

DATE: April 29, 2026

TO: Bicycle/Pedestrian Advisory Committee

FROM: Nancy Doan, Senior Management Analyst
Joy Houghton, Senior Civil Engineer

VIA: Jennifer Ng, Public Works Director

SUBJECT: **Fiscal Year 2026-27 Capital Improvement Program**

RECOMMENDATION

Support active transportation projects to be considered for inclusion in the City's Fiscal Year 2026-27 Capital Improvement Program.

BACKGROUND

Fiscal Year 2026-27 is the second year of the biennial capital improvement planning cycle. During the second year of the cycle, review is focused on the following types of projects:

1. Projects that are scheduled to "roll forward" for funding in Fiscal year 2026-27;
2. Modifications to come of the "roll forward" projects;
3. Amendments to existing projects;
4. A limited addition of new projects;

The Capital Improvement Program (CIP) is divided into Non-Discretionary and Discretionary projects as described below:

- Non-Discretionary Projects are recurring, annual, or biennial initiatives focused on both ensuring regulatory compliance and preserving and maintaining City infrastructure and facilities to at least a fair status. While Council retains the authority to adjust funding, these projects generally receive consistent approval with minor inflationary adjustments.
- Discretionary Projects are those projects that do not fit the Non-Discretionary description and require approval of the City Council.

In 2026, the Finance and Administrative Services Department will recommend revisions to Council Policy A-11 (Financial and Budgetary Policy, Section 5.e) that limit Non-Discretionary projects to goods and services intended for the fiscal year they are created. The proposed update will also require non-discretionary projects to be closed-out at the end of the fiscal year or once all related expenditures have been paid, but no later than five years after the project adoption. This approach will help reduce the number of funded projects that may become outdated and will free up funding for higher-priority projects.

Accordingly, the Non-Discretionary project list has been refined to include only annual or biennial projects without a construction component to achieve the same-year service delivery and the five-year closeout period. For simplicity and consistency, projects previously classified as Non-Discretionary that include construction components will now be designated as Discretionary.

The number and types of projects recommended for inclusion in the Fiscal Year 2026–27 CIP reflect the proposed revisions to Council Policy A-11, as well as current staffing capacity and available funding. To provide context for the project discussion, this Study Session memorandum includes an update on the number of active projects, the status of resources available to deliver them, and current CIP funding levels.

The City Council held a Study Session regarding the Fiscal Year 2026-27 CIP on April 14, 2026. The Study Session memo (Attachment 1) presents:

1. An overview of the Capital Improvement Program (CIP) and second-year planning cycle;
2. The status of featured projects and Council Work Plan projects;
3. An update on the City's pavement management program and the Active Transportation Plan;
4. Information about CIP funding sources and staffing workload constraints;
5. Recommendations for prioritizing CIP unrestricted funds; and
6. Recommendations for Fiscal Year 2026-27 projects (including planned, amendments and new projects).

Some information from the Study Session is provided below; however, staff recommends the Bicycle/Pedestrian Advisory Committee (BPAC) review the entire Study Session memo to gain a greater understanding of the breadth of the CIP, its funding sources, and staff workload.

Active Projects

The City Council was provided an update on the number of capital projects currently underway,

including status of Featured and Fiscal Year 2025-26 Projects and Strategic Priorities and Council Work Plan Projects.

During CIP development efforts over the past several years, a concerted effort has been made to reduce the number of recommended new projects and to close out older projects in order to better align staff capacity with project delivery and respond to the reduction in available CIP funding sources. While several projects have been completed and closed and staffing levels have improved, staff continues to address a backlog of major capital projects, particularly in pavement, transportation, and larger facility projects. Transportation and large facility projects tend to be more complex, require significant public outreach, and are generally more demanding of staff time and resources for a prolonged period.

There are currently 290 active projects in the CIP (see [Attachment 1](#) of the [April 14, 2026](#) Council Study Session Report), of which 221 are managed by the Public Works Department. Figure 1 illustrates the breakdown of active Public Works projects by category.

