



## **CITY OF ALBANY CITY COUNCIL AGENDA STAFF REPORT**

Agenda Date: December 15, 2025  
Reviewed by: NA

**SUBJECT:** Metropolitan Transportation Commission Resolution of Local Support for the Jackson Street Parallel Bike Improvements Project

**REPORT BY:** Justin Fried, Transportation and Sustainability Manager  
Mark Hurley, Public Works Director/City Engineer

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### **SUMMARY**

The action before the City Council is adoption of a resolution of local support required for Metropolitan Transportation Commission (MTC) funding of the Jackson Street Parallel Bike Improvements Project in University Village. This will not change Alameda CTC's funding commitments as the project sponsor.

### **STAFF RECOMMENDATION**

That the Council adopt Resolution No. 2025-79, authorizing the City Manager to file an application for the Metropolitan Transportation Commission regional discretionary funding and committing to retaining the resources necessary to deliver the Jackson Street Parallel Bike Improvements Project in University Village within funding deadlines.

### **BACKGROUND**

Jackson Street between Buchanan Street and the Berkeley border is owned and maintained by the University - it is not a city street. Nonetheless, the City has an interest in completing active transportation connections for residents and has a history of productive collaboration with the University leading development of active transportation projects along Codornices Creek. Albany staff began working with University of California (UC) staff to discuss the potential for completing segments of the active transportation network in relation to the now completed xučyun runway graduate housing project. In December 2021, Council Members Jordan and Nason joined with UC Berkeley campus leadership and Alameda County Transportation Commission (Alameda CTC) staff to visit the site and facilitated an agreement to advance the project.

Parisi Transportation Consulting was tasked with developing an alternatives analysis which was presented to UC Berkeley staff. At UC Berkeley staff's request, south of Monroe is to remain as a future phase to allow flexibility for the alignment. Concurrently, Alameda CTC's San Pablo corridor planning efforts began developing concepts for parallel bicycle route improvements which include Jackson Street through University Village.

On [October 2, 2023](#), the City Council approved the conceptual design for the Jackson Street Bikeway and directed city staff to work with UC Berkeley on implementation.

On [December 4, 2023](#), the City Council adopted Resolution 2023-75 authorizing the City Manager to enter into a Memorandum of Understanding (MOU) for the City to lead – with reimbursement from Alameda CTC – the preconstruction phases of the Jackson Street Parallel Bike Improvements Project.

## **DISCUSSION**

Significant state and federal grants have been awarded to the Alameda CTC San Pablo Avenue Corridor Program set of projects, one of which is the Parallel Bike Improvements Project.

Jackson Street was included in the scope of a Parallel Bike Improvements Project federal One Bay Area Grant (OBAG) application submitted by Alameda CTC in 2022 and selected for funding by MTC in 2023. When environmental clearance and detailed design for the Parallel Bike Improvements Project began in 2023, Alameda CTC and City of Albany staff discussed the City serving as the implementing agency for the Jackson Street portion of the overall Parallel Bike Improvements Project in order to align Jackson Street improvements with the nearby UC Village development and leverage the City's close working relationship with UC Berkeley. Under the December 2023 MOU, city staff have been coordinating the pre-construction phases for the Jackson Street Parallel Bike Improvement Project including steps to make it eligible for federal funding sources. The current MOU designates the City as the implementing agency for the pre-construction phases and as lead agency for environmental documents with reimbursement for consultant expenses associated with this work from Alameda CTC, which remains the project sponsor.

City staff have been in discussion with Alameda CTC for the City to similarly serve as implementing agency for the construction phase of the Jackson Street Parallel Bike Improvement Project. Alameda CTC would remain the project sponsor, including its commitment to fully fund the project, as represented in their initial funding applications to MTC for the San Pablo Avenue Parallel Bike Improvements project. Alameda CTC will continue as implementing agency for the remainder of the Parallel Bikeways project including improvements in Albany at the Kains/Marin and Kains/Solano intersections.

Due to the federal funding, the Jackson Street project needs to be listed separately from the rest of the Parallel Bike Improvements Project in the Transportation Improvement Program (TIP) maintained by MTC to reflect a different implementing agency for this component of the broader project. This triggers a requirement by MTC for Albany to adopt a Resolution of Local Support for the project. As this is a generic document, much of the language is geared towards applications for funding, which is not applicable in this case. The primary commitment for the City is to retain the resources necessary to deliver the project and implement the project within the funding deadlines. This does not change Alameda CTC's role as the project sponsor with the corresponding commitment to funding any match requirements or cost overruns. A new MOU or amendment to the existing MOU to extend the current

arrangement with Alameda CTC to the construction phase of the project will be brought to City Council for consideration at an upcoming meeting.

