

## Council Questions

### May 14, 2024 – City Council Meeting

#### ITEM 4.2 Senate Bill 1, Road Repair and Accountability Act of 2017-Project List

1. The resolution includes this language: “WHEREAS, the City has undergone a robust public process to ensure public input into our community’s transportation priorities and the project list.” Can staff remind us of what the “robust public process is,” and what public input has been provided and incorporated into the project list?

Staff presents an annual update regarding the City’s Pavement Management Program (PMP) to the Bicycle/Pedestrian Advisory Committee (BPAC), which provides both BPAC and the public the status of the City’s overall pavement network condition and the City’s rehabilitation and maintenance strategy to improve the overall pavement condition.

Staff also presents Council with a PMP update and PMP biannual report of the City’s Pavement Condition Index (PCI) as part of the review of the annual Capital Improvement Program (CIP) to provide Council and the public with the condition of the City’s pavement network, PCI, and to confirm Council’s priority regarding pavement funding. In addition, the transportation priorities are informed by the City’s high-injury network and City plans, such as AccessMV, the draft Vision Zero Action Plan/Local Road Safety Plan and the Active Transportation Plan (underway). These plans include significant community engagement including open houses, site visits, bike tours, walking tours, community surveys, and community meetings, and have also been reviewed by BPAC. Pavement projects do typically include elements of active transportation improvements identified by the public and/or City plans. Some examples of improvements include buffered bicycle lanes, high visibility crosswalks, Americans with Disabilities Act (ADA) compliant curb ramps, and green bike lane striping.

Throughout the year, staff conduct pavement assessment site visits based on the PMP report and public input received on road conditions. Following the review of network PCI information and public input, staff develops an ongoing three-year paving plan and publishes a map of this plan on the [City’s pavement webpage](#).

2. Was an equity lens used to determine which streets or street segments will be prioritized?

Staff reviews paving projects consistent with the practice of reviewing all projects recommended in the CIP in terms of benefit and/or burden to communities of color and/or low-income residents. Many projects are considered neutral in terms of burden or benefit and are prioritized based on preventive maintenance, replacing infrastructure at end of useful life or at risk of failure, regulatory requirements, and safety. Pavement projects are preventative maintenance, and staff use the data from the PMP report and the public to understand the pavement maintenance needs of the City’s different neighborhoods. As the pavement funding is allocated on a yearly basis, staff generally does rotate the annual pavement projects through all the neighborhoods, focusing on one or two neighborhoods per year, to ensure equitable pavement maintenance is provided.

3. Does state law not require that specific streets or street segments be provided?

The State requires that the project location(s) be defined so that a member of the general public can reasonably identify its location in the City and does not require individual street names or segments. This yearly Council action is needed to identify pavement projects for estimated SB-1 funds to be collected in the next fiscal year, with expenses in the fiscal year after funding is collected. For this year, SB-1 funding will be collected in FY 2024-25 for paving projects that will be designed and constructed in FY 2025-26. The staff's approach has been to identify neighborhoods for treatment, and then select final street segments during design. This provides staff flexibility to adjust the final list of street segments based on the available budget from actual funds collected the previous year. This approach is consistent with past practice.

#### **ITEM 4.6 Mountain View Transportation Management Association-Community Shuttle Agreement**

1. Do Recreation Department programs use public transportation for short field trips, particularly the shuttle? Taking kids on public transportation is a good way to teach them how to use it and develop positive feelings toward public transportation.

The Recreation Division uses private transportation vendors to transport participants on field trips for summer camps, college tours, and other youth programs. Staff has explored using public transportation for field trips in the past however, the challenges associated with getting participants from their program location to the field trip location, often outside of Mountain View, during a defined period of time has led to staff utilizing private transportation for these programs.

Where applicable, the Teen Center takes participants on local field trips by bike or walk. One example is the monthly "Bike to Boba" program. This program educates youth on bike safety while riding to a local Boba shop. Additionally, the Teen Center has taken participants on a walking field trip to the Icon Movie Theatres.

#### **ITEM 4.8 Public Art for Evelyn Park, Project 21-60**

1. In the staff report it says that there was one member of the public that expressed opposition to the art at the April 10, 2024, VAC meeting. Did they provide any specifics as to what they opposed? If so, what are those specifics?

The member of the public requested that the steel poles structurally supporting the butterflies mimic more natural elements like grasses or branches and be made from more sustainable eco-friendly materials. Staff had exploratory conversations with the artist team who stated that it would require significantly more engineering and design work than they are prepared to do.

2. If the underside of the butterflies is clear polycarbonate, how will it become orange like the tops of the butterflies?

During the day, natural light will come through the top orange and white polycarbonate wing panels and will pass through the underside clear polycarbonate panel. In essence this will create a stained-glass effect as someone looks up at the art piece from below. At dusk or evening time with the interior LED lighting within the wings being lit, the top orange and white polycarbonate layer will be "backlit" which will also appear orange and white when looking up at the art piece.