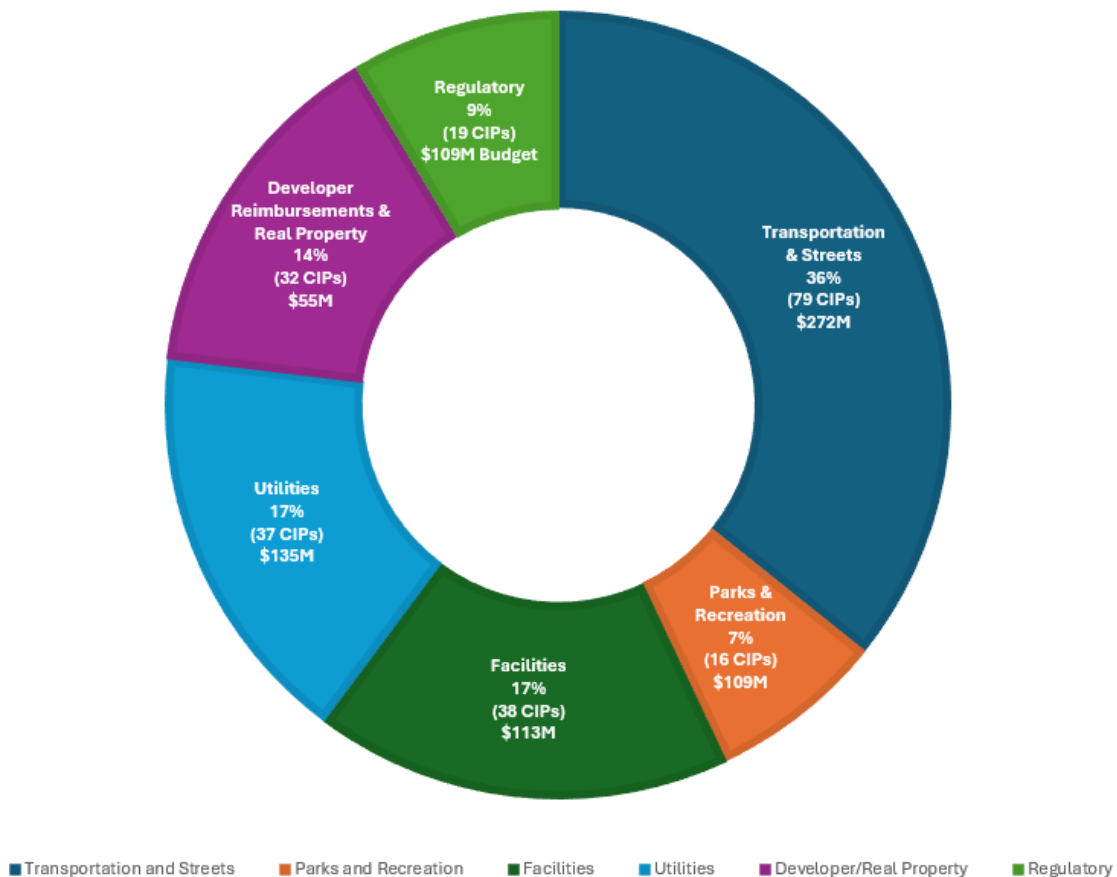


Figure 1: Active Public Works CIP Projects by Category

Notably, 36% of the active CIPs totaling to 79 CIPs are delivered by Public Works involve transportation and street projects that may include pedestrian and bicycle improvements. Recognizing the high level of Council and community interest in active transportation (pedestrian and bicycle) improvements, Table 1 provides the status of active projects involving active transportation improvements or enhancements.

Table 1: Status of CIP Projects Involving Active Transportation Improvements/Enhancements

| PROJECT TITLE (CIP #) | BIKE/PEDESTRIAN ELEMENTS | STATUS | ANTICIPATED CONSTRUCTION TIMELINE |
|---|---|--------------------------------------|--|
| East Whisman Area Transit-Oriented Development Improvements, Phase II: Ellis Street Improvements (16-48) | <ul style="list-style-type: none"> • Pavement resurfacing • High visibility crosswalk and shortened crosswalks. • Multi-use path on the west side of Ellis Street between Fairchild Drive and Manila Avenue. | Design | Begin: Spring 2027 Complete Spring 2028 |
| Shoreline Active Transportation and Utility Improvements (16-58 and 18-43) | <ul style="list-style-type: none"> • Pavement resurfacing • New Class IV protected bike lanes • New sidewalk • Protected Intersections at Middlefield, Terra Bella, and Pear Avenue • Water and wastewater main replacements • Five traffic signal replacements | Design | Phase 1 Begin: Summer 2026 Complete: Spring 2028 |
| Stierlin Road Bicycle and Pedestrian Improvements (17-41) | <ul style="list-style-type: none"> • Protected intersection • Buffered Bike Lane • High visibility crosswalks • Mid-block pedestrian crossing • Improved lighting, traffic calming | Design | Begin: Spring 2026 Complete: Summer 2027 |
| Bernardo Avenue Undercrossing Feasibility Study (18-69) | <ul style="list-style-type: none"> • Bike/ped undercrossing of Caltrain rail and Central Expressway | Preliminary Design and Environmental | TBD |

