



Office of the City Manager

CONSENT CALENDAR
June 27, 2017

To: Honorable Mayor and Members of the City Council
 From: Dee Williams-Ridley, City Manager
 Submitted by: Phillip L. Harrington, Director, Department of Public Works
 Subject: Accept Grant Funds from Alameda County Transportation Commission FY 2018-2022 Comprehensive Investment Plan

RECOMMENDATION

Adopt three Resolutions:

1. Authorizing the filing of an application for funding assigned to the Metropolitan Transportation Commission for the Southside Complete Streets and Transit Improvements Project, committing any necessary matching funds, and stating assurance to complete the project.
2. Authorizing the filing of an application for funding assigned to the Metropolitan Transportation Commission for the North Shattuck Rehabilitation Project, committing any necessary matching funds, and stating assurance to complete the project.
3. Authorizing the acceptance of funds awarded by the Alameda County Transportation Commission and the execution of any resultant grant agreements or amendments.

SUMMARY

The Alameda County Transportation Commission (ACTC) requires that the above-listed resolutions be signed by June 30, 2017, for the City to maintain eligibility to receive awarded grant funds. The City has been awarded \$11.22M from the ACTC FY2018 - FY 2022 Comprehensive Investment Plan for seven projects. Two of those projects will receive federal funds administered by the Metropolitan Transportation Commission (MTC) through its One Bay Area Grant Second Round Program (OBAG2), which provides block grants to county transportation agencies including ACTC. OBAG2 also gives these agencies discretion over the award of funds to local projects as long as they are consistent with regional policy established by MTC. The resolution required by MTC for local agencies to accept these federal funds also must include authorization for the local agency to apply to MTC for the funds.

FISCAL IMPACTS OF RECOMMENDATION

As the sponsor of the above-noted seven projects, the City is responsible for ensuring project completion and proper expenditure of awarded funds. The City's ability to deliver

these projects is dependent upon the addition of staff that would charge time for project management to the grants. There is approximately \$800,000 of grant funding available for staffing.

Project	Phase	Grant Award	Funding Program
9 th Street Bicycle Boulevard Pathway Extension Phase II	Planning thru Construction	\$750,000	Discretionary ¹ Alameda County Measure F Vehicle Registration Fees
Berkeley Citywide Bicycle Parking Program	Construction	\$180,000	Transportation Fund for Clean Air County Program Manager Funds
Hearst Avenue Complete Streets	Construction	\$88,000	Transportation Fund for Clean Air County Program Manager Funds
Milvia Bikeway Project	PE/Env ²	\$350,000	Discretionary Alameda County Measure B Sales Taxes
North Shattuck Avenue Rehabilitation	Construction	\$1.21M	Federal Surface Transportation Program - Local Streets & Roads
Railroad Crossing Safety Improvement Project	PE/Env, Design	\$1.52M	Discretionary Alameda County Measure BB Sales Taxes
Southside Complete Streets and Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	Planning thru Construction	\$7.12M	Federal Surface Transportation Program/Congestion Mitigation and Air Quality

Federally funded projects, such as the Southside Complete Streets Project and the North Shattuck Avenue Rehabilitation Project, require project sponsors to pay 11.47% of total project costs with local matching funds. The remaining projects listed above are funded entirely from local (county) sources without a matching funds requirement.

The Southside Complete Streets project's \$8.04M total costs include a \$7.12M federal grant award and required \$922,601 local match. Of the \$922,601 local share, staff proposes use of \$709,050 from Fund 489 University of California (UC) Settlement - Long Range Development Plan, and \$63,096 from Fund 392 - Measure B Bicycle and Pedestrian Program. Project funding also includes \$150,455 from Alameda-Contra Costa Transit Authority (AC Transit) for project elements improving their transit operations. A formal agreement with AC Transit for this arrangement will be developed and brought back to Council for approval in Fall 2017.

¹ These funding sources are labeled "Discretionary," because they are awarded by ACTC on a competitive basis and are distinct from the Alameda County Measure B, BB, and F Direct Local Distribution (DLD) funds automatically distributed on a formula basis.

² PE/Env = Preliminary Engineering/Environmental Planning phase.

