



June 15, 2018

Eric B. Anderson, AICP
 Senior Planner
 Community Development Department
 City of Mountain View
 500 Castro Street
 Mountain View CA, 94039

RE: East Whisman Precise Plan EIR, Contract Amendment #2

Dear Mr. Anderson:

In March of 2016, David J. Powers & Associates, Inc. (DJP&A) entered into a contract with the City of Mountain View to complete an Environmental Impact Report (EIR) for the East Whisman Precise Plan. In April 2017, Contract Amendment #1 was signed for our additional work on the EIR, including subconsultant work. The approved contract and contingency amounts are shown in the table that follows

Approved Contract Amounts	
• Original Contract (March 2016)	\$590,769
<i>10 Percent Contingency</i>	<i>\$59,077</i>
Total:	\$649,846
• Contract Amendment #1 (April 2017)	\$195,382
<i>10 Percent Contingency</i>	<i>\$19,538</i>
Total:	\$214,920
Current Contract Total:	\$864,766

The project has undergone changes in the last year and the schedule has been extended. To accommodate these changes to the project and schedule, we (and our subconsultants) are requesting additional budget for work described below:

DJP&A: Continued meetings with the City, project management, subconsultant oversight.

Fehr & Peers: Complete evaluation of intersection operations under Cumulative Conditions and use of the results to develop several options for City staff to consider as they formulate transportation goals for the East Whisman Precise Plan. Accommodate changes to the intersections and freeway segments in the study area based on the results of the trip generation estimates, and elimination of one of the project alternatives from consideration. Additional bicycle and pedestrian analyses of the area, as requested by City staff.

Schaaf & Wheeler: Includes additional project management time to accommodate the extended schedule and incorporation of changes to the project (including elimination of a project alternative) into the utility models.


The current approved contract amount is \$864,766. The cost for additional services associated with this Contract Amendment #2 would be an additional \$249,865 (which includes a 10 percent contingency), bringing the new contract total to **\$1,114,631**. The additional costs are shown in the table that follows.

David J. Powers & Associates, Inc.	
• Preparation of EIR	\$16,845
Subconsultants*	
• Fehr & Peers	\$197,110
• Schaaf & Wheeler	\$13,197
<i>10 Percent Contingency</i>	<i>\$22,713</i>
Total:	\$249,865
* Subconsultant and reimbursable expenses include our standard 15 percent administrative fee.	

This amount would be billed on a time and materials basis in accordance with the terms of our original contract with you. We would only bill for the hours worked.

We appreciate your consideration of this request. Please contact Amie Ashton at (408) 454-3405 or me with any questions or to discuss this matter further.

Sincerely,



Judy Shanley
President



June 15, 2018

Amie Ashton, Project Manager
David J. Powers & Associates
1871 The Alameda, Suite 200
San Jose, CA 95126

Re: *Transportation Impact Analysis for the Proposed East Whisman Area Precise Plan EIR in Mountain View, California – Amendment #2* *SJ17-1724*

Dear Amie:

We appreciate the opportunity to continue to work with the City of Mountain View and David J. Powers on the East Whisman Precise Plan (EWPP) EIR transportation analysis. As you know, over the past few months we have been evaluating intersection operations under Cumulative Conditions and using the results to develop several options for City staff to consider as they formulate the transportation goal for the EWPP. This amendment incorporates that work, plus the changes to the intersections and freeway segments in the study area based on the results of the trip generation estimates, and elimination of one of the project alternatives. It also addresses additional bicycle and pedestrian analyses requested by staff. This letter summarizes the approach and scope of work for the services included in this amendment.

BACKGROUND DISCUSSION

A cumulative transportation analysis was conducted to help identify the issues that the EWPP transportation polices would need to address to accommodate future growth within the EWPP area. That analysis highlights that even without additional growth within the EWPP, the freeways, regional roadways (such as Central Expressway), and local access streets will experience increased congestion leading to unacceptable traffic operations during the morning and evening peak hours. The addition of the EWPP development will exacerbate the congestion. These observations are based on the results of the intersection operations and EWPP area vehicle miles traveled (VMT) estimates under the following scenarios:

- Existing Conditions: Existing volumes from traffic counts.
- Cumulative without Project Conditions: Year 2030 cumulative vehicle traffic volumes based on forecasts from the citywide traffic model, including approved and pending land uses within the study area.
- Cumulative with EWPP Conditions: Cumulative without Project Conditions volumes plus vehicle traffic from the proposed project (e.g., 5,000 housing units, 2.3 million square feet (s.f.) of net new office space, 100,000 s.f. of retail and restaurant space, and 200 hotel rooms) and various transportation

policies. Four distinct transportation alternatives were tested with decreasing EWPP vehicle trip generation as enhanced transportation polices were implemented.