| PROJECT TITLE (CIP #) | BIKE/PEDESTRIAN ELEMENTS | STATUS | ANTICIPATED CONSTRUCTION TIMELINE |
|--|--|--------------------|--|
| | <ul style="list-style-type: none"> • Bicycle access improvements within 500 feet of approaches | | |
| SR 237/Middlefield Road Interchange Improvements (19-65) | <ul style="list-style-type: none"> • ADA-compliant curb ramps • High visibility crosswalks • Class IV bikeways on Middlefield Road between Ferguson Drive and SR 237 eastbound on- and off-ramps. | Preliminary Design | Begin: 2028 Complete: 2030 |
| Miramonte Avenue Pavement Improvements (20-01) | <ul style="list-style-type: none"> • Class II buffered bike lanes on Miramonte between Cuesta and Hans • Two-way Class IV bike lane on northbound Miramonte between Hans and Castro. • Bulb-out and led-enhanced crosswalk system at Hans Avenue. | Design | Begin: Spring 2026 Complete: Spring 2027 |
| Castro Street Curb Ramps, (20-30) | <ul style="list-style-type: none"> • Replace curb ramps in Downtown | Complete | |
| Plymouth Street/Space Park Realignment (20-40) | <ul style="list-style-type: none"> • New roadway pavement • High visibility crosswalks • Two-way bikeway on Shoreline Boulevard between Plymouth/Space Park and Pear Avenue • Class II bikeways on Plymouth between Joaquin and Shoreline. | Design (Phase 3) | Phase 3 Begin: Summer 2027 Complete: 2029 |
| Stevens Creek Trail Extension (20-50) | <ul style="list-style-type: none"> • Trail extension from Dale/Heatherstone to Remington | Feasibility Study | Begin Study: 2026 Complete Study: Summer 2029 |
| Castro and Evelyn Bicycle and Pedestrian Improvements (21-35) | <ul style="list-style-type: none"> • Interim Improvements: at grade bike/ped crossing at railroad tracks | Design | Begin: Spring 2027 Complete: Spring 2028 |

| PROJECT TITLE (CIP #) | BIKE/PEDESTRIAN ELEMENTS | STATUS | ANTICIPATED CONSTRUCTION TIMELINE |
|--|--|---|--|
| | and bikeways on Evelyn Street | | |
| Shoreline Boulevard Pathway (21-37) | <ul style="list-style-type: none"> • Reconstruct bicycle and pedestrian pathway on east side of Shoreline Blvd. • ADA-compliant curb ramps • Pathway lighting | Design | Begin: Summer 2026 Complete: Spring 2027 |
| El Monte Corridor Improvements (21-38) | <ul style="list-style-type: none"> • El Monte/ Escuela/ECR Protected Intersection • Road Diet • New and enhanced crosswalks with lighting, striping, and signage • Enhanced bike facility • ADA compliant curb ramps | Design | Begin: Spring 2027 Complete: Early 2028 |
| Grant Road/Sleeper and Other Pedestrian Crossing Improvements (21-39) | Phase 1: Grant/Sleeper, Sleeper/Franklin, Heatherstone Dale <ul style="list-style-type: none"> • Installation of a Pedestrian Hybrid Beacon (PHB) • High-visibility crosswalk across Grant Road with left turn restriction from Sleeper Avenue. • Bike improvement crossing Grant Road. Phase 2: Rengstorff/Junction, Middlefield/Terra Bella, Cuesta/Bonita Phase 3: Cuesta/Begen, Dana/Pioneer <ul style="list-style-type: none"> • High-visibility crosswalks. | Phase 1: Construction Phases 2 and 3: Design | Phase 1 Begin: Spring 2026 Complete: Fall 2026 Phase 2 Begin: Fall 2026 Complete: Spring 2027 Phase 3: TBD |

