City of Sacramento
City Council

915 I Street, Sacramento, CA, 95814
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Meeting Date: **6/21/2011** **Report Type:** Consent

Title: Supplemental Agreement: West Side Access to the Intermodal Facility Project (T15068200)

Report ID: 2011-00294

Location: I Street between 5th Street and Interstate 5, District 1

Recommendation: Adopt a Resolution: 1) amending the FY10/11 Capital Improvement Program budget by transferring $130,000 from the State and Federal Grant Match Project (T15007200) (Fund 2007) to the West Side Access Improvements to the Intermodal Project (T15068200); and, 2) authorizing the City Manager or his designee to execute Supplemental Agreement No. 4 (City Agreement 2006-1400) with Mark Thomas and Company in the amount of $32,500 for additional and revised services.

Contact: Ryan Moore, Supervising Engineer (916) 808-8279; Nicholas Theocharides, Engineering Division Manager, (916) 808-5065, Department of Transportation

Presenter: None

Department: Transportation Department
Division: Funding & Project Development
Dept ID: 15001121

Attachments:

1-Description/Analysis
2-Background Information
3-Agreement Exhibit Cover Sheet
4-Resolution
5-Exhibit A-Location Map
6-Exhibit B-Revised Scope of Work
7-Exhibit C-Supplemental Agreement

City Attorney Review
Approved as to Form
Michael T. Sparks
6/16/2011 9:02:21 AM

City Treasurer Review
Prior Council Financial Policy Approval or Outside City Treasurer Scope
Russell Fehr
6/6/2011 12:17:51 PM

Approvals/Acknowledgements

Department Director or Designee: Jerry Way - 6/14/2011 8:36:22 AM

Assistant City Manager: John Dangberg - 6/15/2011 6:47:15 PM

Description/Analysis

Issue: The West Side Access Improvements to the Intermodal Project (T15068200) involves the construction of a traffic signal at the intersection of 4th Street and I Street, ramp modifications to the north bound I-5 on ramp, pedestrian and bicycle improvements on I street and on 4th street, and improved vehicular access to the intermodal facility (Sacramento Valley Station).

This report recommends the transfer of local transportation funds in the amount of $130,000 from the State and Federal Grant Match Project (T15007200) to complete the project design and construction documentation.

Policy Considerations: The action requested supports the City's Strategic Plan goals of improving the transportation system, expanding public safety, achieving sustainability, and enhancing livability and economic vitality.

Environmental Considerations:

California Environmental Quality Act (CEQA): The transfer of local funds to a project is not considered a project as defined by Section 15378(a) of the California Environmental Quality Act guidelines. The recommended action involves no physical construction and has no potential to cause significant impact to the environment, therefore is not subject to CEQA.

Sustainability Considerations: The West Side Access Improvements to the Intermodal Project (T15068200) is consistent with the City's sustainability goals of reducing dependence on the private automobile and providing better accessibility to public transportation. The 4th Street and I Street project enhances the pedestrian facilities in the public right-of-way and encourages pedestrian and bicycle trips.

Commission/Committee Action: No Commission or Committee activity has taken place or is required.

Rationale for Recommendation: The project is the No. 1 priority in the City's Transportation Programming Guide under the "Major Street Improvements" section. The transfer of local funds is required for the completion of the project.

Financial Considerations: The West Side Access Improvements to the Intermodal Project (T15068200) has a total budget of $834,366, consisting of federal and local transportation funds.

The amendment to the FY10/11 Capital Improvement Program to transfer of local transportation funds in the amount of $130,000 (Fund 2007) from the State and Federal Grant Match Project (T15007200) will be sufficient to execute supplemental agreement No. 4 with Mark Thomas and Company, Inc. in the amount of $32,500 and complete the project design and construction documentation. As of April 6, 2011, the State and Federal Grant Match Project (T15007200) has an unobligated

balance of $1,369,922, which is sufficient to complete the transfer in the amount of $130,000 (Fund 2007).

Emerging Small Business Development (ESBD): There are no ESBD goals or requirements, because the project is required to observe federal procurement rules. As such, the City's ESBE guidelines do not apply to the staff recommendations outlined in this report. In cases where federal funds are used, the projects must adhere to Underutilized Disadvantaged Business Enterprise (UDBE) goals for the engineering phase per federal procurement regulations. During the time that this project was advertised and the PSA was approved (December 12, 2006, Resolution 2006-904) the federal DBE program was suspended and there was no DBE goal or GFE (good faith effort) required.

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Background:

The West Side Access Improvements to the Intermodal Project (T15068200) is a key pedestrian access improvement to the Sacramento Valley Station and will enhance the pedestrian safety, and encourage pedestrian and bicycle trips to the depot. The project will also improve the vehicular access from the depot and will help to calm traffic traveling on I Street adjacent to the depot and increase connectivity to the downtown grid. This project is the No.1 priority in the City's Transportation Programming Guide under the "Major Street Improvements" section.

In December 2006, City Council authorized a consultant services agreement, identified as City Agreement 2006-1400, with Mark Thomas and Company, Inc. to manage preliminary engineering and preparation of a Project Study Report for the West Side Access Improvements to the Intermodal Project (T15068200). During this phase of work, the consultant team evaluated multiple design solutions to improve vehicular and alternative modes access to the future intermodal facility. This preliminary engineering effort involved traffic modeling, extensive coordination with Caltrans, and included the exploration of several alternatives involving modifications to both City Streets, as well as Caltrans ramps.