The City will establish an EWPP vehicle trip target policy to minimize the increase in vehicle traffic demand with the projected land use growth. It will also support transportation policies with the potential goals to reduce the area trip generation, improve local street capacity, require enhanced transportation demand management, improve the local transit system, and include regional transportation solutions. Since these policies are still being developed and may take many years to achieve vehicle trip reductions, we are proposing to use a conservative approach in the TIA to identify potential intersection impacts as discussed below.

APPROACH AND SCOPE OF WORK MODIFICATIONS

To prepare a robust assessment for the environmental documentation, the EWPP transportation analysis will identify the impacts of the EWPP without the vehicle trip target. This approach will identify a worst-case scenario of the potential impacts on the roadway system. Thus, informed by the preliminary analysis and on-going conversations with the project team, the draft transportation analysis scope of work will be modified as outlined below.

1. Modifying the Project-Level analysis scope: The project-level analysis for the Project Alternative will include targeted vehicle level of service analysis at impacted intersections only. A Vissim microsimulation analysis of the US 101/Ellis Street interchange will not be conducted. More-detailed bicycle and pedestrian analyses will be added.
2. Expanding the study intersections and freeway segments: Based on the trip generation and distribution analysis, expanding the study area to include additional intersections and freeway segments is needed to ensure that the study area is sufficient to include potential impact locations;
3. Conducting ramp metering analysis; and
4. Adding East Whisman Precise Plan Transportation-Related Documentation and Meetings.

Each of these items is discussed in more detail below. A note to the project team, the preliminary analysis achieves the goal of the Key Priority Transportation Improvement task by identifying the group of transportation improvements needed to reduce the severity of impacts on the transportation system, the results of that analysis will be incorporated into the draft transportation analysis report.

MODIFYING THE PROJECT-LEVEL ANALYSIS SCOPE

The original scope of services and Amendment #1 (dated March 24, 2017) include two Project alternatives for the project-level and program-level analysis:

- Project: 5,000 housing units, 2.3 million square feet (s.f.) of net new office space, 100,000 s.f. of retail and restaurant space, and 200 hotel rooms.

- Project Alternative: 5,000 housing units, 1.7 million s.f. of net new office space, 100,000 s.f. of retail and restaurant space, and 200 hotel rooms.

Trip generation estimates and traffic volume assignment have been conducted for both Project alternatives and documented in the *Project Trip Estimates and Study Area* memorandum dated January 19, 2018. The project-level impact analysis will evaluate the proposed Project at all study intersections and freeway segments, and the Project Alternative with the EWPP vehicle trip target will be evaluated as a potential mitigation measure. The relative impacts of Project Alternative will be evaluated with vehicle level of service calculations at only the impacted locations.

Note that since VMT is still an important measure for both Project alternatives, the program-level analysis scope will remain unchanged.

Intersection Level of Service Analysis

Instead of conducting level of service calculations and impact analysis for all study intersections for both Project alternatives, only the Project scenario with 2.3 million s.f. of net new office will be analyzed in full as it is the alternative with the higher trip generation estimates. Impacted intersections will be identified as targeted intersections for the Project Alternative analysis, and mitigation measures will be identified accordingly. This scope assumes up to 25 targeted intersections for the Project Alternative analysis.

A key component of the mitigation approach will be to identify an areawide trip target. Thus, this mitigation analysis will provide information regarding transportation policies needed to achieve the EWPP trip target.

