



DATE: December 12, 2017

CATEGORY: New Business

DEPT.: Public Works

TITLE: **Bernardo Undercrossing Midyear Capital Improvement Project**

RECOMMENDATION

1. Approve a midyear capital improvement project, Bernardo Pedestrian/Bicycle Undercrossing Feasibility Study, and transfer and appropriate \$575,000 from the Construction and Conveyance Tax (C/C Tax) Fund to the new project. (Five votes required)
2. Authorize the City Manager to execute a cost-sharing agreement with the City of Sunnyvale for the Bernardo Pedestrian/Bicycle Undercrossing Feasibility Study.

BACKGROUND

Bernardo Avenue is bisected by the Caltrain tracks and Central Expressway, with no opportunity for crossing by vehicles, pedestrians, or bicycles. The nearest crossing opportunities are Mary Avenue, approximately 2,400' to the east and the Whisman Road overcrossing, approximately 3,350' to the west. South of Central Expressway, the neighborhood is primarily residential, while the north side is a mix of office and residential. Bernardo Avenue is roughly the boundary between Sunnyvale and Mountain View on the south side (see Figure 1, below).

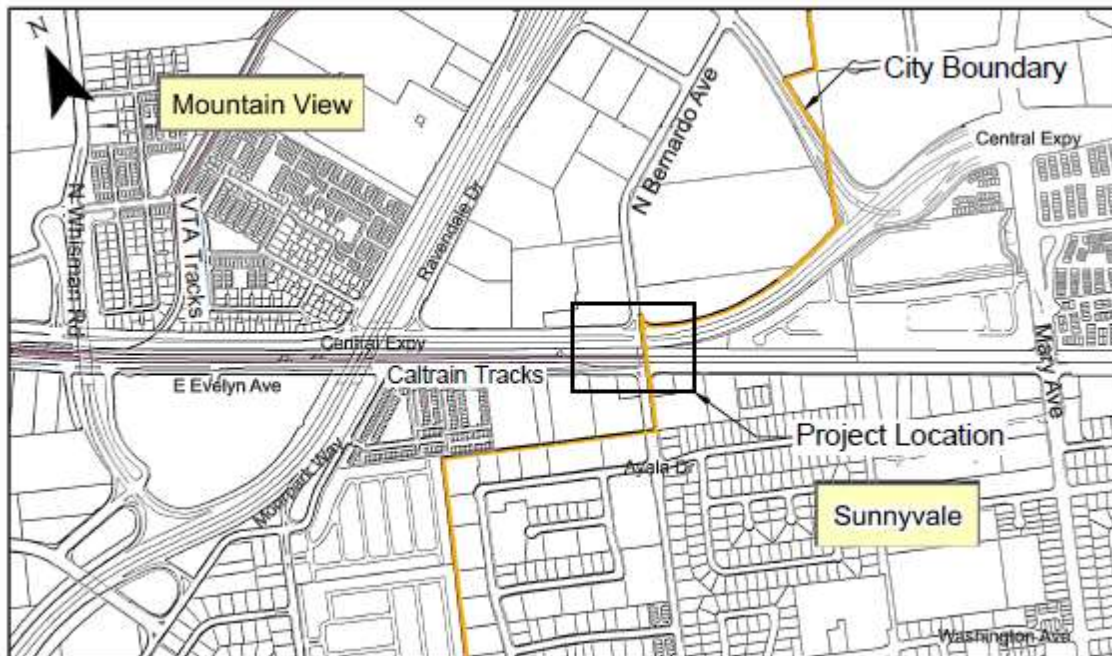


Figure 1

The City of Mountain View identified the need for an undercrossing at Bernardo Avenue as one of the projects submitted for the Valley Transportation Plan (VTP 2040) in summer 2015. The location is also identified as a spot improvement location in the 2015 Bicycle Transportation Plan. With the development anticipated with the East Whisman Precise Plan, creating a connection across Central Expressway and the Caltrain tracks to Evelyn Avenue will provide a good connection to high-density housing south of the tracks to the large employment area to the north. This improvement is also identified in the City of Sunnyvale's plans and the Valley Transportation Authority's (VTA's) Countywide bike plan.

The City of Sunnyvale has retained a consultant to prepare a feasibility study for the undercrossing. The contract includes preparation of 30 percent plans and environmental clearance. Sunnyvale originally scoped the project to provide a tunnel under the railroad tracks, but surfacing again north of the tracks rather than crossing under Central Expressway.

ANALYSIS

Staff from the VTA, Santa Clara County and the cities of Sunnyvale and Mountain View discussed the current scope of Sunnyvale's feasibility study and recommend that the study be extended to include a crossing of Central Expressway in addition to the

Caltrain tracks, as surfacing the tunnel between the tracks and Central Expressway provides little benefit to pedestrians and bicyclists.

Sunnyvale staff agreed to amend the scope of the study provided the City of Mountain View contribute the additional funding needed in the amount of approximately \$522,000. Sunnyvale's current contract is in the amount of \$586,577, so if the recommended actions are approved, Mountain View would be contributing just under one-half of the total cost of the study. Staff considers contribution equitable as Bernardo Avenue is roughly the boundary between the two cities and an undercrossing would serve Mountain View residents and/or businesses on both sides.

The study will provide for the project to be constructed in phases should funding constraints not allow for the complete undercrossing at one time, but will be designed in such a way to allow for the second phase to be connected and aligned for a complete solution when full funding does become available. The undercrossing is eligible for competitive Measure B funds, and having a completed feasibility study will improve the chances of securing funding.

The City of Sunnyvale will act as the project manager for the feasibility study and provide staff time for this effort at no cost to Mountain View. Mountain View staff will assist with data collection and outreach, participate in stakeholder meetings, review deliverables and coordinate consideration of approval of the final document by City Council.

The Feasibility Study is expected to be complete in 18 to 24 months.

FISCAL IMPACT

The estimated cost for consultant services for the total project is approximately \$1,157,000. The City of Mountain View would be contributing to Amendment No. 1 in the amount of \$465,144, plus a 10 percent contingency (\$46,514), for total funding of \$511,658. Additionally, the City would be contributing funding in the amount of \$10,125 for third-party review costs for Caltrain. Staff is including additional funding to cover City administration fees and miscellaneous staff time and materials for the project in the amount of \$53,217. The total request for this project is \$575,000.

There is sufficient balance in the C/C Tax Fund to cover this amount.

ALTERNATIVES

1. Do not participate in the Bernardo Pedestrian/Bicycle Feasibility Study with the City of Sunnyvale.
2. Provide other direction to staff.

PUBLIC NOTICING

Agenda posting and a copy of the report to the City of Sunnyvale.

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JAS-MAF/3/CAM
912-12-12-17-CR-E

cc: APWD – Cameron, TP – Baird, TP – Kim, TE, PCE – Arango, AAI – Doan, F/c