



## COUNCIL REPORT

**DATE:** May 13, 2025

**CATEGORY:** Unfinished Business

**DEPT.:** Public Works

**TITLE:** **Recommended Fiscal Year 2025-26 through Fiscal Year 2029-30 Capital Improvement Program**

### **RECOMMENDATION**

Approve the Draft Recommended Fiscal Year 2025-26 through Fiscal Year 2029-30 Capital Improvement Program.

### **BACKGROUND**

Strategic changes are being made to this year's Recommended Fiscal Year 2025-26 through Fiscal Year 2029-30 Capital improvement Program (CIP). Staff has taken the initial feedback from Council via the recent CIP Study Session and subsequent Bicycle/Pedestrian Advisory Committee (BPAC) meeting and prepared the following recommended Five-Year CIP.

With this new CIP, staff is taking the opportunity to right-size the workload to position the City for success. This means that staffing resources will be taken into account along with budget availability. In the past, the CIP was built solely around the budget. This additional nuance helps staff tell the complete story of what projects can actually be delivered in a fiscal year.

To level set, staff has reviewed the list of projects that are planned to be complete by the end of this fiscal year and has prepared a list along with anticipated budget returns to fund. Consistent with the previous year's effort, staff has placed an emphasis on completion of projects as to not have them linger and consume staff resources and budget. In conjunction with project close-out, staff has looked at the existing CIP and recommends a number of projects to be deferred to the planning years of the CIP or moved to unfunded. This critical first step gives a complete picture of what funds are available to start Year 1 of the CIP.

Right-sizing the work plan is key to successful project delivery. With this strategic approach, the majority of projects proposed in Year 1 (Fiscal Year 2025-26) are comprised of the backlog of existing active projects, with just a few new projects proposed. Other active, but on-hold, projects are further deferred out due to staffing resource limitations and will either be shown in the planning Years 2 through 5 or proposed to go to the Unscheduled Proposed Projects list.

The result is a list of recommended projects by year for Council's review and approval. A few park projects and one parking lot project are included due to requirements of committing funds by a certain date; however, staff does not anticipate having resources to start a significant effort within the upcoming fiscal year. The list of recommended projects include information with respect to which projects are specific to active transportation and/or including active transportation elements.

A second strategic change is to provide regular updates to Council and the community on the status of a select grouping of high-profile capital projects which will be introduced in fall 2025.

Detailed information with respect to Active Transportation and Paving and Large Capital Projects and how these important issues fit within the proposed CIP are provided in this Council report.

At the [March 25, 2025](#) Council Study Session, staff presented an overview of the CIP, which included the following:

- Status of active CIP projects;
- Challenges with financial and staffing workload constraints;
- Planned projects scheduled to "roll forward" from the existing CIP; and
- Approach and criteria for prioritizing projects requiring unrestricted CIP funding sources.

The Council Study Session memorandum and direction received from Council were shared with the BPAC on April 2, 2025 for review and comments on the list of recommended active transportation capital projects and priorities. The BPAC feedback is summarized in this Council report.

The Parks and Recreation Commission/Urban Forestry Board (PRC/UFB) will be made aware of the recommended Park Land Dedication fund in the Five-Year CIP prior to the adoption of the CIP on June 24, 2025.

Based on input received from Council and BPAC, staff has prepared the recommended Five-Year CIP described in this Council report for Council review and direction.

## **ANALYSIS**

### **Council Direction on March 25, 2025**

Summarized below is the Council direction from the [March 25, 2025](#) Study Session and how it is reflected in the recommended Five-Year CIP.

### Prioritizing Unrestricted Funds

Council supported staff's recommended approach and criteria to determine which projects should be prioritized for the CIP's two unrestricted funding sources: the CIP Reserve and the Construction/Conveyance Tax (C/C Tax). All roll-forward and new projects receiving priority for these unrestricted funds in the recommended Five-Year CIP meet one or more of the following criteria:

- Public and personnel safety;
- Compliance with regulatory requirements;
- Keeping City facilities and infrastructure in a state of good repair;
- Local match or cost sharing to secure grants or other funding;
- Pavement rehabilitation/reconstruction and preventative maintenance as needed to address the City's current Pavement Condition Index (PCI) rating (including the integration of bicycle and pedestrian improvements); and
- Council Strategic Priorities and work plan projects.

### Roll-Forward and Unscheduled Projects

The City Council provided direction on several projects to evaluate for inclusion, deferral, and addition to the Five-Year CIP. Staff has completed the evaluation, and these projects and how they have been incorporated into the recommended CIP are listed below:

- *Stevens Creek Trail*—Council was split on keeping the construction phase of the project as planned or deferring the project to a later year. After evaluation, staff is recommending that the construction phase of the project be scheduled for Year 5 to provide staff adequate time for coordination of numerous regulatory and outside agency permits and strategize possible funding methods, including seeking grant opportunities, for construction.
- *ECR Protected Intersections Phases 2 and 3*—Council indicated support for both project phases to be included as roll-forward projects. Staff has now assigned Calderon Avenue and Shoreline Boulevard to these phases, respectively. The Calderon Avenue intersection is a route to school and programmed for design in Year 2. The Shoreline Boulevard intersection is a large intersection serving a major corridor and is programmed for design in Year 3. Construction programming for both is scheduled for one year after design phase (see Attachment 4).

