

COUNCIL AGENDA: 06-22-10

ITEM: 2.30

Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: Katy Allen
Jennifer A. Maguire

SUBJECT: SEE BELOW

DATE: 06-01-10

Approved

Date

6/9/10

COUNCIL DISTRICTS: 3, 5 & 8

SNI AREA: Five Wounds/
Brookwood Terrace,
Gateway East,
Mayfair, East Valley/
680 Communities

SUBJECT: AGREEMENTS TO PERFORM DESIGN SERVICES FOR THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY FOR THE SANTA CLARA-ALUM ROCK BUS RAPID TRANSIT PROJECT AND THE CAPITOL EXPRESSWAY LIGHT RAIL PEDESTRIAN IMPROVEMENTS PROJECT

RECOMMENDATION

- a) Adoption of a resolution authorizing the City Manager to execute an Agreement for Design Services with the Santa Clara Valley Transportation Authority for the Santa Clara-Alum Rock Bus Rapid Transit (BRT) Project in an amount not to exceed \$151,875.
- b) Adoption of a resolution authorizing the City Manager to execute an Agreement for Design Services with the Santa Clara Valley Transportation Authority for the Capitol Expressway Light Rail Pedestrian Improvements (CELR) Project in an amount not to exceed \$309,225.
- c) Adoption of the following Appropriation Ordinance and Funding Sources Resolution amendments in 2010-2011 in the Construction Excise Tax Fund:
 - 1) Establish an appropriation to the Department of Transportation for the Santa Clara-Alum Rock Bus Rapid Transit project in the amount of \$151,875
 - 2) Establish an appropriation to the Department of Transportation for the Capitol Expressway Light Rail Pedestrian Improvements project in the amount of \$309,225
 - 3) Increase the estimate for Earned Revenue by \$461,100

OUTCOME

Approval of the Recommendations will allow the City to perform design services for traffic signals, street lighting and landscaping associated with the BRT and CELR projects. Since the ownership of these facilities will transfer to the City upon completion of the projects, integrating the City's design of these facilities into the VTA's project development process will create a mutually beneficial project delivery strategy that:

- Builds upon the combined strengths of the respective organizations,
- Develops new efficiencies to streamline regional transit project delivery,
- Achieves design savings by avoiding costly and time-consuming reviews, and
- Ensures the highest level of professionalism, quality of design and accountability.

BACKGROUND

Santa Clara-Alum Rock Bus Rapid Transit (BRT) Project

The City of San José has been a key partner and stakeholder in the development of the Downtown-East Valley Transit Improvement Program since its inception in the late 1990s. On February 23, 2010, the City Council and VTA Board executed an agreement establishing a vision statement and project description for the Santa Clara-Alum Rock Bus Rapid Transit (BRT) Project.

The Santa Clara–Alum Rock Bus Rapid Transit (BRT) Project would provide limited-stop rapid transit service for 7.4 miles, from the Eastridge Transit Center to the San José Diridon Transit Center using Capitol Expressway, Alum Rock Avenue and Santa Clara Street. Two separate BRT lines (the 522 El Camino and the 523 Stevens Creek) would operate between the Downtown Transit Mall and the Eastridge Transit Center. At the Transit Mall, the two lines would split with the BRT 522 continuing service to the Palo Alto Transit Center and BRT 523 to De Anza College.

Project construction involves the installation of approximately 13 station locations to serve BRT lines, along with roadway widening, a center-running dedicated busway on Alum Rock Avenue between Routes 101 to 680, and the installation or modification of nine traffic signals and dozens of streetlights. On March 4, 2010, the VTA board authorized the General Manager to execute a contract with CH2M Hill to perform preliminary design services for the BRT project.

The total cost for the Santa Clara–Alum Rock Bus Rapid Transit Project is \$128 million. The Metropolitan Transportation Commission (MTC) allocated \$90 million from State Proposition 1B funds specifically for the BRT project. The remaining \$38 million needed for the project will be funded through the 2000 Measure A Transit Improvements Program. The VTA intends to complete design in mid-2012 and complete construction and begin BRT operations in fall 2013.

On May 6, 2010, the VTA Board authorized the General Manager to execute an agreement with the City of San José for the traffic signal and streetlighting design services described above.

