



DATE: December 18, 2018

TO: Mayor and City Council

FROM: Interim Director of Public Works

SUBJECT Approval of Professional Services Agreement with TJKM Transportation Consultants, Inc., in the Amount of \$225,000 for the Citywide Multi-modal Study

RECOMMENDATION

That Council approves the attached Resolution (Attachment II) authorizing the City Manager to execute a contract between the City and TJKM Transportation Consultants, Inc., (TJKM) for a professional services agreement to prepare a Citywide Multi-modal Study.

SUMMARY

The Citywide Multi-modal Study is an extension of the on-going Citywide Intersection Study. This new agreement will allow the City to complete unfinished work on the Citywide Intersection Study and in addition, address improvements on a multi-modal basis and identify potential funding sources such as a Traffic Impact Fee. This agreement includes a not to exceed amount of \$225,000 (\$137,160 remaining budget on Citywide Intersection Study and \$87,840 for additional scope of work), with a termination date of December 31, 2019. A sole source justification was prepared to retain TJKM to complete the remaining work on the Citywide Intersection Study, and the additional elements. The costs for this work are already included in the adopted Capital Improvement Program, Transportation System Improvement Fund (Fund 460).

BACKGROUND

Traffic congestion has increased in Hayward over the years and is projected to increase in the future years as growth and development pressures continue within the City's sphere of influence and at a regional level. A definitive plan to programmatically develop and improve Hayward's transportation system is necessary to correct the existing deficiencies and meet future needs. On July 21, 2015, Council adopted an agreement with TJKM for consulting services for the Citywide Intersection Study to document existing and future efforts to address increased congestion with a contract not to exceed amount of \$220,000. To date, \$82,840 was expended on that contract with a remaining budget of \$137,160. The contract was terminated in December 2016, and now there is a need to revisit the project with a multi-modal focus.

The Citywide Intersection Study was envisioned to identify existing and future deficiencies in the transportation network and associated transportation improvements. This information is vital to accommodate future growth while maintaining acceptable levels of congestion. To identify these deficiencies, approximately one-hundred intersections and fifteen roadway segments will be evaluated for possible inclusion in the CIP. These intersections and roadway segments were selected based on several factors including accident history, multi-modal safety and accessibility, signalization needs, resident complaints, and existing traffic operation issues.

The key elements of this study are:

- Development of appropriate analytical tools;
- Conduct existing deficiencies analysis;
- Analysis of future LOS and safety conditions;
- Identify and evaluate transportation system improvements;
- Develop cost estimates for transportation system improvements; and
- Refine and prioritize transportation capital improvement project list.

To mitigate existing and future deficiencies for all modes of transportation at the studied intersections, a range of improvement measures such as adding turn lanes/through lanes, signalizing intersections, providing bike lanes, improving sidewalks, improving signal coordination, etc., will be evaluated. Completion of this project will allow staff to plan and create an integrated transportation and circulation system that provides opportunities to travel by any mode of travel to reach key destinations in the community and region, safely and directly.

DISCUSSION

As part of the Citywide Intersection Study, TJKM collected traffic data and summarized existing intersection deficiencies in a “Draft Existing Conditions Report,” dated June 6, 2016. The analysis was more auto-centered and did not support strategies to include transportation demand management, operational improvements, and multi-modal (auto, pedestrian, bicycle, and transit) improvements and services. A Multi-modal Study is a key tool in the transition from an auto centered Level of Service (LOS) standard toward a more multi-modal future.

The study provides the following benefits for the City:

- Documents the City’s commitment to improving multi-modal transportation and air quality outcomes to combat congestion and support sustainable transportation;

- Provides a roadmap for improving multi-modal transportation systems in the City, which is fully built out and has significant space and budget constraints for road widening;
- Allows the City flexibility to improve systemwide multimodal transportation instead of strictly adhering to a traffic LOS standard that may contradict other community goals;
- Establishes a better understanding of existing and future transportation infrastructure deficiencies and future improvements needed to support new development needs;
- Projected to enhance operations and safety for all modes of transportation rather than solely enhancing operations and safety for vehicular traffic;
- Aligns with the City's General Plan, Complete Streets Strategic Initiative, Bicycle and Pedestrian Master Plan, Neighborhood Traffic Calming Program, and regional improvements; and
- Provides an implementation and funding plan to help the City identify funding shortfalls.

