

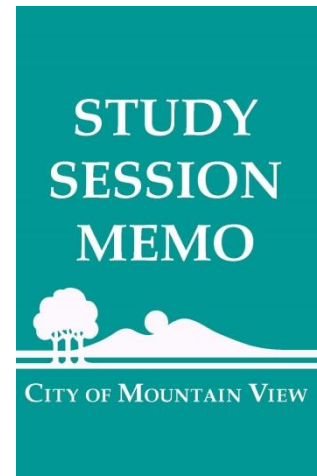
DATE: April 25, 2019

TO: Honorable Mayor and City Council

FROM: Nancy Doan, Administrative Analyst II
Joy Houghton, Associate Engineer
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VIA: Daniel H. Rich, City Manager

TITLE: **Proposed Fiscal Year 2019-20 through Fiscal Year 2023-24 Capital Improvement Program**



PURPOSE

The purpose of this Study Session is to present the Proposed Fiscal Year 2019-20 through Fiscal Year 2023-24 Capital Improvement Program (CIP) for City Council review, comment, and refinement.

Staff will incorporate Council-requested revisions and present the Five-Year CIP to the City Council for adoption on June 11, 2019. Funding of Fiscal Year 2019-20 capital improvement projects is scheduled for June 18, 2019 with the Fiscal Year 2019-20 Proposed Budget.

BACKGROUND

The City Council provided initial guidance for development of the Proposed Five-Year CIP at a March 26, 2019 Study Session. The results of this Council discussion were shared with the Bicycle/Pedestrian Advisory Committee (B/PAC) on March 27, 2019. Based on this input, staff has prepared the plan described in this report.

DISCUSSION

Council and Committee Input

The direction of the majority of Councilmembers at the March 26, 2019 Study Session and how it is reflected in the Proposed CIP (or other next steps) is as follows:

- Council considered the projects scheduled to “roll forward” from the final three years of the 2017-18 through 2021-22 CIP and generally supported including the projects in the next five-year plan;

Most of the “roll forward” projects are in the Proposed CIP, though some have been deferred one or two years in the interest of balancing the first two years of the plan. Some utility projects have been moved to the Unscheduled List. Staff anticipates that these projects will reenter the CIP when additional funding is identified as discussed later in this report.

- Council supported proceeding with the Charleston Corridor improvement design on a reimbursement basis with Google. Staff plans to return to Council with a recommended reimbursement agreement. The recommended plan includes an amendment to the existing Charleston Corridor Project to fund this effort.
- Council supported proceeding with the El Camino Real Bicycle Improvements to keep pace with Caltrans’ anticipated resurfacing of El Camino Real. This project is included in Year 1 of the Proposed CIP.
- Council elected to defer a decision on the Terra Bella and Downtown Precise Plans until these projects could be considered in the context of Goal Setting. These projects are not reflected in the Proposed CIP but can be added prior to adoption of the Final CIP or at any other time by Council.
- Council declined to prioritize the Villa Street pedestrian/bicycle tunnel in the Proposed CIP over the Mayfield pedestrian/bicycle tunnel design that is currently funded. The recommended plan includes a bicycle and pedestrian undercrossing feasibility study for the Villa Street tunnel in Fiscal Year 2023-24.
- Council was supportive of staff continuing to pursue other funding sources for the next extension of Stevens Creek Trail. The Proposed CIP includes funding for the Stevens Creek Trail Extension in the amount of \$600,000 to be able to pursue competitive 2016 Santa Clara Valley Transportation Authority (VTA) Measure B funds, which requires a minimum of 10 percent local match. The City of Sunnyvale has shown some interest in committing funds toward the project if the City pursues alternative funding sources. City staff will continue discussion with Sunnyvale and request that Sunnyvale consider matching the City’s share of the local match and jointly apply for Measure B funds.
- A majority of Council was supportive of proceeding with the Castro Street/Central Expressway/Moffett Boulevard interim improvements. Staff will return to Council with a recommendation to approve plans and specifications in June 2019.