Capitol Expressway Light Rail (CELR) Pedestrian Improvements Project

VTA has developed a project to extend its light rail system along Capitol Expressway from Capitol Avenue to Eastridge Transit Center. Phase I of the project will construct improvements along Capitol Expressway to accommodate pedestrian access and to improve safety. This phase of the project includes new sidewalks, pedestrian lighting and a landscaping buffer between the sidewalk and the roadway for almost the entire length of the corridor. These improvements will also support the subsequent bus rapid transit (BRT) shelters and amenities at Story and Ocala as part of the future Santa Clara-Alum Rock BRT service along Capitol Expressway.

Earlier this year, VTA and the City discussed a proposal for the City to perform street lighting and landscape design services for Phase I of the project. VTA acknowledged the City's experience and understanding of the design requirements of these elements that will result in a product that would save project costs and support the aggressive design and construction schedule.

Final design is scheduled for completion by the end of 2010 with construction starting in early 2011. The cost for Phase I Pedestrian and Bicycle Improvements is \$25 million, which is included in the approved VTA FY 2010-11 budget.

On May 6, 2010, the VTA Board authorized the General Manager to execute an agreement with the City of San José for the streetlight and landscape design services described above.

ANALYSIS

Santa Clara-Alum Rock Bus Rapid Transit (BRT) Project

In October 2009, staff from the Departments of Public Works and Transportation met with the VTA to discuss a potential partnership for the City to perform preliminary engineering services in support of the BRT project. On January 21, 2010, the Department of Public Works formalized its proposal to perform design services for traffic signals and street lights on the Santa Clara-Alum Rock BRT Project.

City staff is uniquely positioned to deliver engineering services for the traffic signal and streetlighting design elements of the project. The City's in-house design teams have extensive experience in traffic signal design and modification, street and pedestrian lighting design as well as all forms of civil and project development support services. Integrating the City's design team into the overall project design effort will provide a convenient, efficient one-stop design approach without the need for multiple and costly reviews.

Per the agreement for the Santa Clara-Alum Rock Bus Rapid Transit (BRT) Project, the City will prepare preliminary engineering plans for the traffic signals and street lighting portions of the project. The agreement will be for a period of one year and for a total value not to exceed \$151,875. City staff will be integrated into the project team, reporting to VTA project managers and working alongside the VTA's general design consultant and their sub-consultants.

Capitol Expressway Light Rail (CELR) Pedestrian Improvements Project

The proposal for the City to perform design services on the BRT project led to discussions about the City's interest in performing similar services for the CELR project. Unlike the BRT project, which is just getting started, the CELR project plans have been more fully developed and the VTA would like to engage the City's services to update the designs and incorporate low-maintenance and energy efficient elements into the final project plans.

The Department of Public Works brings a team of experienced lighting and landscaping designers to work on this project and has the interest and capacity to meet the VTA's aggressive design schedule. Since the City will be responsible for the maintenance of the street lighting and landscaping, having City staff perform the design work will result in a faster design process and project cost savings. In order to reduce operating and maintenance costs, the City proposes to use energy efficient, LED fixtures for the street and pedestrian areas and use drought-tolerant native plants in the landscaping areas.

Per the agreement for the Capitol Expressway Light Rail Pedestrian Improvements (CELR) Project, the City will provide final lighting and landscape design services for the project. The agreement will be for a period of one year and for a total value not to exceed \$309,225. City staff will be integrated into the project team, working alongside and reporting to VTA project managers.

EVALUATION AND FOLLOW-UP

No additional follow-up action with Council is expected at this time.

POLICY ALTERNATIVES

Alternative # 1: The City Council can elect not to approve the design services agreements.

Pros: None

Cons: This would require the VTA to use consultants or VTA staff to complete the design work and would also require numerous design reviews by the City.

Reasons for not recommending: This alternative would fail to take advantage of the City's design expertise and capacity and would which would increase project costs and create unnecessary delays.

PUBLIC OUTREACH/INTEREST

- Criterion 1:** Requires Council action on the use of public funds equal to \$1 million or greater. **(Required: Website Posting)**
- Criterion 2:** Adoption of a new or revised policy that may have implications for public health, safety, quality of life, or financial/economic vitality of the City. **(Required: E-mail and Website Posting)**
- Criterion 3:** Consideration of proposed changes to service delivery, programs, staffing that may have impacts to community services and have been identified by staff, Council or a Community group that requires special outreach. **(Required: E-mail, Website Posting, Community Meetings, Notice in appropriate newspapers)**

This item does not meet any of the above criteria. This memorandum will be posted on the City's website for the June 22, 2010 City Council meeting.

COORDINATION

This memorandum and both agreements have been coordinated with the Department of Transportation, Department of Planning, Building and Code Enforcement and the City Attorney's Office.