Fund 614 Federal Surface Transportation Program	\$7,121,000
Fund 489 UC Settlement – Long-Range Development Plan	\$709,050
Fund 392 Measure B Bicycle and Pedestrian Program	\$63,096
AC Transit Contribution	\$150,455
Total	\$8,043,601

The North Shattuck Avenue Rehabilitation project has anticipated costs of \$5.26M. Of that amount, the \$1.21M federal grant award is the City of Berkeley's allocation of funds from MTC for preservation of local streets and roads. This grant requires a local match of \$157,287. Other funding sources are subject to appropriation in the FY 2018 budget through the Street Capital Improvement Program, as follows.

Fund 614 Federal Surface Transportation Program	\$1,214,000
Fund 369 Special Gas Tax	\$60,125
Fund 391 Measure B Local Streets and Roads Direct Local Distribution	\$724,000
Fund 406 Measure BB Local Streets and Roads Direct Local Distribution	\$1,600,000
Fund 610 Capital Improvement Fund	\$1,661,875
Total	\$5,260,000

CURRENT SITUATION AND ITS EFFECTS

On July 19, 2016,³ Council authorized the City Manager to submit priority projects identified in the Berkeley Strategic Transportation (BeST) Plan to ACTC for funding consideration under the ACTC FY 2018 – FY 2022 Comprehensive Investment Plan. Five of the above-listed projects were among the priority projects submitted for funding: 9th Street Bicycle Boulevard Pathway Extension Phase II, Hearst Avenue Complete Streets; Milvia Bikeway Project; Railroad Crossing Safety Improvement Project (formerly titled the Railroad Quiet Zone Project); and Southside Complete Streets Project. Acceptance of these ACTC funds will allow the City to develop and construct projects recommended in various City plans used as sources for the BeST Plan analysis.

In addition to these discretionary grants, two of the above-listed projects (the Citywide Bicycle Parking Program and the North Shattuck Rehabilitation Project) are slated to receive routine allocations from ACTC distributed to local agencies on a formula basis. The North Shattuck Rehabilitation Project would receive federal funds earmarked in MTC's OBAG2 Program for preservation of local streets and roads.

BACKGROUND

Development of the BeST Plan included identifying City infrastructure needs, Council referrals, and projects from existing sources including the Downtown Area Plan;

³ Found at <http://bit.ly/2pCDHBb>

Downtown Streets and Open Space Improvement Plan; Southside Plan; West Berkeley Circulation Study; Bicycle Plan; and Pedestrian Master Plan. Twenty-five projects identified in the BeST Plan were evaluated using prioritization criteria with associated metrics based on goals in the City's adopted plans and policies. Each project was scored according to its capacity to meet these metrics for each mode of transportation (pedestrians, bicyclists, transit passengers, and motorists), then summed up for an overall score. Screening criteria were applied to projects based on project readiness, cost effectiveness, community support, and needed agency coordination.

ENVIRONMENTAL SUSTAINABILITY

BeST Plan projects will promote transportation sustainability and resiliency. Increasing the number of Berkeley residents and visitors who walk, bike, and take mass transit will improve traffic management and decrease greenhouse gas emissions. These outcomes reflect the goals of the Berkeley Climate Action Plan Transportation and Land Use section. One such goal is the reduction of greenhouse gas emissions 33% below year 2000 levels by year 2020, and 80% below year 2000 levels by 2050. The plan states further that transportation modes such as public transit, walking, and cycling must become the primary means of fulfilling our mobility needs in order to meet these goals.

RATIONALE FOR RECOMMENDATION

ACTC funding will allow the City to address critical local and regional transportation infrastructure gaps for all modes of travel. These priority projects were identified using criteria drawn directly from City plans and reports enumerated in this report's 'Background' section. Those City plans were subject to extensive public review prior to Council adoption.

ALTERNATIVE ACTIONS CONSIDERED

Council could reject the grant awards and forgo implementing the funded projects identified in the BeST Plan.

