

**DATE:** April 2, 2025

**TO:** Bicycle/Pedestrian Advisory Committee

**FROM:** Nancy Doan, Senior Management Analyst  
Joy Houghton, Senior Civil Engineer  
Robert Gonzales, Principal Civil Engineer  
Edward Arango, Assistant Public Works Director/City Engineer

**VIA:** Jennifer Ng, Public Works Director

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

**RECOMMENDATION**

Provide input regarding potential capital projects that support active transportation to be considered for inclusion in the City's Fiscal Year 2025-26 through Fiscal Year 2029-30 Capital Improvement Program.

**BACKGROUND**

The Capital Improvement Program (CIP) is a planning tool used to coordinate location, timing, and funding of capital improvements to maintain and manage City infrastructure that enhances the overall quality of life in the City. City infrastructure consists of physical structures, systems, and facilities needed to provide critical services to the community, such as sidewalks, streets, streetlights, traffic signals, utility pipe systems (stormwater, water, wastewater), parks, trails, open space, and City buildings, including City Hall, the Center for the Performing Arts (CPA), Library, fire stations, Police/Fire Administration Building, Community Center, Senior Center, Teen Center, Michaels at Shoreline, Adobe Building, Rengstorff House, and the Municipal Operations Center.

The Five-Year CIP is adopted biennially, with a full plan developed in odd-numbered years and a focus on the upcoming fiscal year in even-numbered years. This year is a full plan development. In June 2025, staff will recommend that the City Council appropriate funding for the Fiscal Year 2025-26 CIP and adopt the plan for the four subsequent fiscal years.

CIP projects are categorized as Nondiscretionary or Discretionary to provide some measure of consistency for funding of critical infrastructure maintenance projects to preserve the City's significant investment in its infrastructure and facilities and projects required for regulatory

compliance. While Council can alter funding, these projects are generally approved with few changes on a consistent cycle (annual or biennial) with inflationary adjustments. Discretionary Projects are all of those that do not fit the Nondiscretionary category.

The City Council held the first Study Session regarding the Five-Year CIP on March 25, 2025. The Study Session memo (Attachment 1) presents:

1. An overview of the Capital Improvement Program and the five-year planning cycle;
2. A summary of active CIP projects;
3. Information about CIP funding sources;
4. Challenges with financial and staffing workload constraints;
5. Status of the City's pavement program;
6. Recommendations for prioritizing CIP unrestricted funds;
7. Planned projects that are scheduled to "roll forward" from the existing CIP; and
8. New projects Council would like staff to evaluate.

Some of the information from the Study Session memo is provided below; however, staff recommends the Bicycle/Pedestrian Advisory Committee (BPAC) review the entire Study Session memo to gain a greater understanding of the breadth of the CIP, its funding sources, and financial constraints. One key update this year was the continued decline in available Unrestricted Funds available for the CIP: CIP Reserve and Construction/Conveyance Tax Funds. In addition, the cost impacts from inflation rates are creating the need to add funding to existing and planned projects, which reduce funding available for new projects. Lastly, the City's pavement condition is in decline, and staff is continuing to address the backlog of pavement projects to maintain the pavement condition.

The rise in inflation, cost increases, and reduced/flattened revenue Citywide have negatively impacted the ability to fund all projects. This, coupled with constrained staff resources, has resulted in staff's input that any prioritized or new projects proposed will need to be evaluated with the existing available funding and workloads, and staff will identify the tradeoffs needed. The Study Session memo (Attachment 1) and attachments are available [here](#).

## **DISCUSSION**

### **Active Capital Improvement Program Projects**

The City Council was provided an update on the number of capital projects currently under way, including the status of projects with proposed active transportation improvements or enhancements. During the CIP development efforts over the past several years, a concentrated effort has been made to reduce the recommended new projects and close out older projects in order to align staff's capacity for project delivery and respond to the reduction of available CIP funding sources due to current financial constraints and uncertainties. While several projects

have been delivered and staffing levels have improved, **staff is still catching up on the backlog of major capital projects, particularly in pavement, transportation, and larger facility projects.** In particular, transportation and large facility projects tend to be more complicated, require significant outreach, and overall are time-consuming of staff resources.