FISCAL/POLICY ALIGNMENT

This project is consistent with the Council-approved Budget Strategy to continue with capital investments that spur construction spending in the local economy.

COST SUMMARY/IMPLICATIONS

1. AMOUNT OF RECOMMENDATION:

Design Services:

- Santa Clara – Alum Rock Bus Rapid Transit \$151,875
- Capitol Expressway Light Rail Pedestrian Improvements \$309,225
- TOTAL \$461,100**

2. SOURCE OF FUNDING: 465 - Construction Excise Tax Fund

3. OPERATING COST: There are no additional operations or maintenance (O&M) costs associated with the recommendations of this memorandum, however there are additional O&M costs associated with these projects (as discussed below) that will be addressed in future reports to the City Council.

Santa Clara-Alum Rock Bus Rapid Transit (BRT) Project

In terms of the City's future O&M costs along the BRT corridor, a key assumption in advancing this project is that the Alum Rock segment of the corridor will be relinquished from the State to the City. Upon relinquishment, the City will own, operate and maintain Alum Rock Avenue from Route 101 easterly to the City limit, a distance of approximately 2.25 miles. The transfer of ownership, operations and maintenance responsibilities from the State to the City will be more fully disclosed in the relinquishment agreement that is currently being negotiated between the State and the City. It is estimated that the relinquishment agreement between the State and the City will be forwarded to the City Council for approval in the late-summer/early fall of this year.

For the remainder of the corridor, the City already operates and maintains Santa Clara Street. With the exception of one new traffic signal to be constructed by the project on Santa Clara Street, no additional O&M costs are anticipated along this segment of the corridor at this early stage of project development.

The City's O&M costs along the BRT corridor will be refined as the design for specific project elements are more fully developed with an emphasis on cost efficiency and sustainability. These costs will be more fully discussed in a future operations and maintenance agreement between the City and VTA. The beneficial use of this project is estimated in 2012-2013 and the construction of the project is planned to be fully completed in the fall of 2013. It is estimated that the City will begin incurring O&M expenses in 2012-2013.

Capitol Expressway Light Rail (CELR) Pedestrian Improvements Project

Elements associated with the City's future operating and maintenance costs as part of the CELR Pedestrian Improvements Project include new streetlighting and landscaping. Initial estimates of the annual O&M costs are in the \$35,000 to \$50,000 range and will begin to be incurred in mid-2012. These costs will be refined as the design for specific project elements are more fully developed with an emphasis on cost efficiency and sustainability and will be more fully discussed in a future operations and maintenance agreement between the City and the County.

BUDGET REFERENCE

The VTA will fully reimburse the City for the agreements for design services. The recommended actions in this memorandum will recognize the funding from VTA and establish new appropriations for the agreements in the Construction Excise Tax Fund for these projects.

HONORABLE MAYOR AND CITY COUNCIL

06-01-10

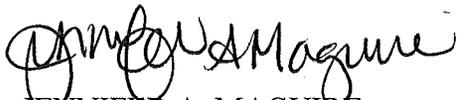
Subject: Agreements for City design services with the Santa Clara Valley Transportation Authority

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CEQA

CEQA: Not a project, File No. PPI0-066(a), Agreements and Contracts

The VTA Board of Directors approved and certified the Downtown East Valley Capitol Expressway Light Rail Project Final Supplemental Environmental Impact Report on August 2, 2007 and the Santa Clara - Alum Rock Transit Improvement Project Environmental Impact Report on December 11, 2008. The recommended Council direction of this memorandum is not a project. Future improvements the City intends to make along the transit corridor would be subject to CEQA and the appropriate level of review would be conducted prior to the City decision to implement any future improvements, as applicable.



JENNIFER A. MAGUIRE

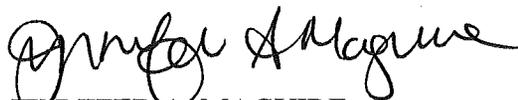
Budget Director

/s/

KATY ALLEN

Director, Public Works Department

I hereby certify that there will be available for appropriation in the Construction Excise Tax Fund in the Fiscal Year 2010-2011 moneys in excess of those heretofore appropriated therefrom, said excess being at least \$461,100.



JENNIFER A. MAGUIRE

Budget Director

For questions, please contact TIMM BORDEN, DEPUTY DIRECTOR, PUBLIC WORKS DEPARTMENT, at (408) 535-8300.

JTC:OG