CONTACT PERSON

Farid Javandel, Transportation Manager, Public Works, 981-7061
Beth Thomas, Principal Planner, Public Works, 981-7068

Attachments:

- 1: Resolution - Accepting federal funds from MTC awarded by ACTC for the Southside Complete Streets and Transit Improvements project
- 2: Resolution - Accepting federal funds from MTC awarded by ACTC for the North Shattuck Rehabilitation project
- 3: Resolution - Accepting local (county) funds awarded by ACTC

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, the City of Berkeley (herein referred to as APPLICANT) submitted an application to the Metropolitan Transportation Commission (MTC) for \$7.121 million 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, 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 Southside Complete Streets and Transit Improvements project (herein referred to as PROJECT) for the One Bay Area Grant Second Round (OBAG2) 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), 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

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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 Congestion Management Agency (CMA), 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

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's City Council authorizes its 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

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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NOW THEREFORE, BE IT RESOLVED by the Council of APPLICANT that APPLICANT's City Manager 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.

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

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.

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 Congestion Management Agency (CMA), 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.

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.

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.

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.

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.

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.

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 countywide transportation agency.

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

BE IT FURTHER RESOLVED that APPLICANT's City Manager is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT.

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

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.

BE IT FURTHER RESOLVED that the Council of APPLICANT authorizes its City Manager or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution.

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

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.

BE IT FURTHER RESOLVED by the Council of APPLICANT that APPLICANT'S City Manager is authorized to accept grant funds assigned to MTC for programming discretion in the amount of \$7.121 million for the PROJECT, and to execute any grant agreements necessary for accepting these funds.

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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, the City of Berkeley (herein referred to as APPLICANT) submitted an application to the Metropolitan Transportation Commission (MTC) for \$1.214 million 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, 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 North Shattuck Rehabilitation Project (herein referred to as PROJECT) for the One Bay Area Grant Second Round (OBAG2) 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) 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

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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 Congestion Management Agency (CMA), 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

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's City Council authorizes its 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

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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NOW THEREFORE, BE IT RESOLVED by the Council of APPLICANT that APPLICANT's City Manager 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.

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

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.

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 Congestion Management Agency (CMA), 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.

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.

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.

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.

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.

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.

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 countywide transportation agency.

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

BE IT FURTHER RESOLVED that APPLICANT's City Manager is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT.

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

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.

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

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

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.

BE IT FURTHER RESOLVED by the Council of APPLICANT that APPLICANT'S City Manager is authorized to accept grant funds assigned to MTC for programming discretion in the amount of \$1.214 million for the PROJECT, and to execute any grant agreements necessary for accepting these funds.

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

AUTHORIZING THE ACCEPTANCE OF FUNDS AWARDED BY THE ALAMEDA COUNTY TRANSPORTATION COMMISSION AND THE EXECUTION OF ANY RESULTANT AGREEMENTS OR AMENDMENTS

WHEREAS, the City Council authorized the City Manager on July 19, 2016 to submit priority projects identified in the Berkeley Strategic Transportation (BeST) Plan to the Alameda County Transportation Commission (ACTC) for funding consideration under the ACTC Fiscal Year (FY) 2018-2022 Comprehensive Investment Plan; and

WHEREAS, the City of Berkeley submitted an application on October 31, 2016 to ACTC for funding from the County's FY 2018-2022 Comprehensive Investment Plan for projects identified in the BeST Plan and for the allocation of Transportation Fund for Clean Air (TFCA) funds to continue the Citywide Bicycle Parking Program; and

WHEREAS, the City of Berkeley was awarded \$2.62 million in County funds as follows: \$750,000 from Vehicle Registration Fees for the 9th Street Bicycle Boulevard Pathway Extension Phase II, \$350,000 in Alameda County Measure B funds for the Milvia Bikeway project, and \$1.52 million in Alameda County Measure BB funds for the Railroad Crossing Safety Improvement project; and

WHEREAS, the City of Berkeley was allocated \$268,000 in County funds as follows: \$180,000 from the Transportation Fund for Clean Air (TFCA) for the Berkeley Citywide Bicycle Parking Program and \$88,000 from TFCA to complete construction of the Hearst Avenue Complete Streets project; and

WHEREAS, ACTC funding will allow the City to address critical local and regional transportation infrastructure gaps for all modes of travel.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager is authorized to accept grant funds awarded by the Alameda County Transportation Commission in the amount of \$2.888 million, and to execute any grant agreements necessary for accepting these funds.