After an extensive scoping effort, the project team identified a project which accomplished the City's goals for the intermodal access needs, and was operationally acceptable for City traffic operations as well as Caltrans mainline operations. The project included improvements to 4th Street, I Street, northbound I-5 on ramp, and an extension of 3rd Street from its current terminus at I Street, under the I-5 mainline ramps, into the new intermodal facility. The project also provided sufficient space in the roadway on I Street to provide new bicycle lanes which compliment the City's downtown bikeway project.

In October 2007, City Council initiated a design project by approving Supplemental Agreement No. 1 with Mark Thomas and Company which authorized the consultant team to prepare final design of the improvements in the vicinity of 4th Street and I Street. The scope included the preparation of an environmental document, design needed for the delivery of a Project Report, final design, and preparation of a construction bid package for the construction phase of the project. Subsequently, the project received environmental clearance under both CEQA and NEPA rules. NEPA clearance required a thorough historical and archeological evaluation to ensure that there were no adverse impacts to cultural resources to the historic Chinatown area in the vicinity of the project.

This project will allow the City to address the limited pedestrian access to the intermodal facility (Sacramento Valley Station), by providing a new access at a favorable location. The project will provide a new "front door" to the region's new intermodal transportation hub.

At this time, staff is recommending that the portion of the project which includes the 3rd Street extension into the intermodal facility parking lot be postponed. The technical work to date has revealed that this work will require significant modification to the I-5 ramp structures, necessitating a laborious and expensive permitting process with the State of California, and a construction project with costs that far exceed our current budget. Also, as planning for the west side of the intermodal facility is still to be completed, a conclusive benefit-cost analysis of the 3rd street extension cannot be completed at this time. As such, the revised Mark Thomas and Company project scope eliminates work tasks 6 through 10 (see Exhibit B to the Resolution).

The North Central Business District received $668,107 in federal funds for planning and engineering in the area. These funds were used for the alternatives evaluation and preliminary engineering associated with the general study of the area needed to identify 4th Street and I Street and vicinity as the critical location for improvements. The funds have also been used for the West Side Access Improvements to the Intermodal Project (T15068200) for NEQA and CEQA clearance (which included technical studies for cultural and archeological resource impacts, air quality impacts, hazardous materials exploration, and section 4(f) parks impacts), traffic modeling, right-of-way engineering and the relinquishment of a parcel from the State of California to the City of Sacramento, land survey, acquisition of a Caltrans encroachment permit, and final design. This report recommends the amendment of the FY10/11 Capital Improvement Program by transferring local transportation funds in the amount of $130,000 (Fund 2007) from the State and Federal Grant Match Project (T15007200) to complete the project design and construction documentation.

Construction funding will be provided through additional federal demonstration funds allocated to the North Central District Business District project. Staff will return to Council later this year with a recommendation to load the federal funding and award a construction contract for implementation of the West Side Access Improvements to the Intermodal Project (T15068200).

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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.

All unexecuted contracts/agreements which are signed by the other parties are to be in the

Office of the City Clerk before agenda publication.

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RESOLUTION NO.

Adopted by the Sacramento City Council

SUPPLEMENTAL AGREEMENT NO. 4 (CITY AGREEMENT NO. 2006-1400) WITH MARK THOMAS AND COMPANY, INC. IN THE AMOUNT OF $32,500 FOR ADDITIONAL AND REVISED SERVICES RELATED TO WEST SIDE ACCESS IMPROVEMENTS TO THE INTERMODAL PROJECT (T15068200)

BACKGROUND

A. The West Side Access Improvements to the Intermodal Project (T15068200) is a key pedestrian access improvement to the Sacramento Valley Station and will enhance the pedestrian safety, and encourage pedestrian and bicycle trips to the depot.

B. The West Side Access Improvements to the Intermodal Project (T15068200) is the No. 1 project in the "Major Street Improvements" section of the City's Transportation Programming Guide (TPG).

C. In 2006, the City entered into a design contract with Mark Thomas & Company (City Agreement 2006-1400) to provide design services for The West Side Access Improvement to The Intermodal Project.

D. The project team has determined that the 3rd Street extension portion of the project is not affordable or necessary at this time.

E. The West Side Access Improvements to the Intermodal Project (T15068200) does not have sufficient local funds to complete the project design and construction documentation.

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

Section 1. The FY10/11 Capital Improvement Program budget is amended by transferring $130,000 (Fund 2007) from the State and Federal Grant Match Project (T15007200) to the West Side Access Improvements to the Intermodal Project (T15068200).

Section 2. The City Manager or his designee is authorized to execute Supplemental Agreement No. 4 (City Agreement No. 2006-1400) with Mark Thomas and Company, Inc. in the amount of $32,500 for additional and revised services; the supplemental agreement is attached as Exhibit B and is a part of this resolution.

