



DATE: April 21, 2020

CATEGORY: Consent

DEPT.: Public Works

TITLE: **Mountain View Transit Center
Grade Separation and Access
Project – Contract Amendments**

RECOMMENDATION

1. Transfer and appropriate \$220,000 from the General Fund – Transportation Reserve to Transit Center Master Plan Next Steps/Implementation Items, Project 18-65. (Five votes required)
2. Authorize the City Manager to execute an amendment to a professional services agreement with Kimley-Horn and Associates, Inc., to provide augmented preliminary engineering for the Transit Center Master Plan Next Steps/Implementation Items, Project 18-65, in an additional amount of \$420,000 for a total contract not to exceed \$1,985,000.
3. Authorize the City Manager to execute an amendment to the Peninsula Corridor Joint Powers Board Service Agreement, to reimburse the Joint Powers Board for services and materials in support of the Transit Center Master Plan Next Steps/Implementation Items, Project 18-65, in an additional amount of \$125,000 for a total contract not to exceed \$135,000.

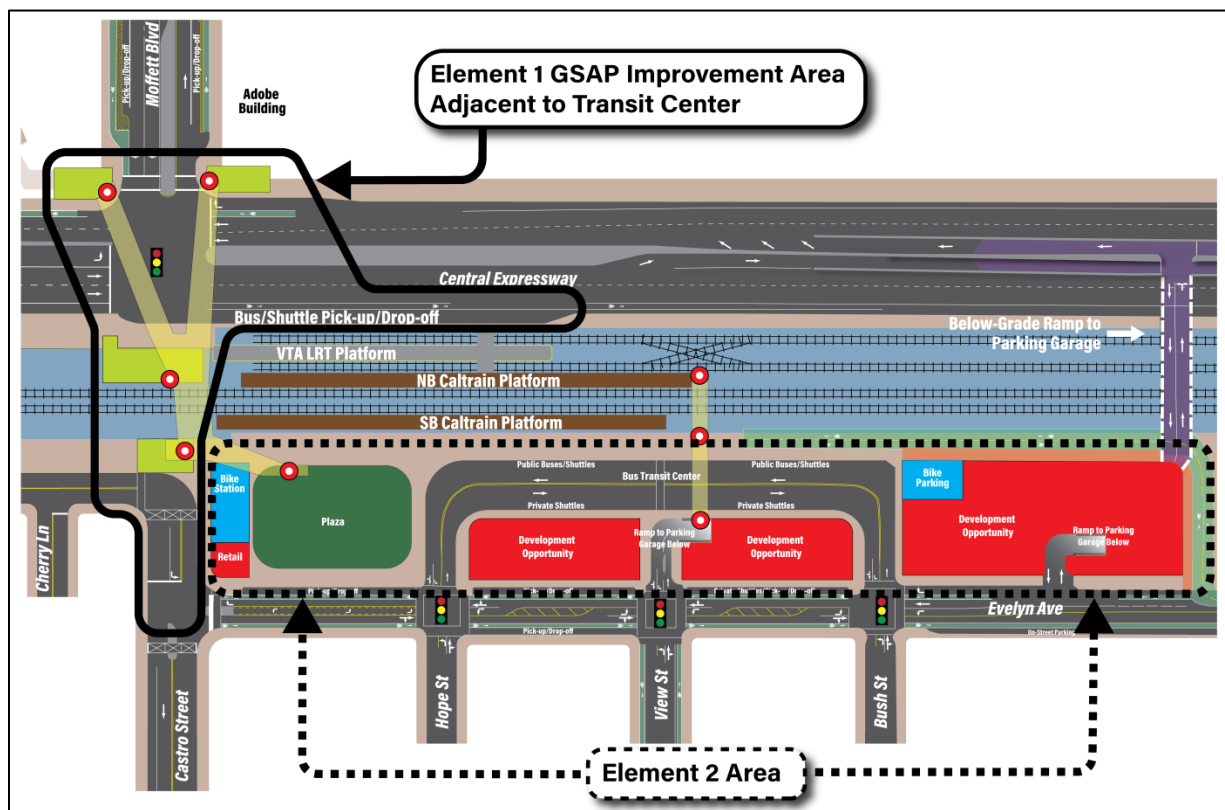
BACKGROUND

On [November 10, 2015](#), the City Council authorized the development of a Transit Center Master Plan (Master Plan). Following analysis of alternative concepts and several community and stakeholder meetings, the Council approved the Master Plan on [May 23, 2017](#).

On [February 13, 2018](#), the Council supported the concept of dividing the implementation of the Master Plan into two elements (Figure 1). The first element (Grade Separation and Access Project (GSAP)), which is the focus of this item, is the Castro Street grade separation, including a ramp to Shoreline Boulevard at Evelyn Avenue and pedestrian/bicycle undercrossings of the tracks and Central Expressway.

The second element is the redevelopment of the Transit Center itself, including improved on-site pedestrian and transit vehicle circulation to meet current and future demands, reconfiguration of Centennial Plaza and the Transit Center as a gateway into downtown, and a possible partnership between the City, Caltrain, and a developer for a mixed-use development and underground parking. The second element will occur later, pending other downtown planning activities and further discussions with Caltrain.