| PROJECT TITLE (CIP #) | BIKE/PEDESTRIAN ELEMENTS | STATUS | ANTICIPATED CONSTRUCTION TIMELINE |
|---|--|--|--|
| | <ul style="list-style-type: none"> • LED-enhanced signs | | |
| California Complete Streets (21-40) | <ul style="list-style-type: none"> • Pavement resurfacing (slurry seal) • Vehicle lane reduction from four lanes to three lanes • Parking-protected bike lanes • Bulb-outs, midblock crossings, protected intersection treatments and enhanced lighting. | Complete; Pilot analysis to start in 2026. | |
| Crittenden Lane and North Shoreline Boulevard Reconstruction (21-41) | <ul style="list-style-type: none"> • Pavement resurfacing • Bike facilities • ADA-compliant curb ramps • High visibility crosswalks | Complete | |
| Middlefield Complete Streets (22-01) | <ul style="list-style-type: none"> • Class IV bikeways between Moffett and Bernardo • Pavement resurfacing • High visibility crosswalks | Design | Begin: Spring 2027 Complete: 2028 |
| Biennial Installation of ADA Curb Ramps (22-04, 24-04) | <ul style="list-style-type: none"> • ADA compliant curb ramps • High visibility crosswalks | RFP | Begin: Fall 2027 Complete: Spring 2028 |
| Rengstorff Avenue Grade Separation (22-27) | <ul style="list-style-type: none"> • Pavement reconstruction • Class IV bike lanes on Rengstorff between Stanford and Central Expressway • ADA compliant sidewalk and pathway • Bike/Ped overcrossing between Rengstorff Park and west side of Rengstorff Avenue • High visibility crosswalks | Design | Begin: 2027 (pending funding availability) Complete: 2031 |
| | <ul style="list-style-type: none"> • Pavement resurfacing | Complete | |

| PROJECT TITLE (CIP #) | BIKE/PEDESTRIAN ELEMENTS | STATUS | ANTICIPATED CONSTRUCTION TIMELINE |
|---|--|----------------------------|---|
| El Camino Real Pavement Resurfacing Bike and Pedestrian Improvements (22-29) | <ul style="list-style-type: none"> • Bike lanes • Mid-block pedestrian crossings • Replace curb ramps | | |
| Terra Bella Avenue Bikeway Feasibility Study (22-30) | <ul style="list-style-type: none"> • Assess feasibility of on-street bikeway | Pending staffing resources | TBD |
| SB1 Streets Project (23-03) | <ul style="list-style-type: none"> • Pavement resurfacing • High visibility crosswalks | Construction | Begin: Fall 2025 Complete: Summer 2026 |
| MTC Mobility Hub Pilot (23-27) | <ul style="list-style-type: none"> • Bike room improvements at the Transit Center | Design | Begin: Fall 2026 Complete: Spring 2027 |
| Interim Castro Pedestrian Mall (23-49) | <ul style="list-style-type: none"> • Phase I: Pavement resurfacing and decorative pavement treatment | Design | Begin: Spring 2027 Complete: Fall 2027 |
| Annual Street Maintenance (24-01) | <ul style="list-style-type: none"> • Street resurfacing • High visibility crosswalks | Design | Begin: Summer 2026 Complete: Fall 2026 |
| Moffett Boulevard Complete Streets (24-03) | <ul style="list-style-type: none"> • Pavement resurfacing • Protected Class IV Bikeways on Moffett Boulevard • Close sidewalk gap | Design | Begin: Spring 2027 Complete: Spring 2028 |
| Annual Street Maintenance (25-01) | <ul style="list-style-type: none"> • Street resurfacing • High visibility crosswalks | RFP | Begin: Summer 2028 Spring 2029 |
| SB-1 Streets Project (25-03) | <ul style="list-style-type: none"> • Street resurfacing • High visibility crosswalks | RFP | Begin: Spring 2028 Complete: Spring 2029 |
| Street Reconstruction (25-28) | <ul style="list-style-type: none"> • Pavement reconstruction • High visibility crosswalks | Design | TBD |
| Active Transportation Improvements (25-29) | <ul style="list-style-type: none"> • Middlefield Bikeway Concepts | Pending staffing resources | TBD |
| | <ul style="list-style-type: none"> • Bike lanes | Design | |

