



DATE: May 11, 2021

CATEGORY: Consent

DEPT.: Public Works

TITLE: **Metropolitan Transportation Commission Safe and Seamless Mobility Quick-Strike Competitive Grant – Stierlin Road Bicycle and Pedestrian Improvements Project Resolutions**

RECOMMENDATION

1. Adopt a Resolution of Local Support of the City Council of the City of Mountain View Authorizing the Filing of an Application for Funding Assigned to the Metropolitan Transportation Commission and Committing Any Necessary Matching Funds and Stating Assurance to Complete the Project, to be read in title only, further reading waived (Attachment 1 to the Council report).
2. Adopt a Resolution of the City Council of the City of Mountain View to Comply with Assembly Bill 2135, Surplus Land Act, to be read in title only, further reading waived (Attachment 2 to the Council report).

BACKGROUND

In February 2021, the Metropolitan Transportation Commission (MTC) announced the availability of the Safe and Seamless Mobility Quick-Strike Competitive Grant program (Safe and Seamless Grant Program) and issued a call for project applications from Bay Area cities and counties. This is a one-time, competitive Federal grant program available for local and regional agencies emphasizing bicycle/pedestrian safety and mobility projects, connections to transit, and projects that advance equitable mobility that can be implemented quickly.

MTC required local agencies to submit preliminary applications through MTC's Congestion Management Agencies, which is the Valley Transportation Authority (VTA) for Santa Clara County. To meet MTC's aggressive timelines, VTA required cities to submit letters of interest with preliminary application materials by February 26, 2021, which only provided three weeks to prepare the application.

Staff submitted a grant application for the Stierlin Road Bicycle and Pedestrian Improvements Project (Stierlin Project), requesting \$4,007,000 for 100 percent of the

project's construction cost. The City has already funded work on environmental clearance and design engineering, which is currently under way, at a cost of \$649,700.

In early April, VTA staff notified the City that the Stierlin Project was forwarded to MTC to compete for the grant funds, along with several other projects within Santa Clara County. On May 3, 2021, MTC staff announced that Mountain View's Stierlin Project is recommended for funding. The MTC governing body will consider final approval of the grant award at their June 23, 2021 meeting.

ANALYSIS

MTC's Safe and Seamless Grant Program has strict eligibility and delivery timeline requirements. A key requirement is that the project must be able to complete final design by March 2022 in order to obligate the Federal funding by the mandated deadline of September 30, 2022. Any project not able to demonstrate the ability to meet this timeline may have its Federal grant withdrawn.

Another factor to consider in applying for this grant is that Federal transportation funding involves significant administrative requirements that place demands on limited staff capacity, create challenges in meeting the delivery deadlines, and increase project costs. A general rule of thumb is to focus on a minimum grant application of \$3 million to make it worthwhile in terms of the extra staff work and increased project costs.

Taking these factors into account, staff selected the Stierlin Project because it is funded through final design, has already begun preliminary design, and needs \$4 million for construction.

Stierlin Road Bicycle and Pedestrian Improvements

The Stierlin Project proposes bicycle and pedestrian improvements along Stierlin Road, Central Avenue, and Shoreline Boulevard (Figure 1). Improvements include:

- Green-backed sharrows on Stierlin Road between Washington Street and Windmill Park Lane/Wright Avenue and Class II bike lanes on the Stierlin Road slip ramp to Shoreline Boulevard;
- Traffic-calming and pedestrian improvements on Central Avenue and Stierlin Road, including bulb-outs, high-visibility crosswalks, pedestrian and street lighting improvements, a midblock raised crossing, and speed humps;

- Protected intersection at Shoreline Boulevard and Montecito Avenue/Stierlin Road;
- Class IV protected bikeways on Shoreline Boulevard from Montecito Avenue to south of Middlefield Road; and
- A pedestrian-activated midblock crossing on Shoreline Boulevard adjacent to the Bailey Park (Safeway) Shopping Center.

