



City of Sacramento City Council

915 I Street, Sacramento, CA, 95814
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15

Meeting Date: 3/23/2011

Report Type: Consent

Title: Contract and Agreements: Sacramento Intermodal Facility, Track Relocation Project (T15029000) [To Be Delivered]

Report ID: 2011-00285

Location: District 1

Recommendation: Adopt a Resolution: 1) approving Plans and Specifications for the Track Relocation Project (T15029000); 2) awarding the contract to Granite Construction Company in an amount not to exceed \$41,470,620; 3) awarding a professional services agreement for construction management with Vali Cooper in an amount not to exceed \$4,378,594; 4) awarding a professional services agreement for construction support with TranSystems in the amount of \$200,000; 5) accepting Capitol Corridor Joint Powers Authority (CCJPA) funding, approving a funding agreement and increasing the Track Relocation budget by \$250,000; 6) transferring \$3,607,208 from Z14005000 to the Track Relocation Project budget (T15029000); and 7) approving payment of Air Quality Maintenance District fees in the amount of approximately \$100,000.

Contact: Hinda Chandler, Senior Architect, (916)808-8422, Department of Transportation

Presenter: None

Department: Transportation Department

Division: Planning & Policy

Dept ID: 15001041

Attachments:

- 1-Description/Analysis
- 02-Background
- 03-Agreements Cover Sheets (4)
- 04-Resolution
- 05-Exhibit A - Location Map
- 06-Exhibit B - Agreement - Vali Cooper
- 07-Exhibit C - Agreement - Transystems
- 08-Exhibit D - Agreement - CCJPA
- 09- Exhibit E1 - Construction Contract - Track Relocation Specifications - Volume 1
- 10-Exhibit E2 - Construction Contract - Track Relocation Specifications - Volume 2
- 11-Exhibit E3 - Construction Contract - Track Relocation Specifications - Volume 3

City Attorney Review

Approved as to Form
Michael T. Sparks
3/22/2011 8:24:23 AM

Approvals/Acknowledgements

Department Director or Designee: Jerry Way - 3/21/2011 9:31:29 AM

Assistant City Manager: John Dangberg - 3/22/2011 8:11:03 AM



Description/Analysis

Issue: Track Relocation, Phase 1 of the Sacramento Intermodal Transportation Facility (SITF), consists of realigning the mainline rail tracks and providing new passenger platforms, tunnels under the rail corridor and a 42" water transmission line. The project was advertised and bids were received on March 2, 2011. Granite Construction Company (Granite) is the lowest responsive and responsible bidder (see Attachment 1). City Council approval is necessary to award a construction contract, execute professional services agreements for construction management and construction support services and to appropriate additional funding into the project.

Policy Considerations: The action requested herein is consistent with the Sacramento City Code, Title 3 and with the City of Sacramento Strategic Plan goals of achieving sustainability and neighborhood livability.

Environmental Considerations:

California Environmental Quality Act (CEQA) and National Environmental Protection Act (NEPA): The Track Relocation Project (T15029005 for design) is subject to review under both CEQA and NEPA. The City is the CEQA lead agency and the Federal Highway Administration (FHWA) is the NEPA lead agency. On June 2, 2009, the City Council approved a Mitigated Negative Declaration under CEQA, and a Notice of Determination was filed on June 8, 2009. On March 27, 2009, FHWA released the Environmental Assessment and Section 4(f) Evaluation Report for public review. FHWA also consulted with the State Office of Historic Preservation (SHPO) in accordance with Section 106 and on August 28, 2009 entered into a Programmatic Agreement, including the City, Caltrans, the Federal Railroad Administration (FRA) and the Federal Transit Administration (FTA) as signatories. On August 31, 2009, FHWA issued a Finding of No Significant Impact (FONSI) and authorized the City to implement Phases 1 and 2 of the Intermodal project. On March 15, 2010, FRA issued its separate FONSI.

Subsequent minor changes that involve historic resources have been submitted to Caltrans and SHPO per the terms of the Programmatic Agreement. Therefore, all requirements of CEQA, NEPA and Sections 4(f) and 106 under state and federal laws have been met and no further environmental review is required to approve the proposed actions.

