

**DATE:** June 24, 2026

**TO:** Bicycle/Pedestrian Advisory Committee

**FROM:** Lauren Ledbetter, Transportation Manager  
Allison Boyer, Assistant Public Works Director

**SUBJECT:** **One Bay Area Grant Cycle 4 Complete Streets Checklists**

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**RECOMMENDATION**

Review and provide comments on the Metropolitan Transportation Commission Complete Streets Checklists for One Bay Area Grant applications to be submitted by the City of Mountain View (Attachments 1 and 2 to the memorandum).

**BACKGROUND**

The Metropolitan Transportation Commission (MTC) is the metropolitan planning organization (MPO) responsible for integrated regional transportation and land use planning and the distribution of federal transportation funding in the Bay Area. On March 25, 2022, MTC adopted a new Complete Streets Policy ([Resolution No. 4493](#)). The goal of the policy is to make sure that people who are biking, walking, rolling, and taking transit are safely accommodated within the transportation network. The policy states:

- Projects funded all or in part with regional discretionary funding or receiving MTC endorsements shall adhere to the Complete Streets Policy.
- All projects must implement Complete Streets as recommended in recently adopted local or Countywide plans, such as bicycle, pedestrian, active transportation, transit, Vision Zero, or other systemic safety plan, or Community-Based Transportation Plans.
- If a project is on MTC's [Regional Active Transportation \(AT\) Network](#), it should incorporate design principles based on "All Ages and Abilities," contextual guidance issued by the National Association of City Transportation Officials (NACTO), and Public Right-of Way Accessibility Guidelines (PROWAG) issued by the U.S. Access Board.
- Projects not located in the AT Network or included in a local plan should utilize federal, state, and local guidelines to determine appropriate Complete Streets accommodations.

There are limited exceptions to the Complete Streets Policy. Exceptions relate to projects where:

- Bicyclists or pedestrians are prohibited by law;
- Costs of providing Complete Streets accommodation would be excessively disproportionate (generally understood to be at least 20% of project costs);
- There is an alternate plan to implement Complete Streets elements; or
- Conditions exist where policy cannot be met (e.g., fire and safety specifications, spatial conflicts with transit, or environmental conflicts).

### **MTC Complete Streets Checklist**

MTC Resolution No. 4493 requires project sponsors requesting \$250,000 or more in regional discretionary funding or seeking MTC sponsorship to complete an [MTC Complete Streets Checklist](#). The checklist must be reviewed by a local or Countywide Bicycle and Pedestrian Advisory Committee prior to a grant application being submitted to MTC. Comments from the Committee are submitted as an attachment to the checklist.

### **One Bay Area Grant**

In February 2026, MTC's [Resolution No. 4740](#) established the fourth round of One Bay Area (OBAG 4) grant funding, which will provide federal funding for transportation projects from 2027 through 2030. The funds are managed and administered by MTC in partnership with Bay Area county transportation agencies. The Santa Clara Valley Transportation Authority (VTA) manages OBAG 4 within Santa Clara County.

In early May 2026, VTA issued a [call for projects](#) for approximately \$81 million in OBAG 4 funding. Projects must be eligible for Federal Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds. Eligible projects include but are not limited to: all phases of pedestrian, bicycle, transit, or motor vehicle capital projects, operational management strategies for local arterials, and transportation programs addressing transportation demand management, safe routes to schools, or mobility management for seniors and people with disabilities. The minimum grant request is \$500,000.

### **ANALYSIS**

The City of Mountain View is submitting two projects to MTC's OBAG 4 funding program.

To identify potential projects, staff reviewed Capital Improvement Program (CIP) projects for Fiscal Year 2026-27 through Fiscal Year 2029-30 and considered eligibility for OBAG 4,

competitiveness, schedule, phases already completed, cost, and priority for the City. Staff has limited the number of grant applications to ensure the City can deliver projects within the OBAG 4 delivery windows and accommodate the significant administrative overhead that OBAG 4 federal grants require. Staff is proposing to submit the following projects, which are strong competitors, deliverable within grant timelines, and advance projects that are a priority for the City:

- **El Camino Real/Calderon Avenue/Phyllis Avenue Intersection Improvements:** The City is applying for design and construction phases. The project will design and construct bicycle and pedestrian improvements, including protected intersections and green infrastructure elements where feasible. During design, specific elements will be considered for incorporation, including, but not limited to, corner safety islands, removal of a right-turn slip lane, directional Americans with Disabilities Act (ADA) curb ramps, accessible pedestrian signals (APS), traffic signal replacement, and green bike lane striping along Phyllis Avenue from El Camino Real to Camille Court. The City will coordinate with VTA to ensure designs accommodate existing and planned transit needs.
- **El Camino Real/Castro Intersection and Castro Bikeway Improvements:** The City is applying for construction phase. The project will construct the following improvements along Castro Street, between Victor Avenue and Yosemite Avenue: protected intersection elements at the El Camino Real (State Route 82) and Castro Street intersection, including physical barriers to separate bicyclists from vehicles, such as raised islands near each corner; new buffered bike lanes and striping updates between Victor Way and Yosemite Avenue; a lane reduction on southbound Castro Street to accommodate new buffered bike lanes while maintaining all turning movements; on-street parking realignment on the west side of Castro Street from diagonal parking to parallel parking; pavement resurfacing along Castro Street to address lane reductions and new improvements; and replacement of any curb ramps that are noncompliant with ADA standards. The City will coordinate with VTA and the Mountain View Community Shuttle to ensure designs accommodate existing and planned transit needs.

## **DISCUSSION**

The Mountain View Bicycle/Pedestrian Advisory Committee (BPAC) is being asked to review the MTC Complete Streets Checklists for the above projects, which the City intends to submit for consideration to OBAG 4. Staff recommends that BPAC members consider the following questions as they review each of the OBAG 4 projects and checklists:

- Are the answers to the checklist clear and understandable to a layperson?
- Has the project sufficiently incorporated Complete Streets recommendations outlined in the adopted plans?

- If an exception to the Complete Streets Checklist is requested, is it reasonable?
  - *No exceptions are requested.*
- Are there any additional comments related to the project and proposed improvements?

Staff will consider BPAC comments when drafting the grant applications.

### **NEXT STEPS**

Comments from the BPAC will be summarized for inclusion as part of each of the final Complete Streets checklists.

City staff will then submit the project applications and final Complete Streets checklists to the VTA by July 27, 2026.

Attachments: 

1. El Camino Real/Calderon Avenue/Phyllis Avenue Intersection Improvements Draft Complete Streets Checklist
2. El Camino Real/Castro Intersection and Castro Bikeway Improvements Draft Complete Streets Checklist

cc: PWD, APWD—Boyer, TM, PCE—Gonzales, PCE—Lopez