



City of Sacramento City Council

915 I Street, Sacramento, CA, 95814

www.CityofSacramento.org

Meeting Date: 6/14/2011

Report Type: Consent

Title: Supplemental Agreement: Sacramento Intermodal Facility Track Relocation Project (T15029000) - West Pedestrian Tunnel

Report ID: 2011-00569

Location: Downtown near Sacramento Valley Station, between I Street Bridge and 7th Street, District 1

Recommendation: Adopt a Resolution: 1) authorizing the City Manager or his designee to execute Supplemental Agreement No. 19 to City Agreement No. 2008-0034 with TranSystems in an amount not to exceed \$151,000 for redesign of the Track Relocation's West Tunnel Ramps (T15029005), and 2) ratifying Supplemental Agreement Nos. 15 through 18 to City Agreement No. 2008-0034 with TranSystems Corporation and resetting the City Manager's authority to issue supplemental agreements for City Agreement No. 2008-0034.

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
- 2-Background
- 3-Agreement Exhibit Cover Sheet
- 4-Resolution
- 5-Exhibit A- Supplemental Agreement No. 19-TransSystems
- 6-Exhibit B-Location Map

City Attorney Review

Approved as to Form
Michael T. Sparks
6/8/2011 3:29:03 PM

City Treasurer Review

Prior Council Financial Policy Approval or
Outside City Treasurer Scope
Russell Fehr
6/2/2011 11:50:18 AM

Approvals/Acknowledgements

Eileen Teichert, City Attorney

Shirley Concolino, City Clerk
William H. Edgar, Interim City Manager

Russell Fehr, City Treasurer

Department Director or Designee: Jerry Way - 6/7/2011 3:44:01 PM

Assistant City Manager: John Dangberg - 6/8/2011 9:40:25 AM



Description/Analysis

Issue: Track Relocation, Phase 1 of the Sacramento Intermodal Transportation Facility (SITF), includes the West Pedestrian Tunnel (West Tunnel), a pedestrian-bicycle tunnel under the rail corridor. This tunnel will be constructed with the Track Relocation project, but its ramps were deferred in 2010 when the project bids came in above budget. Recently, construction funding that could be used for the ramps has become available to enable the ramps to be constructed separately. In order for this to occur, the design and bid documents must be funded completely.

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 Policy Act (NEPA): The requested action is not subject to the provisions of CEQA under the general rule (Section 15061(b)(3)) that CEQA applies only to projects that have the potential for causing a significant effect on the environment. The project has completed the CEQA and NEPA processes and obtained clearances.

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: In order to obtain funding for ramps that would make the West Tunnel usable, the City must submit a Request for Construction Authorization (RFA) by August 1, 2011. This requires complete plans, specifications, estimates, and easements. Since the ramp design involves modification of previous work performed by TranSystems Corporation, completing this work with them by issuing Supplemental Agreement 19 to City Agreement 2008-0034 is the most expeditious way to enable the City to meet the deadline and to obligate the funding. No other construction funding is foreseen for the ramps.

Financial Considerations: Recently, the City has become aware that a Federal Highway Administration earmark that was received to provide access to the North

Central Business District needs to be obligated for construction by September 30, 2011, in order not to be lost. Approximately \$3.4 million would be available for the West Tunnel Ramps, which is eligible for this funding. Match for these funds would come from Measure A or the Track Relocation Escrow Agreement funds that were provided by Inland American. The West Tunnel is included in the Railyards Development Agreement as a developer responsibility.

To obtain these federal funds, design and right-of-way documents must be submitted by August 1, 2011, to allow sufficient time for Caltrans to review and authorize construction. They are proposed to be funded with available design funds in the Intermodal Transportation Facility project (T15029000) since the tunnel and ramps were originally designed as components of that project. The Council action requested in this report provides for consultant services needed to meet this schedule.

As of May 23, 2011, the Intermodal Facility Project with all its sub-CIPs (T15029000) has a total budget of \$164,817,528 and an unobligated balance of \$84,277,728. There is sufficient design funding to execute the supplemental agreement with TranSystems in the amount of \$151,000. There are no general funds planned or allocated for this project.

