to MLK Jr Way, and
- Alcatraz Avenue from Sacramento Street to Adeline Street.

Bicycle Boulevard treatments on Mabel Street, 66th Avenue, Idaho Street, Harmon Street and Prince Street will include traffic circles, new signage, roadway stencils, a hybrid-beacon crossing at Sacramento Street and additional traffic calming safety measures. Bike lanes will be added on Alcatraz Avenue from Adeline Street to King Street with additional traffic calming safety measures along the existing Bicycle Boulevard on King Street. Pedestrian safety will be improved throughout the project area by implementing ADA-compliant curb ramps, median refuges, hardened centerlines, curb extensions and raised and high visibility crosswalks where feasible.

This project connect to, builds on, and leverages the Bicycle Boulevard improvements being constructed by the Alameda County Transportation Commission San Pablo Avenue Corridor Parallel Bike Boulevards project, by establishing a seamless bikeway connection in Southwest Berkeley that offers an alternative to cycling on busy state highways such as San Pablo Avenue and Ashby Avenue.

### **Adeline Quick-Build Project**

This project runs on Adeline Street from Ashby Avenue to the City limit at approximately 61<sup>st</sup> Street. There are currently six lanes of traffic on Adeline Street (three lanes in each direction). This project would reduce the number of through lanes from six to four lanes (two in each direction) and accommodate construction of a one-way protected bike lane (“cycle track”) on each side of Adeline Street. This will make an important connection in the regional bike network, bridging the gap from where the Adeline Street cycle track ends at Ashby Avenue in the City to where it resumes on Adeline at the Oakland border. It will also connect to the cycle track that Oakland is planning for Martin Luther King Jr Way. The low cost of project materials will create a cost-effective means of constructing safe infrastructure while offering the Public Works design flexibility to respond to community input. If awarded, Public Works will coordinate with Oakland’s Department of Transportation to align our project delivery schedules and design as much as possible to provide a safe connection between jurisdictions. Transit operation impacts will be considered, and this project will include bus boarding islands at several stops along Adeline Street to minimize conflicts between bicyclists, buses and pedestrians. The Southwest Berkeley Bike Boulevards and Adeline Quick-Build Projects further the Strategic Plan goals of providing state-of-the-art, well-maintained infrastructure, amenities, and facilities; and creating a resilient, safe, connected, and prepared city.

### **BACKGROUND**

The Safe Routes to Transit & Bay Trail (SR2TBT) Program is a competitive program administered by MTC that funds bicycle and pedestrian access improvements on and in the vicinity of state-owned toll bridges connecting to rail transit stations and ferry terminals. This program is funded through Regional Measure 3 (RM3), passed by voters in 2018, which raised the toll for all vehicles on State-owned toll bridges in the San Francisco Bay Area in order to fund transportation projects that reduce congestion and improve access to toll bridge corridors. The RM3 identifies \$150 million in toll revenue for the grant over two programming cycles, with a base amount of \$50 million available for programming each cycle, and an optional \$25 million for a transformative active transportation project. Of the \$50 million available this cycle, MTC has established a target of \$3 million or greater for quick-build style projects.

### **ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS**

The projects in these grant applications are designed to promote sustainable transportation and climate resilience by improving traffic safety for pedestrians and bicyclists. This is consistent with the 2009 Climate Action Plan (Plan) Policy 5.A, which calls for expanding and improving the City’s bicycle and pedestrian infrastructure. The Plan’s target is to reduce transportation emissions 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 these targets.

RATIONALE FOR RECOMMENDATION

The SR2TBT funding allows the City to address traffic safety issues along major transportation corridors and promote environmentally-friendly mobility. The need for the projects in these applications has been identified in the following Council-approved Plans:

- 2017 Bicycle Plan (Resolution No. 67,945-N.S.),
- 2019 Vision Zero Action Plan (Resolution No. 69,324-N.S.) and
- 2020 Pedestrian Plan (Resolution No. 69,711–N.S).

These documents were the result of robust public engagement processes involving members of the public, Transportation Commissioners and numerous stakeholders throughout the City. Not applying would mean foregoing up to \$4,916,000 in potential grant funding and leaving traffic safety issues on these streets unaddressed.

ALTERNATIVE ACTIONS CONSIDERED

The City could choose not to apply for these funds. However, no alternative funding source has been identified to complete these key traffic safety and sustainability projects.