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

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EXHIBIT A

Location Map for

WEST SIDE ACCESS TO THE INTERMODAL (T15068200)

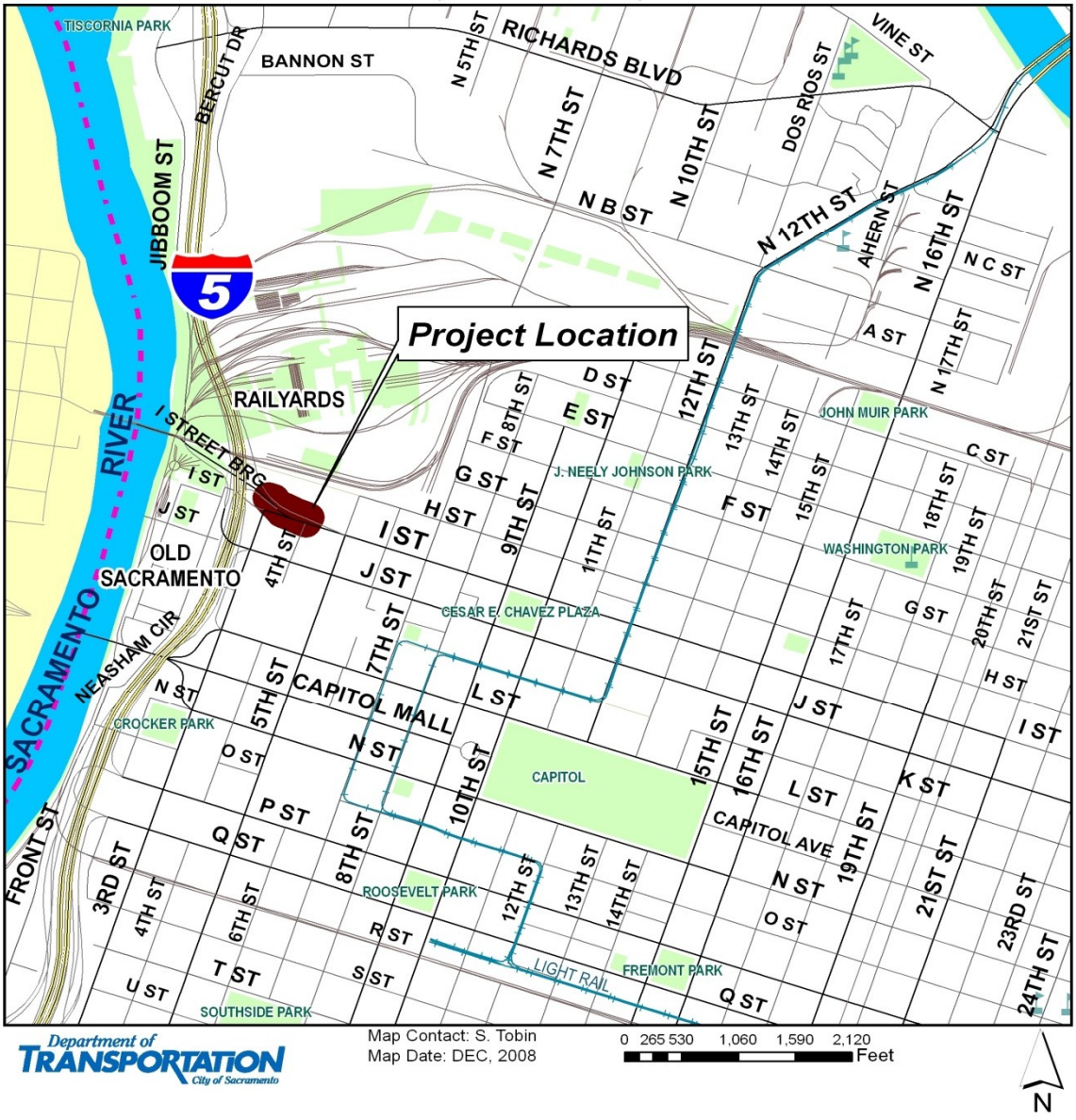

Exhibit B

Phase 2 Beginning on Page 16 of Exhibit is to be Eliminated

West Side Access to the Intermodal Facility

Proposal for Planning and Preparation of an Encroachment Permit Project

This proposal is intended to document our approach and estimated level of effort for project development activities for roadway improvements along I Street at 3rd and 4th Street, and improvements to the parking lot at the Train Depot. The improvements include: Installation of signal lights at 4th Street, the extension of 4th Street into the Amtrak Train Depot parking lot, intersection modifications at the 3rd Street intersection, the extension of 3rd Street into the Train Depot parking lot, and the expansion of the existing depot parking lot.

The purpose of the improvements are to provide better pedestrian access into and around the train depot, add parking, and improve ingress and egress of the train depot. Initially envisioned as part of a much larger project, this proposal for the extension of 3rd and 4th Street was reduced in scope in order to meet the immediate needs of pedestrians and users of the train depot.

The project is being delivered in phases in order expedite the improvements at 4th Street while at the same time performing important traffic studies and structural analysis for improvements at the 3rd Street intersection.

Phase 1 work will include: design for improvements at the 4th Street intersection, extension of 4th Street into the Train Depot parking lot, and parking lot expansion adjacent to the 4th & I Street intersection. Final deliverable in Phase 1 is a Caltrans Encroachment Permit that includes Plans, Estimate, and Specifications (PS&E). Phase 2 work will include traffic and engineering studies related to the 3rd Street Intersection Improvements, design for improvements to the 3rd Street intersection, modifications to I Street that are related to the 3rd Street intersection improvements. Final deliverable for Phase 2 is a report identifying feasible alternatives for 3rd Street improvements, related I Street improvements, cost estimate for each alternative, and preliminary environmental analysis,

We anticipate the work effort to be performed in multiple phases as listed below

- Coordination with City of Sacramento, Caltrans, and stakeholders; Identify preliminary project scope, roles & responsibilities (both phases).
- Begin Traffic, Surveys & other Engineering Studies (both phases), verify project scope with stakeholders for phase 1, begin delivery of encroachment permit for phase 1, begin R/W relinquishment process for phase 1, begin environmental document for phase 1.