| PROJECT TITLE (CIP #) | BIKE/PEDESTRIAN ELEMENTS | STATUS | ANTICIPATED CONSTRUCTION TIMELINE |
|---|---|----------------------------|---|
| ECR/Castro Protected Intersection and Castro Bikeway Improvements (Yosemite/High School) and ECR, Design (25-30) | <ul style="list-style-type: none"> • High visibility crosswalks • Protected intersection | | Begin: 2027 Complete: 2028 |
| Rengstorff Avenue Complete Streets Study (25-39) | <ul style="list-style-type: none"> • Identify feasible active transportation and green street improvements | Study | TBD |
| Concrete Sidewalk/Curb Repairs (26-02) | <ul style="list-style-type: none"> • Sidewalk and curb repairs | RFP | Begin: Fall 2027 Complete: Spring 2028 |
| SB-1 Streets Project (26-03) | <ul style="list-style-type: none"> • Street Resurfacing • High visibility crosswalks | RFP in 2027 | TBD |
| Biennial PMP Recertification (26-04) | <ul style="list-style-type: none"> • Assessment of pavement network | RFP in 2026 | NA |
| Biennial Intersection Traffic Signal System - Major Replacements and Upgrades (26-15) | <ul style="list-style-type: none"> • Protected left turn phases to eliminate vehicles/pedestrian conflicts • High visibility crosswalks • Curb Ramps | RFP | Begin: Fall 2027 Complete: Fall 2028 |
| Rail Grade Crossing Safety Improvements (26-29) | <ul style="list-style-type: none"> • Enhancement of bike/ped at-grade crossing through use of technology | Pending staffing resources | TBD |

The thirty-six projects listed in Table 1 relate to the integrated Vision Zero Action Plan/Local Safety Plan and Suggested Routes to Schools as follows and detailed in Attachment 2:

- Twenty-three (23) projects are located on the high-injury network.
- Thirty-two (32) projects are at locations with known collision history between 2014 and 2019
- Thirty-four (34) are applying provide safety measures for Collision Type
- Twenty-two (22) projects are along suggested routes to schools.

There are 2 remaining projects that are not at these types of locations. These are the federal

grant-funded Mobility Hub that will install bike room improvements at the Transit Center and the Biennial PMP Recertification that will evaluate the overall pavement condition index of the City’s roadway network.

Featured Projects

The Public Works Department delivers a wide variety of capital projects such as City buildings, transportation and roadway improvements, parks and utilities. There are currently over 221 projects underway in various phases from studies to planning through construction.

In an effort to promote transparency of project delivery status, Public Works has developed a list of 25 featured projects representing a select portion of the CIP and providing a general summary of each project, including noting if a project is part of the Council Work Plan, an active transportation project, and/or the project has grant funding. The [Featured Projects](#) are updated quarterly on the Public Works website and are available for public viewing.

Strategic Priorities and Council Work Plan

Progress towards Council workplan projects remains strong. Public Works has been progressing on many Council Work Plan projects and status of each one involving active transportation elements is detailed in Table 2 below.

Table 2: Fiscal Years 2025 and 2023-25 Council Work Plan Updates Involving Active Transportation

| Work Plan Fiscal Year | Project | Status and Next Steps |
|-----------------------|---|---|
| 2025-27 | Stevens Creek Trail Extension | In September 2025, the City issued a Request for Proposals (RFP) for a feasibility and trail alignment analysis, including preliminary design and concept drawings. Staff expects to bring the consultant services agreement to Council for approval in Q2 2026 along with the cost-sharing agreement with the City of Sunnyvale. Once the agreement is executed, the preliminary design phase is expected to take two years. |
| 2025-27 | Pavement Condition Index (PCI) Increase | The City released an RFP in Q1 2026 to evaluate the current program, develop strategies for prioritizing arterial streets, and create budget scenarios to achieve the target PCI of 70. The evaluation is expected to be completed in Q4 2026 and will inform the prioritization of paving projects recommended for Council approval in Fiscal Year 2027-28. |