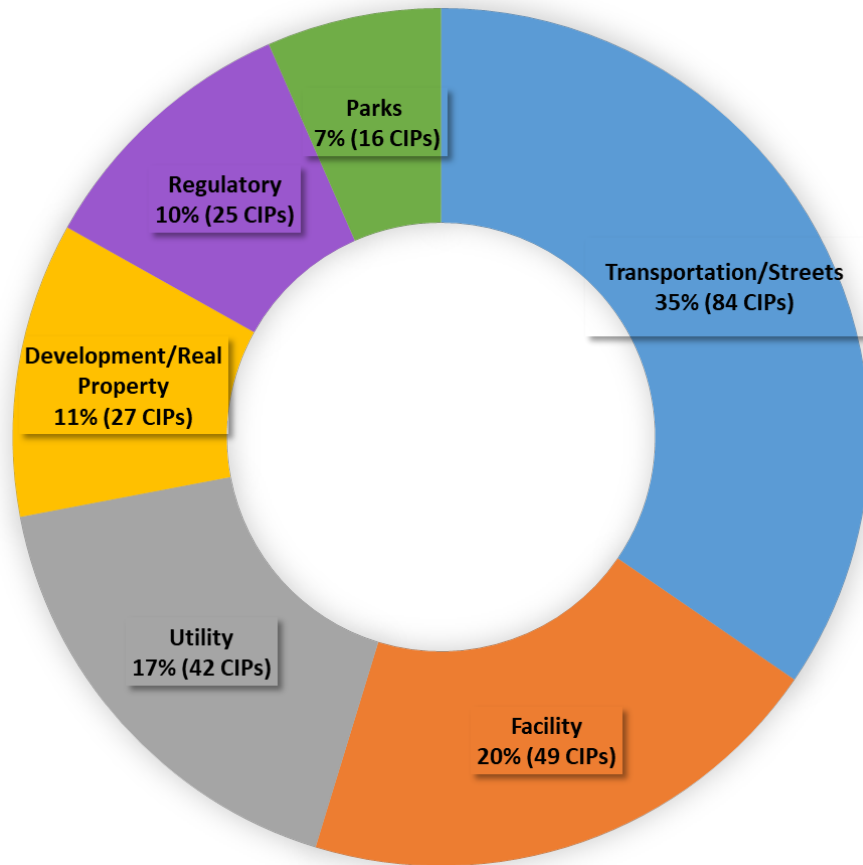
In the spring 2021 Study Sessions for the Five-Year CIP, Council supported staff's approach to limit the number of new projects each year to help manage the workload and catch up on the current backlog. Table 1 shows the trend in number of new projects since Fiscal Year 2013-14.

**Table 1: Capital Improvement Program Workload—New Projects Added**

Fiscal Year	Nondiscretionary	Discretionary	Total
2013-14	28	28	56
2014-15	26	23	49
2015-16	28	36	64
2016-17	28	25	53
2017-18	30	36	66
2018-19	30	28	58
2019-20	32	35	67
2020-21	32	22	54
<b>Annual Average 2013-14 to 2020-21</b>			<b>58</b>
2021-22	26	17	43
2022-23	25	21	46
2023-24	27	18	45
2024-25	27	11	38
<b>Annual Average since 2021</b>			<b>43</b>

The number of yearly **new added projects exceeds the amount of project completions**, resulting in an **ever-increasing backlog** of projects.

There are currently 303 active projects in the CIP (Attachment 1 to the March 25, 2025 Study Session memo), of which 243 are managed by Public Works. Figure 1 illustrates the breakdown of the active Public Works projects by category.



**Figure 1: Active Public Works CIP Projects by Category**

Notably, 84 of the active Public Works projects are transportation/streets projects that may include pedestrian and bicycle improvements. Recognizing the high level of Council and community interest in active transportation (bicycle and pedestrian) improvements, Table 2 provides the status of active projects involving active transportation improvements or enhancements.

**Table 2: Status of Active CIP Projects Involving Active Transportation Improvements/Enhancements**

Project Title (CIP No(s).)	Bike/Pedestrian Element	Status	Anticipated Construction Timeline
<b>East Whisman Area Transit-Oriented Development Improvements, Phase II: Ellis Street Improvements (16-48)</b>	<ul style="list-style-type: none"> <li>Pavement resurfacing</li> <li>High-visibility crosswalk and shortened crosswalks.</li> <li>Multi-use path on the west side of Ellis Street between Fairchild Drive and Manila Avenue.</li> </ul>	Design	Begin: Summer 2025 Complete: Spring 2026
<b>Shoreline Boulevard Bus Lane and Utility Improvements (16-58 and 18-43)</b>	<ul style="list-style-type: none"> <li>Pavement resurfacing</li> <li>New Class IV protected bike lanes</li> <li>New sidewalk</li> <li>Protected Intersections at Middlefield Road, Terra Bella Avenue, and Pear Avenue</li> <li>Water and wastewater main replacements</li> <li>Five traffic signal replacements</li> </ul>	Design	Phase 1 Begin: July 2025 Complete: Summer 2026
<b>Charleston Road Improvements (16-59 and 19-34)</b>	<ul style="list-style-type: none"> <li>Pavement resurfacing</li> <li>New Class IV protected bike lanes</li> <li>New sidewalk</li> <li>Protected intersections at Landings Drive and Alta Avenue</li> </ul>	Pending staffing resources	Pending staffing resources
<b>Shoreline Boulevard at Highway 101 Bicycle and Pedestrian Bridge (16-60 and 20-38)</b>	<ul style="list-style-type: none"> <li>Two-way cycle track and walkway bridge between Terra Bella Avenue and Pear Avenue over Highway 101.</li> </ul>	Pending staffing resources	Pending staffing resources
<b>Shoreline/Church/Latham Intersection Signal Improvements (17-27, 19-27, 20-27, and 21-27)</b>	<ul style="list-style-type: none"> <li>Protected left turn phases to eliminate vehicles/pedestrian conflicts.</li> <li>Reconstruct median for more available crosswalk area.</li> </ul>	Construction	Begin: Summer 2024 Complete: Summer 2025
<b>Rengstorff Avenue Grade Separation (17-37, 22-27)</b>	<ul style="list-style-type: none"> <li>Pavement reconstruction</li> <li>Class IV bike lanes on Rengstorff Avenue between Stanford Avenue and Central Expressway</li> <li>ADA-compliant sidewalk and pathway</li> <li>Bike/pedestrian overcrossing between Rengstorff Park and west side of Rengstorff Avenue</li> <li>High-visibility crosswalks</li> </ul>	Design	Begin: 2027 (pending funding availability) Complete: 2029
<b>Stierlin Road Bicycle and Pedestrian Improvements (17-41)</b>	<ul style="list-style-type: none"> <li>Protected intersection</li> <li>Buffered Bike Lane</li> <li>High-visibility crosswalks</li> <li>Midblock pedestrian crossing</li> <li>Improved lighting, traffic calming</li> </ul>	Design	Begin: Fall 2025 Complete: Summer 2026

