



**Council Meeting: December 4, 2012**

**SUBJECT: Approval of Budget Modification No. 24 to Appropriate Transportation Impact Fee Funds for a City Participating Share in a Lawrence Expressway Grade Separation Study and to Authorize the City Manager to Execute Necessary Agreements**

**BACKGROUND**

The County of Santa Clara is requesting that the City participate with the County and the City of Santa Clara in a concept study for improvements at three intersections on Lawrence Expressway that are planned for grade separation (Attachment A). The concept study will analyze the feasibility of alternatives by preparing engineering drawings, conducting utility and other investigations, and performing traffic modeling. A public outreach effort is also included in the proposed study scope. The outcome will be the development of specific project concepts or other traffic management strategies to address existing and projected traffic congestion on Lawrence Expressway, which can then be used to support impact fee collection and grant applications for funding of improvements.

**EXISTING POLICY**

General Plan Land Use and Transportation Chapter, Policy LT -1.2 Support coordinated regional transportation system planning and improvements.

**DISCUSSION**

The three locations in question are elements of the City's Transportation Strategic Program (TSP) and are considered vital for supporting north-south traffic and access to and from the Moffett Industrial Park area. The TSP is intended to fund a number of improvements including Lawrence Expressway grade separations. Lawrence Expressway is a County-owned roadway that borders Sunnyvale and Santa Clara. Maintaining efficient traffic flow is important to the transportation and land use plans of all three agencies. Sunnyvale has planned on funding a fair share of improvements to Lawrence Expressway intersections in Sunnyvale, splitting costs with the County and Santa Clara, based on the amount of Sunnyvale traffic utilizing the roadway since adoption of the TSP. Initial cost estimates developed in 2003 by the County are based on preliminary sketch level concepts and estimates. The Lawrence Expressway Grade Separation Study will provide a more detailed analysis and review of project alternatives necessary to progress with Lawrence Expressway improvements. This study will also support maintaining an

updated Traffic Impact Fee. The City's financial contribution is eligible to be funded from previously collected Transportation Impact Fees.

The City will enter into a cost sharing agreement with the County of Santa Clara and the County will manage the project. City staff will participate in providing technical and logistical support.

### **FISCAL IMPACT**

As of the end of FY 2011/12, there was approximately \$11.9 million in Traffic Impact Fees available to fund future transportation projects. Given that this project is eligible to be funded by Traffic Impact Fees, staff recommends appropriating \$125,000 to support the County of Santa Clara's study. Budget Modification No. 24 has been prepared to appropriate \$125,000 of Transportation Impact Fee funds to fund the City's one-third share of the Lawrence Expressway Grade Separation Study.

### **BUDGET MODIFICATION NO. 24 FISCAL YEAR 2012/2013**

	<b>Current</b>	<b>Increase/ (Decrease)</b>	<b>Revised</b>
<b>Capital Projects Fund – Traffic Impact Fees Subfund</b>			
<u>Expenditures</u>			
New Project- Lawrence Expressway Grade Separation Study Contribution	\$0	\$125,000	\$125,000
<u>Reserves</u>			
Capital Project Reserve	\$11,859,220	(\$125,000)	\$11,734,220

### **PUBLIC CONTACT**

Public contact was made by posting the Council agenda on the City's official notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's web site.

### **ALTERNATIVES**

1. Approve Budget Modification No. 24 to appropriate \$125,000 of Transportation Impact Fee funds for a contribution to the Lawrence Expressway Grade Separations Study.
2. Do not approve Budget Modification No. 24 to appropriate funds for a contribution to the Lawrence Expressway Grade Separation Study and forego participation in the study.

**RECOMMENDATION**

Staff recommends Alternative 1: Approve Budget Modification No. 24 to appropriate \$125,000 of Transportation Impact Fee funds for a contribution to the Lawrence Expressway Grade Separations Study.

Reviewed by:

Kent Steffens, Director of Public Works  
Prepared by Jack Witthaus, Transportation and Traffic Manager

Reviewed by:

Grace Leung, Director of Finance

Approved by:

Gary M. Luebbers  
City Manager

**ATTACHMENTS**

A. Letter of Request from the County of Santa Clara

# County of Santa Clara

Roads and Airports Department

101 Skyport Drive  
San Jose, California 95110-1302  
(408) 573-2400



October 16, 2012

Mr. Jack Witthaus  
Division of Transportation and Traffic Manager  
City of Sunnyvale  
PO Box 3703  
Sunnyvale, CA 94088-3707

SUBJECT: Lawrence Expressway Grade Separation Study – Cost Sharing

Dear Mr. Witthaus:

The County of Santa Clara requests that the City of Sunnyvale enter into a cost-sharing agreement to participate in funding the Lawrence Expressway Grade Separation Study. Attached is the proposed scope and implementation plan for the project along with the cost-sharing terms. The estimated cost of the project is \$375,000. We request that Sunnyvale commit to one-third of the project costs, not to exceed \$125,000.

