



DATE: December 8, 2020

CATEGORY: Consent

DEPT.: Public Works

TITLE: **North Bayshore Circulation
Feasibility Study, Project 19-54 –
Contract Amendment**

RECOMMENDATION

1. Acting in its capacity as Board of Directors of the Shoreline Regional Park Community, transfer and appropriate \$192,000 from the Shoreline Regional Park Community Fund to the North Bayshore Circulation Feasibility Study, Project 19-54.
2. Authorize the City Manager to execute an amendment to a professional services agreement with TJKM Transportation Consultants to provide additional scope to study Congestion Pricing as part of the North Bayshore Circulation Feasibility Study, at an additional cost of \$180,000, for a total contract amount not to exceed \$1,250,000.

BACKGROUND

The North Bayshore Precise Plan (NBPP), adopted in 2014 and amended in 2017, envisions commercial and residential growth in North Bayshore while minimizing additional vehicle capacity to the three gateway corridors. A number of multi-modal transportation improvements are being implemented, in conjunction with Transportation Demand Management (TDM) programs, to support a 45 percent mode share of single-occupancy vehicle (SOV) trips into and out of the area. A cap on the number of peak-hour vehicles has been established, and volumes are measured semiannually.

The North Bayshore Circulation Feasibility Study (Circulation Study), initiated in 2019, is focusing on the overall gateway traffic impacts of various strategies to reduce SOV trips, including potential additional gateway infrastructure as well as policies to further reduce vehicle trips and meet TDM goals.

On [December 4, 2018](#), Council approved a contract with TJKM Transportation Consultants (TJKM) to conduct the Circulation Study in the amount of \$935,000. On [May 7, 2019](#), Council approved amending the contract to expand the scope of work and add

\$135,000 to include transportation modeling and analysis for the Gateway Master Plan. Jim Lightbody, through a contract with James Lightbody Consulting, has provided project management services for this study.

At a [May 12, 2020](#) Study Session, Council reviewed two priority transportation projects that were identified in the NBPP 2017 amendment that would potentially augment the improvements in the original 2014 NBPP. These gateway improvement projects were evaluated through the Circulation Study and included a new transit bridge over Stevens Creek and a potential Charleston Road connection under U.S. 101 at Rengstorff Avenue. The Circulation Study identified feasible options for a Stevens Creek transit bridge and an alternative Rengstorff Avenue improvement. Council did not support further development of the Stevens Creek transit bridge but was open to further consideration of the Rengstorff Avenue project, which realigns the freeway on- and off-ramps to provide better operations and additional capacity. Council also directed staff to evaluate more ambitious programmatic strategies to address traffic demand that could be pursued in lieu of additional major infrastructure projects.

The Circulation Study has supported the analysis of the Landings project and the development of the Gateway Master Plan. The study is now focusing on the transportation strategies needed to support full development of the Precise Plan, including additional programmatic approaches.

ANALYSIS

The preliminary Circulation Study analysis has shown that full development of the NBPP could result in vehicle demand that would potentially exceed the trip cap. Although the impact of the recent COVID-19 pandemic on current transportation patterns could result in modifications to commute trips, it is expected that businesses will not leave the office buildings partially vacant once the pandemic has passed. Over the last several years, a key trend has been an increased number of employees per 1,000 square feet of building space beyond what transportation models assumed. It is anticipated that increased telecommuting will likely be used as a means to lower the density of employees on-site on any given day while increasing overall the number of employees assigned to a building. For these reasons, the preliminary indication that the trip cap will be exceeded is considered reasonable over the long term.

Consistent with Council direction to study more ambitious programmatic strategies to address traffic demand, staff recommends that Congestion Pricing be explored as part of the overall transportation strategy.

The NBPP includes a provision for considering Congestion Pricing as a tool to manage the gateway trip cap. The following section from the NBPP Mobility Element describes Congestion Pricing and the considerations to consider for potential implementation:

Congestion Pricing involves charging motorists a user fee to drive in specific, congested areas during periods of peak demand to help eliminate or reduce related delays to acceptable levels. The revenues generated can be used to fund transportation improvements to accommodate shifts in travel behavior, such as transit service, roadway improvements, and bicycle and pedestrian projects. The congestion pricing system can be designed to exempt certain groups as necessary. For example, license plate recognition can exempt North Bayshore residents or Shoreline at Mountain View visitors.

If the employer TDM program requirement and trip cap do not reduce the number of vehicle trips to less than the established a.m. peak period vehicle trip cap, the City may implement a congestion pricing system. Prior to the implementation of a congestion pricing system, further study and community outreach will be required.

Additional guidelines from the NBPP for the implementation of Congestion Pricing are provided in Attachment 1.

A study of Congestion Pricing is not currently included in the Circulation Study work scope. TJKM was asked to identify a firm that could study and analyze Congestion Pricing as part of their consulting team. TJKM reached out to several potential firms and received three proposals. After evaluating the proposals, TJKM determined that a team led by Nelson\Nygaard Consulting Associates, Inc., would be best suited to conduct this study within the context of the Circulation Study. Staff has reviewed the proposed budget of \$180,000 for the added scope of work and found it reasonable for the services to be provided.

The scope for the Congestion Pricing work includes the following tasks:

1. Project Management.
2. Stakeholder Engagement – includes consultant support and technical materials for outreach to North Bayshore employers and other key stakeholders. General community outreach is included in the budget for the larger Circulation Study.
3. Goals and Criteria – policy paper to identify appropriate policies for congestion pricing.

4. State of Mobility – technical paper summarizing baseline transportation conditions, including the potential role for congestion pricing in achieving North Bayshore transportation goals.
5. Peer Review – analysis of other cities’ congestion pricing programs or proposals and assessment of key issues.
6. Pricing Tools/Screening – identification and evaluation of potential pricing tools, programs, and infrastructure.
7. Implementation Strategy – recommended approach and next steps.
8. Final Congestion Pricing Report.

The work would be conducted in early 2021 and would be incorporated into final recommendations from the Circulation Study. If Congestion Pricing is determined to be feasible and supported as part of the North Bayshore transportation strategy, additional studies would follow to define implementation details.

FISCAL IMPACT

The recommended amendment to the TJKM contract will add \$180,000, increasing the not-to-exceed amount from \$1,070,000 to \$1,250,000. The North Bayshore Circulation Feasibility Study, Project 19-54, is currently funded with \$1,270,000 from the Shoreline Regional Park Community Fund. An additional appropriation of \$192,000 from the Shoreline Regional Park Community Fund is necessary to pay for the amendment of the TJKM contract and administrative costs. With the additional appropriation, Project 19-54 will have a total budget of \$1,462,000. There is sufficient balance in the Shoreline Regional Park Community Fund for the recommended appropriation of \$192,000.

ALTERNATIVES

1. Do not approve the contract amendment with TJKM Transportation Consultants.
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, and other interested parties.

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DSC/TS/6/CAM
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Attachment: 1. North Bayshore Precise Plan Congestion Pricing Guidelines

cc: Jim Lightbody

TM, TP – Bodduna, TP – Kim