- *ECR Protected Intersection Phase 4*—Council indicated support for staff to evaluate this project phase to be added into the planned CIP. The Sylvan Avenue intersection has been programmed for design in Year 4, with construction programmed one year after design (see Attachment 4).
- *Shoreline Complete Streets, Montecito to ECR*—Council indicated support for staff to evaluate this project to be added into the planned CIP. This project is programmed for a study and preliminary design in Year 4 (see Attachment 4).
- *Central Expressway Bike/Pedestrian Crossing (between Villa Street and Beatrice Street)*—Council indicated support to evaluate and determine tradeoffs that would be needed in order to move this project from the unscheduled list to the planned CIP. This project crosses the Caltrain facility and would be required to be designed and managed by Caltrain. Currently in Mountain View, Caltrain staff is fully engaged with the Transit Center and Rengstorff Avenue grade separations and the Bernardo Avenue undercrossing. Staff reached out to Caltrain staff, and Caltrain indicated that their resources for project delivery are already strained and there is no capacity to add another crossing to their workload at this time. As a result, this project will remain on the Unscheduled Proposed Projects list (see Attachment 7).
- *North Bayshore Branding and Wayfinding Signage Installation*—Council indicated support to defer this project. The project is moved to the Unscheduled Proposed Projects list (see Attachment 7).
- *Signage Program for Shoreline at Mountain View*—Council indicated support to defer this project, and the project is moved to the Unscheduled Proposed Projects list (see Attachment 7).
- *Field Renovations, Shoreline Athletic Field*—Council indicated support to defer this project. The project has been deferred to Year 2 of the Five-Year CIP (see Attachment 4), and as part of the project, staff will evaluate replacement turf material options and will provide an update to Council during predesign for the project.
- *Field Renovations, Crittenden Field*—Council indicated support to defer this project. The project has been deferred to Year 3 of the Five-Year CIP (see Attachment 4).
- *Field Renovations, Graham School*—Council indicated support to defer this project. The project has been deferred to Year 4 of the Five-Year CIP (see Attachment 4).

- *LASD School Site Facilities*—Council indicated support to defer this project. This has remained as a Year 2 project of the Five-Year CIP (see Attachment 4) due to the project involving coordination with the Los Altos School District of jointly shared open space.
- *Citywide Traffic Signal and Traffic Center Operations, Planning and Design*—Council indicated support to defer this project. The project is moved to the Unscheduled Proposed Projects list (see Attachment 7).
- *Citywide Traffic Signal and Traffic Operations, Implementation*—Council indicated support to defer this project. The project is moved to the Unscheduled Proposed Projects list (see Attachment 7).

### **Bicycle/Pedestrian Advisory Committee**

The BPAC reviewed the [March 25, 2025](#) Study Session memo and Council's direction received at their meeting on [April 2, 2025](#). Staff's memo to the BPAC also noted that while further staff evaluation of projects will be conducted, there are several project changes to be included in the recommended Five-Year CIP for Council's consideration, including:

- *Evelyn Avenue Bikeway (Franklin to Bernardo), Study and Design*—Amend the project description to identify only study, outreach, and concept design. The construction phase of this project has been added to the Unscheduled Proposed Projects list (Attachment 7). Staff will evaluate inclusion of the construction in the next Five-Year CIP when funding needs and design completion schedule are identified.
- *Rengstorff Avenue Green Complete Street Improvements, Preliminary Design*—Amend the description to remove the study component due to the current project (Rengstorff Avenue Complete Streets Study, Project 25-39) identified to perform a study. Preliminary Design is programmed for Year 3. The construction phase of this project has been added to the Unscheduled Proposed Projects list (Attachment 7). Staff will evaluate inclusion of the construction in the next Five-Year CIP when funding needs and design completion schedule are identified.
- *Castro Pedestrian Mall Permanent Improvements, Evelyn to California, Preliminary Design*—Amend the description to identify only planning and preliminary design of permanent pedestrian mall improvements between Evelyn Avenue and California Street to potentially bring sidewalks and streets to the same level. The Preliminary Design phase is programmed for Year 5 (see Attachment 4). The design and construction phases of this project have been added to the Unscheduled Proposed Projects list (Attachment 7). Staff will evaluate inclusion of the construction in the next Five-Year CIP when funding needs and design completion schedule are identified.

- *North Bayshore Branding and Wayfinding Signage Installation*—Move to the Unscheduled Proposed Projects list (see Attachment 7).
- *Middlefield Road Sidewalk Across State Route 85, Feasibility Study and Preliminary Design*—Move to the Unscheduled Projects list due to funding constraints, and the current project (Middlefield Road Complete Streets, Project 22-01) is evaluating interim measures to close a sidewalk gap at this location.
- *Transit Center Grade Separation, Final Design and Construction (Placeholder)*—Move to the Unscheduled Proposed Projects list (see Attachment 7) due to high construction costs and the City Council prioritizing the Rengstorff Grade Separation over the Transit Center Grade Separation Project.
- *Moffett Boulevard Streetscape Plan, Central Expressway to Middlefield*—Delete project due to the Moffett Boulevard Precise Plan conducting a streetscape plan for this corridor.

The BPAC generally supported staff recommendation on the roll-forward and active transportation projects and provided the additional input below:

- Deprioritize the *Cross Culvert Removal and Storm Drain Extensions*—Staff has moved the roll forward to Year 3 and reprogrammed the active project to Year 2 (see Attachment 4).
- Deprioritize the *North Bayshore Branding and Wayfinding Signage Installation*—This project has been moved to the Unscheduled Proposed Projects list (see Attachment 7).
- Prioritize the following projects:
  - *Rengstorff Green Complete Streets, Preliminary Design*—This has been programmed in Year 3 (see Attachment 4).
  - *California Complete Streets, Showers Drive to Shoreline Boulevard, Permanent Construction*—Due to significant costs of the project and implementation of other active transportation projects, this has been moved to the Unscheduled Proposed Projects list (see Attachment 7).
  - *Bike Counters*—This project would install permanent bicycle counters throughout the City to obtain bicycle data. A dedicated CIP project is not recommended at this time, and staff will evaluate the priority of this project in conjunction with other projects identified in the Active Transportation Plan, once finalized. This project has been moved to the Unscheduled Proposed Projects list (see Attachment 7).