- Finalize environmental document, and R/W relinquishment process for phase 1, deliver encroachment permit project for construction, and (phase 1).
- Finalize Project Initiation Document for phase 2.

The improvements that are proposed for the 4th Street intersection and within Caltrans R/W are expected to cost less than $1 million; consequently a formal project initiation document is not anticipated for the 4th Street improvements. A Project Report will be prepared according to City standards; a Caltrans Permit Evaluation Engineering Report (PEER) with appropriate environmental documentation will be included in the encroachment permit package.

The proposed scope assumes the following items:

- The cost of improvements for phase 1 within Caltrans final right of way will be less than $1 million and will be processed as an encroachment permit project. The scope and cost of Phase 2 will be developed during phase 2.
- Caltrans provides continued support for an encroachment permit project.
- The PDT, City of Sacramento, public, and primary stakeholders reach a consensus on the scope of the project (within two meetings).
- The City of Sacramento will be able to obtain R/W relinquishment from Caltrans for Phase 1.
- The PDT is able to coordinate efforts with the City regarding changes to the train depot parking lot.
- Landscape design for the area on the north side of I Street in the vicinity of 4th Street and at various locations within the Train Depot parking lot is included with this scope.
- From an environmental perspective, the expected environmental documents for Phase 1 will be Categorical/Statutory Exemption for CEQA and Categorical Exclusion for NEPA. Phase 2 may require a slightly more sophisticated environmental document; the likely environmental documents will be discussed in a Preliminary Environmental Assessment Report (PEAR) that will be prepared for Phase 2.
- Assume no retaining walls, barriers, or structure modifications to NB I-5 on-ramps for Phase 1.

Mark Thomas & Co. Inc. (MTCo) will be responsible for plan preparation and technical project coordination for the Phase 1 and Phase 2 scope noted herein. MTCo will engage subconsultants for traffic engineering (traffic studies, lighting, and signal design), environmental analysis (studies and document), landscape design, R/W & geotechnical engineering.

Proposed Work Scope:

The project is being delivered in phases in order expedite the improvements at 4th Street while at the same time performing important traffic studies and structural analysis for improvements at the 3rd Street intersection. The overall project scope has been broken down into three main task groupings: tasks that pertain to both phases, tasks that primarily pertain to Phase 1, and tasks that primarily pertain to Phase 2. It is expected that some tasks from Phase 1 and Phase 2 will be performed concurrently, combined and/or separated as needed to deliver the proposed work scope in a prompt and efficient manor.

Phase 1 & 2 PROJECT MANAGEMENT AND SCOPING

1. Task 1: Project Administration and Management

1.1 Coordination Meetings/Preliminary Project Scoping

MTCo's management approach includes focused project coordination meetings with the City of Sacramento, Caltrans, SITF members, and other agencies/organizations deemed appropriate by the City Project Manager.

The first step following notice-to-proceed is to arrange a Kick-off meeting with the City of Sacramento, the Consultant team, and Caltrans staff (Environmental, Traffic Operations, Planning, etc…) and other personnel and/or development interests as deemed appropriate by the City Project Manager. The purpose of the meeting will be to identify the preliminary project scope and content that Caltrans, City, County, and stakeholders want for the technical studies, environmental document, encroachment permit contract, and supplemental project information.

MTCo has found that after the required base mapping is complete it is useful to bring the Project Development Team (PDT) out to the project site and review the project issues as a group. In this manner the project issues can be seen first hand by all the PDT and a consensus can be obtained on critical issues.

Meetings between property owners and utility companies are more useful if held on separate occasions and in smaller groups. These meetings will be conducted on an as-needed basis.

MTCo will take the lead in design coordination progress meetings. This work includes preparation of meeting agenda in consultation with City's Project Manager, distribution of approved meeting agenda, meeting invitations, and preparation and distribution of meeting minutes; including a recap of actions to be taken prior to the next meeting. This scope assumes a total of 16 project team meetings and 2 PDT field meeting. MTCo shall hold up to 6 informal focused meetings with key stakeholders, as needed, to gather appropriate information. MTCo shall hold one public open house; the City will take the lead in securing the location and sending out notices.

1.2 Consultant Team Management/Coordination

This task will include general project management including preparation of monthly progress reports, maintenance of the project submittal register and CPM scheduling with updates. MTCo will also maintain project files in this phase.

As in most multi-disciplinary projects, there will be a number of team members involved in the project initiation document. This project management task will also include coordination of team members from various disciplines.

1.3 Information Gathering

MTCo will identify and assemble existing data useful in analyzing impacts to the project. These information sources include City, County and Caltrans As-built and Right of Way information and sources identified in the request for proposal (RFP).

Also as part of this task, MTCo will obtain encroachment permits for site surveys and engineering field investigation, as required by Caltrans, the City, and County.

