



**Council Meeting: February 26, 2013**

**SUBJECT: One Bay Area Grant Program Grant Applications for Transportation Projects – Resolution of Support**

**BACKGROUND**

The Metropolitan Transportation Commission (MTC) is overseeing programming of specific projects and allocations to Bay Area counties through county Congestion Management Agencies (CMA's). The Santa Clara Valley Transportation Authority (VTA), the CMA for Santa Clara County is distributing \$87.3 million in Federal funds to local agencies in a One Bay Area Grant Program cycle for FY's 2012/13 through FY 2015/16. A minimum 11.47% percent local match is required. With the exception of a guaranteed \$1.57 million allocation to Sunnyvale for roadway rehabilitation, the One Bay Area grant funds are awarded on a competitive basis. Eligible project types are bicycle, pedestrian, streetscape, safe routes to school, and traffic safety projects. Projects must be located within a defined Priority Development Area (PDA) or serve a PDA.

Staff has identified 11 eligible candidate projects. Projects are listed and described on Attachment A.

The MTC requires that a resolution of support be approved by the City Council (See Attachment B).

**EXISTING POLICY**

Land Use and Transportation Element LT 5.7: Pursue local, state and federal transportation funding sources to finance City transportation capital improvement projects consistent with City priorities.

Council Policy 7.1.5 Donations, Contributions and Sponsorships:

The City Manager may apply for grants of any dollar amount, but shall notify the Council when grants are being pursued. Council approval of a budget modification to appropriate grant monies is required before funds can be expended by staff. Such a budget modification shall include the use to which the grant would be placed; the objectives or goals of the City which will be achieved through use of the grant; the local match required, if any, plus the source of the local match; any increased cost to be locally funded upon termination of the grant; and the ability of the City to administer the grant. For grants under the amount of \$5,000 that do not have any external reporting

requirements or any local match requirement, Council approval of a budget modification is not required. The City Manager is authorized to accept and administratively appropriate the grant funds.

These grants do not meet all of the criteria to be administratively appropriated by the City Manager; therefore a budget modification is required. Grant funds from the Metropolitan Transportation Commission have external reporting requirements and fall under the federal single audit guidelines.

## **DISCUSSION**

Staff has reviewed City plans and the City's pavement management system to identify eligible projects. Eleven candidate projects have been identified. Council is being asked, as recommended by staff, to approve a resolution of support as presented in Attachment B. Staff is applying for a total of up to \$17,326,800 in funding.

## **FISCAL IMPACT**

There is no fiscal impact from approving the attached resolution of support for grant funding. Should funding be awarded, the grant program requires a minimum 11.47% local match, although agencies can elect to overmatch to as much as 21% to gain additional points in the scoring process. Staff will propose matching funding based on the availability of local matching funds and an evaluation of how well specific projects may benefit from an overmatch in the competition for funding. Depending upon which project or projects are funded and the level of local match, the local contribution could range from \$40,145 if only the lowest cost project were funded at the minimum required match, to \$3,638,628 if all projects were funded with a 21% local match.

While it is unlikely that the City would realize grant awards for all 11 projects, staff has identified potential sources of matching funds that could provide sufficient funds for local match for all eleven projects, if awarded. Matching funds could come from the Transportation Grant Local Matching Funds reserve, previously budgeted funds for certain eligible projects or project components, Transportation Impact Fees, savings from completed projects, Sense of Place fees, and Park Dedication funds. Staff will return to Council with a budget modification to appropriate funds at such time that a grant is awarded.

## **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 Web site.

**ALTERNATIVES**

1. Approve the attached Resolution of Support for One Bay Area Grant Program funding.
2. Do not take action at this time and forfeit the opportunity to compete for One Bay Area Grant Program funds.

**RECOMMENDATION**

Staff recommends Alternative No. 1: Approve the attached Resolution of Support for One Bay Area Grant Program funding.

Approval of the resolution will allow the City to compete for federal transportation funding for planned transportation improvements.