- Council supported studying an alternative to the configuration of the Castro Street/Evelyn Avenue intersection shown in the Transit Center Master Plan. This study will involve developing and evaluating various design concepts for a plaza or pedestrian mall along the 100 block of Castro Street and will include extensive community and downtown business outreach. This effort will be pursued in parallel with preliminary engineering and environmental clearance on the Castro Street Grade Separation and Access Project. Staff included the Castro Street Pedestrian Mall Feasibility Study in the first year of the Proposed CIP. If approved by Council, staff would issue a Request for Proposals (RFP) in summer 2019 and request Council approval of a consultant contract in fall 2019.
- There was Council support for improving and restriping Downtown Parking Lot No. 11. A project is included in Year 1 of the Proposed CIP to perform temporary resurfacing, restriping, minor storm drain improvements, and other work necessary to open the entire lot to parking and increase the number of spaces with a more efficient layout.
- A Councilmember requested an update on the 2015 California Street/Escuela Avenue/Shoreline Boulevard Complete Streets Feasibility Study. The update is provided in Attachment 1.

The Preliminary Review of the Five-Year CIP was presented to the B/PAC on March 27, 2019. The B/PAC:

- Was supportive of the roll-forward projects and recommends staying the course on bicycle/pedestrian projects, including keeping the Pedestrian Master Plan Update in Fiscal Year 2020-21;
- Was supportive of prioritizing the Mayfield Tunnel over the tunnel that would connect to Villa Street;
- Was supportive of moving forward with the Stevens Creek Trail Extension. The Committee recommends the project move forward regardless of outside funding sources and also that the project include the overcrossing to Mountain View High School.
- Was supportive of moving forward with the Castro Street/Moffett Boulevard/Central Expressway Intersection interim improvements.
- Recommends prioritizing a California Street Complete Street project as part of the CIP. More information on such a project is provided in Attachment 1.

- Expressed interest in the Shoreline Boulevard/Church Street/Latham Street traffic signal replacement. Staff is proposing to convert the existing 6-phase to an 8-phase signal to eliminate conflicts between left-turn vehicle movements and pedestrians. This signal replacement is included in the annual nondiscretionary CIP (Intersection Traffic Signal—Major Replacements and Upgrades) and design is currently under way.

Projects to Close and Active Projects

Staff carefully reviewed the status of all active capital projects to determine which could be closed at the end of Fiscal Year 2018-19 so that unspent balances can be returned to the appropriate funds and be available for other capital projects. Attachment 2 lists the projects expected to close at the end of this fiscal year. Staff estimates that, once closed, these projects will return approximately \$3.0 million to various funding sources, including approximately \$600,000 to the Construction/Conveyance Tax (CCT) Fund.

There are 256 Active Projects scheduled to remain open as shown in Attachment 3.

Funding Considerations

Some funding sources are constrained in the Proposed CIP, as described below.

Construction/Conveyance Tax (CCT) and CIP Reserve

While revenues in the CCT and CIP Reserve Funds have been robust over the past five years, demands have also been high. The additional funding has allowed many projects to proceed that might not have otherwise, including both infrastructure maintenance projects and discretionary projects. Some examples include significant improvements to infrastructure at City buildings, many transportation improvements, and numerous bicycle and pedestrian projects.

In the Proposed CIP, CCT and CIP Reserve are balanced in Year 1 and Year 2 (2019-20 and 2020-21) but have negative balances in Year 3 through Year 5. While it has not been staff's practice to recommend a program with negative balances in these funds in the outer years, staff is comfortable recommending adoption of the plan based on the historic difference between the projected revenues in these two funds in the outer years and the actual amount available when Year 1 is funded each year.

The City's forecasting of revenue in these funds has historically been conservative, with actual funding generally being considerably higher than forecast during good economic

times. This conservative forecasting reflects the volatile nature of these funds, which can vary by more than \$10 million annually depending on economic conditions. If revenues experienced during the past five years are realized during the five-year plan, the plan balances with surpluses in each of these funds.

If sufficient revenues are not received, projects may need to be deferred or reprioritized to match actual funding available in Year 3 through Year 5.

Park Land Dedication (PLD) Funds

A significant number of PLD-funded projects are included over the course of the five-year plan. Commitment of these funds is subject to a recommendation by the Parks and Recreation Commission (PRC), which is scheduled for May 8, 2019. The projects that will be presented to the PRC are reflected in the Discretionary Project tables below.

Wastewater (Sanitary Sewer) Fund

The Wastewater Fund is used for operation, maintenance, and capital costs associated with the City's sanitary sewer system and the City's share of the operation and capital costs of the Palo Alto Regional Water Quality Control Plant (PARWQCP). For the past five years, the PARWQCP has been undergoing major capital renovations, and the City has raised sanitary sewer rates 2 percent each year and plans to continue to do so for the next five years (10 years total) to fund the City's share.