Task 1 Deliverables:

- PDT Meeting Agendas & Meeting Minutes — Eighteen (18) meetings
- Schedule Updates at the PDT Meetings — Eighteen (18) Updates
- Informal Focused Stakeholder Meetings — Six (6) meetings
- Public Open-House on proposed design concept — One (1) meeting
- Encroachment Permit for Surveys and Engineering studies

2. Task 2: General Technical Studies & Define Project Scope

The general intent of this task is to obtain the information and preliminary studies needed to develop geometrics and project design in sufficient detail so that the project scope, potential environmental document, and project costs can be defined and evaluated. Conceptual plans (30% design) will be prepared to ensure that there is a clear understanding of the project scope.

2.1 Survey Information and Base Mapping

MTCo will obtain the pertinent topographic information and prepare the appropriate base mapping in order to deliver an encroachment permit PS&E package for Phase 1. MTCo will also obtain adequate topographic information for PID document and reviews.

2.1.1 Aerial Mapping

It is assumed that the City will provide MTCo with the 2006 aerial photography to begin geometric development. If aerial photos are not available from the City or if coverage is not sufficient, MTCo can arrange to have the site flown at an additional cost, if deemed necessary.

2.1.2 Field Topography

MTCo will perform the necessary amount of supplemental field surveys to identify: locate major features, verify vertical and horizontal clearances, and prepare the PS&E package for Phase 1. Roadway cross sections will be performed at key locations. MTCo will also survey surface visible evidence of underground utilities, driveways, and other critical features necessary for design. Field surveys for Phase 2 will be limited to survey information required for preliminary engineering studies. This scope assumes a total of six-days for topographic surveys.

2.1.3 Utility Mapping

This sub-task consists of compiling existing utility mapping and doing verification with utility providers. This task also will allow identification of preliminary conflicts for budgeting and scheduling purposes, critical to the encroachment permit project. MTCo will prepare and mail (on City letterhead) "A", "B", and "C" Utility Plans per the City of Sacramento Standards. The following are highlighted steps in the utility mapping process:

- Compile mapping on base plans using utility company system mapping, as-built information, and surveyed locations of visible surface utility facilities.
- Prepare utility coordination cover letter for utility companies. After review and approval by City staff, send plans and cover letter to Utilities for their confirmation and/or location of facilities.
- Revise utility mapping per utility comments.
- Pot Holes will be used to verify utility locations (Assume 10 pothole locations at $1,000 each.). If additional potholes are necessary they will require supplemental work at approximately $1000 each.
- Coordinate utility relocation in relationship to project if necessary.

2.2 Drainage Evaluation

Drainage review is assumed to be minor, as the project entails minor widening. The items to be reviewed will include extending existing culverts, and relocating/regarding drainage ditches for similar hydraulic capacity and characteristics. Detailing will be required for extension of the existing culverts. However, no reevaluation of the existing intersection drainage system is included with this scope. MTCo will prepare a storm water data report, per Caltran's requirement.

2.3 Traffic Analysis & Preliminary Scope

Dowling Associates will assist MTCo with the traffic studies and definition of the project scope being considered for both phases of the West Side Access. Specifically, Dowling Associates will perform traffic studies and projected traffic operations analysis that will assist in resolving issues regarding access for motor vehicles, bicycles, and pedestrians. Dowling Associates will advise the team on potential modifications to alternatives that can improve operations before the analysis is concluded.

After completion of the analysis procedures described below, there will be a process by which the project is refined and modified if necessary. When these changes result in changes to lanes, locations of intersections, or other key characteristics of the roadway environment, an operations analysis will be conducted to determine the modified measures of effectiveness at the affected locations.

2.4 Develop Existing Traffic Data

The following information will be taken from the Sacramento Railyards Traffic Study

- *Turning movement counts*
- *Pedestrian counts*
- *I-5 counts*
- *Lane geometry*
- *Control devices*
- *Turn pocket lengths*
- *Queue lengths*
- *Signal Timing*
- *Rail ridership*
- *Bus ridership*

A review of the data and field review will be conducted to identify possible changes that may have been made in existing conditions since the data was collected for the Sacramento Railyards Traffic Study.

2.5 Provide Traffic Forecasts for Improvements

Future peak traffic volumes will be developed at all study intersections and freeways for 10 and 20 design year conditions. Turning movements for the design year will be developed for all study intersections and freeway facilities for the a.m. and p.m. peak hours during a typical weekday. Daily traffic volumes will also be provided for roadway segments as needed.

Dowling Associates will use the travel demand model developed for the Sacramento Railyards Traffic Study as the basis for the model that will provide forecasts for 4th Street intersection improvements. The Railyards model was based on the SACMET 2027 model with modifications to land uses in the Richards Boulevard Area (including the Railyards Area) to represent build-out conditions. Other adjustments to the model may be made to reflect design year conditions (i.e. 2030 or 2035). The design year will be determined in collaboration with City staff and Caltrans.

Land uses for travel demand modeling will be adjusted as required to account for future probable projects in the approval process and to represent buildout of the Richards Boulevard Area. Future analysis will also reflect projects in the M.T.P., City staff may direct other modifications to the travel demand model.

A traffic forecast report will be prepared for submittal to the City and Caltrans to gain Caltrans approval of the forecasts before beginning the future conditions operations analysis. This submittal is proposed to avoid having to re-do the operations analysis later with revised forecasts.

