

DATE: November 30, 2022

TO: Bicycle/Pedestrian Advisory Committee

FROM: Ria Hutabarat Lo, Transportation Manager

SUBJECT: Transportation Development Act Article 3 and Active Transportation Funding

RECOMMENDATION

Review information and provide input on potential improvements to implement using Transportation Development Act Article 3 and Active Transportation Improvements funding.

BACKGROUND

Transportation Development Act Article 3

Transportation Development Act (TDA) Article 3 funding is an annual State grant program that provides funding for pedestrian and bicycle projects and is based on a return of a portion of sales tax revenues on a per-capita basis. The Santa Clara Valley Transportation Authority (VTA) administers the TDA Article 3 grant process for Santa Clara County.

As shown in Table 1, the amount of annual TDA funding received by the City has varied in recent years depending on the total sales tax revenues to be distributed.

Table 1: Recent TDA Article 3 Awards to Mountain View

Fiscal Year	Award	Description of Grant Allocation	Amount Allocated	Cumulative Available
2015-16	\$56,561	N/A	-	\$56,561
2016-17	\$60,576	N/A	-	\$117,137
2017-18	\$68,875	N/A	-	\$186,012
2018-19	\$63,958	Citywide Crosswalk Enhancements	\$100,000	\$149,970
2019-20	\$91,798	Villa/Shoreline Intersection Improvements	\$241,768	-0-
2020-21	\$83,174	N/A	-	\$83,174
2021-22	\$82,299	N/A	-	\$165,473
2022-23	\$113,394	N/A	-	\$278,867
2023-24	\$100,000 est.			\$400,000 est.

Recently funded projects include bicycle- and pedestrian-related intersection improvements, crossing enhancements, sidewalks, curb ramps, audible and countdown pedestrian signals, bicycle maps, bicycle racks, and education programs.

For Fiscal Year 2018-19, the City was allocated \$100,000 in TDA Article 3 funds for Citywide crosswalk enhancements, including “yield to pedestrian” signs, “slow down” panels, and touchless pedestrian push buttons. The project has been completed, and the City has been reimbursed for the work.

For Fiscal Year 2019-20, the City was allocated \$241,768 in TDA Article 3 funds toward Villa Street/Shoreline Boulevard Intersection Improvements. This project also received funding from the Highway Safety Improvement Program (HSIP). The project has been completed, and the City has been reimbursed for the work.

VTA allows cities to combine TDA Article 3 funds for up to five years to enable cities to accumulate funds for larger projects. Once TDA 3 funding has been allocated, the City must complete the work and submit invoices for reimbursement within three years.

The City has generally banked its allocation until it had sufficient funds for larger projects. The City currently has \$278,867 in banked TDA Article 3 funds, including \$83,174 from Fiscal Year 2020-21, \$82,299 from Fiscal Year 2021-22, and \$113,394 from Fiscal Year 2022-23.

On March 30, 2022, Bicycle/Pedestrian Advisory Committee (BPAC) members requested that staff provide BPAC with an opportunity to weigh in at an earlier stage regarding potential distribution options for the Fiscal Year 2023-24 allocation.

Active Transportation Improvements

The City’s Active Transportation Improvements project is another funding source for bicycle and pedestrian safety projects and is expected to allocate \$600,000 toward these efforts every two years. This program includes current Project 23-30 in the 2022-23 Capital Improvement Program (CIP). In 2020, Project 20-46 consolidated two \$300,000 funding sources for minor bike lane improvements and crosswalk improvements in alternating years (i.e., closed Project 18-67 and Project 19-50, respectively).

These discretionary funds can be used for a wide range of new, small-scale pedestrian and bicycle improvements. Potential allocations may include minor improvements related to crosswalks, bike lane markings, signs, striping, curb ramps, sidewalks, median refuge islands, raised crosswalks, bulb-outs, rectangular rapid-flashing beacons (RRFBs), in-roadway warning lights, LED-enhanced signs, and roadway lighting.

The funds could also be used to supplement existing larger projects that have a budget shortfall in order to expedite project completion and minimize project management demands.

Projects eligible for TDA Article 3 funds are also eligible for Active Transportation Improvement funding.