Reviewed by:

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Kent Steffens, Director of Public Works  
Prepared by: Jack Witthaus, Transportation and Traffic Manager

Approved by:

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Gary M. Luebbbers  
City Manager

**Attachment:**

- A. List of Candidate Projects
- B. Resolution of Support

# **ATTACHMENT A**

**ATTACHMENT A**  
**One Bay Area Grant Program**  
**Sunnyvale Candidate Projects**

1. Fair Oaks/Tasman East Channel Trail

Description: Paved bicycle and pedestrian trail between the John W. Christian Greenbelt and Tasman Drive along the East Channel  
Plan: Tasman/Fair Oaks Pedestrian and Bicycle Circulation Plan  
Cost: \$745,000

2. El Camino Real Pedestrian Safety and Streetscape Improvements-

Description: High visibility, stamped crosswalks, countdown pedestrian signals, and ADA compliant ramps at all signalized intersections; elimination of free right turn lanes and improvement of pedestrian crossing distances at four intersections; installation of five new signalized pedestrian crossings at midblock locations  
Plan: Precise Plan for El Camino Real  
Cost: \$4,012,500

3. Sunnyvale-Saratoga Road Pedestrian Safety and Walkability Enhancements

Description: Installation of a pedestrian traffic signal at the intersection of Mathilda Avenue and Sunnyvale-Saratoga Road, and elimination of free right turn lanes and improvement of pedestrian crossing distances at the intersection of Sunnyvale-Saratoga Road and El Camino Real  
Plan: Resource Allocation Plan, Precise Plan for El Camino Real  
Cost: \$663,000

4. Priority Development Area Safe Routes to School

Description: Pedestrian enhancements including high visibility crosswalks, yield lines, signs, signal improvements, in-pavement lighted crosswalks, and stop signs at various locations (200+) on school routes in Priority Development Areas  
Plan: Comprehensive School Traffic Study  
Cost: \$1,830,300

5. Downtown PDA bikeways and streetscape – Iowa Avenue

Description: Road diet and installation of bike lanes, reconstruction of landscaped medians  
Plan: Downtown Specific Plan  
Cost: \$510,000

6. Fair Oaks Avenue Streetscape and Bike Lanes – Ahwanee to Wolfe Road, Arques to California, Evelyn to Old San Francisco Road

Description: Median construction, bike lanes  
Plan: Bicycle Capital Improvement Program, Sunnyvale Bicycle Plan  
Cost: \$1,210,000

7. Maude Avenue Streetscape and Bike Lanes – Fair Oaks Avenue to Mathilda

Description: Median construction, bike lanes  
Plan: Bicycle Capital Improvement Program, Sunnyvale Bicycle Plan  
Cost: \$880,000

8. Moffett Park Bicycle and Pedestrian Trails – East and West Channels

Description: Construction of paved bicycle-pedestrian trails along the East and West Channels in the Moffett Park Area, intersection improvements, amenities  
Plan: Moffett Park Specific Plan  
Cost: \$3.6 Million

9. Downtown PDA Pedestrian, ADA, Bicycle, Traffic Safety, and Streetscape Enhancements at Intersections

Description: Installation of curb ramps, countdown pedestrian signals, navigator push buttons, bicycle detection and, downtown standard decorative traffic signal equipment  
Plan: Downtown Specific Plan  
Cost: \$1,950,000

10. Lawrence Station Area Pedestrian and Bicycle Train Station Access

Description: Sidewalk and bike lane construction on Willow and Aster Avenues to provide access to Lawrence Station  
Plan: Lawrence Station Area Plan  
Cost: \$350,000

11. Pavement Rehabilitation – Duane Avenue - \$ 1,576,000

# **ATTACHMENT B**

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE AUTHORIZING THE FILING OF APPLICATIONS FOR FUNDING ASSIGNED TO METROPOLITAN TRANSPORTATION COMMISSION (“MTC”) AND COMMITTING ANY NECESSARY MATCHING FUNDS AND STATING THE ASSURANCE TO COMPLETE THE PROJECTS**

