



**DATE:** June 7, 2016

**CATEGORY:** Consent

**DEPT.:** Public Works

**TITLE:** **East Whisman Area Transit-Oriented Development (TOD) Improvements, Project 16-48 – Authorize Professional Services Agreement**

### **RECOMMENDATION**

Authorize the City Manager to execute a professional services agreement with BKF Engineers of San Jose to provide engineering design services for the East Whisman Area Transit-Oriented Development (TOD) Improvements, Project 16-48, in a not-to-exceed amount of \$517,000.

### **BACKGROUND**

The East Whisman area between Middlefield Road and Highway 101 is served by the Santa Clara Valley Transportation Authority (VTA) Middlefield Light Rail Transit (LRT) Station to the south and Bayshore/NASA LRT Station to the north. While the Middlefield Road LRT Station is convenient to commuters traveling to the southern portion of the East Whisman area, the Bayshore/NASA LRT Station is separated from the area by Highway 101. The existing pedestrian route across Highway 101 is circuitous and requires pedestrians to use the narrow sidewalk along the west and north sides of Ellis Street and bicyclists to share the roadway on Ellis Street and Manila Drive since there are no existing bike lanes.

On December 3, 2013, the City Council considered several alternatives for improving pedestrian and bicycle access across Highway 101 at Ellis Street based on a study prepared by Alta Planning + Design. Because of the cost of some of the improvements, and the ridership at the Bayshore/NASA LRT station was relatively low, Council directed staff to discuss with the VTA relocating the station south of Highway 101 rather than funding an extensive pedestrian improvement project. Staff discussed the concept of relocating the Bayshore/NASA LRT station or combining the station with the Middlefield LRT station with VTA executive staff in 2014 and then again in 2015. VTA staff was also interested at that time in improving ridership at underutilized stations.

Since that time, VTA staff has, with funding provided by Google, started work on a North Bayshore Transportation Study (Study) that focuses on improving the connection between the Bayshore/NASA LRT station and the City's North Bayshore Area. Specifically, the Study will evaluate the following concepts: extending a light rail spur from the Bayshore/NASA Station into the North Bayshore Area; enhancing transit alternatives from the Bayshore/NASA LRT station into the North Bayshore Area; and considering other new/innovative transportation options (e.g., self-driving cars, automated transit) to connect the Bayshore/NASA LRT station to the North Bayshore Area.

There have been no recent discussions with VTA staff regarding the station relocation/consolidation concept given the VTA's new focus on the Bayshore/NASA LRT station as potentially serving as a critical point of connection/entry into the North Bayshore Area. Even with some uncertainty about a future connection between the Bayshore/NASA LRT station and the North Bayshore Area, staff believes that improving access across Highway 101 will benefit existing and future pedestrians and bicyclists.

In June 2015, the City Council created the East Whisman Area Transit-Oriented Development (TOD) Improvements, Project 16-48, which includes the design and construction of one of the alternatives identified in the Alta Planning + Design study and other enhancements to bicycle and pedestrian facilities in the East Whisman Area.

The project proposes to enhance and improve pedestrian and bicycle facilities in the following locations (see Exhibit A – Project Location Map):