Project Title (CIP No(s).)	Bike/Pedestrian Element	Status	Anticipated Construction Timeline
<b>Rengstorff/Latham Signal Improvements (18-27 and 22-15)</b>	<ul style="list-style-type: none"> <li>Protected left turn phases to eliminate vehicles/pedestrian conflicts.</li> <li>High-visibility crosswalks.</li> <li>Bike enhancements include green bike boxes approaching along Rengstorff Avenue, and a bike crossing at the intersection along the west side of Rengstorff Avenue.</li> </ul>	Construction	Begin: Summer 2024 Complete: Summer 2025
<b>Stevens Creek Trail Extension (18-39, 20-50)</b>	<ul style="list-style-type: none"> <li>Trail extension from Dale/Heatherstone to Remington</li> </ul>	Feasibility Study	Begin Study: 2025 Complete Study: End of 2026
<b>Transit Center Grade Separation and Access Project (18-65 and 21-35)</b>	<ul style="list-style-type: none"> <li>Bike/ped undercrossings between north side of Central Expressway and Transit Center and Downtown (on hold)</li> <li>Interim Improvements: at grade bike/ped crossing at railroad tracks and bikeways on Evelyn Avenue</li> </ul>	Design	Begin: 2026 Complete: 2027
<b>Bernardo Avenue Undercrossing Feasibility Study (18-69)</b>	<ul style="list-style-type: none"> <li>Bike/pedestrian undercrossing of Caltrain rail and Central Expressway</li> <li>Bicycle access improvements within 500' of approaches</li> </ul>	Preliminary Design and Environmental	Begin Preliminary Design: 2018 Complete Preliminary Design: 2025
<b>Street Reconstruction (19-48)</b>	<ul style="list-style-type: none"> <li>Pavement reconstruction</li> <li>New sidewalk and curb ramps</li> </ul>	Construction	Complete: Spring 2025
<b>Cross-Culvert Removal (19-49)</b>	<ul style="list-style-type: none"> <li>Removal of existing cross-culverts.</li> <li>High-visibility crosswalks</li> <li>ADA-compliant curb ramps.</li> </ul>	Design	Begin: Early 2026 Complete: Fall 2026
<b>El Monte Corridor Improvements (21-38)</b>	<ul style="list-style-type: none"> <li>El Monte/ Escuela/ECR Protected Intersection</li> <li>Road Diet</li> <li>New and enhanced crosswalks with lighting, striping, and signage</li> <li>Enhanced bike facility</li> <li>ADA-compliant curb ramps</li> </ul>	Design	Begin: Spring 2027 Complete: Early 2028