Sustainability Considerations: The SITF project will provide facilities to accommodate rail freight movement, heavy passenger rail trains, light rail transit, intercity and local buses, and taxis, as well as bicycle and pedestrian transportation modes and future modes, such as streetcars and California High Speed Rail. The Track Relocation Project will improve operations, safety and convenience for passenger service and goods movement, as well as facilitate the future development of the Intermodal facility. The improvements are

consistent with the City's sustainability goals to provide better accessibility to public transportation.

Other: None.

Commission/Committee Action: None.

Rationale for Recommendation: Granite Construction Company is the lowest responsive and responsible bidder.

Financial Considerations: The Sacramento Intermodal Facility project includes a variety of components. For construction of Phase 1- Track Relocation , the City has previously received and been authorized to appropriate approximately \$36.8 million in federal transportation funds and \$25.3 million in state transportation funds. In addition, the project budget contains approximately \$6.5 million in local funds; over \$3.6 million of this will be used to fund the water transmission line. To fully fund this component, staff recommends the transfer of \$3,362,654 (Fund 6005) and \$244,554 (Fund 6001) from the T-Main Jibboom Street Steel Mountain Project (Z14005000) to the Track Relocation Project (T15029000)

After the 2010 bids came in over budget, the project was downscoped eliminating upgrades beyond the base project that the rail operators wished to have. This included LED platform lighting and electrical cabinets to power trains while they are at the station. Recognizing that these particular items are important for rail operations, the City included them in the current bid as an additive alternate and at the same time suggested that the operators seek additional funding for them. Granite's bid for the additive alternate was \$478,000 (included in the bid amount noted in this report); and recently Capitol Corridor Joint Powers Agreement (CCJPA) located \$250,000 to contribute. This contribution is welcome and, when combined with other resources that are now available, should enable these improvements to be provided. Therefore, Council is asked to approve the funding agreement with CCJPA and to appropriate the \$250,000 (Fund 3702) into the project budget. However, due to the expedited timing of the construction contract award, CCJPA's execution of the funding agreement will follow Council action to approve it.

As of March 14, 2011, the Intermodal Facility Project with all its sub-CIPs (T15029000) has a total budget of \$148,377,509 and an unobligated balance of \$65,599,528. There are sufficient funds obligated exclusively for track relocation construction purposes to execute the construction contract for the base project and additive alternate with Granite in the amount of \$41,470,620; to execute the construction management agreement with Vali Cooper & Associates in the amount of \$4,378,594; and to execute the construction services agreement with TranSystems in the amount of \$200,000. In addition, there is adequate funding to pay approximately \$100,000 in required Air Quality Management District mitigation fees.

The approval of this project will support 1,185 jobs in the City of Sacramento based upon the model provided by the Federal Highway Administration (FHWA) of one new job for every \$35,000 of transportation project investment.

Disadvantaged Business Enterprise (DBE): The SITF Track Relocation Project has federal funding and requires conformance with project participation guidelines for

Disadvantaged Business Enterprise (DBE) /Underutilized Disadvantaged Business Enterprises (UDBE) in lieu of the City of Sacramento Emerging and Small Business Enterprise (ESBE) program requirements. The UDBE goal is 7.38%. If the Contractor does not meet the UDBE goal, Good Faith Effort toward meeting the required goal must be demonstrated. The Track Relocation construction contractor, Granite demonstrated an acceptable Good Faith Effort. The construction management consultant attained 17.2% UDBE participation and satisfactorily met the UDBE project goal. TranSystems obtained 0% DBE participation because subcontracting opportunities were limited due to the specialty engineering and environmental nature of the work.



BACKGROUND:

The Track Relocation Project relocates and reconfigures the current Union Pacific Railroad (UPRR) mainline and passenger tracks and the passenger platforms to the north between the I Street Bridge and 7th Street. This will improve the mainline heavy rail capacity and reliability, for both freight service and passenger rail service. In addition, safety will improve due to separating the freight tracks from the passenger platforms and limiting access to the platforms by means of the new passenger and service tunnels. Relocating the existing UPRR tracks will also allow extension of 5th and 6th Streets and provision of the West Pedestrian Tunnel. This will improve access and circulation within downtown Sacramento and facilitate development of the Railyards project.

