



COUNCIL REPORT

DATE: June 14, 2022

CATEGORY: Consent

DEPT.: Public Works

TITLE: **Bicycle/Pedestrian Improvements (Shoreline Boulevard Pathway), Project 21-37—Award Professional Services Agreement**

RECOMMENDATION

Authorize the City Manager or designee to execute a professional services agreement with BKF Engineers of San Jose to provide design services for Bicycle/Pedestrian Improvements (Shoreline Boulevard Pathway, from Wright Avenue to Villa Street), Project 21-37, in a not-to-exceed amount of \$210,000.

BACKGROUND

The pathway on the east side of Shoreline Boulevard, from Wright Avenue to Villa Street, is in very poor condition due to aging asphalt and tree roots uplifting the pathway in various locations. The existing pathway also has steep longitudinal slopes that exceed the current maximum standards established by the Americans with Disabilities Act (ADA). In Fiscal Year 2014-15, Shoreline Boulevard Pathway Improvements, Project 15-32, was established to reconstruct the pathway from Wright Avenue to Villa Street and provide various improvements, including new curb, pathways, lighting, landscaping, irrigation, and retaining walls (see Attachment 1).

In summer 2014, four firms responded to the City's Request for Proposals (RFP) to provide engineering design services for Shoreline Pathway Improvements, Project 15-32, and on [October 14, 2014](#), Council authorized a professional services agreement with BKF Engineers (BKF). Council subsequently authorized an amendment on [June 26, 2018](#). The project design was completed; however, the project did not proceed into construction due to insufficient funding and staffing resources. In 2019, Shoreline Boulevard Pathway Improvements, Project 15-32, was closed out and the remaining funds were unencumbered as part of the Fiscal Year 2019-20 Capital Improvement Program (CIP) approval to make funds available for other priority projects.

On [July 8, 2014](#), in support of this project, Council authorized the filing of an application for funding assigned to the Metropolitan Transportation Commission and committing any necessary matching funds. The City was not successful in obtaining this grant funding.

On [June 21, 2016](#), Council authorized staff to apply for the One Bay Area Grant (OBAG) Program Cycle 2 funding in the amount of \$1,996,000 from the Santa Clara Valley Transportation Authority (VTA). At that time, the project was ranked below the available OBAG funding line and the City was not awarded an OBAG grant. On November 4, 2021, the VTA Board approved awarding \$1,996,000 in OBAG funding to the City of Mountain View for construction of the project after another city relinquished their OBAG grant funding. A key requirement to receiving these Federal grant funds is the timely use of the funds to avoid forfeiture. The City must be ready to advertise the project for construction in early 2023.

ANALYSIS

Prior to proceeding to construction of the Shoreline Boulevard Pathway project, the plans and specifications from 2019 need to be updated to comply with revised Caltrans standards, incorporate the improvements related to the Shoreline Boulevard/Villa Street intersection and traffic signal project currently under construction, and provide a new bid package. Staff recommends entering into a new professional services agreement with BKF to update the 2019 plans and specifications. Undertaking a Request for Proposal (RFP) process to have a new consultant update plans they did not prepare would add three to five months to the design schedule and potentially jeopardize the grant. Consequently, staff recommends continuing to work with BKF.

The main elements of the scope of services include:

- Update design drawings reflecting current Caltrans standards and other site and design updates;
- Conduct a site visit, evaluate and assess potential tree transplanting, and update the Tree Inventory Report;
- Prepare construction bid documents; and
- Provide bidding and construction support.

The recommended fee of \$210,000 for design services, construction support, and contingency is consistent for such services, and staff considers the fee to be fair and reasonable for the scope of work required.

If the recommended action is approved by Council, BKF will begin the design updates in summer 2022. Recommendations for mitigating and/or transplanting Heritage trees identified as needing to be removed will be brought to the Urban Forestry Board in fall 2022 and to the Council in early

2023. The project is estimated to start construction in summer 2023, which meets the OBAG schedule requirements.

FISCAL IMPACT

Bicycle/Pedestrian Improvements, Project 21-37, is funded with \$600,000 from the CIP Reserve Fund. The fee for the recommended agreement is \$202,300 for design and construction support services, and a contingency of \$7,700 for additional services, for a total not-to-exceed amount of \$210,000. The project has sufficient funds for the recommended action.

The \$1,996,000 in OBAG funding will be used for the construction phase of the project. A revised construction cost estimate will be developed based on the revised plans and taking into account inflation and supply chain cost impacts to determine the amount of City funding that will be required to supplement the grant funding. Staff will return to Council to propose allocation of City funds and creation of a midyear CIP project for the construction phase as part of approving the plans and specifications and advertising the project for bids.

ALTERNATIVES

1. Do not approve the recommended professional services agreement and provide direction to issue a Request for Proposals for a new consultant.
2. Provide other direction.

PUBLIC NOTICING—Agenda posting.

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RG/TS/4/CAM
956-06-14-22CR
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Attachment: 1. Project Location

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