



COUNCIL REPORT

DATE: June 24, 2025
CATEGORY: Consent
DEPT.: Public Works
TITLE: **Rengstorff Avenue Complete Streets Study—Professional Services Agreement**

RECOMMENDATION

Authorize the City Manager or designee to execute a professional services agreement with Kimley-Horn and Associates to provide professional services for Rengstorff Avenue Complete Streets Study (Project 25-39) in a not-to-exceed amount of \$352,000.

BACKGROUND

On [September 10, 2024](#), the City Council approved a midyear Capital Improvement Program (CIP) project, Rengstorff Avenue Complete Streets Study, and accepted \$352,000 in grant funding from the California Department of Transportation (Caltrans) through the Sustainable Transportation Planning Grant Program and appropriated the funds to the new CIP project. Council also transferred and appropriated \$71,600 from the Transportation Reserve Fund to the project.

As per the grant agreement, the Rengstorff Avenue Complete Streets Study (Study) will evaluate and identify feasible active transportation and green street improvements for Rengstorff Avenue between El Camino Real and Leghorn Street. Rengstorff Avenue has been identified as a priority location for pedestrian and bicycle safety improvements in several Council-adopted Citywide plans, including:

- [Pedestrian Master Plan \(2014\)](#): Identified Rengstorff Avenue as a candidate location for streetscape and pedestrian environment enhancements.
- [Bicycle Transportation Plan \(2015\)](#): Recommended Class IV cycle tracks for Rengstorff Avenue between El Camino Real and Charleston Road; however, a feasibility analysis was not conducted at the time.
- [Comprehensive Modal Plan—AccessMV \(2021\)](#): Scored Rengstorff Avenue as one of the high-priority corridors across multiple criteria, including equity, mobility, walkability/bikeability, safety, sustainability, and consistency.

- [Vision Zero Action Plan and Local Road Safety Plan \(2024\)](#): Identified Rengstorff Avenue as the City's highest-priority corridor based on safety criteria. The corridor was also included in the Metropolitan Transportation Commission (MTC)'s regional High-Injury Network.

The grant agreement was signed on February 13, 2025, and Caltrans hosted a project kick-off meeting in February to review the grant agreement and provide the Notice to Proceed.

ANALYSIS

In March 2025, the City issued a Request for Proposals (RFP) to provide professional services for the Study. The City received four proposals from Hexagon Transportation Consultants, Toole Design Group, Moore Iacofano Goltsman, Inc. (MIG), and Kimley-Horn and Associates, Inc. (Kimley-Horn). A selection committee, comprised of staff from the Transportation, Traffic Engineering, and Civil Engineering—Capital Projects Sections, evaluated the proposals and interviewed the three top-scoring firms.

After a comprehensive evaluation based on staff qualifications, past experience, project understanding, implementation approaches, and references, the selection committee determined that Kimley-Horn was the most qualified consultant to fulfill the scope of services for the Study.

Kimley-Horn is a multi-disciplinary engineering, planning, and public engagement firm with extensive experience in streetscape design, urban planning, green and complete streets elements, and community engagement. The firm brings significant local knowledge of Mountain View through its ongoing work on the Miramonte Avenue Bikeways Preliminary Design Study and the Mountain View Transit Center Master Plan.

Scope of Work

The scope of work for this project is summarized below:

Task 1—Existing Conditions and Background Review: Kimley-Horn (Consultant) will conduct a kick-off meeting with City staff to discuss the Study's goals and objectives. They will review relevant background materials, including local and regional plans, past studies, transportation plans, and approved or planned development projects and will also collect Study-specific data to develop and analyze alternatives.

Task 2—Alternative Development and Analysis: The Consultant will develop up to three conceptual alternatives based on the Study's goals, existing conditions, and feedback received from public outreach. The conceptual alternatives will include crossing sections and high-level

intersection improvements. The Consultants will also develop screening criteria, including high-level cost estimates to evaluate the feasibility of the alternatives.

Task 3—Outreach and Community Engagement: In collaboration with City staff, the Consultant team will conduct robust community engagement throughout the Study. The Consultant will develop an outreach plan detailing the outreach goals, methods, and noticing process as well as how community feedback will be incorporated. The outreach methods may include bike and walk audits, surveys, pop-up events, and community meetings.

Task 4—Refinement and Selection of Preferred Alternative: The Consultant will develop a preferred alternative based on the screening criteria and feedback received from the Bicycle/Pedestrian Advisory Committee (BPAC), the Council Transportation Committee (CTC), and the community. A cost estimate will be included for the preferred alternative.

Task 5—Draft and Final Plan: The Consultant will prepare a draft final report documenting the Study process and findings. The draft final report will include the next steps, detailing implementation strategies and identifying future grant opportunities for subsequent phases of the project.

Task 6—Committee/Council Review: With City staff, the Consultants will present the draft plan to the CTC and Council for review and public input. Feedback will be incorporated in the final plan that will be presented to Council for consideration and approval.

NEXT STEPS

With Council approval of the Consultant’s agreement, work outlined in the professional services agreement will begin fall 2025. To receive full grant funding, the Study will need to be completed by June 2027.

FISCAL IMPACT

The Study (Project 25-39) is funded with \$352,000 from the Caltrans Sustainable Transportation Planning Grant and \$71,600 from the Transportation Reserve Fund, for a total budget of \$423,600. The fee for the recommended agreement is \$315,000 for basic services, with a contingency of \$37,000 for additional services, for a total not-to-exceed amount of \$352,000. The project has sufficient funds to support the recommended action.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a “license, permit, or other entitlement for use” if the official has received a campaign contribution exceeding \$500 from a party, participant, or

agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

SUBJECT TO THE LEVINE ACT

Contract or franchise agreement

RECOMMENDATION

1. Authorize the City Manager or designee to execute a professional services agreement with Kimley-Horn, to provide professional services for Rengstorff Avenue Complete Streets Study (Project 25-39) in a not-to-exceed amount of \$352,000.

ALTERNATIVES

1. Do not authorize the City Manager to execute the professional services agreement.
2. Provide other direction.

PUBLIC NOTICING

Agenda posting. Noticing to Vision Zero email subscribers and the Mountain View Bicycle/Pedestrian Advisory Committee (BPAC).

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