Track Relocation Agreements - The scope of the Track Relocation Project was initially set out in an agreement between UPRR, the National Railroad Passenger Corporation (Amtrak), the Capitol Corridor Joint Powers Authority (CCJPA), the California Department of Parks and Recreation on behalf of the California State Railroad Museum (CSRM) and Railyards developer Thomas Enterprises of Sacramento, LLC (Thomas) dated July 13, 2006. The conceptual scope of the project in this prior agreement was to move the UPRR tracks northward, to build a new passenger tunnel to provide access to the relocated platforms and to place a new crossing and spur track for CSRM to provide continued access for movement of their historic rail cars between their Old Sacramento Museum and their maintenance facility in the Central Shops. Thereafter, the City and Thomas entered into the Track Relocation and Financing Agreement (TRFA) dated December 13, 2006 (City Agreement No. 2006-1406) to allocate responsibilities for funding and construction of the Track Relocation Project (T15029005). In October 2010, Inland America took over ownership of the Railyards. Subsequently, the City and Inland entered into the Track Relocation Escrow Agreement (TREA) dated January 18, 2011 (City Agreement No. 2011-0196) to update and address Track Relocation project funding and responsibilities.

Project Scope Changes - The scope of the project has changed since the original agreement to include: (1) construction of the West Pedestrian Tunnel (T15029030) to provide pedestrian access underneath UPRR tracks between Old Sacramento and the Central Shops; (2) addition of the Service Tunnel for Amtrak's use for baggage carts and service vehicles to access the platforms separately from the passengers, (3) relocation of fiber optic utilities owned by Qwest and MCI that conflict with the location of the 5th and 6th Street bridge support foundations and the tunnels, (4) relocation of existing utility connections to the Central Shops and the Depot building (electric, gas, water, sewer and telephone) due to construction conflicts and installation of new service connections, and (5) replacement of aged water distribution lines serving areas to the north and west with a 42" new water transmission line under the new rail corridor and through the project site.

Construction Bids - The project was advertised and a total of three (3) bids were received on March 2, 2010. The bids are summarized below:

Contractor	Bid Amount	UDBE Project Participation	Good Faith Effort
Granite Construction Company	\$41,470,620	1.4%	Yes
R & L Broasamer, Inc.	\$45,214,397	2.1%	Yes
Shimmick Construction Co, Inc.	\$47,088,550	7.7%	NA

The engineer's estimated construction cost was \$44 million. Contract award to Granite is recommended as the lowest responsive and responsible bidder. Construction is anticipated to be completed by early 2013.

A Request for Proposal (RFP) for construction management services for Track Relocation, 5th Street Overcrossing and 6th Street Bridges was issued in 2010 and Vali Cooper was selected as the most qualified respondent.

Similarly, as a result of an RFP selection process conducted in 2007, TranSystems was selected as the best qualified consultant team to perform design, environmental and construction support services for the Track Relocation project. Due to their knowledge of the design and familiarity with the project, Caltrans has approved a Public Interest Finding (PIF) to allow award of a separate agreement directly with TranSystems to perform construction support that would include tasks such as site visits, submittal review, evaluation of proposed change orders, etc.

Project Construction Funding

As a result of extensive efforts on the part of the City and its partners, the project was awarded approximately \$62 million in public transportation funds, including more than \$26.6 million in federal stimulus funds, \$10.2 million in other federal funds and \$25 million in state transportation bond funds. Other public funding for construction totals approximately \$4.8 million, including the CCJPA funding. In addition, developer contributions are anticipated to be approximately \$1.7 million.

Professional Services Agreement, Vali Cooper & Associates



Unexecuted Contract/Agreements

- The Unexecuted Contract/Agreement is signed by the other party, is attached as an exhibit to the resolution, and is approved as to form by the City Attorney.

- The Unexecuted Contract/Agreement (Public Project) is NOT signed by the other party, is attached as an exhibit to the resolution, and is approved as to form by the City Attorney.