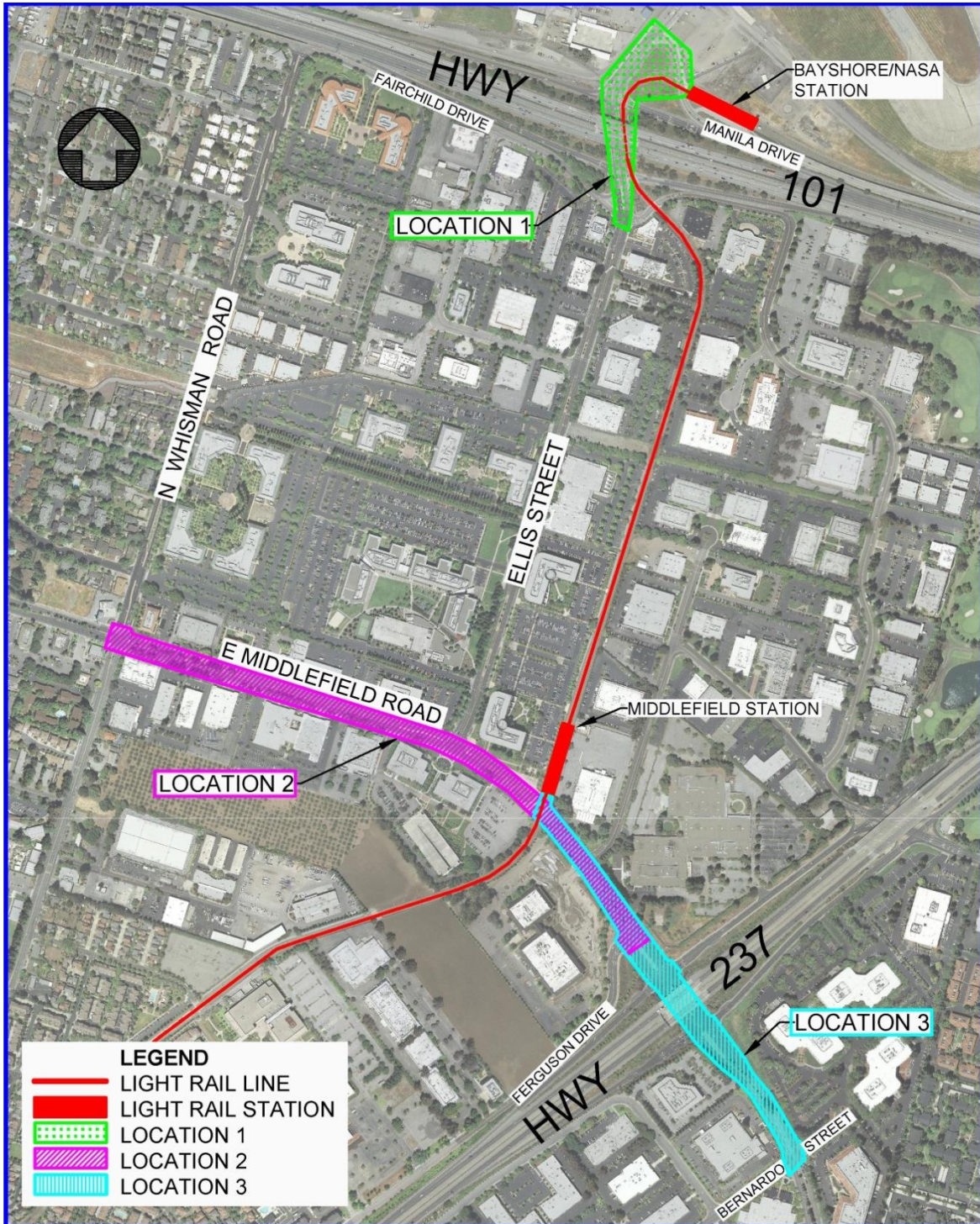
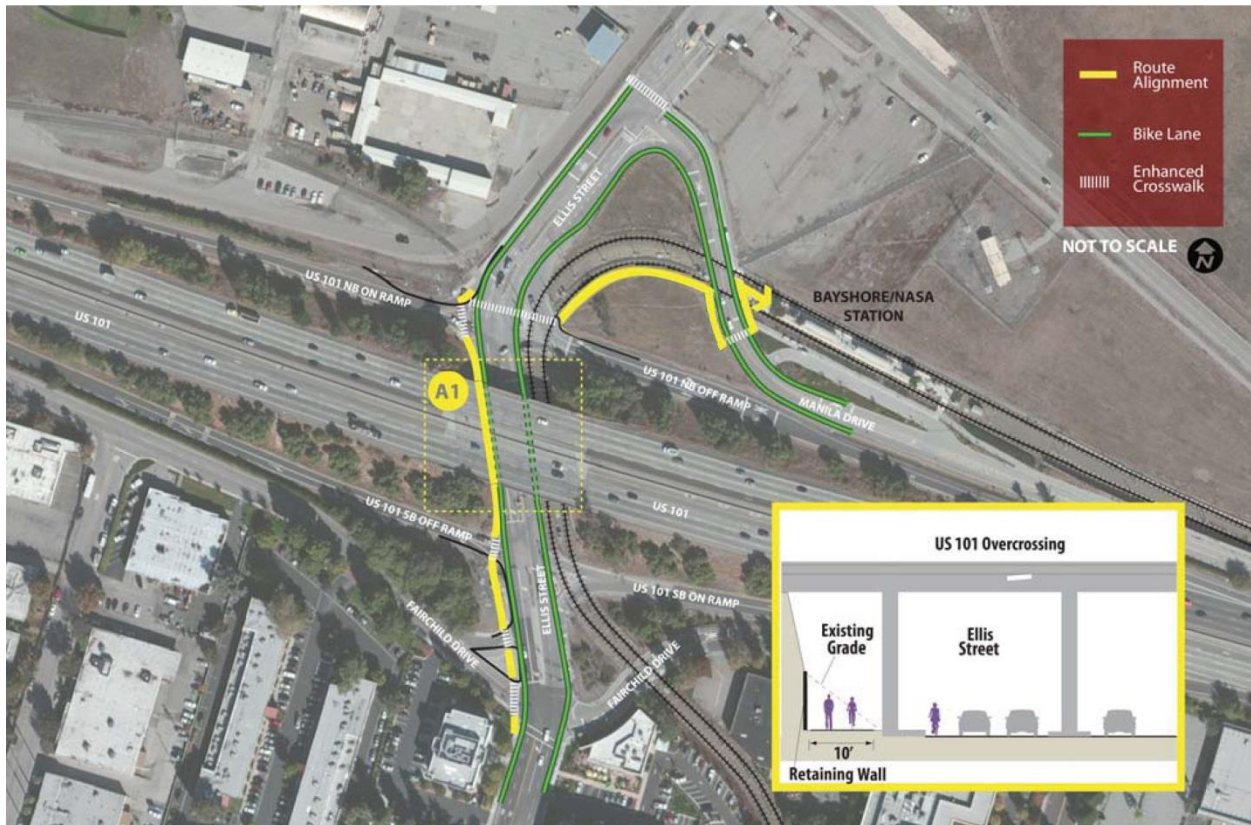