CONTACT PERSON

Hamid Mostowfi, Transportation Manager, Public Works 510-981-6403

Eric Anderson, Principal Planner, Public Works, 510-981-7062

Attachments:

1: Resolutions

**Resolution of Local Support**

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

AUTHORIZING THE FILING OF AN APPLICATION FOR FUNDING ASSIGNED TO MTC AND COMMITTING ANY NECESSARY MATCHING FUNDS AND STATING ASSURANCE TO COMPLETE THE PROJECT

WHEREAS, CITY OF BERKELEY (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$3,875,045 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Carbon Reduction Program (CRP) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the Southwest Berkeley Bike Boulevards (herein referred to as PROJECT) for the Regional Measure 3: 2025 Safe Routes to Transit and Bay Trail Program (herein referred to as PROGRAM); and

WHEREAS, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the FEDERAL TRANSPORTATION ACT) including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149), the Carbon Reduction Program (CRP) (23 U.S.C. § 175), and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and

WHEREAS, state statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to the FEDERAL TRANSPORTATION ACT, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
- that the PROJECT will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the PROJECT as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the PROJECT will have adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and
- that the PROJECT will comply with all project-specific requirements as set forth in the PROGRAM; and
- that APPLICANT has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective County Transportation Agency (CTA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and
- in the case of a transit project, the PROJECT will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
- in the case of a highway project, the PROJECT will comply with MTC Resolution No. 4104, which sets forth MTC's Traffic Operations System (TOS) Policy to install and activate TOS elements on new major freeway projects; and
- in the case of an RTIP project, state law requires PROJECT be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the County Transportation Agency (CTA); and

WHEREAS, that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

WHEREAS, there is no legal impediment to APPLICANT making applications for the funds; and

WHEREAS, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

WHEREAS, APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under the FEDERAL TRANSPORTATION ACT or continued funding; and

BE IT FURTHER RESOLVED that APPLICANT will provide any required matching funds; and

BE IT FURTHER RESOLVED that APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and

BE IT FURTHER RESOLVED that APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective County Transportation Agency (CTA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and

BE IT FURTHER RESOLVED that PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and

BE IT FURTHER RESOLVED that APPLICANT has reviewed the PROJECT and has adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and

BE IT FURTHER RESOLVED that PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the

PROGRAM; and

BE IT FURTHER RESOLVED that, in the case of a transit project, APPLICANT agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and

BE IT FURTHER RESOLVED that, in the case of a highway project, APPLICANT agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and

BE IT FURTHER RESOLVED that, in the case of an RTIP project, PROJECT is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the County Transportation Agency (CTA); and

BE IT FURTHER RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and

BE IT FURTHER RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

BE IT FURTHER RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and

BE IT FURTHER RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

BE IT FURTHER RESOLVED that APPLICANT authorizes its Executive Director, General Manager, City Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution, and if approved, to include the PROJECT in MTC's federal TIP upon submittal by the project sponsor for TIP programming.

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WHEREAS, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the FEDERAL TRANSPORTATION ACT) including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149), the Carbon Reduction Program (CRP) (23 U.S.C. § 175), and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and

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WHEREAS, pursuant to the FEDERAL TRANSPORTATION ACT, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

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- the commitment of any required matching funds; and
- that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
- that the PROJECT will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the PROJECT as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the PROJECT will have adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and
- that the PROJECT will comply with all project-specific requirements as set forth in the PROGRAM; and
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- in the case of a transit project, the PROJECT will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
- in the case of a highway project, the PROJECT will comply with MTC Resolution No. 4104, which sets forth MTC's Traffic Operations System (TOS) Policy to install and activate TOS elements on new major freeway projects; and
- in the case of an RTIP project, state law requires PROJECT be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the County Transportation Agency (CTA); and

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WHEREAS, that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

WHEREAS, there is no legal impediment to APPLICANT making applications for the funds; and

WHEREAS, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

WHEREAS, APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

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BE IT FURTHER RESOLVED that PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if

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approved, for the amount approved by MTC and programmed in the federal TIP; and

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BE IT FURTHER RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution, and if approved, to include the PROJECT in MTC's federal TIP upon submittal by the project RESOLUTION NO. ##,###-N.S.