- *El Camino Real Protected Intersections, Design and Construction (Phases 2, 3, and 4)*— These intersections have been programmed into Years 2, 3, and 4 (see Attachment 4).
- *Citywide Bike Route Program*—This project would implement Class III bikeway routes (also referred to as “sharrows”) throughout the City. Staff will evaluate the priority of this project in conjunction with other projects identified in the Active Transportation Plan, once finalized. This project has been moved to the Unscheduled Proposed Projects list (see Attachment 7).
- Prioritize intersections within El Camino Real Protected Intersections based on data-driven process and explore opportunities to make improvements at intersections on El Camino Real northwest of Rengstorff Avenue. Staff has evaluated the intersections and identified priorities based on school proximity/route and intersection volume. Once the Active Transportation Plan is finalized, staff can evaluate other intersections west of Rengstorff Avenue.
- Provide space within the Five-Year CIP for priorities that emerge from the Active Transportation Plan process. Staff has taken the approach to right-size the workload and address the current backlog projects in Year 1 of the planned CIP with additional projects in Year 2. Staff anticipates having some capacity for projects identified in the Active Transportation Plan starting in Year 2.

### **Projects to Close and Active Projects**

Staff carefully reviewed the status of all active capital projects to determine which would be closed at the end of Fiscal Year 2024-25 so that unspent balances can be returned to the appropriate funds and be made available for other capital projects. Attachment 1 lists the projects recommended to be closed at the end of this fiscal year. The list of projects being closed is much larger than has typically been seen in the past and reflects a concerted effort by staff to close and/or consolidate as many projects as possible to reduce the overall number of active projects and make capacity for upcoming projects. Staff estimates that once closed, these projects will return approximately \$13 million to various funding sources, including approximately \$2 million to the CIP Reserve and \$3 million to the C/C Tax Fund. Staff’s recommendations in this Council report allocate this funding into the recommended Fiscal Year 2025-26 projects.

Staff is additionally recommending that Underground Utilities at 1020 Terra Bella (Project 24-38) be deleted and unfunded due to the current cost estimates ballooning up to \$3.75 million to underground a 520’ long stretch of overhead facilities. Terra Bella Avenue is not on Council’s approved list of streets for Rule 20A Undergrounding and is, therefore, not eligible for those work credits. Recent completed construction for undergrounding is in the range of approximately

\$11 million per mile, so the cost to undergrounding this small segment is poor cost value. More information about the 1020 Terra Bella Avenue project can be found in Attachment 3.

### **Aligning the Capital Improvement Program with Staffing Resources**

As discussed during the first Study Session, Public Works staff is managing 245 of the 305 active capital improvement projects, resulting in an average of over nine projects per project manager.

As the current workload for each project manager exceeds what is feasible to deliver in a given year, this contributes to an ever-increasing number of projects on hold pending staffing resources availability. **In an effort to create a manageable and achievable work plan, right-sizing the existing and future CIP is fundamental to ensure that the majority of the new projects will commence in the same fiscal year they are adopted and approved for funding.** Therefore, as a first step, staff recommends aligning staffing resources with a manageable workload by identifying some of the existing projects in the current backlog and a limited number of new projects as part of the Year 1 (Fiscal Year 2025-26) work plan. These projects are listed in the Recommended Projects—Discretionary Projects section of this Council report below.

As a second step, staff has reviewed the list of current active projects and evaluated projects that are on hold and not likely to start until Year 2 or later of the Five-Year CIP and recommends closing, unfunding, and reprogramming these projects back into Years 2 through 5 of the Five-Year CIP. Three projects are being recommended to be moved to the Unscheduled Projects list (see Table 1).

In Fiscal Year 2025-26, a total of 51 projects would be started. As mentioned previously, three parks projects and one parking lot project are shown within this year to meet funding commitment requirements. Given the workload planned and ongoing, it is likely that the projects will begin in either Year 2 or Year 3.

**Table 1: Recommended Active Projects to Reprogram**

CIP	Project Title	Project Description	Budget (in thousands of dollars)/ Funding Source	Proposed Programming
20-52	Downtown Parking Lot Improvements	Improve the existing City parking lots at Villa Street/Franklin Street and Villa Street/View Street.	\$800 Unrestricted	Unschedule project
20-63	Thompson Avenue/Central Expressway traffic signal	This project proposes to remove uncontrolled median opening and either signalize or close the median at Thompson Avenue and Central Expressway.	\$100 Unrestricted	Unschedule project



<b>CIP</b>	<b>Project Title</b>	<b>Project Description</b>	<b>Budget (in thousands of dollars)/ Funding Source</b>	<b>Proposed Programming</b>
<b>22-35</b>	Stevens Creek Trail Bridge over Central Expressway and Evelyn Avenue Deck Replacement and Painting	The project will improve the existing Stevens Creek Trail pedestrian and bicycle overcrossing over Central Expressway with access to Evelyn Avenue. The project scope includes replacing the existing timber decking on the bridge with a slip-resistant and longer-lasting surface and painting the existing bridge structure.	\$3,638 Park Land	Year 5
<b>22-36</b>	Trash Enclosure Park Improvements	Study will look into modifying the local parks' trash enclosures located in the parking lots with the goal to remove the existing dumpsters in the parking lots from the public's view and lower them into the enclosures to provide an ergonomic set up for employees to dispose of trash within the parks.	\$100 Park Land	Year 4
<b>24-15</b>	Biennial Intersection Traffic Signal System— Major Replacements and Upgrades	Biennial project to replace/upgrade one existing traffic signal and controller that is at the end of its useful life.	\$1,189 Unrestricted	New Biennial Year 1
<b>24-31</b>	Fire Station No. 3, Feasibility Study, Design and Construction	Fire Station No. 3 is one of the older stations remaining in the City. The station lacks features to provide privacy, the apparatus bay is undersized, and the facility requires frequent maintenance. This project will conduct a programming study to identify the needs of the Fire Station to meet current and projected functionalities.	\$1,000 Unrestricted	Unschedule project, create a project to develop Master Plan for all fire stations in Year 2