Task 2 Deliverables:

- Traffic Forecast Report — Ten (10) copies
- 30% Design Plans and Engineering Reports — Six (6) copies

Phase 1 – 4th STREET ENCROACHMENT PERMIT PROJECT

3. Task 3: Technical Studies & Define Project Scope

The general intent of this task is to develop geometrics and project design in sufficient detail so that the project scope, environmental impacts, and project costs can be defined and evaluated. At the same time field studies that are related directly to Phase 1 will be performed during this time. In particular Geotechnical studies have been identified as optional tasks to allow the City and PDT the opportunity to choose which studies shall be included in the project scope of work. To the extent possible, any required design activities are intended to be of sufficient detail for use in the project report and encroachment PS&E package. Additional activities not needed strictly for the encroachment permit (i.e. Cooperative Agreement, etc.) are not included in this project scope. The Encroachment Permit and supporting documentation will be prepared as outlined in the Caltrans Encroachment Permits Manual, and will be reviewed or approved by Caltrans.

3.1 Pavement Design Recommendations for Curb Returns, Driveway and Parking Lot Expansion on the North Side of "I" Street (Optional Task)

3.1.1 Subsurface Exploration

BCI will meet with Mark Thomas & Company to review the preliminary plans and discuss the project design needs, issues and schedules. We will obtain and review any documents made available by MTCo, including the existing Geotechnical Reports for nearby projects. BCI will obtain samples of the upper three feet of soil within the proposed parking lot expansion and driveway area on the north side of "I" Street. BCI will obtain the samples with a hand auger within the existing landscape area. We assume that the City encroachment fee will be waived. Along with subsurface exploration, laboratory testing, analysis and report preparation is included. BCI will perform asphalt concrete pavement design calculations using the Caltrans flexible pavement design method and Traffic Indexes provided by Mark Thomas & Company and/or the City of Sacramento.

BCI will prepare a report that contains the following:

- Project description.

- Subsurface conditions.
- Laboratory test results.
- Asphalt concrete pavement design recommendations.
- Site plan with hand auger locations.

3.2 Traffic Signal Cast-In-Place Concrete Pile Foundation Recommendations (Optional Task)

3.2.1 Subsurface Exploration

BCI will drill, log and sample two exploratory boring to depths of 25 to 35 feet within the areas proposed for traffic signal foundations. The borings will be advanced with a truck-mounted drill rig equipped with hollow or solid flight augers. Prior to drilling, BCI will mark the boring locations for Underground Services Alert and obtain County of Sacramento boring permits. We assume that the City of Sacramento encroachment permit fee will be waived. Along with subsurface exploration, laboratory testing, analysis and report preparation is included. BCI will perform engineering analysis and prepare a report that contains the following:

- Project description
- Subsurface conditions
- Laboratory test results
- Recommendations for cast-in-place concrete pile foundations including minimum depth and diameter, allowable end bearing, allowable skin friction and passive soil pressure.
- Construction considerations.
- Site plan with exploratory boring locations.
- Boring logs.

3.3 Recommendations for 4th Street Intersection Pavement Assessment and Reconstruction/Overlay Recommendations (Optional Task)

3.3.1 Visual Assessment and Subsurface Exploration

BCI will perform a visual assessment of the existing pavement condition and perform four cores and hand auger borings to depths of 3 to 5 feet within the intersection area. Prior to coring, BCI will mark the area for Underground Services Alert. We assume that the City of Sacramento encroachment fee will be waived. BCI will provide traffic control (signs, cones, flasher board and flaggers) and lights (if coring is performed at night). Along with the visual assessment and subsurface exploration, laboratory testing,

analysis and report preparation is included in the scope of work. BCI will perform engineering analysis and prepare a report that contains the following:

- Project description
- Existing pavement condition
- Existing pavement type and thickness
- Subgrade conditions
- Laboratory test results
- Recommendations for pavement reconstruction and/or overlay based on the existing condition, pavement type/thickness, subgrade condition, Caltrans flexible pavement design and Traffic Index provided by Mark Thomas & Co. and/or City of Sacramento.
- Construction considerations.
- Site plan with core/hand auger locations.
- Boring logs.

3.4 Evaluate Intersection Operations

Intersection operations will be analyzed according to Highway Capacity Manual procedures using the SYNCHRO software package. Queues will be reported for all approaches to all intersections using the SYNCHRO Percentile Delay Method. 95th percentile queues that cannot be accommodated within the available storage areas (turn bays and between intersections) will be identified. Up to 8 intersections will be analyzed. Suggested study intersections include:

- 3rd Street / I Street (based on City's recently approved Central City two way study)
- 4th Street / I Street (existing condition and proposed intersection)
- 5th Street / I Street
- 6th Street / I Street
- 7th Street / I Street

Bicycle and pedestrian access will be included in the evaluation of intersection operations and special attention will be given to pedestrian and bicycle movements at the 3rd, 4th, and 5th Street/I Street intersections.

3.5 Simulate Traffic Operations

Dowling Associates will develop micro-simulation models for each project phase using the VISSIM traffic simulation software. The simulation will cover the study elements of the transportation system and will include a mix of motor vehicles, bus and train operations at the SITF, as well as bicycle and pedestrian activity.

The VISSIM analysis results will be reported and compared against the analysis of locations identified in the previous tasks. It is likely that the VISSIM microsimulation

analysis may *differ* substantially from the macro analysis results provided by Synchro and HCM freeway analysis procedures. Adjustments may be made to ensure reasonable compatibility of the assumptions made in the micro and macro traffic analysis procedures.

The VISSIM analysis of the existing conditions will evaluated against exist field observations to help ensure the model is reasonably calibrated.

