



DATE: February 13, 2018

CATEGORY: Unfinished Business

DEPT.: Public Works

TITLE: **Mountain View Transit Center Master Plan – Phase 1 Preliminary Engineering and Environmental Clearance**

RECOMMENDATION

1. Transfer and appropriate \$832,000 from the Construction/Conveyance Tax Fund to Transit Center Master Plan Next Steps/Implementation Items, Project 18-65. (Five votes required)
2. Authorize the City Manager to execute a professional services agreement with Kimley-Horn and Associates, Inc., to provide preliminary engineering and environmental clearance for the Transit Center Master Plan Next Steps/Implementation Items, Project 18-65, in an amount not to exceed \$1,565,000.

BACKGROUND

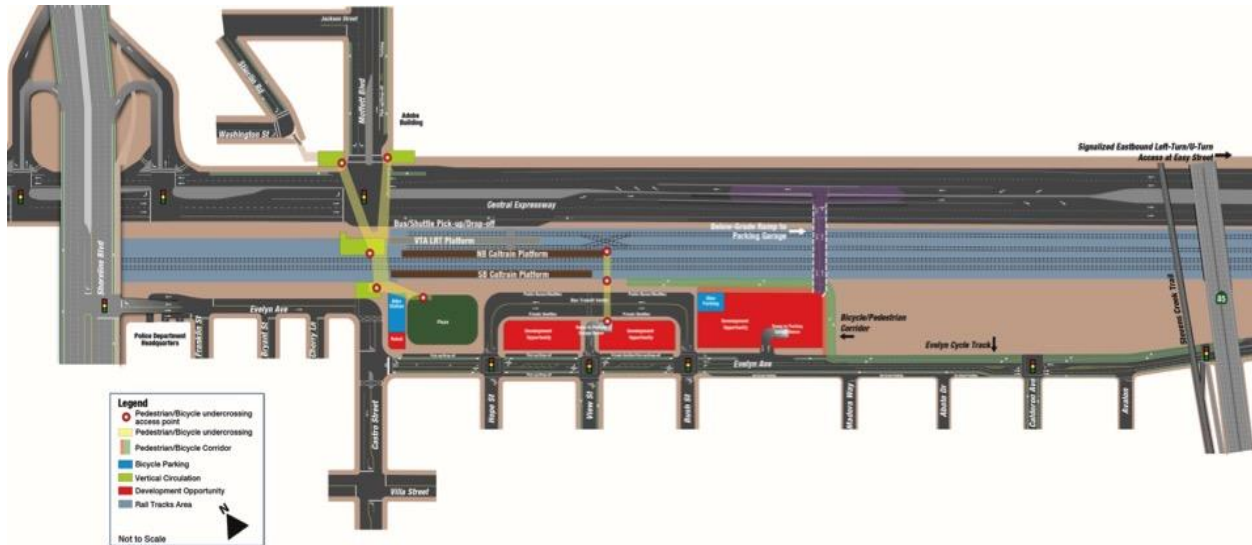
On [November 10, 2015](#) the City Council approved a professional services agreement with Kimley-Horn and Associates, Inc., to lead the initial Master Plan effort. Kimley-Horn was selected as the most qualified firm to provide these services through a Request for Proposals (RFP) process.

Development of the Transit Center Master Plan was conducted in two phases. The first phase, the identification of a preferred grade-separation alternative for the Castro Street rail crossing, was completed on [June 22, 2016](#), with Council's approval of a plan that calls for rerouting Castro Street vehicle traffic at the tracks and constructing pedestrian and bicycle undercrossings of the tracks and Central Expressway. The second phase, the development of a plan for improved Transit Center services and facilities, was conducted from mid-2016 to early 2017.

Four concepts were initially developed to illustrate options for improving and reconfiguring the Transit Center. These concepts were reviewed in Council Study Sessions on [October 18, 2016](#), [November 22, 2016](#), and [March 21, 2017](#), and were discussed in several meetings with key agency stakeholders, such as the Santa Clara

Valley Transportation Authority (VTA), Caltrain, and the County of Santa Clara. Three community meetings were also held in 2016 and early 2017.