CIP	Project Title	Project Description	Budget (in thousands of dollars)/ Funding Source	Proposed Programming
24-30	Cross-Culvert Removal and Storm Drain Extensions	This project proposes to remove cross-culverts at one intersection every other year. Project scope includes removal of cross-culverts, construction of new curb ramps, curb, gutter, roadway pavement, and storm drainage.	\$710 Wastewater	Close Project and Program New Project in Year 3
25-32	Cross-Culvert Removal and Storm Drain Extensions	This project proposes to remove cross-culverts at one intersection a year. Project scope includes removal of cross culverts, construction of new curb ramps, curb, gutter, roadway pavement, and storm drainage.	\$388 Gas Tax \$101 Storm Drain	Close Project and Program New Project in Year 5

### **Active Transportation and Roadway Pavement Improvements Effort and Investments**

As part of the March 25, 2025 Study Session, some Councilmembers expressed a desire for staff to evaluate prioritizing major corridors over residential streets in the paving program. Staff has not had a chance to identify a revised paving implementation method to the pavement program since the March 25 meeting. However, staff looked at the data from the last pavement management program and noted that collectors and arterial streets have a collective PCI that is less than collective residential streets' PCI. Arterials/collectors make up approximately 40% of the City's roadway network, with residential making up approximately 60%. The City's overall PCI score is calculated using a weighted average and not a simple average.

There are several segments of arterial/collector streets which are in need of paving restoration of some kind, and several projects are currently in construction or in design to address the pavement conditions, representing a substantial investment in arterial and collector streets (see Table 2). Many of the streets listed in Table 2 will be starting construction this year and next year and will also be delivering some active transportation improvements. **Paving funds are primarily restricted to paving and paving-related activities, limiting the ability for staff to add larger active transportation elements without augmenting with a different funding source.**

**Table 2: Planned Pavement Maintenance Projects on Arterial and Collector Corridors**

Street	Limits	Construction Start
<b>California Street</b>	Showers Drive to Shoreline Boulevard	March 2025
<b>Miramonte Avenue</b>	Cuesta Drive to Castro Street	Summer 2025
<b>Shoreline Boulevard</b>	Middlefield Road to Pear Avenue	Summer 2025
<b>Crittenden Lane</b>	North Shoreline Boulevard to eastern limits	Summer 2025
<b>North Shoreline Boulevard</b>	Montecito Avenue to Middlefield Road	Early 2026
<b>Moffett Boulevard</b>	Middlefield Road to northerly limits	Fall 2026
<b>El Monte Avenue</b>	Springer Road to El Camino Real	Fall 2026
<b>Middlefield Road</b>	Moffett Boulevard to Bernardo Avenue	Early 2027
<b>Miramonte Avenue</b>	Castro Street to El Camino Real	Early 2027

The corridors listed above are in addition to near-term pavement maintenance projects, already complete with design or nearly complete, for residential streets to maintain those in good condition by applying a low-cost (slurry seal or similar) maintenance solution. Given the City's pavement funding constraints and as part of staff's ongoing review of the pavement program, in early 2026, staff will be evaluating the condition of other arterial and collector streets not listed above to identify if accelerating the timing would be beneficial to improving the City's PCI.

In addition, the Active Transportation Plan is scheduled for completion in early 2026 and, once finalized, staff will be identifying a plan to include those projects within the CIP. Depending on project scope, staff expects some active transportation elements could be coupled with pavement projects to implement in a timely and efficient manner, or as stand-alone projects as needed. Similarly, staff will continue to utilize the Council-approved Vision Zero Action Plan and Local Road Safety Plan (VZAP/LRSP) as an input source to developing pavement projects for additional opportunities to implement identified projects in the VZAP/LRSP.

In support of achieving the City's safety goal, there are [45 active projects](#) in the CIP that relate to the VZAP/LRSP and Suggested Routes to School, as shown in Attachment 2 of the March 25, 2025 Council Study Session memorandum. They include:

- Twenty-two (22) projects located on the high-injury network;
- Thirty-two (32) projects in locations with known collision history between 2014 and 2019;
- Thirty-five (35) projects applying proven safety measures for collision type;
- Twenty-one (21) projects along suggested routes to school;

- Ten (10) protected intersections; and
- Three projects delivering road diets.

In the immediate near term, as noted in the March 25, 2025 Study Session memorandum, staff has been and continues to proactively work through the backlog of pavement projects by combining similar projects together and assigning these projects to multiple project managers. Several of these near-term projects are not listed in Table 2 and have completed design and will also start construction this summer.

In summary, staff's approach will be to:

- Continue to implement the planned arterial and collector street pavement projects;
- Evaluate the condition of other arterial and collector streets and identify prioritization with the Pavement Management Program update in early 2026;
- Schedule projects identified in the final Active Transportation Plan into the CIP as part of pavement projects or as stand-alone projects, depending on project scope;
- Utilize the VZAP/LRSP-identified projects as inputs into the pavement program or as stand-alone projects; and
- Continue with construction of residential street pavement projects ready for construction this year.

### **Recommended Projects**

As presented at the March 25, 2025 Study Session, higher-than-average inflation continues to be a trend in the local building economy, and in response, staff has applied a 4% increase to all Nondiscretionary and Discretionary Projects with construction planned in Fiscal Year 2025-26 (Year 1 of the Five-Year CIP). Consistent with past practice, inflation is not added to the discretionary projects in planning Years 2 through 5 of the CIP.

Recommended projects, including nondiscretionary and discretionary, are discussed below.

### **Nondiscretionary Projects**

Nondiscretionary projects are primarily annual and periodic maintenance projects that preserve the City's significant investment in its infrastructure and facilities as well as projects required for regulatory compliance. While Council can alter funding, these projects are generally approved with few changes on a consistent cycle (annual and biennial) with small inflationary adjustments.

The recommended nondiscretionary projects for the Five-Year CIP are shown in Attachment 4. Highlighted below are the major recommended changes to nondiscretionary projects based on requests from the City departments using these nondiscretionary projects.