- The Unexecuted Contract is included as an exhibit to the Resolution, however, the Agreement(s) is with other another governmental agency and it is not feasible to obtain the other agency's signature prior to Council action (be they denominated Agreements, MOUs, MOAs, etc.); however, the City Attorney approves the forwarding of the report to Council even though the signed agreement is not in hand yet.

- The Unexecuted Contract is NOT included as an exhibit to the resolution because, due to special circumstances, and the City Attorney confirms in writing that it is okay to proceed with Council action even though the signed agreement is not in hand yet.

All unexecuted contracts/agreements which are signed by the other parties are to be in the Office of the City Clerk before agenda publication.

Professional Services Agreement, TranSystems

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Funding Agreement: Capitol Corridor Joint Powers Authority (CCJPA)

Unexecuted Contract/Agreements

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Construction Contract: Granite Construction Company

Unexecuted Contract/Agreements

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RESOLUTION NO.

Adopted by the Sacramento City Council

**APPROVING PLANS AND SPECIFICATIONS, AND AWARDING THE
CONSTRUCTION CONTRACT FOR THE TRACK RELOCATION PROJECT
(T15029000); AWARDING THE CONSTRUCTION MANAGEMENT CONTRACT;
AWARDING THE CONSTRUCTION SERVICES AGREEMENT; ACCEPTING AND
APPROVING A FUNDING AGREEMENT WITH CAPITOL CORRIDOR JOINT
POWERS AUTHORITY; TRANSFERRING FUNDS FOR WATER LINE
REPLACEMENT AND APPROVING PAYMENT OF AIR QUALITY MANAGEMENT
DISTRICT MITIGATION FEES**

BACKGROUND

- A. The project will relocate the existing UPRR mainline tracks, build new passenger platforms and access tunnels, relocate existing utilities, and install new utilities.
- B. The project was advertised and a total of 3 bids were received on March 2, 2011.
- C. Contract award to Granite Construction Company is recommended as the lowest responsive and responsible bidder.
- D. Construction management services were solicited through a Request for Proposals process and Vali Cooper & Associates was determined to be the most qualified.
- E. Construction support services were determined to be most effectively provided by TranSystems, the project's design team, in a Public Interest Finding by Caltrans.
- F. Capitol Corridor Joint Powers Authority (CCJPA) is contributing \$250,000 for upgrades to the base project that are desired by the rail operators.
- G. Construction of a 42" water line to serve the depot will be funded as a component of the project.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

- Section 1. Plans and Specifications for the Track Relocation Project (T15029000) are approved.

- Section 2. The construction contract for the Track Relocation Project (T15029000) is awarded to Granite Construction Company in an amount not to exceed \$41,470,620.
- Section 3. The City Manager is authorized to execute a Professional Services Agreement for construction management services with Vali Cooper & Associates for an amount not to exceed \$4,378,594 for the Track Relocation Project (T15029000).
- Section 4. The City Manager is authorized to execute Professional Services Agreement with TranSystems for an amount not to exceed \$200,000 for the Track Relocation Project (T15029000) for construction support services.
- Section 5. The City Manager is authorized to execute a funding agreement with CCJPA, increase the project revenue and expenditure budgets by \$250,000 (Fund 3702) and take other actions related to applying the funds toward the award of the additive alternate bid item with the Track Relocation Project (T15092000).
- Section 6. The City Manager is authorized to transfer \$3,362,654 (Fund 6005) and \$244,554 (Fund 6001) from the T-Main Jibboom Street Steel Mountain Project (Z14005000) to the Track Relocation Project (T15029000) for the 42-inch water line replacement project.
- Section 7. The City Manager is authorized to submit payment of approximately \$100,000 for Air Quality Management District mitigation fees.
- Section 8. Exhibits A, B, C, D and E are incorporated into and made part of this resolution.

