



Office of the City Manager

CONSENT CALENDAR
September 9, 2025

To: Honorable Mayor and Members of the City Council
 From: Paul Buddenhagen, City Manager
 Submitted by: Terrance Davis, Director, Public Works
 Subject: Allocation Request: MTC Safe Routes to Transit and Bay Trail Program:
 Adeline Street Quick Build

RECOMMENDATION

Adopt a Resolution authorizing the Public Works Department to submit a grant funding allocation request to the Metropolitan Transportation Commission (MTC) for the Adeline Street Quick-Build project.

FISCAL IMPACTS OF RECOMMENDATION

The estimated total cost of the Adeline Street Quick-Build Project (Project) is \$1,041,000. To access \$922,000 in funding from the Regional Measure 3: 2025 Safe Routes to Transit and Bay Trail Program (SR2TBT), the proposed allocation request must be adopted by Council. This Metropolitan Transportation Commission (MTC) program requires that the City provide a minimum 11.47% of the total funding in matching funds. The City will provide a \$119,000 match to meet MTC's 11.47% requirement, available in fiscal year 2027 from Measure BB Fund 134 (Bicycle and Pedestrian).

CURRENT SITUATION AND ITS EFFECTS

On October 1, 2024, Council adopted Resolution No. 71,523-N.S., authorizing the filing of an application for funding for the Adeline Quick Build to the MTC's Safe Routes to Transit and Bay Trail program. On February 26, 2025, MTC recommended funding the project for the full \$922,000 requested.

The Council must adopt a resolution authorizing the allocation request to be submitted to MTC to be able to access these funds and begin the project. MTC's Resolution No. 4404 Regional Measure 3 Policies and Procedures requires that project sponsors submit a Resolution adopted by the City Council supporting the allocation request. The allocation process for Regional Measure 3 capital projects is required for executing funding agreements.

This project addresses bicyclist and pedestrian safety concerns in one of MTC's Equity Priority Communities (EPC) by combining recommendations from several Council approved plans. The EPC designation helps provide funding and assistance to census

tracts that have a significant concentration of traditionally underserved populations, such as households with low incomes, limited English proficiency, zero-vehicle households, seniors 75 years and over, people with disability, single-parent families, severely rent burdened households, and people of color.

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

- 2017 Berkeley Bike Plan,
- 2020 Vision Zero Plan,
- 2020 Berkeley Pedestrian Plan, and
- the 2020 Adeline Corridor Specific Plan.

The Project is situated on Adeline Street from Ashby Avenue to the City limit at approximately 61st Street. The project reduces the number of through lanes from six to four lanes, to accommodate construction of a one-way protected bike lane (“cycle track”) on each side of Adeline Street. Once completed, this will represent a 1.75-mile-long corridor of continuous low-stress Class IV separated bikeways from Oakland to downtown Berkeley, closing the existing gap between the Adeline cycle tracks north of Ashby and the Oakland border.

The SR2TBT grant funding is for the construction phase of the project. The environmental, public engagement, and engineering design phases of the project will be completed by approved on-call engineering design firm Alta Planning and Design. A contract for construction has yet to be awarded and will be selected through competitive invitation to bid per City procurement policies.

Adeline Street Quick Build is in alignment 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 Street Quick Build project will complement planned improvements on the City of Oakland’s side of the border. The City of Oakland is currently developing the Martin Luther King Jr. Way Complete Streets and Paving Project, which includes proposed pedestrian, bicycle, and transit improvements that will ultimately connect to the City of Berkeley’s Adeline Street Quick Build facilities.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

Increasing cycling and walking in Berkeley will help the City achieve the Berkeley Climate Action Plan greenhouse gas emission reduction targets of 80% below year 2000 levels by 2050. The project is exempt from the California Environmental Quality Act under Public Resources Code section 21080.25(b)(1) because it consists of pedestrian and bicycle facilities that improve safety, access, or mobility within the public right-of-way. The project does not induce single-occupancy vehicle trips, add additional

highway lanes, widen highways, or add physical infrastructure or striping to highways except for minor modifications needed for the efficient and safe movement of transit vehicles, bicycles, or high-occupancy vehicles. The project will not include the addition of any auxiliary lanes and will not require the demolition of affordable housing units. Pursuant to Public Resources Code section 21080.25(f), Council certifies that the project will be completed by a skilled and trained workforce.