- *Annual Street Maintenance (Project 26-01)*—Staff recommends including the \$1 million funding from the street reconstruction project to this annual nondiscretionary project in order to improve efficiency and costs for future street reconstruction and maintenance projects.
- *Concrete Sidewalk/Curb Repairs*—Staff recommends a one-time funding increase of \$821,000 by closing Project 25-02, Concrete Sidewalk/Curb Repairs, to improve efficiency and combining with the recommended Project 26-02, Concrete Sidewalk/Curb Repairs.
- *Annual Forestry Maintenance Program and Street Tree Replanting*—Staff recommends adding \$200,000 in ongoing funds to address a backlog of deferred tree removal and pruning and to continue to keep up with consistent demand for emergency forestry work.

#### Discretionary Projects

Discretionary projects are those that do not fit the nondiscretionary description and require approval of the City Council.

#### New Park Projects

Staff has identified a critical timing programming need for committing Park Land In-Lieu fees received from past developments so as to not jeopardize losing these funds. As a result, staff is proposing multiple new park projects to rehabilitate various park and community spaces to address aging infrastructure. The proposed projects were identified based on both the availability of Park Land In-Lieu fees and the areas with the greatest need. Proposed projects include improvements and renovations at existing facilities, such as playground replacements, pathway repairs, and new landscaping to revitalize existing parks, as well as some larger projects such as the Cuesta Tennis Center rehabilitation. **Three park projects are being created in Year 1 (Fiscal Year 2025-26 of the CIP). However, they will take several years to begin due to staff resources and planning and implementation timelines.** Ultimately, these projects will improve parks, recreational opportunities, and rehabilitation needs at various park locations throughout the City.

- *Sylvan Park Improvements*—This project will fund improvements and renovations at Sylvan Park, a nine-acre park located within the Sylvan-Dale park planning area. Improvements may include replacement of the playground (which is over 20 years old), replacement of the picnic tables, upgrades to the security lighting throughout the park, and landscape

improvements. This is proposed to be funded with \$2 million from the Park Land Dedication Fund.

- *Cuesta Tennis Center*—This will fund a full rehabilitation of the Cuesta Tennis Center Pro Shop located in Cuesta Park to enhance Americans with Disabilities Act (ADA)-compliant access and renovate all facets of the facility, including interior and exterior restrooms/locker rooms, club house, and office area. The Pro Shop currently faces significant facility maintenance issues and aging infrastructure, including leaking roof, persistent water damage, electrical outages, unusable deck, HVAC malfunctions, lack of access to drinking water, and ongoing problems with the building's doors. Significant accessibility improvements are also needed at the facility to ensure inclusivity and access to all. This project is proposed to be funded with \$1.5 million from the Park Land Dedication Fund.
- *Cuesta Park Improvements*—This project will fund improvements and renovations at Cuesta Park, a 32.5-acre park located in the Miramonte park planning area. Improvements may include new design elements, pathway renovations, replacement of the playground (which is over 20 years old), potential upgrades to lighting throughout the park, and landscape improvements. This project is proposed to be funded with \$1.5 million from the Park Land Dedication Fund.

The recommended discretionary projects for each year of the Five-Year CIP plan are listed in Attachment 4 (see Attachment 4 for project descriptions). Table 3 below reflects that most of the Year 1 (Fiscal Year 2025-26) projects consist of the current project backlog and the 11 new projects listed below. As mentioned in the previous section, the Park Land-funded projects are programmed but will not actually begin in Fiscal Year 2025-26. The intent of this restructuring is that a majority of the projects will commence in the same fiscal year the projects are adopted and be delivered in a timely fashion.

**Table 3: Fiscal Year 2025-26 New Discretionary and Reprogrammed Active Projects**

Project	Description	Funding and Source
<b>Rail Grade Crossing Safety Improvements (26-xx)</b>	Improve safety crossing at the Castro Street and Rengstorff Avenue Caltrain crossings. Includes rail intrusion warning technology and conduct quiet zone analysis for Castro Street and Rengstorff Avenue Caltrain crossings.	\$500,000 (C/C Tax)
<b>Public Safety Vehicle Dash Cameras for Police Fleet (26-xx)</b>	The project would equip 35 public safety vehicles with cameras to record the exterior scene when a police vehicle arrives on scene or is involved in pursuits.	\$700,000 (CIP Reserve)

Project	Description	Funding and Source
<b>Fleet EV Planning (26-xx)</b>	Planning for near-term EV fleet conversion, including planning and implementation of regulatory compliance measures at the Fleet building, space planning at the Municipal Operations Center, planning for chargers at various City sites, and purchase of mobile chargers for near-term electric vehicles.	\$500,000 (C/C Tax)
<b>Sylvan Park Improvements (26-xx)</b>	Improvements may include replacement of the playground (which is over 20 years old), replacement of the picnic tables, upgrades to the security lighting throughout the park, and landscape improvements.	\$2,000,000 (Park Land)
<b>Cuesta Tennis Center (26-xx)</b>	This will fund a full rehabilitation of the Cuesta Tennis Center Pro Shop, located in Cuesta Park, to enhance ADA-compliant access and renovate all facets of the facility, including interior and exterior restrooms/locker rooms, clubhouse, and office area. The Pro Shop currently faces significant facility maintenance issues and aging infrastructure, including leaking roof, persistent water damage, electrical outages, unusable deck, HVAC malfunctions, lack of access to drinking water, and ongoing problems with the building's doors. Significant accessibility improvements are also needed at the facility to ensure inclusivity and access to all.	\$1,500,000 (Park Land)
<b>Cuesta Park Improvements (26-xx)</b>	Improvements may include new design elements, pathway renovations, replacement of the playground (which is over 20 years old), potential upgrades to lighting throughout the park, and landscape improvements.	\$1,500,000 (Park Land)
<b>Thompson Mini Park, Design and Construction (26-xx)</b>	This project will design and construct a new 0.43-acre mini-park in the Thompson planning area.	\$3,000,000 (Park Land)