Table of Contents:

Exhibit A – Location Map

Exhibit B – Professional Services Agreement, Vali Cooper & Associates

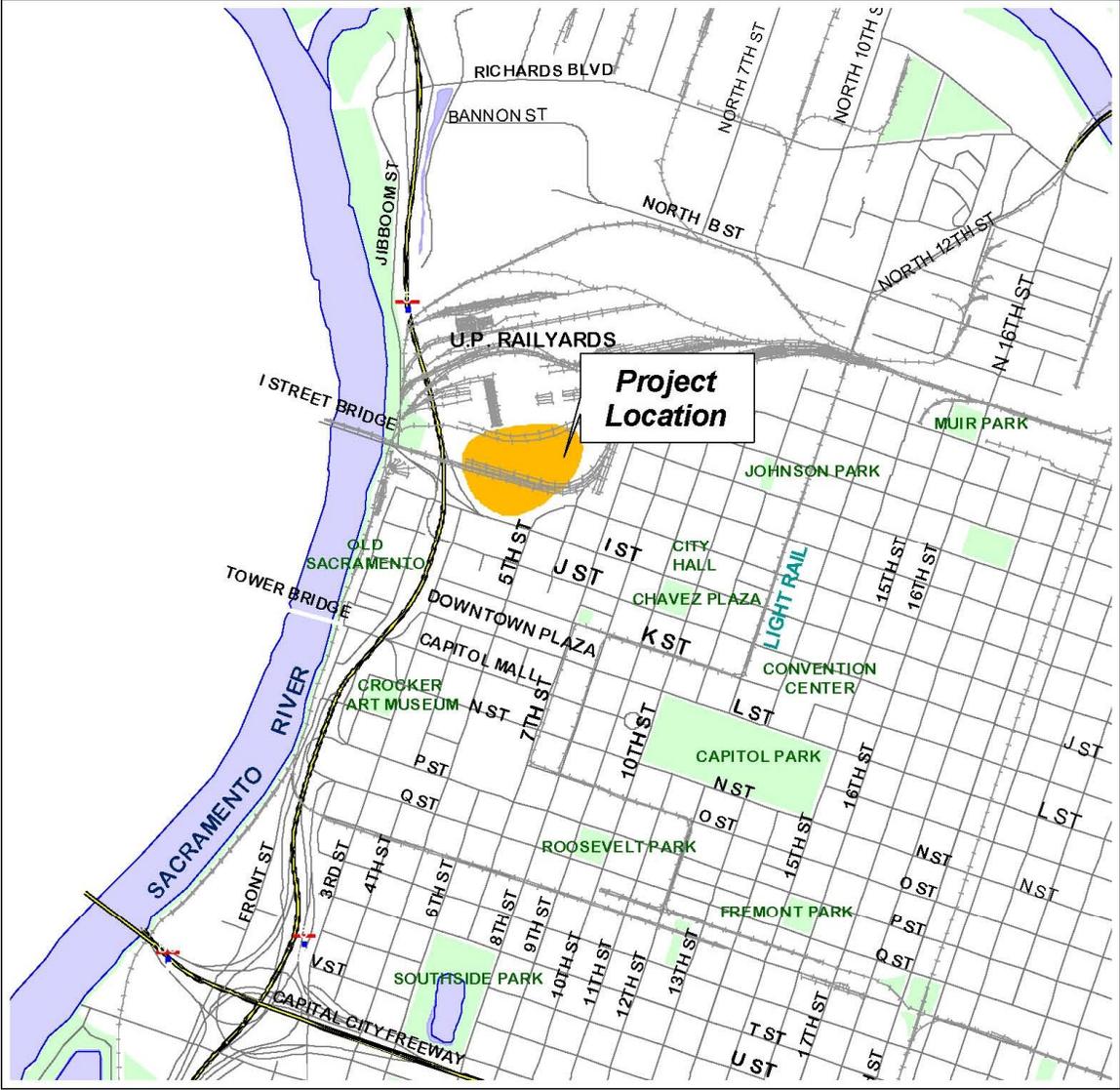
Exhibit C – Professional Services Agreement, TranSystems

Exhibit D – Funding Agreement, CCJPA

Exhibit E – Construction Contract, Granite construction Company



Location Map for
**SACRAMENTO INTERMODAL
TRANSPORTATION FACILITY (SITF)**
(PN:CF41)



Map Contact: S. Tobin
Date: October, 2003

1000 0 1000 2000 Feet