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%. TranSystems obtained 0% DBE participation because subcontracting opportunities were limited due to the specialty engineering and environmental nature of the work.



Background Information:

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.

The West Pedestrian Tunnel is located west of the new passenger platforms with its ramps located north and south of the rail corridor. The south ramp would be situated under Interstate 5, while the north ramp would occupy area between the Historic Central Shops' Boiler Shop and Interstate 5. The tunnel is being constructed as part of the Track Relocation Project that is currently underway because all work in the rail corridor is required by Union Pacific Railroad before the new tracks are operational. Since the 2010 Track Relocation Project bid came in high, the West Tunnel ramps were deferred because access to the undeveloped Railyards was not initially needed and funds were needed for the base Track Relocation work. At this time, the opportunity to obtain funding for the ramps is fortuitous, but will take expedited efforts to meet the program requirements within the mandated timeframe.

Revisions to simplify the ramp design will be coordinated with the California State Railroad Museum. Also, the ramp will no longer need to accommodate trolleys due to potential plans for streetcars in the area. The action requested in this report would provide the funding for construction documents and right-of-way certification.

Project Design Funding

The environmental review and design of the Track Relocation project was funded by approximately \$5 million in federal transportation funds, \$2.1 million in state transportation funds and \$3 million in local funds.

Design Agreement Background

As a result of a RFP selection process conducted in 2007, TranSystems Corporation was selected as the best qualified consultant team to perform design, environmental and construction support services for the Track Relocation project. On January 22, 2008, City Council approved a Professional Services Agreement with TranSystems (City Agreement No. 2008-0034) in the amount of \$2,788,590. The Council Report indicated that project would move forward in phases and the initial agreement provided for preparation of draft administrative environmental documents for the Sacramento Intermodal Transportation Facility Project (T15029000) and the Track Relocation Project

(T15029005), and preliminary engineering (30 percent plan submittal package) for the Track Relocation Project (T15029005).

History of supplemental agreements for City Agreement 2008-0034:

Supplement No. 1 in the amount of \$90,000 provided for a final administrative draft environmental document and additional public outreach.

Supplemental No. 2 in the amount of \$85,000 provided for a vibration mitigation study and for a public outreach meeting scheduled for April 22, 2009.

Supplemental No. 3 in the amount of \$651,741 provided for the completion of the preliminary engineering and the draft environmental document, and engineering for a new multiuse pedestrian tunnel connecting Old Sacramento and the Central Shops, the preparation of an additional preliminary design plan submittal package for review by stakeholders and an adjustment for work for the private development project.

Supplemental Agreement No. 4 in the amount of \$53,600 provided for addressing environmental assessment comments and conducting additional technical studies needed for design.

Supplemental Agreement No. 5 provided \$1,350,000 for a portion of final plans, specifications and estimate and \$50,000 for additional geotechnical work. It also provided for \$806,067 for a subsequent supplement to continue final design work, which is projected to be obligated in mid-May 2009 when a MTIP amendment is approved.

Supplemental Agreement No. 6 provided \$90,000 for right-of-way certification work and additional environmental process costs.

Supplemental Agreement No. 7 provided \$80,000 for a value engineering analysis required by Caltrans.

Supplemental Agreement No. 8 provided \$1,200,000 for preparation of final design plans, surveys, utility applications, encroachment permits, design review and West Tunnel design.

Supplemental Agreement No. 9 provided \$95,016 for mitigation measure implementation, utility design, soil borings and amended geotechnical report.

Supplemental Agreement No. 10 provided \$88,875 for archeological investigation and modification of area of potential effect.

Supplemental Agreement No. 11 provided \$550,000 for change of survey coordinate system, design work for the following: 42-inch water main, tunnel ventilation, extraction and monitoring wells, existing passenger tunnel demolition, SMUD facilities, I Street crash walls, fire protection systems, Track 150 crossing, additional canopies, center track crossover, F Street Utilities; architectural renderings, Built Environment Treatment Plan, bid package changes and lead and asbestos testing.