Project	Description	Funding and Source
<b>Citywide GSI Inventory and Opportunity Assessment (26-xx)</b>	Update the City's inventory of eligible impervious surfaces to improve the identification and prioritization of Green Stormwater Infrastructure (GSI) opportunities in current and planned capital projects. Support compliance with Municipal Regional Permit (MRP) 3.0 and anticipated numeric retrofit requirements under future MRP 4.0.	\$260,000 (Wastewater, Storm Drain, Shoreline—CIP Reserve)
<b>SCADA System Repair and Replacement (26-xx)</b>	The project involves the construction, purchase, and installation of Supervisory Control and Data Acquisition (SCADA) components, including electrical and mechanical equipment, to support the operation and reliability of critical utility systems.	\$240,000 (Water, Wastewater, Shoreline—CIP Reserve)
<b>SCADA Master Plan (26-xx)</b>	A Master Plan to modernize and implement upgrades/equipment for the City's SCADA system (including communications, controls, software, and hardware) across all pump stations (including closed landfill and wastewater systems) and domestic water wells.	\$350,000 (Water, Wastewater, Shoreline—CIP Reserve)
<b>Zero Waste Plan Initiatives (26-xx)</b>	This The Zero Waste Plan Initiatives Project supports several key priorities outlined in the City's Zero Waste Plan, adopted by the City Council in October 2019, and the Municipal Operations Zero Waste Plan.	\$250,000 (Solid Waste)
<b>Shoreline Boulevard at U.S. 101 Bicycle/ Pedestrian Bridge, Preliminary Design (16-60)</b>	The project includes a Class I bicycle and pedestrian grade separated crossing over U.S. 101 north of the Shoreline Boulevard interchange and a two-way cycle track at both ends. The proposed bridge would provide two 7' lanes for bicyclists and a 6' lane for pedestrians (20' total width to provide adequate space for bicyclists to pass and a comfortable walking environment for pedestrians.	
<b>Charleston Road Improvements, Design and Construction (19-34)</b>	This project will design the road and surface improvements along Charleston Road from Shoreline Boulevard to Amphitheatre Parkway as described in the North Bayshore Precise Plan and analyzed in the Charleston Road Improvements Feasibility Study.	



Project	Description	Funding and Source
<b>Fire Bay Door Evaluation and Replacement (22-32)</b>	Evaluation and possible replacement of eight total bay doors, including six at Fire Station No. 1 and two at Fire Station No. 2.	
<b>Lot 5 Parking Structure, Study and Preliminary Design (23-33)</b>	Study and preliminary design for new 400-stall garage on Hope Street.	
<b>Citywide Benchmark Program (23-38)</b>	The vertical elevations of the benchmarks change over time due to settlement. The City needs to hire a land surveyor to resurvey the elevations approximately every 10 years. The last survey was completed in 2009.	
<b>Annual Street Maintenance (25-01)</b>	Annual roadway pavement maintenance, including application of various pavement treatments (fog seal, slurry seal, and overlay), adjustment of utilities and monuments, and installation of pavement markers and traffic lines.	
<b>Biennial Installation of ADA Curb Ramps (25-04)</b>	Install ADA-compliant curb ramps throughout the City.	
<b>24/25 City Bridges and Culverts Inspections and Repairs (25-31)</b>	Construction/repairs of deficiencies of City-owned vehicular and pedestrian bridges, culverts, tunnels, and observation decks identified through the inspections by City consultant and/or Caltrans.	
<b>Shoreline Coastal Habitat Restoration Plan, Design (25-35)</b>	Restore tidal marsh and wetland habitats at Mountain View Slough and at the lower reach of Permanente Creek.	
<b>Watershed Management On-Call (25-36)</b>	Engineering support on various tasks related to watershed management, including storm drain system condition assessment, site specific preliminary study such as storm drain connection mapping at El Camino Real, and other engineering and design support as needed.	
<b>Eagle Park Pool Improvements (25-38)</b>	Full deck replacement, replastering of the pool, new pool lights, removal of the three-meter diving board and relocation of the one-meter diving board.	
<b>California/Pacchetti Park, Design (25-40)</b>	Design and construct a new two-acre park at the corner of California Street and Pacchetti Way.	

As mentioned earlier, it is staff's intent to right-size the CIP to ensure that the workload aligns with available funding and staffing resources. Table 4 below illustrates the number of projects programmed for each year. The recommended Five-Year CIP presents a manageable and achievable workload based on the staffing resources available to deliver the various types and size of projects.

**Table 4: Proposed Project Workload Per Fiscal Year**

Fiscal Year	Number of Nondiscretionary Projects	Number of Discretionary Projects	Total Number of Projects
<b>2025-26</b>	28	23*	51
<b>2026-27</b>	28	23	51
<b>2027-28</b>	28	19	47
<b>2028-29</b>	28	14	42
<b>2029-30</b>	28	13	41

\* Includes park projects and a parking lot project to commit funding. Actual work may not occur until Year 2 or Year 3.

#### Amendments to Existing Projects

There are several projects in development that have approved funding with recommended changes in project scope or funding. Some of the projects show a reduction in funding. Staff has analyzed the projects that will be completing in early Fiscal Year 2025-26 and has taken the opportunity to reduce the funding to only what is needed to complete the work. This allows for excess funding to be released and made available for other projects.

Table 5 below is a list of recommended amendments with detailed descriptions of the amendments. Information Technology project amendments are also provided in Attachments 5 and 6, respectively.

**Table 5: Amendments to Existing Projects**

Project	Amendment/Funding Source	Justification
<b>IT Computer Projects (15-18)</b>	Increase funding by \$515,000. (CIP Reserve, Water, Wastewater, Solid Waste, Shoreline)	Upgrades needed to replace work order management system for Community Services and Public Works.
<b>IT Computer Projects (16-18)</b>	<b>Decrease</b> funding by \$100,000. (C/C Tax)	Load Balancing System is no longer needed to support redundant systems.