The City's sanitary sewer capital costs are funded with sanitary sewer service charges from ratepayers, and the relatively new funding sources of utility impact fees in North Bayshore and sanitary sewer capacity charges on new development. Over the past 30 years, the City's capital costs have primarily consisted of funding annual replacement of end-of-life sanitary sewer mains and services. Approximately seven years ago, the City also began evaluating and programming projects for replacement of major infrastructure, such as large trunk mains, creek and freeway crossings, and the City's sanitary sewer pump station. Examples of some of these projects include:

- In 2012, a 3,800' section of trunk main in North Bayshore was relined to extend its life and reduce intrusion of salty groundwater;
- A feasibility study to determine the best method to increase reliability and replace water and sewer lines crossing the City's freeways was completed in 2016. These crossings are reaching the end of their useful lives, and many were installed before freeway improvements made them difficult to access. The first of the replacements is funded as part of a 2015-16 project to construct new crossings of Highway 101 in

three locations. This project will replace two aging lines with new lines in locations that are more easily accessed, and add one additional water main crossing for redundancy in case of an emergency.

- In 2017, an evaluation was completed of the City's sanitary sewer pump station. Approximately 90 percent of the City's sewage passes through the pump station, which is located near the Shoreline Golf Links Pro Shop. Design is nearly complete on the recommended improvements, and construction is scheduled for summer 2019.
- A utility capacity study performed as part of the San Antonio Precise Plan revealed deficiencies in the area and recommended new sewer pipelines be constructed on Showers Drive and Pacchetti Way. Design is nearing completion and construction is scheduled for summer 2019.

An update of the City's Sanitary Sewer Master Plan is proposed in 2019-20 that will include consolidating the various capacity analyses and evaluations and prioritizing these improvements.

While the City took a \$10.1 million loan in 2018 to fund a number of these projects, the scale of the projects, combined with the relatively high construction costs the past several years, have stretched the Wastewater Fund, which also goes negative in Year 3 of the five-year plan. Staff plans to prepare a funding strategy in Fiscal Year 2019-20 that may include sanitary sewer service rate increases, evaluation of the City's capacity and other development charges, and a debt issuance to fund a multi-year capital program for these projects.

Water Fund

The Water Fund is used for purchases of wholesale water from the San Francisco Public Utilities Commission and Santa Clara Valley Water District, operation of the City's water infrastructure (including pipes, pumps, reservoirs, and wells) and capital projects for upgrading and replacing the City's water-related infrastructure. A number of major projects are also proposed from the Water Fund, as is an update of the City's Water Master Plan. Staff anticipates preparing a funding strategy for these projects also in 2019-20.

Storm Drain Fund

The City's Storm Drain Fee is a connection fee for properties that are making new connections to the City's storm drainage system. Since there are very few parcels in the

City that are not already developed, limited new revenue is received each year. While the storm drain system is less demanding of ongoing capital investment than the water and sanitary sewer systems, major repairs and upgrades are needed periodically. The primary capital demands related to the storm drainage system are aging pump stations and installation of trash capture devices to comply with State regulations.

While the water and sanitary sewer systems have dedicated funding sources through enterprise funds supported by service charges, no such funding exists for the storm drainage system. Over the past 25 years, many agencies have adopted fees to support operation, maintenance, and repair of storm drain systems. Staff proposes a new Fiscal Year 2019-20 capital project to study options for a storm drain fee. If approved, staff would return to Council to discuss strategies and options.

Transportation Funds

There are a number of new funding sources available to the City for transportation-related capital projects, including 2016 VTA Measure B (Measure B), Road Repair and Accountability Act of 2017 (SB 1), and a portion of the City Business License Tax (Measure P) funds that are being directed to the General Fund Transportation Reserve. Some of these funds have programming restrictions, while others can be used at the discretion of Council. A general summary of how transportation funds are programmed in the Proposed CIP is as follows:

Measure B: Based on population and roadway mileage, the City anticipates receiving close to \$1.5 million annually after Fiscal Year 2019-20. These funds are used to enhance, and not replace, current investments for road system maintenance and repair. Measure B funds are used to supplement funding for the annual nondiscretionary Street and Slurry Seal Program (Fiscal Year 2019-20 only), as well as fund discretionary projects such as street reconstruction and bicycle/pedestrian improvement projects.