3.6 Evaluate and Refine Onsite Circulation and Parking

Dowling Associates will evaluate circulation and parking at the existing Amtrak Depot with respect to egress at the new 4th and I Street intersection. They will also recommend changes needed to add parking stalls and improve traffic operations while providing a smooth transition to the future plans for the SITF.

3.7 Assist with Refinement of the Proposed Phase 1 Project

Dowling Associates will assist Mark Thomas with the refinement of alternatives being carried forward. Specifically, Dowling Associates will assist in resolving issues regarding access for motor vehicles, bicycles, and pedestrians. Dowling Associates will advise the team on potential modifications to alternatives to improve operations before the analysis is commenced. After completion of the analysis procedures described above, there will be a process by which the "proposed-project" alternative is refined and modified, depending on the results of the operations analysis, as well as other considerations.

3.8 Hazardous Waste Studies for Phase 1

Hazardous Waste Studies for Phase I of the project will be an Initial Site Assessment (ISA). In addition to the area impacted by Phase I of this project, the ISA will include the potential Phase II project area. Phase I of this project is not expected to require significant property or right-of-way acquisition and it is not expected to require excavation more than approximately 3 feet below the ground surface. Phase II, however, is expected to require more property/right-of-way acquisition and more significant construction.

This project is located in a local region with known significant near surface and deeper soil and groundwater contamination, most notably at the adjacent Union Pacific Railyard (former Southern Pacific Railyard). The area has also experienced multiple generations of development. Consequently, the scope of this ISA is focused on identification of potential sources of contamination within the project area, we don't anticipate the ISA will produce enough information to quantify the extent, magnitude and composition of potential contamination, but we do expect the ISA will identify several potential contamination sources within the project area and these sources will require additional targeted research and/or field investigation to further define the potential for these sources to impact Phase I and II of this project. For example, although the project's Phase I construction is not expected require significant property acquisition or excavation, the ISA may identify potential "lead" contamination in the near surface soil.

This could require additional assessment that might include sample collection and analysis.

The ISA scope follows.

Coordination, Site Review and Field Reconnaissance

BCI will discuss the project with the team, coordinate work with MTCo, and conduct a preliminary site review. MTCo will provide Assessor's Parcel Number (APN) plats for parcels located within the project limits and subject to partial acquisition. MTCo will also provide preliminary plans of the proposed project improvements. Including topographic profiles and right-of-way maps.

BCI will review literature regarding site geology and groundwater conditions and we will conduct site reconnaissance to observe current land use and potential indications of contamination on or adjacent to the project area.

Historical Research

The project is located in a densely developed, historically active section of Sacramento with well-documented soil and groundwater contamination and associated remediation at the adjacent Union Pacific Railyard). BCI's historic research will include a review of in-house and City provided literature documenting investigation and clean-up documents for impacted sites located adjacent to the project area. BCI anticipates performing the following tasks:

- Review historical aerial photographic coverage, Sanborn maps, and topographic map of the site and surrounding properties for indications of potential sources of contamination.
- Obtain and review a commercial database search of federal, state, and county records for indications of the use, misuse, or storage of hazardous and/or potentially hazardous material on or near the alignment.
- Attempt to identify past and present operations conducted within the Phase I and II project area that have resulted in potential hazardous materials impacts to the site.
- Perform a limited review of readily available investigation and remediation reports from contaminated sites adjacent to the project area, based on their identification in the database search report.
- Contact the California Department of Toxic Substance Control (DTSC) Project Manager for the adjacent Union Pacific Railyard. DTSC is the lead Agency overseeing clean-up and investigation of the railyard. We will ask the project manager to identify hazardous material issues associated with the railyard that could affect the Phase I and II project areas. Because of the extensive investigation and remediation that have and are still ongoing at the railyard, it will

be impractical for BCI to review all of the available documents for the railyard. Consequently, our conclusions for this ISA will be, at least partially, based on verbal information from DTSC.

- We also request that the City provide an historical summary of past development in the project area. We will review these records for evidence of historic activities that may be sources of potential residual contamination.

Report Preparation

Prepare a report summarizing the findings of our review, site reconnaissance, historical photograph and map evaluation, and regulatory records review. BCI will address identified potential hazardous materials impacts and recommend the need for further, more detailed investigation and analysis, if necessary.

3.9 Environmental Studies/Environmental Document

It is assumed that the proposed project will be Categorically Exempt under CEQA, with Federal funds being used for the project NEPA involvement is required, and the NEPA document should be a Categorical Exclusion.

3.9.1 Preliminary Environmental Studies

Preliminary Environmental Studies Form. LSA would conduct a Preliminary Environmental Study (PES) as required under Caltrans Local Assistance Procedures Manual (Environmental Procedures), January 2006 for federally funded projects. The PES includes a checklist that establishes the basis for any needed technical studies, and is used to identify the likely environmental clearance. The PES is also used to identify environmental permits that would be needed for the project. LSA will also attend a field review meeting.

3.9.2 Technical Overview.

Technical overview will be limited to the following issue areas.

Cultural Resources. Based on the proposed level and nature of the improvements, it appears that the project improvements can be exempted from a cultural resources assessment through a Screened Undertaking consistent with the Memorandum of Agreement between Caltrans and FHWA. LSA will assemble materials required to for Caltrans review and approval of the Screened Undertaking.

Hazardous Materials. Provided by Blackburn Consultants.