Project	Amendment/Funding Source	Justification
<b>East Whisman Area TOD Improvements (16-48)</b>	Increase funding by \$2,300,000. (TOD, East Whisman Public Benefit)	Construction cost rise and additional scopes amendments to final design.
<b>Replace Utility Billing System (16-51)</b>	Increase funding by \$320,000. (Water, Wastewater, Solid Waste)	Additional year of supplemental support needed to support revenue staff.
<b>Shoreline Boulevard at U.S. 101 Bicycle/Pedestrian Bridge, Preliminary Design (16-60)</b>	<b>Decrease</b> funding by \$500,000. (Shoreline)	Final design deferred and funds to be released for new projects.
<b>IT Computer Projects (17-18)</b>	Increase funding by \$105,000. (CIP Reserve, Water, Wastewater, Solid Waste, Shoreline)	Add dedicated computer and Zoom licensing to each conference room.
<b>South Bay Salt Pond Restoration Project (18-53)</b>	Increase funding by \$10,445,000. (SRPC Reserve—Sea Level Rise)	Add funding to implement full construction.
<b>Miscellaneous Water Main/Service Line Replacement (19-21)</b>	<b>Decrease</b> funding by \$750,000. (Water)	Project construction is complete.
<b>Miscellaneous Sanitary Sewer Line Replacement (19-22)</b>	<b>Decrease</b> funding by \$200,000. (Wastewater)	Project construction is complete.
<b>Amphitheatre Pump Station, Construction (19-44)</b>	Increase funding by \$4,700,000. (SRPC Reserve—CIP Reserve)	Adding funding for construction phase.
<b>Mountain View Center for the Performing Arts Upgrades to Facility (19-52)</b>	Change title and scope of project.	Changing title and scope to fit the current building update needs.
<b>Sailing Lake Improvements, Construction (20-36)</b>	<b>Decrease</b> funding by \$400,000. (Shoreline)	Project construction is complete.
<b>Shoreline Play Structure Replacement (20-55)</b>	Increase funding by \$845,000. (Park Land)	Add funding due to construction cost and minor scope increase.
<b>Shoreline Area Irrigation Main Replacement, Design and Construction, Phase I (20-62)</b>	Increase funding by \$4,060,000. (Shoreline)	Adding construction phase to project.
<b>Sustainability Projects (20-99)</b>	Increase funding by \$1,200,000. (C/C Tax, Shoreline)	Adding funds for additional Sustainability positions and proportional Shoreline costs in projects.
<b>Miscellaneous Water Main/Service Line Replacement (21-21)</b>	<b>Decrease</b> funding by \$1,000,000. (Water)	Project construction is complete and releasing funds for new projects.
<b>Miscellaneous Sanitary Sewer Line Replacement (21-22)</b>	<b>Decrease</b> funding by \$60,000. (Wastewater)	Project construction is complete.

Project	Amendment/Funding Source	Justification
<b>Shoreline Pathway Improvements (21-37)</b>	Increase funding by \$1,810,000 (CIP Reserve, Measure P-GF Transportation) and Changing Title.	Add funding due to increased construction costs.
<b>Grant/Sleeper and other Pedestrian Crossing Improvements (21-39)</b>	Increase funding by \$1,000,000 (CIP Reserve) and change title.	Add funding to improve two more intersections.
<b>Project Management Database (21-42)</b>	Increase funding by \$250,000. (CIP Reserve, Water, Wastewater, Shoreline—CIP Reserve)	Add funding to include on-time consultant help to integrate system.
<b>Sailing Lake Access Road Improvements, Construction (21-53)</b>	<b>Decrease</b> funding by \$150,000. (Shoreline)	Project construction is complete.
<b>Shoreline Sea Level Rise Study Update (21-54)</b>	Increase funding by \$370,000. (Shoreline-Sea Level Rise Reserve)	Add funding for support needed to meet regulatory requirements.
<b>Whisman Pump Station, Construction (21-55)</b>	Increase funding by \$5,160,000. (Water, Shoreline-CIP Reserve)	Add construction phase to project.
<b>2023-2031 Housing Element (21-58)</b>	<b>Increase funding by \$50,000 (General Non-Operating Fund)</b>	Adding funding for consultant for Low- and Middle-Income Home Ownership Strategy
<b>Middlefield Complete Streets (22-01)</b>	<b>Decrease</b> funding by \$87,000 (Shoreline) and change title.	Project limits will not be within Shoreline Park.
<b>Concrete Sidewalk/Curb Repairs (22-02)</b>	<b>Decrease</b> funding by \$100,000. (C/C Tax)	Project construction is complete.
<b>Rengstorff Grade Separation, Early Works Construction (22-27)</b>	Increase funding by \$2,747,000 (Citywide Transportation Reserve) and change title.	Add early works construction phase to project.
<b>Downtown Utility Improvements, Design and Construction (22-41)</b>	<b>Decrease</b> funding by \$5,874,000. (C/C Tax, Wastewater, Sewer Development Impact Fee, Measure P-GF Transportation)	Project scope changed to only include water component.
<b>Adobe Building Patio Tiles Replacing (23-34)</b>	Increase funding by \$560,000. (CIP Reserve, C/C Tax)	Increase scope and funding to prevent future on-site flooding.
<b>Whisman Sports Center and Mountain View Sports Pavilion Renovations (23-35)</b>	Increase funding by \$1,050,000 (Park Land, C/C Tax)	Increase funding to replace the roof on Whisman Sports Center.
<b>SRPC Water Control Improvement, Construction (23-44)</b>	Increase funding by \$1,700,000. (Shoreline, Shoreline-Sea Level Rise Reserve)	Add funding for project construction for the water control structures.

