



**DATE:** July 8, 2014

**CATEGORY:** Consent

**DEPT.:** Public Works

**TITLE:** **Active Transportation Program (ATP)  
Grant Applications**

### **RECOMMENDATION**

1. Adopt a Resolution Authorizing the Filing of an Application for Funding Assigned to the Metropolitan Transportation Commission and Committing Any Necessary Matching Funds and Stating the Assurance to Complete Grant Road/Phyllis Avenue/Martens Avenue Intersection and Signal Modification Improvements, Project 15-31 (Attachment 1 to the Council report).
2. Adopt a Resolution Authorizing the Filing of an Application for Funding Assigned to the Metropolitan Transportation Commission and Committing Any Necessary Matching Funds and Stating the Assurance to Complete Shoreline Boulevard Pathway, Villa Street to Wright Avenue, Design, Project 15-32 (Attachment 2 to the Council report).

### **BACKGROUND**

On May 22, 2014, the Metropolitan Transportation Commission (MTC) issued a call for projects for the first cycle of grant funding for the Active Transportation Program (ATP). The ATP is a regionally competitive grant project with the purpose of encouraging increased use of active modes of transportation.

The deadline to submit Cycle 1 grant funding applications is July 24, 2014. Applications must be accompanied by a resolution of an applicant's governing board authorizing the filing of an application and committing local matching funds equal to at least 11.47 percent of the project costs.

Staff has identified two Fiscal Year 2014-15 capital projects recently approved by the City Council for submission to the ATP for this funding cycle:

- **Project 15-31, Grant Road/Phyllis Avenue/Martens Avenue Intersection and Signal Modification Improvements (\$597,000 Construction/Conveyance Tax (C/C Tax), \$300,000 Google Funding)** – Pedestrian improvements, including shortened pedestrian crossing distances, elimination of free right-turn lanes to reduce vehicle speeds, and replacement of an aging traffic signal with a new signal with a dedicated left-turn movement.

Staff recommends a funding request of \$600,000, resulting in a local match of approximately 33 percent. This local match is higher than the minimum of 11.47 percent, which will increase the score of the application and, therefore, the chance of receiving this competitive grant.

- **Project 15-32, Shoreline Boulevard Pathway, Villa Street to Wright Avenue, Design (\$180,000 C/C Tax, \$100,000 1616 El Camino Real West Developer Contribution)** – Design of pathway and connection improvements for bicycles and pedestrians along Shoreline Boulevard between Villa Street and Wright Avenue.

Staff recommends a grant request of \$240,000, which meets the minimum local match requirement. Because this a relatively smaller grant request (compared with Grant Road/Phyllis Avenue/Martens Avenue), staff believes that only having the minimum local match and maximizing the grant funding for this project is the best approach.

## ANALYSIS

Adoption of the two resolutions (Attachments 1 and 2) will allow the City to submit ATP grant applications for the two named projects. If awarded the grants, the funding would be appropriated to the respective projects and offset funding currently approved for the projects, allowing the funding to be allocated to other City capital projects.

## FISCAL IMPACT

There is no fiscal impact associated with applying for the grants. If the City is awarded the grants, staff will return to Council to accept the grants and reallocate existing funding to other projects.

**ALTERNATIVES**

1. Do not adopt one or both of the resolutions and continue to fund the project(s) as provided for in the Fiscal Year 2014-15 Capital Improvement Program.
2. Select other City capital projects for ATP grant funding that meet the goals of the program.

**PUBLIC NOTICING** – Agenda posting.

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DPD-LF/TDA/7/CAM  
918-07-08-14CR-E

- Attachments:
1. Resolution for Grant Road/Phyllis Avenue/Martens Avenue Intersection and Signal Modification Improvements, Project 15-31
  2. Resolution for Shoreline Boulevard Pathway, Villa Street to Wright Avenue, Design, Project 15-32