#### **ITEM 4.12 Biodiversity Strategy, Project 23-37-Various Actions**

1. How much was spent on the original secondary consultant that had an interactive booth at the City’s Earth Day event in April 2023 and presented a draft engagement plan to the Parks and Recreation Commission in June 2023 before the contract was terminated?

A total of \$46,463 was spent on the original secondary consultant before the contract was terminated.

2. Will any of the work done by that original secondary consultant be used?

Yes. Meeting notes, public input, and other work products produced by the original secondary consultant will be synthesized and incorporated into the project including a draft public survey which is being refined and will be implemented as part of the community engagement process.

#### **ITEM 4.13 Community Workforce Agreement**

1. Wasn’t constructing a median bus lane with signal improvements on Shoreline Boulevard from Middlefield Road over US 101 to Pear Avenue deferred? Are all the parties to the CWA aware of that deferral?

At the Council Transportation Committee (CTC) meeting on January 30, 2024, staff proposed phasing the project to construct the bicycle, pedestrian, and utility improvements as the first phase to be followed by constructing the median bus lane improvements in the future when traffic volumes and congestion levels are high enough to provide meaningful travel time savings for buses/shuttles to use the median transit lane. The CTC voted in favor of recommending to Council to defer the bus lane elements and phase out the project. Staff will bring this recommendation to the Council for the Council’s consideration in June. Should Council approve the phasing approach, the bicycle, pedestrian, and utility improvements will be ready for Council to approve advertising the project for bids by the end of 2024. The construction estimate for this first phase is approximately \$20 million, which is what is shown in Attachment 2 to the Council report.

The Community Workforce Agreement (CWA) anticipated the possibility of project phasing, noting under Section 1.10 that “Multiple Construction Contracts may be required to complete integrated Projects” and under Section 2.2 Applicability – “This Agreement governs all Construction Contracts awarded on the Projects.” Based on this, should the Council approve phasing the project, all phases of the project will be subject to the CWA regardless of when future phases will be constructed.

#### **ITEM 6.2 Potential Revenue Measure for 2024 General Election Ballot**

1. What is the estimated amount needed for Castro Street Pedestrian Mall? All the other items listed have this information.

The preferred design concept and scope of work for a permanent Pedestrian Mall have not yet been developed, and therefore, no cost estimate is available. Based on the likely scale of work involved, staff expect the permanent Pedestrian Mall will cost in the range of \$30 million to \$50 million.

2. What was the highest price paid for an ownership home (could be a SFH, Townhouse, Rowhouse, Condo, but not a multifamily rental complex) by year for the past five years?

Fiscal Year	# Residential Sales Above \$5 Million	Highest Sale Price
2019-20	0	\$4,000,000
2020-21	2	\$6,520,000
2021-22	3	\$7,480,000
2022-23	0	\$4,900,000
2023-24 (through March)	3	\$5,800,000
<b>Total</b>	<b>8</b>	

3. How would this be phased in? We want to make sure that this doesn't hurt housing projects that are currently in the pipeline. Perhaps we should grandfather in projects that are in the development pipeline. Question is *where* in the development pipeline?

The housing projects currently in the pipeline for development approval or building permits already own or are leasing the property and would not be affected by the proposed real property conveyance tax.

4. Please give a few examples of what this tax would have meant to specific projects in the last few years.

Transaction Date	Project Address	Type of Project	Transaction Value	Additional Tax	Property Type
11/24/2021	700 W. El Camino	Com - Office, Bank, Or Clinic	\$10,500,000	\$122,850	Commercial
12/15/2021	1665 Charleston Rd	Ind - Manufacturing Research and Development	\$73,500,000	\$859,950	Commercial
04/14/2022	565 Castro Street	Com - Office, Bank, Or Clinic	\$13,660,000	\$159,822	Commercial
07/28/2023	429 N. Rengstorff Ave	Res - Five Or More Units	\$8,000,000	\$93,600	Commercial
10/06/2023	1981 Montecito Ave	Res - Five Or More Units	\$13,400,000	\$156,780	Commercial
01/19/2024	185 E Dana Street	Ind - General Nonmanufacturing or Partial Manufacturing	\$9,200,000	\$107,640	Commercial

5. What is the list of revenue generating methods that was presented to the ad hoc committee?

At the conclusion of the September 2023 Council Study Session the Council directed staff to explore revenue types that only require a 50+1 voter approval. As such, the Ad Hoc Committee discussed the potential of Transient Occupancy Tax, Property Transfer Tax, Gross Receipts Business License Tax, and Utility User Tax.

### **ITEM 6.3 AB 481 Military Equipment Annual Report and Policy Adoption**

1. What constitutes departmental notification as referenced on page 4?

Most items listed in 481 require approval before being able to be deployed in the field, such is the case for all SWAT issued equipment. Department issued less lethal bean bag launchers are issued to all patrol officers and require notification over the police radio, when deployed in the field. Any use of force or attempted use of force associated to our 481 items requires approval through the report writing approval process as well as our UOF review process.

2. What does it mean to be an uncodified ordinance?

An uncodified ordinance is an ordinance that is not published in the Mountain View City Code but is instead maintained and made available to the public on the City's website through Laserfiche.