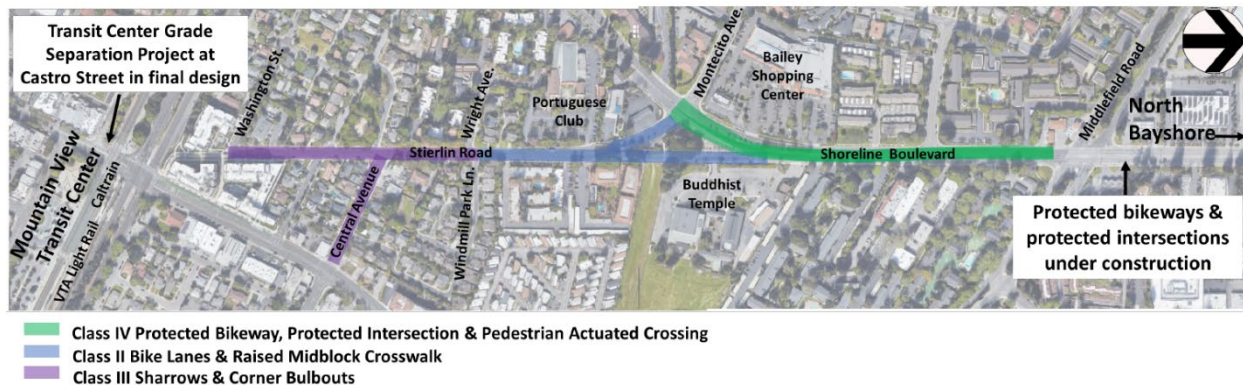


Figure 1: Stierlin Road Bicycle and Pedestrian Improvements

The Stierlin Road corridor provides a critical first-/last-mile link in Mountain View between the Mountain View Transit Center and the North Bayshore employment area. The importance of this corridor was established in the 2014 Shoreline Corridor Study, which identified several projects designed to increase the use of nonautomotive modes of transportation and support the planned growth of North Bayshore, the Transit Center, and downtown Mountain View. Three of those projects are well under way:

- The Transit Center (Castro Street) Grade Separation project is in final design;
- The Shoreline Boulevard/U.S. 101 Bike and Pedestrian Bridge is in preliminary design; and
- The Shoreline Boulevard Reversible Transit Lane project, with protected bikeways and a protected intersection at Shoreline Boulevard and Middlefield Road, is under construction.

As shown in Figure 1, the Stierlin Project fills a critical gap to provide a complete bicycle and pedestrian corridor linking the Transit Center and downtown to the North Bayshore Area.

The Stierlin Project also meets the following MTC Safe and Seamless Grant Program eligibility requirements, evaluation criteria, and State/Federal funding requirements, which led to it being recommended for the grant funding:

- The project aligns with MTC Regional Connected Mobility Values and Goals;
- The project is an outcome of a Community Engagement Process and Partnership, which was conducted as part of the Shoreline Corridor Study;
- The project is within Priority Planning Areas (Priority Development Area, Transportation Priority Area, Community of Concern, and/or Community Air Risk Evaluation Program Area); and
- The City has the ability to meet the project delivery timelines and Federal funding requirements.

Resolutions

MTC requires cities and counties that apply for a Safe and Seamless Grant Program to adopt resolutions authorizing the grant application (Attachment 1) and demonstrating compliance with the Surplus Land Act (Act) as amended by Assembly Bill (AB) 2135 (Attachment 2). These resolutions must be adopted and forwarded to MTC by May 21, 2021.

The Surplus Land Act was enacted in 1968 and contains procedures for the disposition of surplus properties by local agencies. With limited exceptions, surplus land subject to the Act is land owned by a local agency that is determined to be no longer necessary for the agency's use. Prior to AB 2135, the Act required the City to provide notice to and negotiate in good faith to sell or lease surplus property to entities that undertake affordable housing, parks, or school development. If the price or terms of the lease or sale could not be agreed upon within sixty (60) days, the City could sell the surplus land for fair market value to any interested party. AB 2135 added provisions to the Act to prioritize affordable housing development on surplus lands, including extending the good-faith negotiation period to ninety (90) days; strengthening affordability requirements where an affordable housing project is developed on the site; and adding a requirement that if negotiations with one of the specified entities are unsuccessful, then any residential development on the surplus land over 10 units must make at least 15 percent of the units affordable. Subsequent amendments further revised the Surplus

Land Act to encourage more affordable housing on surplus property, including additional procedural requirements related to the disposition of surplus land.

The City must comply with the Act whether or not the City adopts the resolution in Attachment 2; however, by adopting the resolution, the City will be eligible for the current grant as well as future Federal funding grants administered by MTC.

FISCAL IMPACT

The design of Stierlin Road Bicycle and Pedestrian Improvements, Project 17-41, is funded with \$278,000 from the Construction/Conveyance Tax Fund and \$371,700 from the Shoreline Community Fund for a total of \$649,700.

The construction of the Stierlin Road Bicycle and Pedestrian Improvements is included in the City's current five-year Capital Improvement Program (CIP) as a planned project for Fiscal Year 2021-22; however, due to the decline in CIP funding sources for transportation improvements, the project was going to be deferred in the recommended five-year CIP to be considered by Council on May 25, 2021. Receipt of this grant funding for \$4,007,000 would allow the project to proceed into construction by fall 2022.

ALTERNATIVES

1. Do not adopt the resolutions and do not apply for MTC grant funding.
2. Provide other direction to staff.

PUBLIC NOTICING – Agenda posting.

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- Attachments: 1. Resolution Authorizing Application
2. Resolution Affirming Surplus Land Act Compliance