### **ENVIRONMENTAL CLEARANCE**

Federal NEPA review is overseen by Caltrans due to federal funding involvement in the project. The City will file CEQA documentation as part of the completion of project pre-construction phase work.

### **SUSTAINABILITY CONSIDERATIONS**

Providing cycling facilities separated from vehicle traffic along the Slow Bikeways Network improves cyclist safety, helping to support cycling as a viable alternative to short motor vehicle trips.

### **SOCIAL EQUITY AND INCLUSIVITY CONSIDERATIONS**

The project improves safety for vulnerable roadway users and improves access for those without motor vehicles.

### **CITY COUNCIL STRATEGIC PLAN INITIATIVES**

This project implements cycling network improvements identified in the Active Transportation Plan.

### **FINANCIAL CONSIDERATIONS**

Coordination with Alameda CTC, University of California Berkeley, and consultant engineers and project managers will continue to require staff time under existing department budgets. This arrangement will be extended through the construction phase.

### **Attachment**

1. Resolution No. 2025-79

**A RESOLUTION OF THE ALBANY CITY COUNCIL AUTHORIZING  
THE CITY MANAGER TO FILE AN APPLICATION FOR FUNDING ASSIGNED  
TO THE METROPOLITAN TRANSPORTATION COMMISSION AND  
COMMITTING ANY NECESSARY MATCHING FUNDS AND  
STATING ASSURANCE TO COMPLETE THE PROJECT**

**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

1

1 and the Regional Transportation Planning Agency (RTPA); and

2  
3 **WHEREAS**, pursuant to the FEDERAL TRANSPORTATION ACT, and any  
4 regulations promulgated thereunder, eligible project sponsors wishing to receive federal or  
5 state funds for a regionally-significant project shall submit an application first with the  
6 appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal  
7 Transportation Improvement Program (TIP); and

8  
9 **WHEREAS**, MTC is the MPO and RTPA for the nine counties of the San Francisco  
10 Bay region; and

11  
12 **WHEREAS**, MTC has adopted a Regional Project Funding Delivery Policy (MTC  
13 Resolution No. 3606, revised) that sets out procedures governing the application and use of  
14 REGIONAL DISCRETIONARY FUNDING; and

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

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

- 22
- 23 • the commitment of any required matching funds; and
  - 24 • that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING  
25 is fixed at the programmed amount, and therefore any cost increase cannot be  
26 expected to be funded with additional REGIONAL DISCRETIONARY  
27 FUNDING; and
  - 28 • that the PROJECT will comply with the procedures, delivery milestones and  
29 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, inquiries 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

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

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

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

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12       **NOW, THEREFORE, BE IT RESOLVED**, that the City Council does hereby  
13 authorize the City Manager to execute an application for funding on behalf of APPLICANT  
14 for the PROJECT for REGIONAL DISCRETIONARY FUNDING under the FEDERAL  
15 TRANSPORTATION ACT or continued funding; and

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17       **BE IT FURTHER RESOLVED**, that APPLICANT will provide any required  
18 matching funds; and

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

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26       **BE IT FURTHER RESOLVED**, that APPLICANT understands the funding  
27 deadlines associated with these funds and will comply with the provisions and requirements of  
28 the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and  
29 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

1 single point of contact for all FHWA- and CTC-funded transportation projects to coordinate  
2 within the agency and with the respective County Transportation Agency (CTA), MTC,  
3 Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the  
4 federal programming and delivery process for all FHWA- and CTC-funded transportation and  
5 transit projects implemented by APPLICANT; and  
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7 **BE IT FURTHER RESOLVED**, that PROJECT will be implemented as described in  
8 the complete application and in this resolution, subject to environmental clearance, and, if  
9 approved, for the amount approved by MTC and programmed in the federal TIP; and  
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11 **BE IT FURTHER RESOLVED**, that APPLICANT has reviewed the PROJECT and  
12 has adequate staffing resources to deliver and complete the PROJECT within the schedule  
13 submitted with the project application; and  
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15 **BE IT FURTHER RESOLVED**, that PROJECT will comply with the requirements  
16 as set forth in MTC programming guidelines and project selection procedures for the  
17 PROGRAM; and  
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19 **BE IT FURTHER RESOLVED**, that, in the case of a transit project, APPLICANT  
20 agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan  
21 as set forth in MTC Resolution No. 3866, revised; and  
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23 **BE IT FURTHER RESOLVED**, that, in the case of a highway project, APPLICANT  
24 agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as  
25 set forth in MTC Resolution No. 4104; and  
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27 **BE IT FURTHER RESOLVED**, that in the case of an RTIP project, PROJECT is  
28 included in a local congestion management plan, or is consistent with the capital improvement  
29 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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ROBIN D. LÓPEZ, MAYOR