| Work Plan Fiscal Year | Project | Status and Next Steps |
|-----------------------|--|---|
| 2025-27 | Objective Design Standards | An amount of \$54k is being proposed for a new FY 2026-27 project to capture Public Works staff time in updating standard details (attachment 5, Project 27-27) for roadways including street, sidewalk, bike lane, landscape strips, and green street infrastructure in the public right of way. This work is distinct from and complementary to the objective design standards Council Work Plan item being advanced by the Community Development Department. |
| 2023-25 | Holistic Citywide Review of Street Parking Regulations | The Holistic Citywide Review of Street Parking Regulations was completed in 2024. |
| 2023-25 | Adopt the Local Road Safety/Vision Zero Action Plan | On September 10, 2024, City Council adopted the Local Road Safety and Vision Zero Action Plan. On December 2, 2025, the Council Transportation Committee received a progress update on implementation of the plan. The Plan will need to be updated every 5 years and staff will return in the future to propose a CIP for the next update in 2029 |
| 2023-25 | Expand the Safe Routes to School Program | The SRTS program has significantly expanded over the past four years and now includes safe routes to school curriculum, safety education, communitywide encouragement events, walk audits and program evaluation. On December 2, 2025, the Council Transportation Committee received an update on the program's status. An RFP for consultant services to assist with further program development was released in February 2026 and contract execution is in progress with the selected consultant. |
| 2023-25 | Citywide Transportation Demand Management Ordinance | This ordinance will create a citywide methodology for application and reporting of transportation demand management requirements placed upon development projects. Ordinance Language planned for EPC and CTC in Q2 2026, and City Council in Q2/Q3 2026. |
| 2023-25 | Active Transportation Plan | The Draft Active Transportation Plan will be presented to the BPAC in April 2026 and will be made available for public review and comment at the same time. The Plan is anticipated to come to Council for review in Q3 2026. |
| 2023-25 | Castro Street Grade Separation | In January 2024, City Council prioritized Rengstorff Avenue Grade Separation and deferred the Castro Street Grade Separation Project as a future project and supported implementation of interim improvements (Castro and Evelyn Improvements) at the Castro rail crossing. The project has reached 65% design completion, with full design expected by the end of 2026. |

| Work Plan Fiscal Year | Project | Status and Next Steps |
|-----------------------|-------------------------------------|---|
| 2023-25 | Citywide Travel Demand Model Update | This project will establish a travel demand model that will assist with planning efforts provide estimates of future travel needs, estimate travel behavior, and plan for future transportation needs. Consultant selection is complete. Appropriation of additional funds was approved by City Council in February 2026. Consultant agreement is being processed for execution and license agreement with VTA is being coordinated with VTA staff. Anticipated completion is in summer 2027. |
| 2023-25 | Micromobility Guidelines | Project under development. City staff have confirmed that multiple scooter share companies are interested in providing services within Mountain View. Work is underway to develop a strategy to legally lift the moratorium in order to start a pilot program approximately 12-18 months long. |

Pavement Management Program Update

As shown in Table 3, 57% of the City’s roadway network are residential streets. Due to the majority of the roadways in the city being residential serving, the focus in the past has been on upkeep of the residential roadways. Pavement management systems prioritize a cost-effective “best-first” strategy, which focuses on applying lower-cost preventive maintenance treatments—such as slurry seals, micro surfacing, and crack sealing—before pavement conditions decline. This approach extends the life cycle of streets and helps avoid the need for more expensive rehabilitation or reconstruction. By prioritizing treatments that deliver the greatest overall benefit, the City continues to optimize its pavement investments.

Table 3: Street Network Statistics and Average PCI by Functional Class

| Functional Class | Lane Miles | Percent | Average PCI |
|------------------|------------|---------|-------------|
| Arterial | 101.8 | 31 | 63 |
| Collector | 42 | 13 | 64 |
| Residential | 187.6 | 57 | 70 |
| Total | 331.4 | 100 | 67 |

As part of the March 25, 2025 Study Session, Councilmembers expressed a desire for staff to evaluate prioritizing major corridors over residential streets in the pavement management program. The evaluation is scheduled to be completed in fall 2026 and will inform the prioritization of paving projects in 2028 (see Attachment 3 – Pavement Management Program

Update). However, in advance of the study's completion, several arterial/collector roadways are scheduled for pavement rehabilitation such as Moffett Boulevard from Middlefield Road to RT Jones Road, Middlefield Road from Moffett to Bernardo, and Shoreline Boulevard from Middlefield Road to Pear Avenue.