Supplemental Agreement No. 12 provided \$50,622 for pre-construction biological survey reports and mitigation and West Tunnel ventilation design.

Supplemental Agreement No. 13 provided \$90,000 for preparation of re-bid plans and technical specifications and incorporation of bidder comments and cost savings changes in design.

Supplemental Agreement No. 14 provided \$80,000 for design work including: coordination and design of detention basin.

Supplemental Agreements No. 15, 16 and 17 provided reduced scope design for the platform, walkways and station facilities and modifications for wayside power cabinets, LED lighting, platform equipment and other items coordinated with the operators.

Supplemental Agreement No. 18 provided \$63,000 for design studies for the West Tunnel Ramps redesign.

Supplemental Agreement No. 19 provides \$151,000 for preparation of bid documents and right-of-way certification for the West Tunnel Ramps.

The estimated total cost for design work, including environmental documentation for Track Relocation and the Intermodal and final design of the Track Relocation Project and West Tunnel Ramps (T15029005) is currently \$7,938,032.



Unexecuted Contract/Agreements

- X** 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.



RESOLUTION NO.

Adopted by the Sacramento City Council

APPROVING SUPPLEMENTAL AGREEMENT NO. 19 TO CITY AGREEMENT 2008-0034 WITH TRANSYSTEMS CORPORATION FOR REDESIGN OF WEST TUNNEL RAMPS

BACKGROUND

- A. The overall contract with TranSystems Corporation includes preparing an approved environmental document for the Sacramento Intermodal Facility Project (T15029000).
- B. The City will award the phases of the Agreement with TranSystems as funding becomes available and as the project advances from environmental and conceptual design to final design to construction support.
- C. Supplemental agreement no. 19 to City Agreement 2008-0034 is necessary to revise, simplify and finalize the design and right-of way work for rebidding the West Tunnel Ramps to secure newly available federal construction funding.
- D. Supplemental agreements nos. 15, 16, and 17 to City Agreement 2008-0034 provided reduced scope design for the platform, walkways and station facilities and modifications for wayside power cabinets, LED lighting, platform equipment and other items coordinated with the operators. Supplemental agreement no. 18 provided \$63,000 for design studies for the West Tunnel Ramps redesign.

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

- Section 1. The City Manager or his designee is authorized to execute Supplemental Agreement No. 19 to City Agreement No. 2008-0034 with TranSystems Corporation for an amount not to exceed \$151,000 for redesign of the Track Relocation's West Tunnel Ramps included in project T15029000; Supplemental Agreement No. 19 is attached as Exhibit A and is a part of this resolution.
- Section 2. Supplemental Agreement Nos. 15 through 18 to City Agreement No. 2008-0034 with TranSystems Corporation are ratified and the City Manager's

authority to issue supplemental agreements for City Agreement No. 2008-0034 is reset.

Section 3. Exhibits A and B are attached and are part of this resolution.

Table of Contents:

Exhibit A – Supplemental Agreement No. 19

Exhibit B – Location Map



SUPPLEMENTAL AGREEMENT

Project Title and Job Number: **Sacramento Intermodal Transit Facility & / T15029000**

Date: **6/1/11**

Purchase Order # : **0000001914**

Supplemental Agreement No.: **19**

The City of Sacramento ("City") and TRANSYSTEMS ("Consultant"), as parties to that certain Consultant and Professional Services Agreement designated as Agreement Number 2008-0034, including any and all prior supplemental agreements modifying said agreement (said agreement and supplemental agreements are hereafter collectively referred to as the "Agreement"), hereby supplement and modify the Agreement as follows:

1. The scope of Services specified in Exhibit A of the Agreement is amended as follows:

See attached Exhibit A.