SB 1: Increases to fuel excise taxes, fuel sales taxes, and vehicle registration fees. The City anticipates receiving approximately \$1.3 million annually to supplement the City's current investments in road system maintenance and repair. A new nondiscretionary SB 1 Streets Project is proposed in the five-year CIP and can be used toward complete streets projects, traffic signals, and drainage projects. SB 1-funded projects require Council approval through a resolution. Council has approved the list of projects for Fiscal Years 2019-20 and 2020-21, and will be presented a new list of projects for Fiscal Year 2021-22 in April 2020.

Measure P: The Business License Tax is an annual fee that businesses in Mountain View will pay each year effective January 1, 2020 and phased in over a three-year

period for businesses with more than 50 employees. When fully implemented, the tax is expected to generate approximately \$6 million per year, of which \$4.8 million (80 percent) is expected to be allocated to transportation projects. These funds can be used to fund projects such as the Castro Street and Rengstorff Avenue grade separations, Transit Center improvements, automated guideway transit, a new Charleston Road undercrossing, a Bernardo Avenue undercrossing, community shuttle expansion, and a connection of the NASA Light Rail Station to North Bayshore.

Gas Tax: While not a new funding source, these funds are generally used toward maintenance and repair of the City's roadway system. These funds are proposed to fund the annual nondiscretionary Street Resurfacing and Slurry Seal Program from Fiscal Year 2020-21 through Fiscal Year 2023-24.

Proposed Projects

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

Nondiscretionary Projects

Nondiscretionary projects preserve the City's significant investment in its infrastructure and facilities and/or are required for regulatory compliance. The full list of nondiscretionary annual and periodic infrastructure maintenance projects in the Proposed CIP is provided in Attachment 4. Highlighted below are staff-recommended increases to several nondiscretionary projects. Funding for the increases is from CIP Reserve and/or CCT unless otherwise noted. All other nondiscretionary projects have only inflationary increases over the course of the five-year plan.

- Traffic Infrastructure—Miscellaneous Replacements and Modifications (XX-02)—Amended

This project funds emergency repairs due to knock-downs, replacement of signal battery backups, changing signal phasing, and miscellaneous replacements of signal parts. Staff is proposing to increase funding in the amount of \$62,000 to cover general construction cost increase.

- Streetlight Pole Replacements (XX-03)—Amended

The City maintains approximately 3,750 streetlight poles and concrete bases. This project funds the pole replacement preventative maintenance program, which is designed to replace poles based on a 40-year life cycle. Staff is proposing to increase funding in the amount of \$40,000 to provide adequate funding for a 37.5-

year life cycle and address the backlog of pending replacements that developed in prior years when the budget was insufficient to fund the needed level of ongoing replacements.

- Annual Traffic Studies/NTMP Improvements/Bicycle Counts (XX-15) – Amended

This project funds implementation of Neighborhood Traffic Management Program (NTMP) and traffic studies and counts to address neighborhood traffic issues. Additional funding is needed to cover general construction cost increases and requested traffic-calming enhancements. Staff is proposing an increase in funding in the amount of \$120,000.

- Planned and Emergency Facilities Project (XX-18) – Amended (one-time increase)

This project funds emergency and planned facilities projects not covered by the Facilities Maintenance Plan (XX-14). Staff is proposing an increase in Fiscal Year 2019-20 of \$1.3 million to replace the heating/ventilation and air conditioning system at Fire Station No. 1 (\$1 million) and repair of water damage in the offices at the City's recyclables buy-back center on Terra Bella Avenue (\$300,000).

- SB 1 Streets Project – New Nondiscretionary

The City is expecting to receive an allocation of approximately \$1.3 million of SB 1 funds that can be used for pavement and curb maintenance. Staff is proposing a new nondiscretionary project for these funds. This fund is to supplement the City's expenditure on road maintenance rather than replace City funds.

- Annual Parks Renovation/Improvements – New Annual Nondiscretionary (converted from biennial)

The Parks Renovation/Improvements CIP is currently a biennial CIP. Staff is proposing to convert this CIP to an annual nondiscretionary CIP to cover costs for poured-in-place playground surface replacement and playground structure replacement. The poured-in-place surfaces have a recommended life of 10 years, and approximately 75 percent of our parks are past the suggested lifespan. Play structures have a recommended life of 20 years and in about five years, a number of the City's playground structures will reach this lifespan. Converting the biennial to an annual nondiscretionary CIP will allow staff to pursue an ongoing replacement schedule of playground surfaces and structures.