Vissim Microsimulation Analysis

Vissim microsimulation analysis of the US 101/Ellis Street interchange will more accurately account for the compound effects of intersection queues, light rail (LRT) operations, and the potential intersection lane configuration changes. The original scope of services and Amendment #1 include simulation analysis for all scenarios for both Project alternatives. Per directions from City of Mountain View staff, this amendment will reduce the microsimulation analysis scope by eliminating the following scenarios:

- Existing with Project Alternative
 - Without mitigation
 - With mitigation
- Background with Project Alternative
 - Without mitigation
 - With mitigation

- Cumulative with Project Alternative
 - Without mitigation
 - With mitigation

Thus, the VISSIM volume scenario without mitigation will be the Project volumes with modest vehicle trip reduction under Existing with Project Conditions, Background with Project Conditions, Cumulative with Project Conditions. An operations sensitivity analysis of the physical improvements will be conducted under two volume scenarios (for Existing with Project Conditions, Background with Project Conditions and Cumulative with Project Conditions): 1) Project volumes with modest vehicle trip reduction, and 2) Project volumes with the (to be determined) EWPP trip cap. The net effect to the scope is only an elimination of three of six Project Alternative scenario simulation runs. Mitigation measures will be provided relative to the existing diamond interchange configuration.

Secondary Impact Analysis Using Bicycle and Pedestrian Quality of Service

In addition to evaluating the Project impacts on pedestrian and bicycle transit facilities, Fehr & Peers will conduct a secondary impact analysis to pedestrians and bicyclists at intersections with proposed roadway mitigation measures under Existing with Project, Background with Project, and Cumulative with Project Conditions using the StreetScore+ excel-based tool. This tool calculates pedestrian and bicyclists comfort-based Level of Traffic Stress indices based on best design practices for active transportation users. This scope assumes approximately 25 impacted intersections will require this analysis under six total Project scenarios.

Quality of Bicycle and Pedestrian Access to Light Rail

The East Whisman Precise Plan will define the cross-sections of streets and pathways in the plan area with a particular focus on improving the connectivity and quality of the bicycle and pedestrian facilities. This future pedestrian and bicycle system will be comprehensive and low stress and will include connections to the light rail stations. The quality of the bicycle and pedestrian access to light rail will be described as the portion of the EWPP area that can access a light rail station via a low stress bicycle or pedestrian network using the Existing and Project Conditions bike/walk sheds.

Level of Traffic Stress

A level of traffic stress analysis for bicycles under Existing Conditions was completed as a part of the Pedestrian and Bicycle Path Analysis. A future year level of traffic stress estimate for bicycles will be prepared using the proposed cross-sections, and geographic information systems (GIS) analysis software. This analysis assumes no additional data will be collected and that the project team will provide the street cross-sections for each street in the EWPP area.

EXPANDING THE STUDY INTERSECTIONS AND FREEWAY SEGMENTS

The base scope included 23 intersections and 33 freeway segments. Based on the *Project Trip Estimates and Study Area* memorandum, an additional 23 study intersections will be added to ensure that the study area is sufficient to include locations with potential significant impacts. This task entails collecting peak period traffic counts, expanding the Traffix network used to evaluate intersection operations, conducting level of service calculations for all “without” and “with” Project (2.3 million s.f. net new office) volume scenarios, identifying mitigation measures, and presenting results in the TIA report.

The list of additional study intersections is as follows:

1. Moffett Boulevard and US 101 Northbound Ramps (Mountain View)
2. Moffett Boulevard and US 101 Southbound Ramp (Mountain View)
3. Moffett Boulevard and Leong Drive (Mountain View)
4. Moffett Boulevard and West Middlefield Road (Mountain View)
5. Moffett Boulevard and Central Avenue (Mountain View)
6. Moffett Boulevard and Central Expressway (CMP, Mountain View)
7. North Mathilda Avenue and Moffett Park Drive (Sunnyvale)
8. North Mathilda Avenue and SR 237 Westbound Ramps (CMP, Sunnyvale)
9. North Mathilda Avenue and SR 237 Eastbound Ramps (CMP, Sunnyvale)
10. North Mathilda Avenue and Ross Drive (Sunnyvale)
11. North Mathilda Avenue and Ahwanee Avenue (Sunnyvale)
12. North Mathilda Avenue and San Aleso Avenue (Sunnyvale)
13. North Mathilda Avenue and Indio Avenue (Sunnyvale)
14. North Mathilda Avenue and California Avenue (Sunnyvale)
15. West Middlefield Road and Easy Street (Mountain View)
16. South Whisman Road and SR 237 Westbound Ramps (Mountain View)
17. West Evelyn Avenue and S Bernardo Avenue (Mountain View)
18. West Maude Avenue and North Pastoria Avenue (Sunnyvale)
19. West Maude Avenue and Fair Oaks Avenue (Sunnyvale)
20. West Maude Avenue and North Wolfe Road (Sunnyvale)
21. West Evelyn Avenue and North Mathilda Avenue Southbound Off-ramp (Sunnyvale)
22. West Evelyn Avenue and North Mathilda Avenue Northbound Off-ramp (Sunnyvale)
23. East Arques Avenue and Fair Oaks Avenue (Sunnyvale)