RATIONALE FOR RECOMMENDATION

This project implements planned improvements that have already been approved by Council in the following plans:

- 2017 Berkeley Bike Plan,
- 2020 Vision Zero Plan,
- 2020 Berkeley Pedestrian Plan, and the
- 2020 Adeline Corridor Specific Plan

The grant application for the project was previously adopted by Council Resolution No. 71,523-N.S. Adoption of this Resolution ensures the project can be implemented within the planned schedule, bringing improvements to a high injury corridor. Additionally, these MTC funds are vitally important to ensuring that the City has adequate budget to move forward with planned improvements, despite anticipated future fiscal year deficits.

ALTERNATIVE ACTIONS CONSIDERED

Not submitting this grant funding allocation request to MTC is an alternative that would leave the allocated funding for the City unclaimed. The City would be financially responsible for the full cost of all improvements to this corridor. This option was deemed inadvisable, as it would directly delay the implementation of critical bicyclist and pedestrian safety measures along Adeline Street—a high-injury corridor identified in the 2020 Vision Zero Plan. Additionally, it would result in forfeiture of \$922,000 in Regional Measure 3 funding, thereby missing a significant opportunity to advance Council-approved transportation safety and climate action goals.

CONTACT PERSON

Wahid Amiri, Deputy Director, Public Works, 510-981-6396
Mark Helmbrecht, Transportation Manager, Public Works, 510-981-6403
Babak Dorji, Senior Planner, Public Works, 510-981-7073

Attachments:

1. Resolution

Exhibit 1: Resolution No. 71,523-N.S. Authorizing Grant Application for Funding (adopted October 1, 2024)

Exhibit 2: Initial Project Report (IPR)

Exhibit 3: Allocation Request Form

Exhibit 4: Cash Flow Plan

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

REGIONAL MEASURE 3 ALLOCATION REQUEST FOR THE ADELINE STREET
QUICK BUILD PROJECT

Implementing Agency: City of Berkeley
Sponsor Agency: Metropolitan
Transportation Commission
Project Title: Adeline Street Quick Build

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

WHEREAS, allocation requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404; and

WHEREAS, *Metropolitan Transportation Commission* is the sponsor of Project 4.3 Adeline Street Quick Build in the Regional Measure 3 Expenditure Plan; and

WHEREAS, the 4.3 *Adeline Street Quick Build* is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, *Metropolitan Transportation Commission* designated *City of Berkeley* as an entity that is eligible to request Regional Measure 3 funds for the 4.3 Adeline Street Quick Build project; and

WHEREAS, the Regional Measure 3 updated Initial Project Report (IPR) and allocation request, attached hereto and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which *City of Berkeley* is requesting that MTC allocate Regional Measure 3 funds.

NOW THEREFORE BE IT RESOLVED, that *City of Berkeley* accepts *Metropolitan Transportation Commission's* designation as implementing agency for the project: and

BE IT FURTHER RESOLVED, that *City of Berkeley* accepts *Metropolitan Transportation Commission's* delegation of responsibility for certifying the project and allocation request(s) comply with the requirements of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures; and

BE IT FURTHER RESOLVED, that *City of Berkeley*, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures; and

BE IT FURTHER RESOLVED, that *City of Berkeley* certifies that 4.3 *Adeline Street Quick Build* is consistent with the Regional Transportation Plan (RTP); and

BE IT FURTHER RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and

BE IT FURTHER RESOLVED, that the Regional Measure 3 phase or segment is fully funded, and results in an operable and useable segment; and

BE IT FURTHER RESOLVED, that *City of Berkeley* approves the allocation request and updated IPR, attached to this resolution; and

BE IT FURTHER RESOLVED, that *City of Berkeley* approves the cash flow plan, attached to this resolution; and

BE IT FURTHER RESOLVED, that *City of Berkeley* has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the allocation request and updated IPR, attached to this resolution; and

BE IT FURTHER RESOLVED, that *City of Berkeley* is authorized to submit an allocation request for Regional Measure 3 funds for *Adeline Street Quick Build* in accordance with California Streets and Highways Code 30914.7(a); and