Project Title (CIP No(s).)	Bike/Pedestrian Element	Status	Anticipated Construction Timeline
<b>SR 237/Middlefield Road Interchange Improvements (19-65)</b>	<ul style="list-style-type: none"> <li>• ADA-compliant curb ramps</li> <li>• High-visibility crosswalks</li> <li>• Class IV bikeways on Middlefield Road between Ferguson Drive and State Route 237 eastbound on- and off-ramps.</li> </ul>	Preliminary Design	Begin: 2028 Complete: 2030
<b>Miramonte Avenue Pavement Improvements (20-01)</b>	<ul style="list-style-type: none"> <li>• Class II buffered bike lanes on Miramonte Avenue between Cuesta Drive and Hans Avenue</li> <li>• Two-way Class IV bike lane on northbound Miramonte Avenue between Hans Avenue and Castro Street.</li> <li>• Bulb-out and led-enhanced crosswalk system at Hans Avenue.</li> </ul>	Design	Begin: Summer 2025 Complete: Early 2026
<b>Castro Street Curb Ramps, (20-30)</b>	<ul style="list-style-type: none"> <li>• Replace curb ramps in downtown</li> </ul>	Design	Begin: Spring 2025 Complete: Summer 2025
<b>Plymouth Street/Space Park Realignment (20-40)</b>	<ul style="list-style-type: none"> <li>• New roadway pavement</li> <li>• High-visibility crosswalks</li> <li>• Two-way bikeway on Shoreline Boulevard between Plymouth Street/Space Park Way and Pear Avenue</li> <li>• Class II bikeways on Plymouth between Joaquin and Shoreline.</li> </ul>	Design (Phase 3)	Phase 3 Begin: 2026 Complete: 2027
<b>Interim Castro Pedestrian Mall (23-49)</b>	<ul style="list-style-type: none"> <li>• Phase I: Pavement resurfacing and decorative pavement treatment</li> <li>• Phase II: Intersection Improvements (Villa Street, Dana Street, and California Street)</li> </ul>	Phase I: Construction Phase II: Design	Begin Phase I: Fall 2023 Complete Phase I: Fall 2025  Begin Phase II: Spring 2026 Complete Phase II: End of 2026
<b>El Camino Real Pavement Resurfacing Bike and Pedestrian Improvements (20-61 and 22-29)</b>	<ul style="list-style-type: none"> <li>• Pavement resurfacing</li> <li>• Bike lanes</li> <li>• Midblock pedestrian crossings</li> <li>• Replace curb ramps</li> </ul>	Construction	Complete: Spring 2025
<b>Bicycle/Pedestrian Improvements (21-37)</b>	<ul style="list-style-type: none"> <li>• Reconstruct bicycle and pedestrian pathway on east side of Shoreline Boulevard.</li> <li>• ADA-compliant curb ramps</li> <li>• Pathway lighting</li> </ul>	Design	Begin: Summer 2025 Complete: Early 2026

Project Title (CIP No(s).)	Bike/Pedestrian Element	Status	Anticipated Construction Timeline
<b>Grant Road and Sleeper Avenue Intersection Improvements (21-39)</b>	Grant Road/Sleeper Avenue: <ul style="list-style-type: none"> <li>• Installation of a Pedestrian Hybrid Beacon (PHB)</li> <li>• High-visibility crosswalk across the southern leg of Grant Road with left-turn restriction from Sleeper Avenue.</li> <li>• Bike improvement crossing Grant Road.</li> <li>• New and enhanced crosswalk striping and signage. ADA-compliant curb ramps.</li> </ul> Nine Intersections: <ul style="list-style-type: none"> <li>• High-visibility crosswalks.</li> <li>• LED-enhanced signs</li> </ul>	Phase 1: Construction Phase 2: Design	Phase 1 Begin: March 2025 Complete: Fall 2025
<b>California Complete Streets Pilot (21-40)</b>	<ul style="list-style-type: none"> <li>• Pavement resurfacing (slurry seal)</li> <li>• Vehicle lane reduction from four lanes to three lanes</li> <li>• Parking-protected bike lanes</li> <li>• Bulb-outs, midblock crossings, protected intersection treatments, and enhanced lighting.</li> </ul>	Construction	Begin: March 2025 Complete: Fall 2025
<b>Crittenden Lane and North Shoreline Boulevard Reconstruction (21-41)</b>	<ul style="list-style-type: none"> <li>• Pavement resurfacing</li> <li>• Bike facilities</li> <li>• ADA-compliant curb ramps</li> <li>• High-visibility crosswalks</li> </ul>	Design	Begin: Summer 2025 Complete: Spring 2026
<b>Annual Street Maintenance (22-01); Middlefield Road Complete Streets</b>	<ul style="list-style-type: none"> <li>• Class IV bikeways between Moffett Boulevard and Bernardo Avenue</li> <li>• Pavement resurfacing</li> <li>• High-visibility crosswalks</li> </ul>	Design	Begin: Spring 2027 Complete: 2028
<b>Concrete Sidewalk/Curb Repairs (22-02, 23-02)</b>	<ul style="list-style-type: none"> <li>• Sidewalk and curb repairs</li> </ul>	Design	Begin: Spring 2025 Complete: Summer 2025
<b>SB1 Streets Project (23-03)</b>	<ul style="list-style-type: none"> <li>• Pavement resurfacing</li> <li>• High-visibility crosswalks</li> </ul>	Design	Begin: Fall 2025 Complete: 2026
<b>Biennial Installation of ADA Curb Ramps (22-04, 24-04)</b>	<ul style="list-style-type: none"> <li>• ADA-compliant curb ramps</li> <li>• High-visibility crosswalks</li> </ul>	Pending staffing resources	Pending staffing resources
<b>Terra Bella Avenue Bikeway Feasibility Study (22-30)</b>	<ul style="list-style-type: none"> <li>• Assess feasibility of on-street bikeway</li> </ul>	Study	Begin Study: Early 2025 Complete Study: Spring 2026



Project Title (CIP No(s).)	Bike/Pedestrian Element	Status	Anticipated Construction Timeline
<b>Stevens Creek Trail Bridge Over Central Expressway and Evelyn Avenue Deck Replacement and Painting (22-35)</b>	<ul style="list-style-type: none"> <li>Deck replacement of bike/pedestrian bridge over Evelyn Avenue and Central Expressway</li> </ul>	Pending staffing resources	Pending staffing resources
<b>Annual Street Maintenance (23-01, 24-01)</b>	<ul style="list-style-type: none"> <li>Street resurfacing</li> <li>High-visibility crosswalks</li> </ul>	Design	Begin: Spring 2026 Complete: Fall 2026
<b>MTC Mobility Hub Pilot (23-27)</b>	<ul style="list-style-type: none"> <li>Bike room improvements at the Transit Center</li> </ul>	Design	Begin: Fall 2025 Complete: Spring 2026
<b>Street Reconstruction (23-31)</b>	<ul style="list-style-type: none"> <li>Pavement reconstruction</li> <li>Bike lanes</li> <li>High-visibility crosswalks</li> </ul>	Study	Begin: Fall 2026 Complete: Spring 2027
<b>SB1 Streets Project (24-03); Moffett Boulevard Complete Streets</b>	<ul style="list-style-type: none"> <li>Pavement resurfacing</li> <li>Protected Class IV Bikeways on Moffett Boulevard</li> <li>Close sidewalk gap</li> </ul>	Design	Begin: Summer 2026 Complete: Summer 2027
<b>Street Reconstruction (24-28)</b>	<ul style="list-style-type: none"> <li>Pavement reconstruction</li> <li>High-visibility crosswalks</li> </ul>	Pending staffing resources	Pending staffing resources
<b>Cross-Culvert Removal and Storm Drain Extension (24-30)</b>	<ul style="list-style-type: none"> <li>Removal of cross-culverts</li> <li>New ADA curb ramps</li> <li>High-visibility crosswalks</li> </ul>	Pending staffing resources	Pending staffing resources
<b>Annual Street Maintenance (25-01)</b>	<ul style="list-style-type: none"> <li>Street resurfacing</li> <li>High-visibility crosswalks</li> </ul>	Pending staffing resources	Pending staffing resources
<b>Concrete Sidewalk/Curb Repairs</b>	<ul style="list-style-type: none"> <li>Sidewalk and curb repairs</li> </ul>	Pending staffing resources	Pending staffing resources
<b>SB-1 Streets Project (25-03)</b>	<ul style="list-style-type: none"> <li>Street resurfacing</li> <li>High-visibility crosswalks</li> </ul>	Design	Begin: Early 2027 Complete: End of 2027
<b>Biennial Installation of ADA Curb Ramps (25-04)</b>	<ul style="list-style-type: none"> <li>ADA-compliant curb ramps</li> </ul>	Pending staffing resources	Pending staffing resources
<b>Street Reconstruction (25-28)</b>	<ul style="list-style-type: none"> <li>Pavement reconstruction</li> <li>High-visibility crosswalks</li> </ul>	Pending staffing resources	Pending staffing resources

Project Title (CIP No(s).)	Bike/Pedestrian Element	Status	Anticipated Construction Timeline
<b>Active Transportation Improvements (25-29)</b>	<ul style="list-style-type: none"> <li>Middlefield Bikeway Concepts</li> </ul>	Developing bike lane treatments and conducting community outreach regarding parking removal	Begin: Summer 2025 Complete: Spring 2026
<b>ECR/Castro Protected Intersection and Castro Bikeway Improvements (Yosemite/High School) and ECR, Design (25-30)</b>	<ul style="list-style-type: none"> <li>Bike lanes</li> <li>High-visibility crosswalks</li> <li>Protected intersection</li> </ul>	Design	Begin: 2027 Complete: 2028
<b>Cross-Culvert Removal and Storm Drain Extension (25-32)</b>	<ul style="list-style-type: none"> <li>Removal of cross-culverts</li> <li>New ADA curb ramps</li> <li>High-visibility crosswalks</li> </ul>	Pending staffing resources	Pending staffing resources
<b>Rengstorff Avenue Complete Streets Study (25-39)</b>	<ul style="list-style-type: none"> <li>Identify feasible active transportation and green street improvements</li> </ul>	Pending staffing resources	Pending staffing resources

The 45 projects listed in Table 2 relate to the integrated Vision Zero Action Plan/Local Safety Plan and Suggested Routes to Schools as follows:

- Twenty-two (22) projects are located on the high-injury network.
- Thirty-two (32) projects are at locations with known collision history between 2014 and 2019.
- Thirty-five (35) projects are applying proven Safety Measures for Collision Type.
- Twenty-one (21) projects are along suggested routes to schools.

There are eight remaining projects that are not at these types of locations. These are Americans with Disabilities Act (ADA)-complaint curb ramp installation, sidewalk repair, and pavement maintenance projects. Staff is integrating bicycle and pedestrian improvements, where feasible, with the pavement maintenance projects. One project is the federal grant-funded Mobility Hub that will install bike room improvements at the Transit Center.

**Planned Fiscal Year 2025-26 through Fiscal Year 2029-30 CIP Projects**

Planned Fiscal Year 2025-26 through Fiscal Year 2027-28 CIP projects from the Five-Year CIP adopted in June 2023 that involved active transportation improvements/enhancements are described in Table 3.

**Table 3: Fiscal Year 2025-26 Through Fiscal Year 2027-28 CIP Projects Involving Active Transportation Improvements/Enhancements**

CIP	Project Title	Project Description	Budget (in thousands of dollars)
26-xx	Shoreline Boulevard Cycle Track and Bus Lane Extension from Plymouth Street to Charleston Road, Design and Construction	Design and construct a cycle track on the west side of Shoreline Boulevard from Plymouth Street to Charleston Road and extend the reversible bus lane as well as high-visibility crosswalks and protected intersections. Project should be coordinated with adjacent Google development phases along Shoreline Boulevard.	\$6,000
26-xx	Street Reconstruction Project	Scope of the project includes removal of existing roadway pavement and construction of new sidewalk, curb, gutter, roadway pavement, and storm drainage system.	\$1,000
26-xx	25/26 Cross-Culvert Removal and Storm Drain Extension	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.	\$700
26-xx	North Bayshore Branding and Wayfinding Signage Installation	Installation of Phase I of gateway, wayfinding, directional signage in public right-of-way for vehicles, transit users, bicyclists, and pedestrians.	\$270
27-xx	Evelyn Avenue Bikeway (Franklin to Bernardo), Study and Design	Study, design and construction of the Evelyn Cycle Track between Franklin Street and Sunnyvale border at Bernardo Avenue.	\$2,000
27-xx	Citywide Traffic Signal and Traffic Center Operations, Planning and Design	Based on feasibility study in CIP 19-51, design hardware/software and create office space for Traffic Operations Center.	\$1,000

CIP	Project Title	Project Description	Budget (in thousands of dollars)
27-xx	Rengstorff Avenue Green Complete Street Improvements, Study and Preliminary Design	Undertake Streetscape Plan, Feasibility Study and Pilot design for Class IV protected bikeways and green street improvements on Rengstorff Avenue between El Camino Real and U.S. 101. Potential features include Class IV bikeways, lane narrowing, intersection improvements, crossing improvements, green stormwater infrastructure, street trees, and native pollinator landscaping.	\$1,000
27-xx	El Camino Real Protected Intersections, Design and Construction (Phase II)	Design and Construction of one protected intersection along El Camino Real per phase. Locations include Rengstorff Avenue, Shoreline Boulevard, Castro Street, Calderon Avenue, and Sylvan Avenue.	\$3,000
27-xx	East Whisman Area Transit Oriented Dev Improvements, Phase III	This project will design and construct Phase III of the East Whisman Area Transit-Oriented Development Improvements Project. The project proposes to design and construct an at-grade pedestrian crossing of Ellis Street at the U.S. 101 northbound on-and off ramps. Scope of the project includes changing geometry or the curbs at this intersection and traffic signal modification to accommodate the proposed crossing and a pathway leading to the Bayshore/NASA Light Rail Station.	\$4,940
27-xx	Transit Center Financial Feasibility and Conceptual Plan	Financial feasibility and conceptual plan for Transit Center redevelopment, including an expanded bus loading area, potential parking structure, and/or air rights development.	\$170
27-xx	Bike Counters	Purchase and installation of permanent bicycle counters at key locations throughout the City to be integrated with the City's upcoming Traffic Operations Center.	\$270

CIP	Project Title	Project Description	Budget (in thousands of dollars)
27-xx	Active Transportation Improvements	This project will enhance intersections to improve pedestrian and/or bicycle safety at various locations, including safe routes to schools. Depending on location of improvements, project scope may include curb ramps, curb, gutter, sidewalk, median refuge islands, raised crosswalks, bulb-outs, rectangular rapid-flashing beacons (RRFBs), in-roadway warning lights, LED-enhanced signs, traffic signal modifications, roadway lighting, signs, striping, etc. In Fiscal Year 2024-25, funding will be provided for the installation of raised curbs up to 2' wide within the 9' bikeways on Middlefield Road in order to provide Class IV protected bikeways.	\$600
27-xx	Street Reconstruction Project	Scope of the project includes removal of existing roadway pavement and construction of new sidewalk, curb, gutter, roadway pavement, and storm drainage system.	\$1,000
27-xx	26/27 Cross-Culvert Removal and Storm Drain Extension	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.	\$700
27-xx	California Complete Streets—Showers to Shoreline, Permanent Construction (Placeholder)	Design and Construction of parking protected bikeways, lane reduction, high-visibility crosswalks, new raised midblock crosswalks, bulb outs, green infrastructure, and landscaping.	\$25,000
27-xx	Castro Pedestrian Mall Permanent Improvements, Evelyn to California, Planning and Preliminary Design	Planning, design and construction of permanent pedestrian mall which includes reconstruction of the street to bring sidewalk and street to the same level.	\$4,000
28-xx	Evelyn Class IV Protected Bikeway (Franklin to Bernardo), Construction (Placeholder)	Study, design, and construction of the Evelyn Cycle Track between Franklin Street and Sunnyvale border at Bernardo Avenue.	\$10,000
28-xx	Middlefield Road Sidewalk Across SR-85, Feasibility Study and Preliminary Design	This project will study the feasibility of providing sidewalk on the south side of Middlefield Road over Highway 85 to close the sidewalk gap between Moffett Boulevard and Easy Street. The design will follow the recommendations of the study.	\$500

CIP	Project Title	Project Description	Budget (in thousands of dollars)
28-xx	Rengstorff Grade Separation, Construction	This project will provide matching funds for the next phase of the Rengstorff Grade Separation project, which proposes to depress Rengstorff Avenue and Central Expressway below grade and maintain the railroad tracks at approximate existing grade.	\$105,000
28-xx	Update of North Bayshore Circulation Study (NBCS)	Revise and update NBCS from 2021; coordinate with updates to North Bayshore Precise Plan.	\$500
28-xx	Citywide Bike Route Program	Design and Construction of bike boulevard treatments, including speed humps, bulb-outs at corners, and speed humps, sharrows, and roundabouts along segments identified as Class III bike routes and bike boulevards.	\$1,670
28-xx	Transit Center Grade Separation, Additional Construction (Placeholder)	Add additional funding for construction needs to complete Transit Center Grade Separation.	\$33,000
28-xx	Citywide Traffic Signal and Traffic Center Operations, Implementation (Placeholder)	Based on Feasibility Study in CIP 19-51, plan, design, and installation of new traffic controllers, software and internet-accessible traffic signal communications to upgrade the City's existing traffic system and any other infrastructure necessary to construct Traffic Operations Center (TOC).	\$25,000
28-xx	Castro Pedestrian Mall Permanent Improvements, Evelyn to California, Design and Construction (Placeholder)	Planning, design, and construction of permanent pedestrian mall, which includes reconstruction of the street to bring sidewalk and street to the same level.	\$25,000
28-xx	El Camino Real Protected Intersections, Design and Construction (Phase III)	Design and Construction of one protected intersection along El Camino Real per phase. Locations include Rengstorff Avenue, Shoreline Boulevard, Castro Street, Calderon Avenue, and Sylvan Avenue.	\$3,000
28-xx	Moffett Boulevard Streetscape Plan, Central Expressway to Middlefield	Streetscape Plan for Moffett Boulevard, including transit prioritization, bikeway gap closure, pedestrian improvement, and vehicle speed management strategies.	\$170
28-xx	Stevens Creek Trail Extension Dale/Heatherstone to Remington, Construction (Placeholder)	Construct trail extension between Dale/Heatherstone and Remington Drive, including a bicycle/pedestrian overcrossing to Mountain View High School.	\$35,000

CIP	Project Title	Project Description	Budget (in thousands of dollars)
28-xx	Street Reconstruction Project	Scope of the project includes removal of existing roadway pavement and construction of new sidewalk, curb, gutter, roadway pavement, and storm drainage system.	\$1,000
28-xx	27/28 Cross-Culvert Removal and Storm Drain Extension	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.	\$700

The projects listed above were planned as roll-forward projects with active-transportation elements for the first three years of the Five-Year CIP. **These projects, along with other roll-forward projects, are being evaluated for prioritization based on funding availability, new emerging priorities for active transportation improvements and other City projects, and workload.**

**City Council Study Session Feedback**

A Council Study Session was held on March 25, 2025. Staff will verbally share the City Council’s feedback at the April 2, 2025 BPAC meeting, due to timing constraints prior to publishing this memo for the BPAC meeting.

**Recommended Project Priorities**

As shown in Table 1, there are 45 active projects in various stages of design and construction that include active transportation improvements, with many not yet started as a result of lack of staff resources available. These projects include significant corridor improvements (e.g., Shoreline Boulevard/Stierlin Road, Miramonte Avenue, El Monte Avenue, California Street, and Moffett Boulevard) as well as intersection improvements (e.g. Caltrain grade separation projects, Bernardo Avenue undercrossing project, Grant Road/Sleeper Avenue intersection improvements, etc.). Some of these projects will require additional funding due to inflationary impacts on construction costs.

There continues to be a high demand on the unrestricted funds to fund roll-forward Discretionary Projects, amendments to active projects to address rising construction costs, and proposed new projects. Consistent with the City’s strategy over the past four years, staff recommends that the Nondiscretionary Projects with no or insufficient dedicated funding sources continue to be funded first from available CIP Reserve and construction/Conveyance Tax Funds. **These projects are essential in providing for critical infrastructure rehabilitation, maintaining current Citywide**

**service levels, and supporting City operations.** Pavement maintenance is included as Nondiscretionary projects and, when feasible, staff includes active transportation elements with pavement maintenance projects, such as bike lane enhancements, high-visibility crosswalks, and curb ramp improvements. Based on the reduced funding levels for the unrestricted funds, similar to last year, staff expects there to be a shortfall in unrestricted funding to fully fund projects relying on this funding.

Given the continued expected significant funding and workload capacity constraints, staff anticipates that a substantial amount of the Year 1 roll-forward projects (i.e. 26-xx projects in Table 3 in addition to other projects not listed) will need to be deferred until later years. Additionally, Years 2 and 3 projects may need to be spread into Years 4 and 5 of the new Five-Year CIP. Any projects moved to the first year of the CIP may require deferring active or other planned projects into later years or moving projects to the unscheduled list.

Pending Council direction, staff recommends that most of the roll-forward projects in Table 3 proceed into the Five-Year CIP; however, the timing for many of these projects will need to be modified. While further staff evaluation of projects will be conducted, there are several projects that staff initially recommends amending, deferring, or deleting, including:

- 26-xx, North Bayshore Branding and Wayfinding Signage Installation—Move to unscheduled list due to staffing resource constraints and uncertainty around timing of the complete buildout of the North Bayshore area.
- 27-xx, Evelyn Avenue Bikeway (Franklin to Bernardo)—Amend description to identify only study, outreach, and concept design.
- 27-xx, Rengstorff Avenue Green Complete Street Improvements, Study and Preliminary Design—Amend description to remove Study component due to current project (Rengstorff Avenue Complete Streets Study, 25-39) identified to perform study.
- 27-xx, Castro Pedestrian Mall Permanent Improvements, Evelyn to California, Planning and Preliminary Design—Amend description to identify only planning and preliminary design.
- 28-xx, Middlefield Road Sidewalk Across SR-85, Feasibility Study and Preliminary Design—Move to unscheduled list due to funding constraints and current project (Middlefield Road Complete Streets, 22-01) evaluating interim measures to close sidewalk gap at this location.
- 28-xx, Transit Center Grade Separation, Additional Construction (Placeholder)—Move to unscheduled list due to high construction costs and City Council prioritizing the Rengstorff Grade Separation over the Transit Center Grade Separation project.



- 28-xx, Moffett Boulevard Streetscape Plan, Central Expressway to Middlefield—Delete project due to Moffett Boulevard Precise Plan conducting a streetscape plan for this corridor.

Staff will be conducting further evaluation of the timing of the projects in Table 3 to align with available funding and staff resources, and additional revisions beyond those listed above will occur.

As previously noted, staff is forecasting a significant funding shortfall in the Five-Year CIP. The CIP's transportation funding from dedicated sources is not nearly enough to fund all needs; therefore, the City relies on the unrestricted CIP funds (CIP Reserve and Construction/Conveyance Tax) to fill in the funding gaps. However, these same unrestricted CIP funding sources are also typically the source of funding available for critical City facility needs, information technology projects, certain parks and pathway rehabilitation/renovation needs, transportation and active transportation projects, and sustainability projects.

### **Summary**

Staff is recommending the number of roll-forward and new CIP projects for Fiscal Year 2025-26 be very limited due to funding and staffing workload constraints, and the very high number of active CIPs. Staff expects Year 1 roll-forward projects will need to be deferred until later years, and Years 2 and 3 projects may need to be spread into Years 4 and 5 of the new Five-Year CIP. In addition, funding currently available and forecasted for transportation-related projects have been oversubscribed, and any new transportation projects not listed above would require pausing, defunding, or moving to unscheduled another project to free up staff time and make funding available. Staff's priority is to work towards completing the active CIP projects as quickly as possible to free up resources to start new projects.

**Question for BPAC: Does the BPAC have any comments or recommendations related to the Planned Project Priorities listed above?**

### **NEXT STEPS**

Staff will provide a summary of BPAC input at the City Council Study Session scheduled for May 2025.

ND-JH-RG-EA/4/PWK/771-04-02-25M

Attachment: 1. [March 25, 2025 City Council Study Session Memo](#)

cc: PWD, APWD—Arango, APWD—Au, APWD—Boyer, SMA—Doan, SMA—Goedicke, PCE—Gonzales, SCE—Houghton