The proposed grade separations at Arques Avenue, Kifer Road, and Reed Avenue/Monroe Street were identified in the 2003 Comprehensive County Expressway Planning Study, and reconfirmed in the 2008 Update of the Expressway Study. They are necessary improvements to address traffic congestion from existing conditions and future growth in the Cities of Sunnyvale and Santa Clara. The City of Sunnyvale identified these grade separation projects as part of the mitigation measures for the City's General Plan. The Lawrence Expressway corridor is currently experiencing increasing congestion from new and planned development. A more detailed concept study is needed to determine the preferred design alternatives and produce revised cost estimates for use in determining fair share contributions from future development projects and to solicit grant funding for implementation.

Please send us a confirmation of the City's willingness to participate in funding the project as soon as possible so we may proceed to prepare a cost-sharing agreement and begin the consultant selection process. If you have any questions or need further information, please contact Dawn Cameron, County Transportation Planner, at 408-573-2465 or [dawn.cameron@rda.sccgov.org](mailto:dawn.cameron@rda.sccgov.org).

Sincerely,

A handwritten signature in blue ink, appearing to read "Dan Collen", with a long horizontal flourish extending to the right.

*for* Dan Collen  
Deputy Director, Infrastructure Development

cc: DSC

Attachment: Draft Scope and Implementation Plan for Lawrence Expressway Grade Separation Study

## Draft Scope and Implementation Plan for Lawrence Expressway Grade Separation Study

- Administration:** County is lead agency and shall provide a project manager. Partner agencies will provide assigned project staffing.
- Cost share:** Each agency will provide 1/3 of consultant contract costs. Each agency will absorb staffing costs. Contract costs will include contract accounting costs to County.
- Scope:**
- Limits:** Generally the Lawrence Expressway intersections identified in the County's Expressway Planning Study (2003) and Update (2008) as locations for grade separation (Reed/Monroe, Kifer, Arques), plus downstream areas and parallel route as needed to fully understand potential impacts and benefits of various options.
- Traffic Analysis:** Using appropriate model and model inputs as approved by partner agencies, study within project limits and evaluate existing conditions and alternatives (no project, grade separations, at-grade only changes) in the short-term future (10 years) and in the long-term future (25-30 years). Traffic simulations may also be needed for any alternative presenting an unusual interchange configuration or a significant change for accessing the expressway.
- Alternatives Analysis:** Develop plan views, cross sections and profiles for various options including a depressed alignment, with conceptual level costs and right-of-way impacts as needed to evaluate costs and benefits of the options. Efforts shall include an initial investigation of alignment utilities and relocation costs shall be included. Renderings may also be necessary to support the public process.
- Supplemental Analysis:** Develop feasible operational improvements to lessen traffic impacts and improve expressway flow in the no grade separation alternative, including removal of access to the expressway at select locations.
- Public Process:** Provide regular progress reports to the County Roads Commission with opportunities to receive their input; provide for review and comment of alternatives by all appropriate agencies and designated committees including the County Bicycle and Pedestrian Advisory Committee; as directed by project staff, conduct stakeholder discussions with elected and non-elected leaders; and conduct a

public outreach meeting for public comment. Take consensus document and recommendations to County Board and city councils. Results will be incorporated into the 2014 Expressway Study.

**Timeline:** Cost-share agreements and consultant selection/contract (to proceed concurrently): 3 months

Project: 6 months

<b>Budget Estimate:</b>	Traffic Analysis:	\$100K
	Alternatives Analysis:	\$175K
	Public Process/Documentation:	\$ 40K
	Subtotal:	\$315K
	Contingency (~15%)	\$ 45K
	Contract Accounting Costs (~5%)	\$ 20K
	Est Total:	\$375K

County/Cities cost-sharing agreement not to exceed \$375,000 (\$125,000 per agency). Cities will be invoiced by the County at the conclusion of the project based on final project cost.

**Consultant Selection Process:** County requests proposals from three firms on its current consultant list. Selection team to be composed of County, Sunnyvale, and Santa Clara staff.