- Biennial Turf and Bunker Improvements – New Biennial Nondiscretionary

Staff is proposing to create a new biennial nondiscretionary CIP for Shoreline Golf Links for turf and bunker improvements that are needed. The continued settlement of the landfill requires leveling and replacing of turf around all aspects of the golf course to reduce drainage issues and maintain quality playing surfaces. In addition, the amount of wildlife that makes Shoreline at Mountain View Park its home impacts the turf and bunkers on the golf course requiring continued renovation, replacement, and fixing of sand, grass, and bunker linings. This new biennial CIP is proposed to be funded by Shoreline Regional Park Community (SRPC).

Question No. 1 for the City Council: Does Council support the proposed new and amended nondiscretionary projects?

Proposed Discretionary Projects

Discretionary projects proposed in each year of the five-year plan are briefly summarized in the tables below, and details of the Information Technology Department CIP Project Requests are provided in Attachment 5.

Discretionary Fiscal Year 2019-20		
Project	Funding Source	Funding Amount
IT Project (Fiber Optic Network)	Construction/Conveyance Tax	\$175,000
Police/Fire Administration Building Expansion, Design	Construction/Conveyance Tax	\$2,000,000
Storm Drain Fee Study	Construction/Conveyance Tax	\$100,000
Downtown Parking Lots – Franklin/Villa and View/Villa	Construction/Conveyance Tax and CIP Reserve	\$1,000,000
El Camino Real Bike Improvements, Design	Construction/Conveyance Tax	\$1,300,000
Solar Panel Systems at City Facilities, Study	Construction/Conveyance Tax	\$200,000
Civic Center Infrastructure, Phase I	CIP Reserve	\$2,500,000
Tennis Court LED Light Upgrades	CIP Reserve	\$520,000
CPA MainStage Lighting Upgrade	CIP Reserve	\$200,000
Fire Station No. 4 – Internal Modifications to FS4 and MOC	CIP Reserve	\$1,800,000
Thompson Avenue and Central Expressway Traffic Signal	CIP Reserve	\$100,000

Discretionary Fiscal Year 2019-20		
Project	Funding Source	Funding Amount
2019-20 City Bridges and Culverts Structural Inspection and Repairs	CIP Reserve and Shoreline Community	\$830,000
Fire Station 5 Classroom/Training, Construction	Shoreline Community and BOND	\$2,840,000
Sailing Lake Improvements, Construction	Shoreline Community and BOND	\$2,500,000
NB Shoreline /101 Off-Ramp Realignment, Construction	Shoreline Community and BOND	\$23,000,000
Shoreline at 101 Ped/Bike Overcrossing, Construction	Shoreline Community and BOND and Shoreline Development Impact Fee (Transportation)	\$20,000,000
Shoreline Boathouse Expansion	Shoreline Community and BOND	\$1,640,000
Plymouth/Space Park Realignment – Construction	Shoreline Community and BOND	\$27,780,000
Charleston Pump Station Realignment	Shoreline Community	\$4,150,000
Michaels at Shoreline Improvements	Shoreline Community	\$700,000
Shoreline Play Structure Replacement	Shoreline Community	\$650,000
Shoreline Area Irrigation Main Replacements – Study and Design	Shoreline Community	\$720,000
400 San Antonio Road Mini-Park	Park Land	\$2,250,000
Stevens Creek Trail Extension from Dale Avenue/ Heatherstone Way to West Remington Drive, Design	Park Land	\$600,000
Water and Sewer Replacement 101 at Two Locations, Construction	Water and Wastewater LOAN	\$9,900,000
Interceptor Force Trunk Rehab, Construction, Phase II	Wastewater LOAN and Sewer Capacity	\$1,840,000
Water and Sewer Master Plan Update	Water, Wastewater and Shoreline Community	\$1,240,000
Street Reconstruction Project (TBD)	Measure B 2016 Sales Tax	\$1,000,000
Bicycle/Pedestrian Improvements (TBD)	Measure B 2016 Sales Tax	\$300,000
Calderon Avenue Bike Lane – Mercy St. to El Camino Real	Measure B 2016 Sales Tax	\$570,000
Castro Street Pedestrian Mall Feasibility Study	General Fund Transportation	\$200,000
Automated Guideway Transportation Phase II, Feasibility Study	General Fund Transportation and Other Non-City (TBD)	\$500,000 \$375,000