BE IT FURTHER RESOLVED, that *City of Berkeley* certifies that the projects and purposes for which Regional Measure 3 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and

BE IT FURTHER RESOLVED, that there is no legal impediment to *City of Berkeley* making allocation requests for Regional Measure 3 funds; and

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

BE IT FURTHER RESOLVED, that *City of Berkeley* indemnifies and holds harmless MTC, BATA, and their Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of *City of Berkeley*, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of Regional Measure 3 funds. *City of Berkeley* agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under this allocation of Regional Measure 3 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and

BE IT FURTHER RESOLVED, that *City of Berkeley* shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the project(s); and

BE IT FURTHER RESOLVED, that assets purchased with Regional Measure 3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and

BE IT FURTHER RESOLVED, that *City of Berkeley* shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 3 Toll Revenues; and

BE IT FURTHER RESOLVED, that *City of Berkeley* authorizes its *City Manager, or his/her designee* to execute and submit an allocation request for the *construction* phase with MTC for Regional Measure 3 funds in the amount of \$922,000, for the project, purposes and amounts included in the allocation request attached to this resolution; and

BE IT FURTHER RESOLVED, that the *City Manager, or their designee* is hereby delegated the authority to make non-substantive changes or minor amendments to the allocation request or IPR as he/she deems appropriate; and

BE IT FURTHER RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the *City of Berkeley* allocation request referenced herein.

RESOLUTION NO. 71,523-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 \$1,041,000 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 Adeline Street Quick-Build (herein referred to as PROJECT) for 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 RESOLUTION NO. 71,523-N.S.

The foregoing Resolution was adopted by the Berkeley City Council on October 1, 2024 by the following vote:

Ayes: Bartlett, Hahn, Humbert, Kesarwani, Lunaparra, Taplin, Tregub, Wengraf, and Arreguin.

Noes: None.

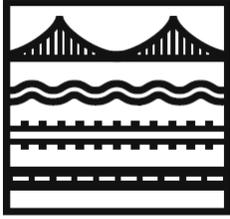
Absent: None.



Jesse Arreguin, Mayor

Attest: 

Mark Numainville, City Clerk



Regional Measure 3

Initial Project Report

Project/Subproject Details

Basic Project Information

Project Number	N/A
Project Title	Adeline Street Quick Build
RM3 Funding Amount	\$922,000

Subproject Information

Subproject Number	
Subproject Title	
RM3 Funding Amount	

I. Overall Subproject Information

a. Project Sponsor / Co-sponsor(s) / Implementing Agency

City of Berkeley

b. Detailed Project Description *(include definition of deliverable segment if different from overall project/subproject)*

This project runs on Adeline Street from Ashby Avenue to the Berkeley city limit at approximately 61st 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. The project also constructs bus boarding islands at several stops along Adeline St. to minimize conflicts between bicyclists, buses and pedestrians. Upgraded Class II bike lanes will be implemented along the Ashby BART station and the adjacent Ed Roberts Campus to retain frequent curbside loading and disability access. The project makes an important connection in the regional bike network, bridging the gap from where the Adeline Street cycle track ends at Ashby Avenue in Berkeley to where it resumes on Adeline at the Oakland border. It will also connect to the cycle track that the City of 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 City of Berkeley design flexibility to respond to community input.



c. Impediments to Project Completion

d. Risk Management *(describe risk management process for project budget and schedule, levels of contingency and how they were determined, and risk assessment tools used)*

A construction contingency cost of 10% of the overall construction cost was applied to the budget.

e. Operability *(describe entities responsible for operating and maintaining project once completed/implemented)*

The project area is operated and maintained by the Public Works department of the City of Berkeley.

f. Project Graphic(s) *(include below or attach)*

Attached project map and conceptual designs.