Following these meetings and further analysis of the concepts, Council approved the Transit Center Master Plan on [May 23, 2017](#) as illustrated below:



The Transit Center Master Plan will also be developed in two phases:

- Phase 1—This first phase will eliminate all at-grade vehicle and pedestrian crossings at Castro Street and the Transit Center; provide alternate vehicle routes and new pedestrian and bicycle undercrossings, shift and expand the Caltrain platforms, and provide new bicycle connections. Key elements include a new vehicle ramp on Evelyn Avenue connecting to Shoreline Boulevard, two new undercrossings under the tracks (one extending under Central Expressway), and street modifications to facilitate these new connections. Phase 1 is expected to be managed by the City as a capital improvement project with a combination of City, Measure B, and possibly other funding and will be constructed in partnership with Caltrain.
- Phase 2—The current Transit Center parking and bus/shuttle area (owned by Caltrain), as well as the current Centennial Plaza (City-owned), will be redeveloped during this phase. The redevelopment will include new, below-grade parking, a new and enlarged bus/shuttle facility, an enlarged plaza, and new development constructed above those facilities. Phase 2 is expected to be

completed as a public/private partnership between the City, Caltrain (the property owner), and a private developer(s).

Placeholder funding in the amount of \$1 million was included in the 2017-18 Capital Improvement Program for next steps related to developing the improvements identified in the Master Plan. If approved, the recommended actions fund and retain the professional services necessary to begin Phase 1 and provide additional funding for some actions related to Phase 2.

ANALYSIS

Over the last few months, staff has had several meetings with Caltrain to discuss how both phases of the project would be implemented and what would be the appropriate roles for each agency.

Phase 1

Caltrain staff agreed that the City should lead the initial steps of Phase 1, including preliminary engineering (35 percent design) and completion of the environmental review process. Following this work, two separate projects would be advanced to final design and construction: (1) a City-led project to complete street and other improvements on Castro Street, Evelyn Avenue, and Shoreline Boulevard, and (2) a Caltrain-led project to construct the platform improvements and the undercrossings of Central Expressway and the railroad right-of-way.

Staff recommends retaining Kimley-Horn to perform the preliminary engineering and environmental review for Phase 1. Kimley-Horn is a qualified consultant capable of providing the professional services which the City seeks. Kimley-Horn prepared the Master Plan for the site and was retained for that effort through a competitive process. Staff is satisfied with the firm's work on the Master Plan and is confident that Kimley-Horn is well qualified to perform the required work.

Kimley-Horn has prepared an estimate to conduct the preliminary engineering and environmental work for Phase 1. The estimated cost is \$1.565 million, including a 10 percent contingency and is estimated to take approximately 18 months. In addition to preliminary engineering and environmental clearance, the scope of work includes continuing the community outreach and engagement process implemented during the development of the Transit Center Master Plan.

Phase 2

For the Phase 2 (Joint Development) work, it was agreed with Caltrain staff that the City would first define a plan for the site (including appropriate uses and characteristics such as height, density, and urban design) and Caltrain would then secure a developer to construct the improvements, including the transit elements. The Phase 2 work will proceed in parallel with the Phase I work but is not part of the Kimley-Horn scope of work for Phase I. A portion of the requested funding will be used to retain a consultant to conduct a preliminary economic analysis and other work in preparation for the site land use plan. Staff will return to Council to request additional funding for the development of the land use plan when a full scope of work is ready.

FISCAL IMPACT

Transit Center Master Plan Next Steps/Implementation Items, Project 18-65, is currently funded with \$1 million from Public Benefit in Lieu funds - Shoreline Regional Park Community. This funding was established as a placeholder amount until the estimated costs for the next steps could be developed. The additional \$832,000 requested is necessary to fully fund the Kimley-Horn contract, provide for project management, and conduct preliminary work in support of Phase 2 of the Transit Center Master Plan. There is sufficient balance in the Construction/Conveyance Tax Fund for the recommended appropriation.

ALTERNATIVES

1. Do not approve the recommended contract with Kimley-Horn and Associates, Inc. Direct staff to issue a new RFP for Phase 1 preliminary engineering and environmental clearance.
2. Provide other direction to staff.

PUBLIC NOTICING

In addition to the City's standard agenda posting requirements, notices were distributed to the persons who have signed up on the project website for updates and information, previous business and/or community meeting participants, representatives of VTA, Caltrain, and Mountain View TMA, and other interested parties.

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