Freeway segments on SR 17, SR 84, SR 85, SR 87, SR 237, US 101, and I-280 will be studied based on a threshold of the Project contributing at least one percent of freeway capacity. Additional budget will not be required for added freeway segments.

CONDUCTING RAMP METERING ANALYSIS

Caltrans requested ramp meter analysis at the US 101/Ellis Street interchange on-ramps, SR 237/W Maude Avenue interchange eastbound on-ramp, and SR 237/E Middlefield interchange. The analysis will evaluate the volume to capacity, and queuing of the metered on-ramps to determine if additional lanes or storage space is needed. This task entails collecting peak period traffic counts and vehicle queue lengths, acquiring ramp meter rates, and conducting analysis for all "without" and "with" Project (2.3 million s.f. net new office) volume scenarios, and presenting results in the TIA report.

EWPP TRANSPORTATION-RELATED SECTIONS

This scope amendment has been prepared to describe the additional tasks requested by City staff to finalize the transportation-related sections of the East Whisman Precise Plan (EWPP) and to attend additional meetings and public hearings. The level of effort and number of hours allocated for each task is presented in the fee table.

Documentation

Second Admin Draft

Fehr & Peers will provide input to Raimi and CD+A regarding revising street types, to respond to comments on the street cross-sections and to add service streets.

Implementation of the new streets will be based on redevelopment of the adjacent blocks and parcels. Text will be added to describe this process.

Fehr & Peers will address submitted staff comments on the Transit, Bicycle, and Pedestrian Network sections. Requested diagrams will either be provided by others or illustrated using available images from sources published by the National Association of City Transportation Officials (NACTO) and other organizations.

The Parking and TDM sections will be revised to address staff comments. Details such as project-specific trip caps will be based on trip generation estimates and mitigation requirements from the TIA. They can be added to the Final Draft once the Draft EIR is being circulated.

Screencheck Draft

Fehr & Peers will respond to one round of staff editorial comments on the Second Admin Draft to prepare the Screencheck Draft.

Public Draft

Fehr & Peers will respond to one round of staff editorial comments on the Screencheck Draft to prepare the Public Draft.

Final Draft

Fehr & Peers will incorporate responses to comments on the Public Draft to prepare the Final Draft. Physical improvements identified as mitigation measures in the TIA and EIR will be added to the Final Draft.

Fehr & Peers will incorporate responses to comments on the Final Draft and to prepare the Final.

Public Hearings

Fehr & Peers will attend 2 study sessions and 2 hearings for the Environmental Planning Commission and City Council (four total hearings). Fehr & Peers will attend a Bicycle and Pedestrian Advisory Committee meeting.

On-going Project Management and Project Meetings

Fehr & Peers will attend two city staff/project team meeting and four conference calls. Fehr & Peers will provide support to City staff and attend one meeting with VTA and CPUC staff regarding light rail transit crossings.

FEE

The total fee to conduct the tasks described above is \$171,400 (see Attachment A). This fee includes all professional and support staff time, as well as direct expenses, to conduct the proposed scope of services. Invoices will be submitted monthly and are due upon receipt.

LOOK AHEAD TO ADDITIONAL TASKS

The project team has expended a great deal of time and effort to finalize the transportation analysis approach. The draft results of the impact and mitigation analysis may identify other needed tasks including:

- Trip generation estimates to qualitatively assess potential impacts of project alternatives.
- Conceptual designs of transportation mitigation measures to understand their scope and costs.
- Project traffic contributions to help the team prepare fair share contribution amounts to transportation improvements.