Exhibit A – Project Location Map

- Location 1: Ellis Street between Fairchild Drive and the Bayshore/NASA LRT Station (see Exhibit B – Proposed Ellis Street Improvements):
  - The scope of work includes modification of curve radii at the three intersections of Ellis Street with Fairchild Drive and the Highway 101 off-ramp, sidewalk widening, installation of new pathway south of the light rail tracks from Ellis Street to Manila Drive, landscaping, irrigation, storm drainage, striping and pavement markings (including bike lanes), lighting, and traffic signal modifications.



**Exhibit B – Proposed Ellis Street Improvements**

- Location 2: East Middlefield Road between Whisman Road and Ferguson Drive (see Exhibit C – Middlefield Road Median Island Improvements):
  - The scope of work includes removal of existing concrete medians and PCC surface, and installation of full raised landscaped medians, including maintenance band, concrete interlocking pavers, landscaping, irrigation, and striping and pavement markings. Medians improve pedestrian access by calming traffic and providing a midblock pedestrian refuge. TOD funding has also been used to install medians on Ellis Street and North Whisman Road.



**Exhibit C – Proposed Middlefield Road Improvements**

- Location 3: Middlefield Road between Middlefield LRT Station and Bernardo Avenue:
  - The scope of work includes installation of new ADA-compliant curb ramps, bike lane striping, and installation of pedestrian-scale lighting in the Highway 237 underpass.

## **ANALYSIS**

Staff issued a Request for Proposals (RFP) in March 2016 to four consultants, and one firm responded to the City’s RFP. While receiving multiple proposals for comparison is

ideal, evaluation of professional services such as engineering is based primarily on qualifications and experience rather than price (as is the case with construction bids). After careful review, staff determined that BKF Engineers of San Jose (BKF) has the experience in completing similar projects, understands the project goals, and can complete the project successfully. Staff also carefully reviewed the proposed fee and considers the recommended contract amount to be fair and reasonable.

The recommended scope of work includes review of relevant background information; conduct high-definition surveying; conduct geotechnical, structural, and arborist investigations; obtain permits and design approval from appropriate agencies/stakeholders; prepare plans, specifications, and cost estimates; obtain design approval and permits from appropriate stakeholders/agencies; provide bidding and construction support, and complete project as-builts (see Attachment 1).

The recommended not-to-exceed contract amount of \$517,000 includes \$470,000 for engineering services and a contingency in the amount of \$47,000 for unforeseen work. The estimated project cost for the project is:

Construction	\$1,900,000
Construction Contingency	200,000
Engineering and Design Services	517,000
City Project Management	75,000
Construction Inspection and Testing	75,000
Miscellaneous	<u>30,000</u>
Subtotal	2,797,000
City Administration @ 6.5%	<u>182,000</u>
TOTAL PROJECT COST	<u>\$2,979,000</u>

With City Council's approval of this contract, the design will commence in July 2016 and expected to be completed in summer 2017.

### **FISCAL IMPACT**

The Transit Overlay District in the East Whisman area allows certain developments to be constructed with a floor area ratio (FAR) above 0.35. In return, the developers must provide transit-related amenities aimed at reducing single-occupant auto commuting and by paying a TOD fee. The TOD fees are used for transit-oriented projects in the East Whisman area.

The East Whisman Area Transit-Oriented Development (TOD) Improvements, Project 16-48, is funded with \$3,000,000 from the Transit-Oriented Development Fund. Sufficient funding is available to complete the project based on the current cost estimate.

**ALTERNATIVES**

1. Do not authorize professional services agreement with BKF and direct staff to issue the RFP to other engineering firms.
2. Do not proceed with the project at this time.
3. Provide other direction.

**PUBLIC NOTICING** – Agenda posting.

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Attachment: 1. BKF Scope of Work and Fee Schedule