II. Project Phase Description and Status

a. Environmental/Planning

Does NEPA apply? Yes No

b. Design

c. Right-of-Way Activities / Acquisition

d. Construction / Vehicle Acquisition / Operating

The Project will install a Class IV separated bikeway, using temporary and replaceable materials. Where Class IV separated bikeways are not feasible within the constraints of a quick-build, Class II lanes with green thermoplastic will be implemented. In addition to Class IV separated bikeways, the project will include 2 doweled-in concrete floating bus islands and pedestrian refuge islands at 3 unsignalized crosswalks. The project will include community engagement on design details and data collection before



Regional Measure 3 Initial Project Report

and after project implementation to further inform design modifications. Due to the nature of quick-build projects and the small project budget, all design activities will take place during the construction phase. The Environmental (ENV), Project Approval and Environmental Document (PA&ED) and Plans, Specifications, and Estimate (PS&E) phases will be done by an existing on-call contracted engineering design firm; construction will be delivered via competitive invitation to bid.

III. Project Schedule

Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)		
Final Design - Plans, Specs. & Estimates (PS&E)		
Right-of-Way Activities /Acquisition (R/W)		
Construction (Begin – Open for Use) / Acquisition (CON)	4/1/2026	8/1/2026

IV. Project Budget

Capital

Project Budget	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	\$1,041,000
Total Project Budget (in thousands)	\$1,041,000

Deliverable Segment Budget (if different from Project budget)	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)



Regional Measure 3 Initial Project Report

Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	

Operating	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Annual Operating Budget	

V. Project Funding

Please provide a detailed funding plan in the Excel portion of the IPR. Use this section for additional detail or narrative as needed and to describe plans for any “To Be Determined” funding sources, including phase and year needed.

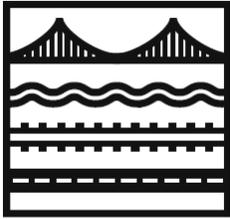
VI. Contact/Preparation Information

Contact for Project Sponsor

Name: Eric Anderson
 Title: Principal Planner
 Phone: 510-981-7062
 Email: eanderson@berkeleyca.gov
 Mailing Address: 1947 Center St. 4th Floor, Berkeley, CA 94704

Person Preparing Initial Project Report (if different from above)

Name: Dani Dynes
 Title: Associate Planner
 Phone: 510-981-7053
 Email: ddynes@berkeleyca.gov
 Mailing Address: 1947 Center St. 4th Floor, Berkeley, CA 94704



Regional Measure 3 Allocation Request

RM3 Project Information

Project Number	N/A
Project Title	Adeline Street Quick Build
Project Funding Amount	\$922,000

Subproject Information (if different from overall RM3 project)

Subproject Number	
Subproject Title	
Subproject Funding Amount	

RM3 Allocation History (Add lines as necessary)

	MTC Approval Date	Amount	Phase
#1:			
#2			
#3			

Total: \$

Current Allocation Request:

Request submittal date	Amount	Phase
6/30/2025	\$922,000	Construction

I. RM3 Allocation Request Information

- a. Describe the current status of the project, including any progress since the last allocation request or IPR update, if applicable.

The project has not started yet. Due to the quick build nature of the project the City will complete final design during the construction phase. Public engagement will be conducted before and after implementation.

- b. Describe the scope of the allocation request. Provide background and other details as necessary. The scope must be consistent with the RM3 statute. If the scope differs from the most recent IPR for this project, please describe the reason for any changes here; a revised IPR may be necessary.**

The allocation request will provide funding for the quick build project to construct 0.6 mi of class IV protected bikeways (some sections of class II where class IV is not feasible) on Adeline Street from Ashby Ave to the Berkeley-Oakland border. During construction of the bikeways several doweled-in concrete bus boarding islands will be constructed along Adeline Street, and pedestrian refuge islands will be added at three unsignalized crosswalks to improve conditions for transit riders and pedestrians.

- c. Deliverable segment budget – please fill out attached Excel file. If the budget differs from the most recent IPR for this project, please describe the reason for any changes here; a revised IPR may be necessary.**

Budget form is attached. The total project budget is \$1,040,666.

- d. Schedule – what is the expected completion date of the phase for this allocation? Describe any significant milestones.**

The estimated completion date is August 1, 2026.