Discretionary Fiscal Year 2020-21		
Project	Funding Source	Funding Amount
Pedestrian Master Plan Update	CIP Reserve	\$330,000
2020-21 City Bridges and Culverts Structural Inspection and Repairs	CIP Reserve	\$170,000
Bicycle/Pedestrian Improvements	CIP Reserve	\$300,000
Center for the Performing Arts Sound System – Phase II	CIP Reserve	\$800,000
Project Management Database	CIP Reserve	\$250,000
Hope Street and Villa Street Traffic Signal Installation	CIP Reserve	\$1,070,000
Coast-Casey Pump Station, Evaluation and Repair	Shoreline Community	\$1,000,000
Coast-Casey Storm Drain Pipe Rehabilitation	Shoreline Community	\$2,840,000
Signage Program for Shoreline at Mountain View – Implementation of Shoreline Master Plan	Shoreline Community	\$1,000,000
Sailing Lake Access Road Improvements – Construction	Shoreline Community	\$1,000,000
Rengstorff Park – Aquatics Center Replacement, Construction	Park Land	\$15,310,000
South Whisman Park, Construction	Park Land and Other City (TBD)	\$2,456,000 \$2,404,000
Sand Volleyball Court at Sylvan Park	Park Land	\$370,000
Sylvan Park Trellis Replacement	Park Land	\$600,000
Middlefield and Moffett Sewer Replacement, Design	Wastewater and Sewer Capacity	\$1,550,000
Whisman Pump Station Engineering Study	Water	\$120,000
El Monte Corridor Improvements – Design and Construction	Measure B 2016 Sales Tax	\$1,630,000
Street Reconstruction Project (Street TBD)	Measure B 2016 Sales Tax	\$1,000,000
Grant Road and Sleeper Avenue Intersection Improvements – Design and Construction	Measure B 2016 Sales Tax	\$750,000
Transit Center Grade Separation and Access Project – Final Design	General Fund Transportation	\$1,200,000

Discretionary Fiscal Year 2021-22		
Project	Funding Source	Funding Amount
Stierlin Road Bicycle and Pedestrian Improvements, Construction	Construction/Conveyance Tax and Shoreline Community	\$4,300,000
El Camino Real Bike Improvements, Shoreline/Miramonte-Rengstorff – Construction	Construction/Conveyance Tax and CIP Reserve	\$3,300,000
Traffic Operations Center – Design and Installation	Construction/Conveyance Tax	\$5,150,000
Civic Center Infrastructure, Phase II	CIP Reserve	\$2,500,000
Cross-Culvert Removal and Storm Drain Extensions	CIP Reserve	\$550,000
Bicycle/Pedestrian Improvements	CIP Reserve	\$300,000
Callahan (Crittenden) Field Lighting Upgrade	CIP Reserve	\$430,000
2021-22 City Bridges and Culverts Structural Inspection and Repairs	CIP Reserve	\$220,000
Citywide Travel Demand Model Update (Placeholder)	CIP Reserve	\$100,000
High-Level Ditch, Evaluation and Repair	Shoreline Community	\$1,120,000
Shoreline Area Water, Recycled Water, and Irrigation Main Replacements – Construction	Shoreline Community	\$4,730,000
Stevens Creek Trail Bridge Over Central Expressway and Evelyn Avenue Deck Replacement and Painting	Park Land	\$4,850,000
Rengstorff Park – Maintenance and Tennis Buildings Replacement, Design	Park Land	\$1,200,000
Middlefield and Moffett Sewer Replacement, Construction	Wastewater	\$8,350,000
Highway 237 Critical Crossing Utility Improvement and Ferguson Drive Water Main Relocation	Water	\$2,920,000
Citywide Trash Capture	Storm Drain	\$880,000
Street Reconstruction Project (Street TBD)	Measure B 2016 Sales Tax	\$1,000,000
Replacing Temporary Rubber-Curb Islands with Permanent Concrete Islands – Design and Construction	Measure B 2016 Sales Tax	\$440,000
Rengstorff Grade Separation – Final Design/ROW	City TIF (MIP)	\$3,000,000
Police/Fire Administration Building – Construction (Placeholder)	Other (Ameswell)	\$40,000,000