2. In consideration of the additional and/or revised services described in section 1, above, the maximum not-to-exceed amount that is specified in Exhibit B of the Agreement of Payment of Consultant's fees and expenses, is increased by \$ 151,000.00 and said maximum not-to-exceed amount is amended as follows:

Agreement's original not-to-exceed amount:	\$ <u>2,788,587.79</u>
Net change by previous supplemental agreements:	\$ <u>5,117,444.00</u>
Not-to-exceed amount prior to this supplemental agreement:	\$ <u>7,906,031.79</u>
Increased by this Supplemental Agreement:	\$ <u>151,000.00</u>
New not-to-exceed amount including all supplemental agreements:	\$ <u>8,057,031.79</u>

3. Consultant agrees that the amount of increase or decrease in the not-to-exceed amount specified in section 2, above, shall constitute full compensation for the additional and/or revised services specified in section 1, above, and shall fully compensate Consultant for any and all direct and indirect costs that may be incurred by Consultant in connection with such additional and/or revised services, including costs associated with any changes in work schedules or in the performance of other services or work by Consultant. The time for the performance of the Agreement is unchanged by 0.00 day(s) by reason of the performance of the work required by this Supplemental Agreement.

4. Consultant warrants and represents that the person or persons executing this supplemental agreement on behalf of consultant has or have been duly authorized by Consultant to sign this supplemental agreement and bind Consultant to the terms hereof.

5. Except as specifically revised herein, all terms and conditions of the Agreement shall remain in full force and effect, and Consultant shall perform all of the services, duties, obligations, and conditions required under the Agreement, as supplemented and modified by this supplemental agreement.

Approval Recommended by:

Project Manager

Approved as to Form By:

City Attorney

Approved By:

Consultant

Approved By:

City of Sacramento

Attested to By:

City Clerk

EXHIBIT A
SACRAMENTO INTERMODAL TRANSIT FACILITY & TRACK RELOCATION PROJECT
T15029000
6/1/2011

Description	Amount
PSA# 19.0 Supplemental No. 19 in the amount of \$151,000 to continue advancing drawings for north and south access to the West Tunnel, prepare drawings for additional tunnel facilities, prepare Section 10 - Technical Specifications, prepare engineer's estimate, sub with Bennett Engineering to perform ROW Certification, and prepare plans, specifications, and estimate to support the 8/1/11 submittal to obligate funding.	151,000.00
1 Items	Total Supplemental Agreement # 19 \$151,000.00



May 27, 2011

**City of Sacramento
Intermodal Transit Facility and Track Relocation Project
Scope of Work – Supplemental Agreement #19**

The City of Sacramento Agreement No. 2008-0034 with TranSystems covers services associated with pre-construction environmental process and design for the City of Sacramento's Track Relocation Project (T15029005). The contract is being funded in phases (environmental, preliminary engineering, final design). On January 22, 2008, the City authorized services with a fee amount of \$2,788,587.79. The current contract amount to date through Supplemental Agreement #18 is \$7,906,031.79. This supplement is to provide funding for the submittal of drawings, specifications and an estimate for north and south access facilities to the West Tunnel. The City intends to authorize these design tasks in the amount of \$151,000.00 under this Supplemental Agreement #19.

Tasks include:

- Continue to advance drawings for north and south access to the West Tunnel.
- Prepare drawings for additional tunnel facilities including the following:
 - LED lighting and CCTV cameras.
 - Mechanical exhaust system.
 - Coiling grilles at both tunnel ends.
 - Removal of the end caps.
 - Topping slab.
 - Trench drains.
- Prepare Section 10 – Technical Specifications. The City will prepare all other Specification sections including the bid sheet.
- Prepare Engineer's estimate.
- ROW Certification by Bennett Engineering is included in this fee proposal.
- The plans, specifications, and estimate will be prepared to support the 8/1/11 submittal to obligate funding. Follow on work such as design changes, submittals and meetings with stakeholders, submittals and meetings with DSA, submittal to Building Department and comment responses, or submittal / meetings with any other entity or responding to any other comments shall be funded in a supplemental agreement subsequent to this supplement.

Assumptions:

- The enclosed trash enclosure will not be added back into the project
- This scope assumes construction of the West Tunnel is substantially complete prior to construction of this project.

TranSystems fees: \$136,000.00

Bennett Engineering fees: \$15,000.00

Total Estimated Fees for Supplemental Agreement #19: \$151,000.00.

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



Map Contact: S. Tobin
Date: October, 2003

1000 0 1000 2000 Feet

