



DATE: November 10, 2015

CATEGORY: New Business

DEPT.: Public Works

TITLE: **Transit Center Master Plan, Project 16-41 – Approve Scope and Authorize Professional Services Agreement**

RECOMMENDATION

1. Approve the proposed scope of work for the Transit Center Master Plan, Project 16-41.
2. Authorize the City Manager or his designee to approve a professional services agreement with Kimley Horn and Associates, Inc., to provide professional services for the Transit Center Master Plan, Project 16-41, in an amount not to exceed \$800,000.

BACKGROUND

The Mountain View Transit Center (Transit Center) is a key local and regional intermodal transportation facility serving nearly 4,300 boarding Caltrain riders and an additional 1,300 Valley Transportation Authority (VTA) light rail riders each weekday. An additional 1,000 daily riders are served by other transportation services at the Transit Center, including: VTA buses, Caltrain shuttles, Transportation Management Association (TMA) MVgo shuttles, private employer shuttles, and the Mountain View Community Shuttle.

These usage figures far exceed the 1,000 riders expected during the three-hour morning peak period at the Transit Center when its final design was approved in 1997. Usage figures are expected to continue to increase significantly in the coming years with the completion of Caltrain's electrification project in 2020, which will increase the bidirectional frequency of rail service along the Peninsula rail corridor, and the start of express light rail service to BART at the new Milpitas Station in 2017. In the longer term, California High-Speed Rail (CHSR) service is also proposed to operate as many as eight trains per hour in the Peninsula rail corridor.

The Shoreline Regional Park Community Transportation Study completed in 2013, and the North Bayshore Precise Plan and the Shoreline Boulevard Corridor Transportation Study (Corridor Study), both completed in 2014, identified transportation improvement strategies to respond to anticipated employment and development increases in the City's North Bayshore Area. An important element in each of these studies/plans was the expected increase in usage at the Transit Center for all of the transportation services operating at the facility. The 2030 General Plan also envisioned other employment areas in the City growing and increasing their reliance on, and demand for, transportation services at the Transit Center.

The City Council directed staff to undertake the development of a Master Plan for the Transit Center in November 2014 as a next step action from the Corridor Study, and provided additional direction regarding the scope, components, and alternatives to be considered as part of the Transit Center Master Plan during a March 3, 2015 Study Session discussion.

Based on Council direction, the objectives of this master planning effort are to develop a new Transit Center Master Plan that will:

- Address/accommodate the anticipated increases in transit ridership and demand for transportation services at the Transit Center.
- Provide solutions to support anticipated increases in bicycle and pedestrian activity within and to/from the Transit Center.
- Develop strategies for traffic on routes adjacent to the Transit Center.
- Complement the development in Mountain View's historic and vibrant downtown area.

The results of the master planning effort will include:

- Evaluation and recommendations regarding Castro Street and/or Central Expressway grade-separation options, including the possible closure of Castro Street to vehicular traffic at the rail tracks.
- A preferred plan for improved transportation facilities, including platform expansion, bus and shuttle loading areas, pedestrian and bicycle access, bicycle storage, flexibility to accommodate new/emerging transportation technologies in the future, and other facilities.

- Evaluation and recommendations regarding parking structure options and the potential redevelopment of the existing Caltrain surface parking lot.
- Land use and potential development plans.
- Identification of capital costs, funding strategies, phasing opportunities, and an implementation plan.

ANALYSIS

The City issued a Request for Proposals (RFP) for the Master Plan project on August 17, 2015. Four consulting firms responded to the City's RFP. After reviewing the submittals, staff identified the consultant team led by Kimley-Horn and Associates, Inc. (Kimley Horn), as the most qualified to manage the Transit Center Master Plan project.

Kimley Horn will serve as the prime consultant for the master planning effort and be responsible for transit facility and operations planning, traffic operations and multi-modal circulation planning, community engagement/outreach, and overall project management. Supporting Kimley Horn on the project team are Bottomley Design & Planning (land-use planning, urban design, and schematic graphics), Mark Thomas & Company (preparation of grade-separation concepts and cost estimating), Gannett Fleming (planning and design of rail facilities), Biggs Cardosa Associates (structural engineering), and Apex Strategies (community engagement/outreach).

Kimley Horn and the Transit Center Master Plan team's work will include:

- Review of existing studies, plans, guidelines, and standards (e.g., 2030 General Plan, Shoreline Corridor Study, applicable Precise Plans, City street design standards, rail design criteria, etc.) that provide context/direction to the master planning effort.
- A multifaceted community outreach and engagement process, including: meetings and/or workshops with downtown stakeholders, community and neighborhood groups, the City's Bicycle/Pedestrian Advisory Committee, and the City Council; coordination with transportation agency representatives; the establishment of a project website and use of social media; and other techniques to solicit and receive input from the community.

- Identification and evaluation of conceptual alternatives for modifying the existing Castro Street at-grade rail crossing, including the possible closure of Castro Street to vehicular traffic at the rail crossing.
- Identification and presentation of a preferred grade-separation alternative.
- The development and evaluation of conceptual alternatives for improving Transit Center facilities and services based on transit operators' current utilization of the Transit Center and their future needs.
- Identification and evaluation of potential land use and development opportunities.
- Development of a preferred Master Plan for the Transit Center, with phasing options and costs.

A more detailed description of the recommended scope of work is provided in Attachment 1.

The total cost of the proposed services to be provided by Kimley Horn and its subconsultants is \$800,000, which includes basic services and reimbursable expenses of \$726,996, and a contingency of \$73,004.

If the proposed scope of work and recommended agreement are approved by the City Council, Kimley Horn and the Transit Center Master Plan team will commence work in December 2015 and complete the master planning effort in early 2017. The first phase, related to the Castro Street at-grade crossing, is expected to be brought to Council by the end of the second quarter of calendar year 2016.

FISCAL IMPACT

The project budget for the Transit Center Master Plan, Project 16-41, is \$1 million, funded with \$750,000 from the Construction/Conveyance Tax Fund and \$250,000 from the Shoreline Community Fund. The project budget is adequate to fund the recommended agreement with Kimley Horn.

ALTERNATIVES

1. Modify the proposed scope of work with Kimley Horn.
2. Do not approve the proposed scope of work and recommended agreement. Direct staff to issue a revised RFP for the Transit Center Master Plan.
3. Provide other direction to staff.

PUBLIC NOTICING

In addition to the City's standard agenda noticing requirements, notices were sent to stakeholders/interested persons who participated in previous City transportation-related studies/projects, the Old Mountain View and other nearby City neighborhood associations, VTA, Caltrain, Mountain View Transportation Management Association, Santa Clara County Roads and Airport Department, Central Business Association, Mountain View Chamber of Commerce, Bicycle/Pedestrian Advisory Committee, and other interested parties.

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LF/7/CAM
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Attachment: 1. Proposed Scope of Work