Project	Amendment/Funding Source	Justification
<b>Planned and Emergency Facilities Projects (24-13)</b>	Increase funding by \$280,000. (Park Land)	Add funding due to increased cost needed for Teen Center Drainage project.
<b>Civic Center, Phase III (24-33)</b>	Increase funding by \$110,000. (CIP Reserve)	Add funding to purchase additional tables and chairs for Library public space.
<b>Shoreline Lake Cove and Hill Landscaping (24-37)</b>	Increase funding by \$1,100,000. (Shoreline—CIP Reserve)	Add construction phase to project.
<b>East Sewage Trunk Main, Inspection and Cleaning (24-39)</b>	Increase funding by \$1,100,000. (Wastewater)	Add funding due to increased costs for larger-size pipeline and environmental regulatory compliance
<b>Creek Assessment and Erosion Repair/Rehab, Construction (24-43)</b>	Increase funding by \$1,515,000. (CIP Reserve)	Add construction phase to project.
<b>Coast-Casey Area Improvements Plan (24-44)</b>	<b>Decrease</b> funding by \$500,000. (Shoreline)	Decrease funding until project scope is defined for new projects.
<b>Solar Arrays Senior Center, MVSP and WSP (24-48)</b>	Increase funding by \$6,821,000. (C/C Tax, Park Land, Whisman School District, Federal Direct Pay)	Add construction phase to project.
<b>Biennial Installation of ADA Curb Ramps (25-04)</b>	Combining with 22-04 and 24-04 funds to increase by \$151,000. (CIP Reserve, C/C Tax)	Efficiency of one project providing same scope.
<b>24/25 City Bridges and Culverts Inspections and Repairs (25-31)</b>	Combining with 24-29 funds increase funding by \$300,000. (CIP Reserve)	Efficiency of one project providing same scope.
<b>Monta Loma Playground Renovations, Design and Construction (25-37)</b>	Increase funding by \$1,000,000 and swap funding to release CIP Reserve. (Park Land)	Add construction phase to project.
<b>Eagle Park Pool Improvements (25-38)</b>	Adding project scope.	Additional scope to address pool heater replacement.

### **Unscheduled Projects**

Projects identified during the planning process of past and current Five-Year CIPs that were excluded are identified as “Unscheduled.” Attachment 7 lists the projects that are not recommended for inclusion in the Five-Year CIP due to one or more of the following reasons: limited funding and/or staffing resources, lower-priority status compared to other projects, need for further development to better define scope and budget (including subsequent phases of active projects), or planned future replacement/maintenance of existing facilities beyond five

years. These projects are evaluated during each CIP update to determine the need and opportunity to include in the recommended CIP.

Should Council decide to add any of these unscheduled projects to the Five-Year CIP, a project or several projects combined using equivalent, eligible funding and staffing would need to be moved to unscheduled.

### **Large Projects Trend**

**One trend is an increasing number of capital projects that exceed \$20 million in cost**, consuming significant staffing resources. The categories of these major infrastructure projects are usually for transforming the City's transportation system to support active transportation and for new City buildings. The City's past Five-Year CIPs typically have only included projects that were reasonably expected to be funded with identified funding sources and would only include one or two high-cost projects. However, the City has several major projects already in design and several more planned to start design that Council and the community are interested in proceeding into construction as soon as possible. These projects consume a significant amount of staff resources over a prolonged period of time.

Two projects in particular have construction cost over \$20 million that were included in the recommended Five-Year CIP for which funding sources are not yet identified. They are: (1) Rengstorff Avenue Grade Separation construction phase; and (2) Stevens Creek Trail Extension (construction phase). The project costs in the CIP are shown as placeholders because costs are being developed. Staff will continue to pursue grant opportunities to help close the funding gaps for these projects.

Other notable projects in the Five-Year CIP which exceed \$20 million include the Public Safety Building and North Bayshore Recycled Water Reservoir. One project recently completed in the large-projects category is the Rengstorff Aquatics Center.

### **Next Steps**

Staff will prepare the final Recommended Fiscal Year 2025-26 through Fiscal Year 2029-30 CIP for Council adoption on June 24, 2025.

### **FISCAL IMPACT**

There is no fiscal impact associated with approving the Draft Recommended Fiscal Year 2025-26 through Fiscal Year 2029-30 Capital Improvement Program.

The City Council will be requested to appropriate the necessary funding for the Recommended Fiscal Year 2025-26 through Fiscal Year 2029-30 CIP in conjunction with the approval of the Fiscal

Year 2025-26 Recommended Budget on June 24, 2025. There is sufficient funding for the recommended Fiscal Year 2025-26 CIP.

### **LEVINE ACT**

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a “license, permit, or other entitlement for use” if the official has received a campaign contribution exceeding \$500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: [www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html](http://www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html)

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

### **EXEMPT FROM THE LEVINE ACT**

☒ General policy and legislative actions

### **CONCLUSION**

Staff has prepared the Draft Recommended Fiscal Year 2025-26 through Fiscal Year 2029-30 Capital Improvement Program based on feedback received from Council at the March 25, 2025 Study Session and from the BPAC at the April 2, 2025 meeting.

The Draft Recommended Five-Year CIP has strategically been prepared to right-size the workload taking into account staffing resources and budget availability. A manageable and achievable work plan is key to ensuring successful project delivery by beginning work on the recommended new projects in the same fiscal year they are adopted and approved for funding.

The Draft Recommended Five-Year CIP consists of nondiscretionary, new discretionary, active projects that have been reprogrammed into Years 1 through 5 or added to the Unscheduled Proposed Projects List, a few park projects, and one parking structure project that are included to comply with funding commitment timelines.

### **ALTERNATIVES**

1. Direct staff to modify the Draft Recommended Fiscal Year 2025-26 through Fiscal Year 2029-30 Capital Improvement Program.
2. Provide other direction.

**PUBLIC NOTICING**—Agenda positing and email to neighborhood associations.

Prepared by:

Nancy Doan  
Senior Management Analyst

Joy Houghton  
Senior Civil Engineer

Approved by:

Jennifer Ng  
Public Works Director

Kimbra McCarthy  
City Manager

Reviewed by:

Robert Gonzales  
Principal Civil Engineer

Edward Arango  
Assistant Public Works Director/  
City Engineer

ND-JH/4/CAM  
771-05-13-25CR  
204721

- Attachments:
1. Projects to Close
  2. Active Projects
  3. Terra Bella Memo
  4. Recommended Nondiscretionary and Discretionary Projects
  5. Amendments to Existing Projects
  6. Information Technology Department CIP Project Amendment Requests
  7. Unscheduled Proposed Projects