Discretionary Fiscal Year 2022-23		
Project	Funding Source	Funding Amount
Shoreline Boulevard Pathway (Villa Street to Wright Avenue), Construction	Construction/Conveyance Tax	\$4,120,000
Bernardo Avenue Undercrossing, Local Match	Construction/Conveyance Tax	\$5,000,000
Bicycle/Pedestrian Improvements	Construction/Conveyance Tax	\$300,000
Center for the Performing Arts SecondStage Lighting System Upgrade	Construction/Conveyance Tax	\$70,000
Citywide Benchmark Program	Construction/Conveyance Tax	\$190,000
Cross-Culvert Removal and Storm Drain Extensions	Construction/Conveyance Tax	\$570,000
El Camino Real Crossings	Construction/Conveyance Tax	\$3,700,00
ECR Bike Improvements, Sylvan/Americana-Calderon/Phyllis – Construction	Construction/Conveyance Tax	\$3,100,000
Rengstorff Avenue Adaptive Signal System	Construction/Conveyance Tax	\$2,880,000
Fire Station No. 4 – External Modifications	CIP Reserve	\$3,720,000
2022-23 City Bridges and Culverts Structural Inspection and Repairs	CIP Reserve	\$280,000
Adobe HVAC Upgrade	CIP Reserve	\$160,000
Civic Center Infrastructure, Phase III	CIP Reserve	\$3,620,000
North Bayshore Branding and Wayfinding Signage Installation (Placeholder)	Shoreline Community	\$250,000
Turf Replacement – Shoreline Athletic Field	Shoreline Community	\$2,230,000
Citywide Trash Capture	Storm Drain	\$200,000
Storm Drain System Improvements	Storm Drain	\$1,410,000
Street Reconstruction Project (TBD)	Measure B 2016 Sales Tax	\$1,000,000
Transit Center Grade Separation and Access Project – Construction	General Fund Transportation and Other City (TIF)	\$2,500,000 \$2,500,000
Rengstorff Grade Separation – Construction	City TIF (MIP)	\$12,000,000

Discretionary Fiscal Year 2023-24		
Project	Funding Source	Funding Amount
Bicycle/Pedestrian Improvements	Construction/Conveyance Tax	\$300,000
Central Expressway Bicycle and Pedestrian Crossing Feasibility Study	Construction/Conveyance Tax	\$450,000
Cross-Culvert Removal and Storm Drain Extensions	Construction/Conveyance Tax	\$590,000
Middlefield Road Bikeway, Whisman – City Limit (Sunnyvale), Feasibility Study	Construction/Conveyance Tax	\$500,000
Middlefield Road Sidewalk Across SR-85, Feasibility Study	Construction/Conveyance Tax	\$300,000
Moffett Boulevard Class IV Bikeway, Middlefield-Clark – Preliminary Design	Construction/Conveyance Tax	\$500,000
Mountain View Community Shuttle EV Charging Units (Placeholder Funding Estimate)	Construction/Conveyance Tax	\$260,000
Mayfield/San Antonio Bicycle and Pedestrian Tunnel – Construction	Construction/Conveyance Tax	\$4,000,000
	General Fund	\$4,000,000
	Transportation and Other City (TIF)	\$3,000,000
2023-24 City Bridges and Culverts Structural Inspection and Repairs	CIP Reserve	\$290,000
Fire Station No. 3 – Replacement Programming Study	CIP Reserve	\$250,000
Civic Center Infrastructure, Phase IV	CIP Reserve	\$1,000,000
Senior Center Social Hall Floor Replacement	CIP Reserve	\$140,000
Update Bicycle Master Plan	CIP Reserve	\$300,000
Rengstorff House West Grass and Brick Patio Stabilization Project	Shoreline Community	\$430,000
Rengstorff Park – Maintenance and Tennis Buildings Replacement – Construction	Park Land	\$5,000,000
Street Reconstruction Project (TBD)	Measure B 2016 Sales Tax	\$1,000,000

Question No. 2 for the City Council: Does Council support the proposed Fiscal Year 2019-20 Discretionary Projects and the planned Discretionary Projects for Fiscal Year 2020-21 through Fiscal Year 2023-24?

Amendments to Existing Projects

There are several projects in development that have approved funding, but need additional funding due to changes in project scope or general increase in equipment cost or construction cost. The following amendments are proposed:

- The Geospatial Information System (GIS) Development – CIP 16-18

The project is currently funded in the amount of \$560,000 (\$321,000 from C/C Tax, \$84,000 of Water Fund, \$77,000 from Wastewater Fund, \$19,000 from Solid Waste Management, \$37,000 from SRPC Fund, and \$22,000 from Development Services Fund). To continue the development of the GIS platform by expanding the application pool to include advanced web-based mapping solutions and establish an ongoing data maintenance framework to ensure the GIS remains accurate and up to date, an additional funding in the amount of \$55,000 (\$35,000 from C/C Tax, \$5,000 from Water Fund, \$5,000 from Wastewater Fund, \$2,000 from Solid Waste Management Fund, \$5,000 from SPRC Fund, and \$3,000 from Development Services is proposed.