These additional scope items will be discussed later once the results of the impact analysis are known.

Should you have any questions, please call Daniel Rubins at (408) 550-7338. The terms of this proposal are valid for a period of 30 days. We appreciate the opportunity to submit this proposal and look forward to working with you on this project.

Amie Ashton
June 15, 2018
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Sincerely,

FEHR & PEERS



Jane Bierstedt
Principal



Daniel Rubins
Associate

**East Whisman Precise Plan EIR
Additional Services #2 Fee Estimate (June 15, 2018)**

Task	Principal	Associate	Engineer	Graphics	Support	Total Hours	Total Labor	Direct Costs	Task Total
Billing Rate-->	\$335	\$235	\$185	\$125	\$115				
1. Modify Project-Level Analysis Scope	18	54	94	48	29	243	\$45,450	\$2,350	\$47,800
Modify Project Alternative Level of Service Analysis (2)	(2)	(10)	(20)	0	(4)	(36)	(\$7,180)	(\$320)	(\$7,500)
Project Alternative Mitigation Analysis (25 Intersections)	14	36	52	12	16	130	\$26,110	\$1,270	\$27,380
Trip Generation and Transportation Policy Documentation	4	24	24	12	8	72	\$13,840	\$680	\$14,520
Eliminate Vissim Simulation for Project Alternative without Mitigation Scenarios	0	(8)	(20)	0	(4)	(32)	(\$6,040)	(\$260)	(\$6,300)
Secondary Impact Analysis Using Bicycle and Pedestrian Quality of Service	2	8	50	0	9	69	\$12,840	\$660	\$13,500
Quality of Bicycle and Pedestrian Access to Light Rail	0	4	8	24	4	40	\$5,880	\$320	\$6,200
2. Expand Study Area to Include Additional 23 Intersections	6	54	128	0	30	218	\$41,830	\$17,270	\$59,100
Data Collection	0	6	26	0	4	36	\$6,680	\$15,520	\$22,200
Evaluate Existing Conditions	0	14	26	0	6	46	\$8,790	\$410	\$9,200
Evaluate Existing with Project Conditions	2	8	12	0	4	26	\$5,230	\$270	\$5,500
Evaluate Background Conditions	0	6	20	0	4	30	\$5,570	\$330	\$5,900
Evaluate Background with Project Conditions	2	6	12	0	4	24	\$4,760	\$240	\$5,000
Evaluate Near-Term Cumulative Conditions	0	8	20	0	4	32	\$6,040	\$260	\$6,300
Near-Term Cumulative with Project Conditions	2	6	12	0	4	24	\$4,760	\$240	\$5,000
3. Ramp Metering Analysis	2	14	34	0	8	58	\$11,170	\$3,630	\$14,800
Data Collection	0	6	10	0	2	18	\$3,490	\$3,210	\$6,700
Ramp Metering Analysis	2	8	24	0	6	40	\$7,680	\$420	\$8,100
4. EWPP Transportation Input	26	134	16	8	24	208	\$46,920	\$2,780	\$49,700
<i>Documentation</i>									
Second Admin Draft	8	40	0	0	6	54	\$12,770	\$630	\$13,400
Screen Check Draft	4	6	4	0	2	16	\$3,720	\$180	\$3,900
Public Draft	4	10	0	0	2	16	\$3,920	\$180	\$4,100
Final Draft	6	24	8	8	6	52	\$10,820	\$580	\$11,400
<i>Public Hearings</i>									
Hearings (4)	0	24	0	0	2	26	\$5,870	\$530	\$6,400
<i>On-Going Project Management and Project Meetings</i>									
Project Meetings (3)	0	18	4	0	4	26	\$5,430	\$470	\$5,900
Conference Calls (4) and Coordination	4	12	0	0	2	18	\$4,390	\$210	\$4,600
Net Change	52	256	272	56	91	727	\$145,370	\$26,030	\$171,400

Notes:
Other Direct Costs / Reimbursable expenses are invoiced at cost plus 10% for handling.
Personal auto mileage is reimbursed at the then current IRS approved rate (54.5 cents per mile as of Jan 2018).
Voice & Data Communications (Telephone, fax, computer, e-mail, etc.) are invoiced at cost as a percentage of project labor.
Fehr & Peers, June 2018.