ANALYSIS

The City anticipates an allocation of approximately \$100,000 in TDA Article 3 funds for Fiscal Year 2023-24, which would bring the total available TDA 3 funding to about \$400,000. Additionally, TDA 3 funds may supplement the \$600,000 for 2023-30 Active Transportation Improvements.

Staff has identified potential options for allocating either or both amounts as described below. Items have been numbered to facilitate a clear discussion of options, not to indicate staff preferences.

1. Banking TDA Article 3 funds in order to build up a larger pool of funding and provide time for delivery of the significant number of existing grant-funded projects (which include Construction of Charleston Road Complete Streets, Design of Stevens Creek Trail Extension, Preliminary Design of Bernardo Undercrossing, Design and Construction of Shoreline Pathway, Stierlin-Shoreline Bikeway, El Camino Real Pedestrian and Bicycle Improvements, El Camino/El Monte/Escuela Intersection Improvements, Middlefield Road Complete Streets, and Moffett Boulevard Complete Streets);
2. Using TDA Article 3 and/or Active Transportation funds to fill a funding gap for an existing project under way, such as:
 - a. Miramonte Avenue Improvements, including sidewalk gap closure at Starr Way and a two-way protected bikeway between Castro Street and Hans Avenue, with a bulb-out and improved crosswalk at Hans Avenue, Project 20-01 (\$700,000 funding gap);
 - b. Colony Street Trailhead, Project 18-47 (\$400,000 funding gap);
 - c. Construction of crossing improvements at Grant Road/Sleeper Avenue plus 10 crossings listed below, with consideration for more locations, Project 21-39 (\$400,000 funding gap):
 - Grant Road/Sleeper Avenue;
 - Middlefield Road/Terra Bella Avenue;
 - Middlefield Road/San Pierre Way;
 - Rengstorff Avenue/Junction Avenue;

- Cuesta Drive/Bonita Avenue;
 - Cuesta Drive/Begen Avenue;
 - Heatherstone Way/Dale Avenue/Stevens Creek Trail;
 - Sleeper Avenue/Franklin Avenue; and
 - Dana Street/Pioneer Way; or
- d. Augmenting striping improvements near schools, including Latham Street traffic-calming improvements, via Project 21-12 (cost estimate in development).
3. Using Active Transportation funds for a new project, such as the following:
- a. Installation of interim protected bikeways through the addition of flex posts and painted buffers on Middlefield Road between Shoreline Boulevard and Rengstorff Avenue, contingent upon the results of a parking study and community engagement;
 - b. Conversion of existing buffered Class II bike lanes to Class IV protected bikeways by installing flex posts on La Avenida, Macon Avenue, Maude Avenue, Phyllis Avenue, and Whisman Road;
 - c. Green conflict pavement markings for bicycle facilities at freeway ramps (such as Rengstorff Avenue, Shoreline Boulevard, and Whisman Road), recent crash or near-miss locations that meet current warrants, and driveways intersecting bike lanes in school zones;
 - d. Installation of bike boxes at Evelyn Avenue and Calderon Avenue;
 - e. Installation of bike boulevard pavement markings on all existing bicycle boulevards;
or
 - f. Installation of a bicycle roundabout at Crittenden Lane and Stevens Creek Trail.

Staff requests feedback on BPAC priorities for the use of both the TDA Article 3 and Active Transportation Improvement funds.

NEXT STEPS

If the BPAC indicates an interest in allocating either TDA Article 3 or Active Transportation Improvements funding toward existing projects, staff will use this as input in making a recommendation to Council during the CIP update or when the project goes to Council for contract approval.

If the BPAC indicates an interest in allocating Active Transportation Improvements funding toward some new project options, staff will review the projects in terms of feasibility and staffing availability. Initial tasks that may need to be completed include identifying candidate locations (for green paint), conducting parking studies (for Middlefield Road), engaging the community (for Middlefield Road), and estimating costs (for all new projects). Given current staffing constraints, please note that not all presented concepts could be accomplished at once, nor does their consideration indicate a commitment to project completion. Many details would have to be worked out before project development can begin, if feasible.

After the BPAC meeting in March 2023, any recommendations for TDA Article 3 funding will also need to be forwarded to Council for adoption of a resolution related to the TDA Article 3 grant program.

RHL/BW/6/PWK
959-11-30-22M

cc: PCE—Gonzales