Active Transportation Plan Update

The Active Transportation Plan will provide a roadmap of programs, projects and policies to support walking, rolling, and biking in the City of Mountain View. The Active Transportation Plan builds upon existing planning documentation such as various precise plans, bicycle transportation plan, and pedestrian masterplan. The Draft Active Transportation Plan including priority projects, program and policies will be taken to the Bicycle and Pedestrian Advisory Committee in April 2026 and will be made available for public comment at the same time. The draft report will be presented to the Council Transportation Committee in June 2026 and City Council in September 2026. In parallel, the Public Works Department continues to evaluate and implement active transportation improvements through the pavement management program projects and developer frontage improvements.

DISCUSSION

The number and types of projects included in the CIP are dependent on available staffing and funding resources. As noted in the Background section, the City continues to carry a high number of active CIP projects, and finite staffing capacity affects the City's ability to add and successfully deliver new projects. It will continue to take several more years of concentrated delivery effort to align to a ratio of 1:1 of new project needs against completed projects in a given year.

In May 2025, City Council supported staff's approach to right-size the CIP workload to better position the City for successful project delivery. As part of this effort, the Council approved the Recommended Fiscal Year 2025–26 through Fiscal Year 2029–30 CIP, which aligned project funding with available staffing resources.

Building on this approach, staff has evaluated available funding sources for projects, including unrestricted funds, and aligned them with current staffing capacity. This effort is intended to ensure that projects included in the CIP can be initiated in the fiscal year in which they are adopted and can be delivered successfully.

Staff Workload

Staff continues to address the backlog of active CIP projects, including major capital efforts—particularly those related to pavement, transportation, parks and open spaces, and large facility improvements. In recent years, many projects added to the CIP have also become more complex, requiring significant public outreach and coordination with outside agencies. These factors

contribute to an elongated project delivery schedule and a continued high workload for the Public Works project management sections responsible for delivering pavement, transportation, and park/facility projects.

Transportation Division Reorganization

As part of the organization's continuous improvements efforts to position the City for successful project delivery, on [February 24, 2026](#), City Council approved the reorganization of the Transportation and Business Services Division and the Engineering Division within Public Works to create a new division focused solely on transportation and traffic. This new division will combine the Transportation Planning and Traffic Engineering sections and will be led by a new Chief Transportation Officer. The position will guide implementation of major policy initiatives such as the Active Transportation Plan, Vision Zero, and Transportation Demand Management plan. Recruitment of the Chief Transportation Officer will start in late spring and is anticipated to continue through the fall.

Bringing Transportation planning and Traffic Engineering together is expected to improve communication, coordination, and collaboration as the combined team works to advance the City's transportation goals. In addition, moving Traffic Engineering out of the Engineering Division will reduce the overall workload for the City Engineer, allowing greater focus on the delivery of capital projects.

Other Workload

In addition to delivering CIP projects, Public Works staff is often tasked with support efforts for non-CIP items. These include responding to public inquiries and gathering information for claims and Public Records Act requests. Additionally, as the City positions itself for modernization and further technology improvements over the next decade, supporting citywide projects with other departments, and collaborating on initiatives such as new software implementation or long-range planning documents becomes equally important. Examples include the Parks and Recreation Strategic Plan, Biodiversity and Urban Forest Plan, Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan, Downtown Precise Plan, Moffett Boulevard Precise Plan, Google Middlefield Park Master Plan, Google North Bayshore Master Plan, and the Broadband Needs Assessment and Gap Analysis. These other workload efforts, combined with an already heavy CIP project workload, means that staff continuously carries a high volume of assignments year-round.

Fiscal Year 2026-27 Project Lists

[Attachment 5](#) of the [April 14, 2026](#) Council Study Session Report lists the recommended Fiscal Year 2026-27 Project Lists. Table 4 lists the recommended Fiscal Year 2026-27 projects with active transportation elements.

