



DATE: December 6, 2016

CATEGORY: Consent

DEPT.: Public Works

TITLE: **Automated Guideway Transportation Feasibility Study, Project 17-36 – Authorize Professional Services Agreement**

RECOMMENDATION

Authorize the City Manager or his designee to execute a professional services agreement with Lea+Elliott, Inc. (Lea+Elliott), to provide professional services for the Automated Guideway Transportation Feasibility Study, Project 17-36, in an amount not to exceed \$250,000.

BACKGROUND

One of the City Council's major goals for Fiscal Years 2015-16 and 2016-17 is to improve transportation by enhancing mobility and connectivity. In support of this goal, the Council directed staff to study the development of an off-street, automated guideway transportation (AGT) system, with a focus on the corridor linking the Downtown Transit Center and the City's North Bayshore Area.

For purposes of this discussion, a fairly broad definition of automated or advanced guideway transportation systems is being used so as to not presuppose or preclude any particular transportation technology from consideration. The systems can be elevated or at-grade, move on rubber tires, steel wheels, rails, or cables, and they can be powered by onboard batteries, electricity, or another energy source. The use of the word guideway with the AGT term is also intended to be very general to mean a separated roadway, path, or other facility that vehicles can travel on or within.

On February 2, 2016, the City Council provided input regarding a proposed process to explore the development of an AGT system for the Downtown Transit Center to North Bayshore Area corridor and directed staff to:

- Seek additional input from the Council Transportation Committee (CTC) and the public regarding the scope of work for the feasibility study and the criteria to be

used in determining whether or not an AGT system might be successfully implemented in Mountain View.

- Prepare and submit a capital improvement project (CIP) request for an AGT Feasibility Study as part of the Fiscal Year 2016-17 CIP development and approval process.

At the CTC's May 2, 2016 meeting, Committee members and the public reviewed and provided additional comments on a proposed scope of work for the feasibility study. The input received from the CTC and public at that meeting, along with the comments previously provided by the City Council, served as the foundation of the Request for Proposals (RFP) issued by the City in September for the AGT Feasibility Study.

A CIP to study the feasibility of implementing an AGT system in the Downtown Transit Center to North Bayshore Area corridor (Project 17-36, Automated Guideway Transportation Feasibility Study) was approved as part of the City Council's adoption of the Fiscal Year 2016-17 CIP on June 21, 2016.

ANALYSIS

The City issued an RFP for the AGT Feasibility Study on September 16, 2016, and two firms responded. After reviewing submittals from Lea+Elliott and Arup North America Limited (Arup), staff identified the consultant team led by Lea+Elliott as the most qualified to conduct the AGT Feasibility Study.

Lea+Elliott will serve as the prime consultant for the AGT Feasibility Study and will lead the identification of system design/operation requirements and transportation technology alternatives, the evaluation of those transportation alternatives, and provide overall project management. Supporting Lea+Elliott are Nelson\Nygaard (development of study area characteristics, passenger demand/market assessment), Kimley Horn (passenger demand/market assessment, identification of system design/characteristics, and the identification and evaluation of transportation technology alternatives), TJKM (transportation engineering and planning support), and Apex Strategies (community outreach/engagement).

More specifically, Lea+Elliott and the AGT Feasibility Study team's work will include the following tasks:

- Developing an understanding of and description of the characteristics of the corridor area to be evaluated for AGT.

- A multi-faceted community outreach and engagement process.
- Developing passenger market and demand estimates.
- Identifying system design/operation requirements that will serve the estimated passenger demand and other characteristics.
- Identifying a range of potential transportation technologies to serve the Downtown Transit Center to North Bayshore Area corridor (e.g., automated people mover, group rapid transit, autonomous vehicles on a guideway, etc.).
- Conducting an evaluation/comparison of transportation technologies to determine the general viability of the technologies to successfully operate in the corridor.
- Preparation of a final evaluation/feasibility study report.

A more detailed description of the recommended scope of work for the AGT Feasibility Study is provided in Attachment 1.

The total cost of the proposed services to be provided by Lea+Elliott and its subconsultants is \$250,000, which includes basic and reimbursable expenses of \$220,000, and a contingency of \$30,000.

If the recommended agreement is approved by the City Council, Lea+Elliott and the AGT Feasibility Study team will commence work in December 2016 and complete the AGT Feasibility Study in September/October 2017.

The agreement is statutorily exempt from review under the California Environmental Quality Act (CEQA), Guidelines Section 15262, which exempts feasibility and planning studies for possible future actions which the agency has not approved, adopted, or funded from the preparation of an Environmental Impact Report or Negative Declaration. Guidelines Section 15262 also requires “consideration of environmental factors.” Environmental factors include impacts to health and safety, aesthetics, historical, or other environmental resources. The deliverables under the agreement consist of various analyses and preparation of a feasibility study report which would not result in any physical impacts to the environment. Future implementation of any recommendations identified in the report is dependent on available funding, and any future actions developing an AGT system would be subject to environmental review under CEQA.

FISCAL IMPACT

The project budget for the AGT Feasibility Study, Project 17-36, is \$302,000, funded with \$227,000 from the Construction/Conveyance Tax Fund and \$75,000 from the Shoreline Regional Park Community Fund. The project budget is sufficient to fund the recommended agreement with Lea+Elliott.

ALTERNATIVES

1. Modify the proposed scope of work with Lea+Elliott.
2. Do not approve the proposed scope of work and recommended agreement. Direct staff to issue a revised RFP for the AGT Feasibility Study.
3. Provide other direction to staff.

PUBLIC NOTICING – Agenda posting.

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LF/3/CAM
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Attachment: 1. Proposed Scope of Work