Figure 1: Transit Center Master Plan Adopted May 2017



The GSAP is focused on circulation infrastructure, safety, and other improvements to relieve impacts of the planned increase in Caltrain service. The GSAP will be substantially funded by the Santa Clara Valley Transportation Authority (VTA) 2016 Measure B sales tax funds, and the readiness of the project for design and construction will have a significant impact on when funding is available for construction.

Also on February 13, 2018, the Council awarded a contract to Kimley-Horn and Associates, Inc., for GSAP preliminary engineering (35 percent design) and environmental clearance in conformance with the California Environmental Quality Act (CEQA). The Kimley-Horn team includes several firms providing specialty engineering

assistance (including Biggs Cardosa Associates and Mark Thomas) as well as urban design work by Bottomley Associates.

In September 2018, the City executed a service agreement with the Peninsula Corridor Joint Powers Board (JPB) in the amount of \$10,000 to reimburse the JPB for Caltrain staff time to review engineering plans and to issue encroachment permits for surveying and potholing in JPB's right-of-way.

In 2018 and 2019, staff and the consultant team developed project design elements for the GSAP and coordinated with key stakeholders and agency partners, including Caltrain, the VTA, and County of Santa Clara. On [March 19, 2019](#), key design elements were considered at a Council Study Session. Direction was provided allowing for preparation of the environmental document and additional progress on project design. On [December 10, 2019](#), Council approved a CEQA Mitigated Negative Declaration for the GSAP. The initial scope of work for preliminary engineering is scheduled to be completed by June 2020.

ANALYSIS

Over the last few months, staff has had several meetings with Caltrain and VTA to discuss how the next project phase (final design) of the GSAP would proceed and what would be the appropriate role for each agency. It is expected that Caltrain would lead the final design phase with VTA providing oversight and Measure B funding. The City's role would include monitoring Caltrain's work for consistency with the City's approved design concepts, leading community outreach efforts, and providing a local funding match. The roles of Caltrain, VTA, and the City will be defined in a Memorandum of Understanding and funding agreement that will be brought before Council for approval in June 2020.

Through these discussions, Caltrain has identified several additional tasks they would like included in the GSAP preliminary engineering (35 percent design) phase rather than in final design as originally planned. In order to keep the project design on schedule, staff from the City, Caltrain, and VTA agreed that this additional work would be best accomplished by amending the current Kimley-Horn contract to add these tasks. The alternative to this approach would be for Caltrain to contract for these additional tasks with reimbursement from the City prior to beginning the final design, adding up to six months to the design schedule. Caltrain has agreed to conduct the Request for Proposals process to select the final design consultant in parallel with the City completing the additional preliminary engineering tasks, referred to as 35 Percent Augmentation.

Kimley-Horn has prepared a scope and cost estimate for the additional tasks in the 35 Percent Augmentation (Attachment 1). The contract amendment is estimated to cost \$420,000, which includes \$20,000 for additional services. Key tasks for this work include additional plan sheets and greater detail for the following:

- Civil Improvement and Drainage Plans
- Construction Staging Plans and Traffic Handling Plans
- Utility Plans
- Structural Plans
- Electrical and Lighting Plans
- Traffic Signal and Signing/Striping Plans
- Risk Register

Additional funds will also be provided to the JPB for Caltrain staff review and direction related to the 35 Percent Augmentation tasks and for cost recovery related to procuring the final design engineering consultant. Although Caltrain will be the project manager for the design and construction of the GSAP, they are not a funding partner. The estimated total cost for Caltrain's services related to the project's preliminary engineering phase and procurement of the final design consultant is \$135,000.

Castro Pedestrian Mall Feasibility Study

The Castro Pedestrian Mall Feasibility Study will consider various options for creating a pedestrian mall or plaza, including realigning Castro Street along Centennial Plaza, partial or full closure of Castro Street, and shared street strategies. These improvements relate directly to implementation of Element 2 of the Transit Center Master Plan, which includes a potential reconfiguration of Centennial Plaza. As explained at the December 10, 2019 Council meeting, if Council selects a preferred concept that extends the bicycle/pedestrian undercrossing and/or requires reconfiguration of Castro Street south of the northern Evelyn Avenue intersection, these changes would be pursued as a separate project from the GSAP. The recommended Council actions for the 35 Percent Augmentation in this report will not change the ability to pursue the options to be considered in the Castro Pedestrian Mall Feasibility Study.

FISCAL IMPACT

The GSAP preliminary engineering work is funded by the Transit Center Master Plan Next Steps/Implementation Items, Project 18-65, in the Capital Improvement Program (CIP). Project 18-65 currently has a balance of \$440,000 available. The additional \$220,000 requested for Project 18-65 is necessary to amend the Kimley-Horn contract, amend the JPB Service Agreement for Caltrain services, and provide for City staff project management. Funds expended by the City for preliminary engineering and environmental clearance count toward the required local match for the VTA Measure B program. There are sufficient funds in the General Fund – Transportation Reserve for the recommended appropriation of \$220,000.

ALTERNATIVES

1. Do not approve the contract amendment with Kimley-Horn and Associates, Inc., and service agreement amendment with the JPB.
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 and Caltrain, and other interested parties.

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DSC/CL/1/CAM/939-04-21-20CR/200225

Attachment 1: Kimley-Horn 35 Percent Augmentation Scope of Work and Budget