WHEREAS, the City of Sunnyvale (herein referred to as APPLICANT) is submitting applications to the Metropolitan Transportation Commission (MTC) for up to \$ 17,326,800 in funding assigned MTC for programming discretion, including by not limited to federal funding administered by the Federal Highway Administration (FHWA) such as Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding and/or Transportation Alternatives (TA) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the following projects:

1. Fair Oaks/Tasman East Channel Trail
2. El Camino Real Pedestrian Safety and Streetscape Improvements
3. Sunnyvale-Saratoga Road Pedestrian Safety and Walkability Enhancements
4. Priority Development Area Safe Routes to School
5. Downtown Priority Development Area bikeways and streetscape – Iowa Avenue
6. Fair Oaks Avenue Streetscape and Bike Lanes – Ahwanee to Wolfe Road, Arques Avenue to California Avenue, Evelyn Avenue to Old San Francisco Road
7. Maude Avenue Streetscape and Bike Lanes – Fair Oaks Avenue to Mathilda Avenue
8. Moffett Park Bicycle and Pedestrian Trails – East and West Channels
9. Downtown Priority Development Area Pedestrian, ADA, Bicycle, Traffic Safety, and Streetscape Enhancements at Intersections
10. Lawrence Station Area Bicycle and Pedestrian Station Access
11. Pavement Rehabilitation – Duane Avenue

(herein referred to as PROJECTS) for the One Bay Area Grant Program (herein referred to as PROGRAM); and

WHEREAS, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (Public Law 112-141, July 6, 2012) and any extensions or successor legislation for continued funding (collectively, MAP 21) authorize various federal funding programs including, but not limited to the Surface Transportation Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives Program (TA) (23 U.S.C. § 213); and

WHEREAS, state statutes, including California Streets and Highways Code 182.6 and 182.7 provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to MAP-21, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal funds for a project shall submit an application first with the appropriate MPO for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

**ATTACHMENT B**

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of federal funds; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

1. the commitment of any required matching funds of at least 11.47%; and
2. that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
3. that the project will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
4. the assurance of the sponsor to complete the project as described in the application, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
5. that the project will comply with all project-specific requirements as set forth in the PROGRAM; and
6. that the project (transit only) will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECTS for REGIONAL DISCRETIONARY FUNDING under MAP-21 for continued funding; and be it further

RESOLVED that the APPLICANT by adopting this resolution does hereby state that:

1. APPLICANT will provide 11.47% in matching funds; and
2. APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
3. APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation projects, and has assigned, and will maintain a single point of contact for all FHWA-funded transportation projects to coordinate within the agency and

## ATTACHMENT B

- with the respective Congestion Management Agency (CMA), MTC, Caltrans and FHWA on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA-funded transportation projects implemented by APPLICANT; and
4. PROJECTS will be implemented as described in the complete application and in this resolution and, if approved, for the amount approved by MTC and programmed in the federal TIP; and
  5. APPLICANT and the PROJECTS will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and
  6. APPLICANT (for a transit project only) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866, revised; and therefore be it further

RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECTS; and be it further

RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and be it further

RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECTS, or the ability of APPLICANT to deliver such PROJECTS; and be it further

RESOLVED that APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file applications with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECTS as referenced in this resolution; and be it further

RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED that the MTC is requested to support the application for the PROJECTS described in the resolution and to include the PROJECTS, if approved, in MTC's federal TIP.

**ATTACHMENT B**

Adopted by the City Council at a regular meeting held on \_\_\_\_\_, 2013, by the following vote:

AYES:  
NOES:  
ABSTAIN:  
ABSENT:

ATTEST:

APPROVED:

\_\_\_\_\_  
City Clerk  
(SEAL)

\_\_\_\_\_  
Mayor

APPROVED AS TO FORM:

\_\_\_\_\_  
Joan A. Borger, City Attorney