

DATE: April 27, 2023

TO: Bicycle/Pedestrian Advisory Committee

FROM: Brandon Whyte, Active Transportation Planner
Ria Hutabarat Lo, Transportation Manager

SUBJECT: **Transportation Development Act Article 3 Funding**

RECOMMENDATION

Recommend to the City Council to allocate the accumulated Transportation Development Act Article 3 funds to Miramonte Avenue Improvements, Project 20-01.

BACKGROUND

Transportation Development Act (TDA) Article 3 (TDA3) funding is an annual State grant program that provides funding for pedestrian and bicycle projects based on a return of a portion of sales tax revenues per capita. The Santa Clara Valley Transportation Authority (VTA) administers the TDA3 grant process for Santa Clara County and provides each city and the County of Santa Clara a portion of the TDA3 funding on a formula basis.

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	Allocation	Amount	Cumulative Available
2015-16	\$56,561	Banked	-	\$56,561
2016-17	\$60,576	Banked	-	\$117,137
2017-18	\$68,874	Banked	-	\$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	Banked	-	\$83,174
2021-22	\$82,299	Banked	-	\$165,473
2022-23	\$113,394	Banked	-	\$278,867
2023-24	\$67,630	To Be Decided (TBD)	TBD	\$346,497

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 allocated \$100,000 in TDA3 funds for Citywide crosswalk enhancements. Work associated with this allocation included replacing damaged “Yield to Pedestrian” signs in various locations, installing “Slow Down” panels at 90 locations, and installing touchless pedestrian push buttons at 10 locations in the City. The project has been completed, and the City has been reimbursed for the work.

For Fiscal Year 2019-20, the City allocated \$241,768 in TDA3 funds toward the Villa Street/Shoreline Boulevard Intersection Improvements (see Figure 1 below). 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.



Figure 1: Villa Street/Shoreline Boulevard Intersection

VTA allows cities to bank their share of TDA3 funds for up to five years to enable cities to accumulate funds for larger projects. Once TDA3 funding has been allocated to a project, 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 requirements for the use of TDA3 funds include that projects have no legal, environmental, or right-of-way issues; that the applicant has sufficient staffing and local match to complete the project; and that the project has been conceptually reviewed to the point that all contingent issues have been considered. To avoid potential rescission of funds, projects must be ready to implement within one year of the application cycle.

ANALYSIS

As shown in Table 1, the City has accumulated \$278,867 in banked TDA3 funds. In 2022-23, the City will receive \$67,630, which brings total available TDA3 funding to \$346,497.

On March 30, 2022, Bicycle/Pedestrian Advisory Committee (BPAC) members requested the opportunity to weigh in at an earlier stage regarding potential distribution options for the Fiscal Year 2023-24 allocation. On [November 30, 2022](#), BPAC considered 10 possible projects for TDA3 or Active Transportation Improvement (ATI) funding. Four of those projects were existing projects with funding gaps and were considered suitable for TDA3 grant funds (Projects 2A to 2D in Table 2 below).

Table 2: Projects Considered for Funding, November 30, 2022

ID	Description	Type	Suitability	No. BPAC Members in Support	No. BPAC Members Opposed
1	Bank TDA3 Funds	Banking	TDA3	0	0
2A	Miramonte Avenue Improvements, Project 20-01 (\$700,000 gap)	Existing	TDA3/ATI	3	0
2B	Colony Street Trailhead, Project 18-47 (\$500,000 gap)	Existing	TDA3/ATI	0	0
2C	Crossing Improvements at Grant/Sleeper and Other Intersections, Project 21-39	Existing	TDA3/ATI	2	0
2D	Augment Striping Improvements Near Schools, Project 21-12	Existing	TDA3/ATI	2	0
3A	Protected Bikeway on Middlefield from Shoreline to Rengstorff	New	ATI	3	0
3B	Conversion of Buffered Bikeways to Protected at Various Locations	New	ATI	2	0
3C	Green Conflict Paint at Freeway Ramps, Crash Locations and School Zones	New	ATI	2	1
3D	Green Bike Boxes at Evelyn and Calderon	New	ATI	0	1
3E	Bike Boulevard Pavement Markings on All Existing Bike Boulevards	New	ATI	0	0
3F	Bicycle Roundabout at Crittenden Lane and Stevens Creek Trail	New	ATI	0	1
4A	No Right on Red Improvements at Various Locations in the City	Member Suggested	ATI	2	0
4B	Address Pinch Points in Rengstorff Avenue Bike Lanes	Member Suggested	ATI/Other	2	0

Of these four projects, two are not recommended by staff for the following reasons:

- [Colony Street Trailhead, Project 18-47](#)—This project has gone out to bid for construction already, and staff will be going to the City Council in May 2023 to recommend awarding the

construction contract and adding funding from another source to the project budget to cover the shortfall.

- Augment Striping Improvements Near Schools, Project 21-12—Staff has further developed the scope for this project, and the project is now fully funded.

There are three options for BPAC to consider for TDA3 funding.

1. Banking Funds—This option would involve banking this year’s allocation and utilizing the funds next year. This would be the last year that banking funds would be possible.
2. Miramonte Avenue Improvements, Project 20-01—This option would provide funding to the Miramonte Avenue Improvement project, which has an approximately \$700,000 budget shortfall due to increased scope changes. These changes include a new high-visibility crossing with a beacon, a two-way cycle track, landscaped medians, and sidewalk gap closure. Inflationary pressures have also impacted project cost.
3. Crossing Improvements at Grant/Sleeper and Other Intersections, Project 21-39—This option would provide funding for improvements at 10 intersections across the City. The project is currently in design, and TDA3 funding could be used for construction. The funding gap for construction has not yet been determined.

Staff recommends allocating TDA3 funds to the Miramonte Avenue Improvement project. The Miramonte Avenue project was supported by the most BPAC members at the November 30, 2022 BPAC meeting, and it improves conditions for pedestrians and cyclists, particularly including Safe Routes to School connections to several local schools. While the design phase is not yet completed, it is far enough along to meet the requirements of the TDA3 grant.

The Crossing Improvements at Grant/Sleeper and Other Intersections is also a good candidate project for TDA3 funds, but it is just starting design and did not receive as much BPAC support as the Miramonte Avenue project.

Staff does not support banking the funds as the City has two projects that meet the grant’s requirements, have appropriately sized budget shortfalls, and can be completed quickly.

NEXT STEPS

If the BPAC recommends banking funds for Fiscal Year 2023-24, the BPAC would review, prioritize, and recommend projects for the annual TDA3 funding application cycle in Fiscal Year 2024-25.

If the BPAC recommends allocating funds to a project, staff will forward the BPAC's recommendation to the City Council before June 30, 2023 as part of VTA's requirement that the City Council adopt a resolution for the TDA3 grant application.

ALTERNATIVES

1. Recommend banking TDA3 funds and utilizing the funds next year.
2. Recommend to the City Council to allocate the accumulated (TDA3) funds to Crossing Improvements at Grant/Sleeper and Other Intersections, Project 21-39.

BW-RHL/6/PWK

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