City staff worked with TJKM to refine the scope of the Citywide Intersection Study to include multi-modal elements to make it a comprehensive Citywide Multi-modal Study. Key elements of the proposed study will include the following in addition to the key elements included in the Citywide Intersection Study:

- Refine analysis to include multi-modal safety conditions;
- Include multi-modal transportation system improvements in evaluation, developing cost estimates, and prioritizing improvements; and
- Prepare an action plan that identifies project timing, cost estimates, funding responsibility, and standards and approval criteria. The action plan will also identify funding mechanisms for the recommended improvements and identify funding shortfalls that City's Capital Improvement Program (CIP) cannot accommodate.

Funding Mechanism

Most cities in the San Francisco Bay Area use developer fees or traffic impact fees for funding specific transportation improvements. However, the City of Hayward imposes a small fee on developers that is not specifically earmarked for transportation improvements. The Supplemental Building and Construction Improvement Tax (SBCIT) allocates \$300,000 on a yearly basis for transportation improvements with a balance of the fee going to General Fund. As part of the Citywide Multi-modal Study, a nexus report will be prepared to assess the feasibility of a dedicated funding mechanism for citywide multi-modal transportation infrastructure.

The proposed nexus report will document the key assumptions, methodology, nexus findings, and administrative procedures to implement a fee. The nexus report will include the following:

- Identify the purpose of a fee;
- Identify how fees will be allocated;
- Determine whether a reasonable relationship exists between a fee's use and the type of development on which a fee is imposed;
- Determine whether a reasonable relationship exists between the need for the public facility and the type of development project on which a fee is imposed; and
- Determine if there is a reasonable relationship between the fee amount and the cost of the public facility, or portion of the public facility attributable to the development on which a fee is imposed.

Once the recommended funding mechanism is finalized and adopted, the new revenue source will be incorporated into the Multi-modal Study Action Plan, to reflect the inclusion of the fee and its revenue. Revenues from the new funding mechanism can be used to finance:

- Roadway and intersection improvements;
- New or enhanced transit/shuttle services;
- Additional parking or parking management programs;
- New bicycle and pedestrian infrastructure;
- Transportation Demand Management (TDM) programs;
- Transportation Management Center (TMC) upgrades;
- Technology improvements in the Traffic Signal System; and
- Innovative traffic operations.

ECONOMIC IMPACT

Promotion of multi-modal transportations systems through the Transportation Impact Fee program will help increase access to regional transit, schools, the downtown area, merchants, and restaurants. This will improve and help transform the City into a more pedestrian- and bicycle-friendly community, thus creating positive economic and health benefits for the Hayward community and help in the reduction of greenhouse gas emissions.

FISCAL IMPACT

This agreement would allocate \$225,000 to the professional services agreement with TJKM to complete a Citywide Multi-modal Study. Funds to cover this cost are included in the adopted FY 2018 CIP, Transportation System Improvement Fund (Fund 460).

STRATEGIC INITIATIVES

This agenda item supports the Complete Streets Strategic Initiative. The purpose of the Complete Streets initiative is to build transportation networks that are safe, comfortable, and convenient for everyone regardless of age or ability, including motorists, pedestrians, bicyclists, and public transportation riders. This item supports the following goal and objective:

Goal 2: Provide Complete Streets that balance the diverse needs of users of the public right-of-way.

Objective 1: Increase walking, biking, transit usage, carpooling, and other sustainable modes of transportation by designing and retrofitting streets to accommodate all modes.

SUSTAINABILITY FEATURES

The Multi-modal Study is projected to enhance operations and safety for all modes of transportation (Vehicle, Pedestrian, Bicycle and Transit) rather than solely enhancing operations and safety for vehicular traffic. A multi-modal study will allow the improvements to be identified consistent with the City's 2040 General Plan, Complete Streets Initiative, Pedestrian and Bicycle Master Plans, Traffic Calming Program, and Regional Improvements.

PUBLIC CONTACT

The study includes a comprehensive outreach approach geared in part to addressing potential concerns from the development community, general public, and city leaders. Ten outreach meetings have been budgeted for this project that will be identified and scheduled in the Public Outreach Plan, which is yet to be developed by TJKM. The Consultant anticipates up to three meetings with Council, and one meeting with the Planning Commission.

NEXT STEPS

If Council approves this request, the City Manager will execute a professional services agreement with TJKM increasing the contract amount to \$225,000, with a termination date of December 31, 2019.

Prepared by: Vasavi Pannala, Senior Transportation Engineer

Recommended by: Alex Ameri, Interim Director of Public Works

Approved by:

A handwritten signature in black ink, appearing to read 'K. McAdoo', written in a cursive style.

Kelly McAdoo, City Manager