Table 4: Fiscal Year 2026-27 CIP Projects Involving Active Transportation Improvements/Enhancements

| Project | Description | Funding and Source | Active Transportation Elements |
|--|---|---|--|
| Annual Public Services Street Section Maintenance (27-01) | This project funds the sign pole replacement preventative maintenance program (which is designed to replace poles based on a 40-year life cycle) as well as the street sign and pavement markings replacement and maintenance. | \$613,000 (Construction Tax, Shoreline) | <ul style="list-style-type: none"> • Signage and pavement markings |
| Biennial ADA Improvements to City Facilities (27-09) | Continuation of efforts to implement ADA improvements at City Facilities. | \$113,000 (Construction Tax) | <ul style="list-style-type: none"> • ADA curb ramps |
| Annual Traffic Infrastructure Maintenance/NTMP Improvements (27-10) | Funding for traffic calming implementation on neighborhood, local, and residential streets in conformance with the Neighborhood Traffic Management Program, as well as annual bicycle counts and contracts with consultants regarding improving traffic flow. Replace traffic signal controllers, traffic detector loops, back-up batteries, LED signal lights and radar speed signs. | \$756,000 (Construction Tax, Shoreline) | <ul style="list-style-type: none"> • Bike counts |
| Annual North Bayshore Semi-Annual Traffic Counts (27-17) | Perform traffic counts in the North Bayshore area to support the Transportation Demand Management (TDM) goals. | \$193,000 (Shoreline) | <ul style="list-style-type: none"> • Traffic counts |
| Street Maintenance Project (Location TBD) (27-22) | Annual roadway pavement maintenance includes application of various pavement treatments (fog seal, slurry seal and overlay), adjustment of utilities and monuments, and installation of pavement markers and traffic lines. | \$3,300,000 (Conveyance Tax, Gas Tax, VLF) | <ul style="list-style-type: none"> • Street resurfacing • High visibility crosswalks |
| SB-1 Streets Project (Grant Road/Sylvan Park Neighborhood) (27-23) | Basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. Project can be used towards complete streets projects, traffic signals, and drainage projects. | \$2,000,000 (Conveyance Tax, SB1) | <ul style="list-style-type: none"> • Street resurfacing • High visibility crosswalks |
| ATI - Evelyn Avenue Bikeway (Castro to Bernardo), Study (27-24) | Study of the Evelyn Cycle Track between Castro and Sunnyvale border at Bernardo. | \$500,000 (Conveyance Tax) | <ul style="list-style-type: none"> • Cycle track |

| Project | Description | Funding and Source | Active Transportation Elements |
|--|---|------------------------------|--|
| ATI - ECR/Calderon Protected Intersection, Design (27-25) | Design of protected intersection along El Camino Real at Calderon. | \$1,000,000 (Conveyance Tax) | <ul style="list-style-type: none"> Protected intersection ADA curb ramps High visibility crosswalks |
| Mountain View's Standard Detail Update (27-27) | Update current standard details for: street widths (including lane widths), sidewalks and landscape strip widths, bike lane widths, and now drop off duck outs and GSI in landscape strips. | \$54,000 (Conveyance Tax) | <ul style="list-style-type: none"> Sidewalk and bike lane widths details |

The projects listed above are recommended projects for inclusion in the Fiscal Year 2026-27 CIP.

City Council Study Session Feedback

A Council Study Session was held on April 14, 2026. The City Council supported the staff-recommended Fiscal Year 2026-27 and indicated support for Mountain View's Standard Detail Update, recognizing the importance and benefit of updating current standards.

Summary

As part of the ongoing effort to right-size the CIP and support modifications to Council policies and the Council Work Plan, staff reviewed the planned FY 2026–27 “roll forward” projects and made adjustments to ensure they can be initiated in that fiscal year. These adjustments include reclassifying certain previously non-discretionary projects with construction components as discretionary, deferring some projects to later years, and prioritizing CIP projects that support the Council Work Plan. Staff recommends the draft Fiscal year 2026-27 CIP, including nine that involve active transportation improvements/enhancements.

NEXT STEPS

Staff will provide a summary of BPAC input at the City Council adoption of the CIP in June 2026.

- Attachments:
1. [April 14, 2026 City Council Study Session Report](#)
 2. Status of Active CIP Projects Involving Active Transportation Improvements/Enhancements

cc: PWD, APWD – Arango, APWD – Au, APWD – Boyer, SMA – Doan, SMA – Goedicke, SCE – Houghton