- Regional Public Safety Communication System – CIP 16-34

The project is currently funded in the amount of \$2,818,602 (\$2,715,000 from CIP Reserve, \$700,000 from Equipment Maintenance, and \$103,602 from the State). An additional \$150,000 is needed for a total project cost of \$2,968,602. Conversion of the City's public safety radio infrastructure is in support of the Silicon Valley Regional Interoperability Authority's (SVRIA's) Regional Communication System (RCS) project. Due to increased costs and interface equipment needed for RCS conversion and unexpected facility modifications to our Emergency Communications Center, additional funding is requested.

- Rengstorff Grade Separation – Environmental Clearance – CIP 17-37

The project is currently funded in the amount of \$3,850,000 (\$3,115,000 from the San Antonio Public Benefit Fund and \$735,000 from C/C Tax Fund). An additional \$170,000 is needed for a total project cost of \$4,020,000. This project funds the preliminary design and environmental clearance phase of the project that proposes to depress Rengstorff Avenue and Central Expressway and maintain the track at approximate existing grade. The City is entering into a Memorandum of Understanding which will allow Caltrain to become the Project Lead for Environmental and Preliminary Engineering. These additional funds will cover City staff support for this portion of the project.

- All-Inclusive Playground – CIP 18-36

The project is currently funded in the amount of \$1,075,000 from the Park Land Fund. An additional \$300,000 is needed for City project management and administration costs, resulting in a total project cost of \$1,375,000. This project will design and construct an all-inclusive playground in partnership with the Magical Bridge Foundation to accommodate those with physical, mental, and developmental challenges.

- Transit Center Master Plan Next Steps/Implementation Items – CIP 18-65

The project is currently funded in the amount of \$1,832,000 (\$832,000 from C/C Tax Fund and \$1,000,000 from Shoreline Community Public Benefit). This funding is being used for the preliminary engineering and environmental clearance for the first element of the Transit Center Master Plan, which is the Transit Center Grade Separation and Access Project. An additional \$363,000 from the CIP Reserve is needed for studies and coordination efforts to implement the second element of the Transit Center Master Plan involving potential development of the parking lot, placing the Transit Center parking underground, and reconfiguring the bus/shuttle transfer area.

- Charleston Road Improvements, Design – CIP 19-34

The project is currently funded in the amount of \$2,365,000 (SRPC) and an additional \$2,135,000 (SRPC) is needed for a new total of \$4,500,000 (SRPC) to allow the City to enter into a reimbursement agreement with Google to complete design as mentioned on Page 2 of the report.

Staff seeks Council support for the proposed project amendments above.

Question No. 3 for the City Council: Does Council support the proposed amendments to existing projects?

Unscheduled Projects

Attachment 6 includes a listing of previously proposed or newly proposed projects that are not recommended for funding during the Five-Year CIP planning horizon because of limited funding, staffing resources, and/or the project's lower-priority status compared to other projects. Some of the projects are from feasibility studies and master plans. Some of these projects need more definition and development to better define a

scope and budget. Projects on the Unscheduled List will be reviewed during the off-year to further develop the scopes and refine budgets for consideration in a future year. Some projects are on the list so that resources can be set aside to allow for funding to be available for a future project in a specific year (such as turf replacement at Crittenden Middle School in Fiscal Year 2025-26).

RECOMMENDATION

Provide direction on the three questions posed regarding the Proposed Fiscal Year 2019-20 through Fiscal Year 2023-24 CIP so that a final Proposed CIP document can be presented to the City Council for consideration of adoption at its June 11, 2019 meeting.

PUBLIC NOTICING

Agenda posting and copies to all advisory bodies, as well as notification by e-mail to Neighborhood Associations and notification on social media.

ND-JH-JAS-MAF/CL/5/CAM

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- Attachments:
1. California/Escuela/Shoreline Complete Streets Feasibility Study Project Status Memo
 2. Projects to Close
 3. Active Projects
 4. Proposed Nondiscretionary Projects
 5. Information Technology CIP Project Requests Memo
 6. Unscheduled Projects

cc: APWD – Hosfeldt, APWD – Cameron, AFASD, PCE – Au, PCE – Arango, PCE – Macaraeg, CTE, STE, SAA – Ruebusch, ACSD