- e. If the project received an RM3 Letter of No Prejudice, how much has been spent against the approved RM3 LONP amount? (Note: the scope and RM3 amount for this allocation request should match the approved LONP)**

Not applicable.

f. Request Details

Amount being requested	\$922,000
Project phase being requested	Construction
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval of RM3 Allocation Request resolution for the allocation being requested	July 29, 2025
Month/year being requested for MTC commission approval of allocation	October 2025

Note: Allocation requests are recommended to be submitted to MTC staff for review sixty (60) days prior to action by the Implementing Agency Board

- g. List any other planned bridge toll allocation requests in the next 12 months**

Regional Measure 3

Allocation Request

Funding Plan - Deliverable Segment - Fully funded phase or segment of total project

Project Title:	Adeline Street Quick Build	
Subproject Title:		
Project/Subproject Number:		
Total RM3 Funding:	\$	922,000

(add rows as necessary)

RM3 Deliverable Segment Funding Plan - Funding by planned year of allocation

Funding Source	Phase	Prior	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
RM3	ENV										\$ -	\$ -	\$ -
	ENV										\$ -	\$ -	\$ -
											\$ -	\$ -	\$ -
											\$ -	\$ -	\$ -
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ENV Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	PSE										\$ -	\$ -	\$ -
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PSE Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	ROW										\$ -	\$ -	\$ -
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ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON			\$ 922,000							\$ 922,000	\$ -	\$ 922,000
Measure BB	CON			\$ 119,000							\$ 119,000	\$ -	\$ 119,000
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CON Subtotal		\$ -	\$ -	\$ 1,041,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,041,000	\$ -	\$ 1,041,000
RM 3 Funding Subtotal		\$ -	\$ -	\$ 922,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 922,000	\$ -	\$ 922,000
Capital Funding Total		\$ -	\$ -	\$ 1,041,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,041,000	\$ -	\$ 1,041,000

**Regional Measure 3
Allocation Request
Estimated Budget Plan**

Project Title:	Adeline Street Quick Build		
Subproject Title			
Project/Subproject Number:	0		0
Total RM3 Funding:	\$	922,000	

1. Direct Labor of Implementing Agency (specify by name and job function)			
	Estimated Hours	Rate/Hour	Total Estimated cost
Supervising Civil Engineer (Kenneth Jung)	1,006.29	87	\$ 87,547
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
Direct Labor Subtotal			\$ 87,547
2. Overhead and direct benefits (specify)			
	Rate	x Base	
Supervising Civil Engineer (Kenneth Jung)	72		
Overhead and Benefit Subtotal			\$ 72,453
3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per unit	Total Estimated cost
Remove pavement striping and marking	6850	3	\$ 20,550
Install bike lane marking w/ green thermoplastic	34	1100	\$ 37,400
Install Thermo. 4" White Line	290	4	\$ 1,160
Install 6" bike lane line	7544	5	\$ 37,720
Install Thermo. Bike Lane Buffer	629	10	\$ 6,290
Install Thermo Green Bike Lane	4063	19	\$ 77,197
Install Tan Thermoplastic	501	19	\$ 9,519
Install Flexible Post	97	110	\$ 10,670
Install pavement traffic arrow	8	150	\$ 1,200
Install pavement marking (parking ticks)	265	10	\$ 2,650
Construct Doweled-In Concrete Bus Island w/ Bike Ramps	4	45000	\$ 180,000
Construct Doweled-In Concrete Pedestrian Refuge Island	384	40	\$ 15,360
Install Slurry Seal	775	60	\$ 46,500
Install Bike Intersection Green Boxes with White Dash Markings	162	200	\$ 32,400
Install Bike Lane Legend	11	550	\$ 6,050
Dashed Traffic Line	1160	4	\$ 4,640
BUS ONLY Pavement Markings	240	14	\$ 3,360
Direct Capital Costs Subtotal			\$ 492,666
4. Consultants (Identify purpose and/or consultant)			
			Total Estimated cost
Construction Engineering			\$ 91,000
Constultants Subtotal			\$ 91,000
5. Other direct costs			
			Total Estimated cost
Overhead			\$ -
Mobilization/Demobilization			\$ 90,000.00
Traffic Control			\$ 102,000.00
Stormwater Protection Plan			\$ 55,000.00
Construction Survey and Staking			\$ 50,000

Other Direct Costs Subtotal		\$	297,000
Total Estimated Costs		\$	1,040,666

Comments: