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REPORT TO COUNCIL

SUBJECT

Authorize a Local Match of \$600,000 for the VTA Measure B Bicycle and Pedestrian Competitive Grant Program for the Stevens Creek Trail extension project; and Approve Budget Modification No. 12 to Appropriate \$600,000 from the Transportation Impact Fees Reserve in the Capital Projects Fund

BACKGROUND

The Stevens Creek Trail is a partially completed bicycle and pedestrian route along the Stevens Creek corridor. The trail corridor concept was originally proposed by County of Santa Clara trail planners in 1961 to create an interconnected system of trails that would connect parks along Stevens Creek. Today, the trail stretches from the San Francisco Bay in Mountain View to Dale Avenue and Heatherstone Way in Sunnyvale. Another segment of the trail has been completed in Cupertino south of Stevens Creek Boulevard through Blackberry Farm Park and McClellan Ranch Preserve. In 2016, the City participated in the Joint Cities Working Team (JCWT), a cooperative group of policy representatives from the Cities of Sunnyvale, Mountain View, Cupertino, Los Altos, and Valley Water (formerly the Santa Clara Valley Water District). The group was formed in 2009 with the goal of developing and coordinating a mutually agreeable concept for completing the Stevens Creek Trail and subsequently to seek funding to construct the remaining segments of the trail in a cooperative and unified effort. As part of this effort the four cities agreed to funding contributions for a Feasibility Study to identify feasible alignments that would close the gap between Mountain View and Cupertino. Funds for the study were also provided by the Friends of the Stevens Creek Trail and a Project Readiness Initiative grant from the Santa Clara Valley Transportation Authority (VTA). The Friends of Stevens Creek Trail is a local non-profit corporation made up of volunteer community members whose goal is to raise community awareness and support for the completion of a trail in the Stevens Creek Corridor.

In 2012, the four cities contracted with Jana Sokale Environmental Planning to prepare a Feasibility Study to identify alignment alternatives for the completion of a bicycle and pedestrian trail along Stevens Creek and to gather community input. The Feasibility Study analyzed a wide variety of possible routes and evaluated a range of possible improvements including fully separated off-street bicycle/pedestrian trails, on-street bike lanes, and neighborhood greenways on lower volume residential streets. The Feasibility Study report presented numerous routes that were considered feasible and documented routes that were evaluated but considered infeasible.

In 2016, the JCWT made a recommendation on the preferred alignment to close the gap between Mountain View and Cupertino, and presented to the four city councils to obtain support of the preferred alignment. On February 9, 2016 (RTC 16-0034), Sunnyvale City Council approved the preferred alignment with the following motion (Attachment 1):

1. Support the recommended alignment of the JCWT in Study Segment 1 (Dale Avenue/Heatherstone Way to Fremont Avenue). This includes an off-street trail along the 22 acres of open space along State Route (SR) 85 from Dale Avenue/Heatherstone Way to Fremont Avenue, and connections at Fremont Avenue, on both sides of SR 85. To collaborate with the City of Mountain View to seek out grant funding for the master planning, environmental review, and potential construction; with the inclusion of a fire study.
- 2(a). Upon completing the environmental review and securing funding for potential construction of Study Segment 1, initiate a comprehensive traffic and parking study for an off-street bicycle/pedestrian trail on Bernardo Avenue for Study Segment 2 (Fremont Avenue to Homestead Road). If the traffic study indicates that an off-street facility is desirable as determined by Sunnyvale City Council, then proceed to seek grant funding for trail master planning, environmental review, and potential construction of Study Segment 2; and upon completion of the environmental review and securing funding for potential construction of Study Segment 1 and upon approval by the City Council including a public hearing, initiate everything else that is in 2(a) or other action that is decided by the City Council at that time.
3. Collaborate with the Cities of Cupertino and Los Altos to seek out grant funding for the master planning, environmental review, and construction of Study Segment 3 (Homestead Road to Stevens Creek Boulevard) improvements at Homestead Road (i.e. the Homestead Road bridge widening or Homestead Road pedestrian/bike bridge).
4. Support our regional partners as they pursue funding for closing the gap for the Stevens Creek Trail between Mountain View and Cupertino.
5. In an effort to achieve the regional goal of extending the Stevens Creek Trail, the City will support and adopt the following policies as identified in the JCWT recommendation summary:
 - a. All trail projects should try to improve habitat values in and around the Creek.
 - b. Existing public lands near Stevens Creek should be maintained as public land to preserve habitat and future trail opportunities.
 - c. The City will continue collaboration with regional partners for extension of the Stevens Creek Trail and support the alignment of a Stevens Creek Boulevard spur trail connection to Rancho San Antonio County Park.

EXISTING POLICY

General Plan, Chapter 3, *Land Use and Transportation Element*:

- Goal A: Coordinated Regional and Local Planning - Protect the quality of life, the natural environment, and property investment, preserve home rule, secure fair share funding, and provide leadership in the region.
- Goal B: Environmentally Sustainable Land Use and Transportation Planning and Development - Support the sustainable vision by incorporating sustainable features into land use and transportation decisions and practices.
- Goal C: An Effective Multimodal Transportation System - Offer the community a variety of transportation modes for local travel that are also integrated with the regional transportation system and land use pattern. Favor accommodation of alternative modes to the automobile as a means to enhance efficient transit use, bicycling, and walking and corresponding benefits to the environment, person-throughput, and qualitative improvements to the transportation system environment.
- Goal H: Options for Healthy Living - Create a city development pattern and improve the city's infrastructure in order to maximize healthy choices for all ages, including physical activity, use of the outdoors, and access to fresh food.

- Council Policy 7.1.5 (Donations, Contributions and Sponsorships) - Any grants of \$100,000 or more, or that require a local match or obligate the City to ongoing expenses, shall require Council approval of a budget modification before funds can be expended by staff.

ENVIRONMENTAL REVIEW

The action being considered does not constitute a “project” within the meaning of the California Environmental Quality Act (“CEQA”) as the approval of the Budget Modification in support of the City’s grant application for Measure B as part of the City’s application for the 2016 Santa Valley Transportation Authority (VTA) Measure B Bicycle and Pedestrian Competitive Grant Program is not a commitment to the extension project and it does not require environmental review at this time. If the grant is awarded and should Council direct staff to move the project forward, appropriate CEQA analysis will be performed during the project design or master planning process. It is anticipated that the project will be exempt under CEQA Guidelines Section 1501 (c).

DISCUSSION

In August 2019, the City of Mountain View sent a letter requesting to partner with the City of Sunnyvale to further develop the Stevens Creek Trail extension through construction of a connection from the Dale/Heatherstone Bridge to Remington Avenue (Attachment 2). Mountain View proposed that the two cities explore the multi-jurisdictional opportunity to partner for the application for a grant fund for this project through the 2016 VTA Measure B Bicycle and Pedestrian Competitive Grant Program.

In 2016, Santa Clara County voters approved Measure B, a 30-year, half-cent countywide sales tax to enhance transit, highways, expressways and active transportation (bicycles, pedestrians, and complete streets). Over the next 30 years, VTA anticipates that the 2016 Measure B will generate \$6.3 billion in 2017 dollars, of which approximately \$250 million would be allocated for the Bicycle and Pedestrian Competitive Grant Program to support projects in eliminating bike/pedestrian gaps, improving connections, mobility, and providing for a safer and more convenient environment for bicyclists and pedestrians.

The proposed project is listed on the Attachment A of 2016 Measure B (Attachment 3), Bicycle and Pedestrian Project list, under the City of Mountain as Project #58, Stevens Creek Trail Reach 4 Segment 2: Dale/Heatherstone to Mountain View High School, and under City of Sunnyvale as Project #198, Sunnyvale Stevens Creek Trail and Structures: Dale/Heatherstone to Homestead Road 2.5 mi bike path, 4 structures and 1.2 mi bike lane. All projects desiring Measure B funding must be listed in the Measure’s project list and will be scored on criteria that supports the language in 2016 Measure B:

- Countywide significance
- Connection to/serves schools, transit, or employment centers
- Fills gaps in bicycle/pedestrian network
- Provides safer crossings of barriers
- Makes walking or biking safer
- Makes walking or biking more convenient
- Other criteria to consider:
 - Safety benefits
 - Increase in bicycle and pedestrian usage

- Community support
- Project readiness
- Projects serve Communities of Concern

The competitive grant program requires a 10% non-2016 Measure B contribution. As part of Mountain View's Fiscal Year 2019/20 Adopted Budget, Project 20-50, Stevens Creek Trail Extension from Dale/Heatherstone Way to West Remington Drive Design allocated \$600,000 as 10% local matching funds for a potential grant application. The City of Mountain View has requested that the City of Sunnyvale also allocate \$600,000 as 10% local matching funds for a potential grant application that would cover the design and environmental phases of the project. Mountain View's proposed project would end at Remington Drive, and would build a pedestrian overcrossing at Remington Court over Highway 85 to connect to Mountain View High School, whereas Sunnyvale's project would eventually continue the trail extension to Fremont Avenue. Further coordination is needed during the grant application process to determine each city's fair share for implementation and actual extents of the project.

FISCAL IMPACT

Project 830640- Stevens Creek Trail is in the unfunded status pending on the realization of outside revenues. Since the City is partnering with the City of Mountain View to seek the VTA-Measure B grant funding opportunity, Staff recommends that Council appropriate \$600,000 from the Transportation Impact Fee Reserve in the Capital Projects Fund to Project 830640 - Stevens Creek Trail as the local matching fund for this project. This phase of the project includes design and environmental review. Additional funding would be needed for construction of the project.

Budget Modification No. 12 has been prepared to appropriate \$600,000 from the Transportation Impact Fee Reserve as the 10% non-2016 Measure B contribution to the VTA Measure B Bicycle and Pedestrian Competitive Grant Program.

**Budget Modification No. 12
FY 2019/20**

	Current	Increase/ (Decrease)	Revised
Capital Projects Fund			
<u>Expenditures</u>			
Project 830640- Stevens Creek Trail	\$0	\$600,000	\$600,000
<u>Reserves</u>			
Capital Projects Fund/Transportation Impact Fees Sub Fund - Capital Reserve	\$35,774,455	(\$600,000)	\$35,174,455

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public

Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website.

ALTERNATIVES

1. Authorize a Local Match in the amount of \$600,000 for the VTA Measure B Bicycle and Pedestrian Competitive Grant Program for the Stevens Creek Trail extension project; and Approve Budget Modification No. 12 to Appropriate \$600,000 from the Transportation Impact Fees Reserve.
2. Do not authorize a Local Match in the amount of \$600,000 for the VTA Measure B Bicycle and Pedestrian Competitive Grant Program for the Stevens Creek Trail extension project and do not Approve Budget Modification No. 12.
3. Other action as directed by Council.

RECOMMENDATION

Alternative 1: Authorize a Local Match in the amount of \$600,000 for the VTA Measure B Bicycle and Pedestrian Competitive Grant Program for the Stevens Creek Trail extension project; and Approve Budget Modification No. 12 to Appropriate \$600,000 from the Transportation Impact Fees Reserve. Measure B Bicycle and Pedestrian Competitive Grant Program is an ideal source of funding to implement the Stevens Creek Trail extension project. In particular, if the City of Sunnyvale were to partner with City of Mountain View in the grant application, the multi-jurisdictional joint effort would provide a larger amount of funding to design and potentially construct the connection from the Dale/Heatherstone Bridge to Remington Drive.

Prepared by: Dennis Ng, Transportation and Traffic Manager
Reviewed by: Chip Taylor, Director, Department of Public Works
Reviewed by: Teri Silva, Assistant City Manager
Approved by: Kent Steffens, City Manager

ATTACHMENTS

1. Excerpt of City Council Minutes of February 9, 2016
2. City of Mountain View letter to Mayor, August 2019
3. VTA 2016 Measure B Attachment A, VTA Boards of Directors Approved List of Envision Silicon Valley Preliminary Project Lists