3.9.3 CE/CE.

LSA will prepare the necessary CE/CE forms to address CEQA and NEPA. The CEQA CE form will involve a one page form for City processing. The NEPA CE will involve

preparation of the CE form, followed by a 2-3 page summary of environmental issues for Caltrans use.

3.10 City Project Report/Caltrans PEER

Normally, a project of this size is cleared with a Permit Engineering Evaluation Report (PEER) or a Project Report (PR). MTCo will prepare a PR according to City standards, as outlined on the City DOT website. A PEER will be prepared to meet Caltrans requirements for an encroachment permit project. MTCo will determine if any Caltrans design exceptions are required, if so, MTCo will prepare the proper fact sheet(s). MTCo will work with Caltrans and City staff to assist in the development of a Maintenance Agreement (if necessary). A Concept Approval Report (CAR) may be required by FHWA, if it is required, MTCo will prepare the document and submit it to Caltrans.

Task 3 Deliverables:

• Optional Geotechnical Reports	Six (6) copies
• Design Fact Sheets (if needed)	Six (6) copies
• Draft ISA Report	Six (6) copies
• Final ISA Report	Six (6) copies
• CAR (if needed)	Six (6) copies
• Pre-Draft Project Report (To City PM)	Six (6) copies
• Formal Admin Draft Project Report	Six (6) copies
• Final Project Report	Six (6) copies
• Formal Admin Draft PEER	Six (6) copies
• Final PEER	Six (6) copies

4. Task 4: Contract Plan Preparation

4.1 Right of Way Engineering Coordination/Certification Activities

Right of way relinquishment will be required for the project. MTCo will facilitate the discussions between Caltrans and the City of Sacramento with regards to the relinquishment of R/W at two parcels. MTCo will prepare right of way documentation for up to two parcels per Caltrans standard procedures, which will require the following deliverables:

- GPS Control survey and documentation
- Retracement survey/Hard Copy Map
- Appraisal map and legal descriptions
- Right of way monumentation, including filing of Record of Survey
- Right of way certification

We also assume that title reports and acquisition services will be provided by others. MTCo can provide acquisition agents for preparation of property transfer documentation,

if necessary, as extra work. MTCo will determine if any easements are required from property owners, if easements are required acquisition will be considered extra work.

Utility coordination will include sending preliminary plans to providers for confirmation, identifying conflicts based on confirmed locations with approved GAD's and coordinating with utility providers for relocations if necessary. Dowling Associates will be responsible for coordinating the electrical service for the traffic signal and intersection lighting.

A Right of Way Certification sheet will be prepared for City of Sacramento signature and District approval. A Project Engineer utility Certification will be prepared. No other right of way data sheets are assumed in this scope.

4.2 PS&E

We are assuming two submittals total. This submittal represents completed Bid Set, ready for bidding. Major design features have been reviewed by the City at least twice by this stage. The PS&E package will be submitted to Caltrans and the City for two reviews, draft and final PS&E.

4.2.1 Plan preparation

Plans are to include: title sheet, typical cross sections, layout (including utilities, and parking lot expansion), profile, construction details, drainage, pavement delineation, sign plans, landscape plans, and signal and lighting plans. Pavement grades will be shown on construction details as needed. Erosion Control provisions are assumed to be minimal (less than 5 acres to be impacted with intersection project).

60% Plans: This submittal represents a complete set of "unchecked" plans. The content will represent a biddable plan set; it has not been through our QC checklist. MTCo will prepare for and attend the City's Senior Manager's Committee to present the proposed project and discuss potential design issues.

90% Plans: This submittal represents complete Final PS&E, biddable plan package. Major design features have been reviewed; however, because of the review comments received for the 60% submittal there may be some plan details that will be submitted for the first time. From this point, all minor "clean-up" revisions will occur. Plans are at the level ready for a detailed quality control check and ready for utility companies to begin relocation design ("B" Plans). MTCo will perform a site review with plans in hand to assess constructability of the project and changed prior to the PS&E package submittal. MTCo will perform, with a senior engineer, an in-house quality control check of the product.

100% Plans: This submittal represents completed Bid Set, ready for bidding. Major design features have been reviewed at least twice at this stage. The plan package is to a

point where the City project manager can verify that the previous comments were incorporated and no internal City circulation is required.

Dowling Associates, Inc. will be responsible for the development of design plans for the 4th & I Street traffic signal & lighting plans.

General Cross sections will also be prepared for the work. Slope stake and grid grade notes will need to be prepared as well; these items will be discussed with the client, and provided by appropriate parties in advance of construction.

4.2.2 Specifications

We will use Caltrans standard special provisions for technical aspects, with appropriate General Provisions (i.e. City of Sacramento general provisions) for control of the work.

4.2.3 Engineer's Estimate

The Engineer's Estimate will be prepared to Caltrans BEES format, which is relatively straightforward for this type of project.

4.2.4 Utility coordination

MTCo will follow the City's A, B & C Utility identification, verification, and relocation process. Utility facilities will be plotted on Layout sheets. The facilities and plans shall be scrutinized for conformance with Caltrans policies on high risk facilities. Coordination aspects are detailed elsewhere in this proposal.

4.2.5 Encroachment Permit

MTCo will prepare the encroachment permit application.

4.2.6 Maintenance Agreement

MTCo will facilitate the preparation of a Maintenance Agreement between the City and Caltrans if one is necessary.

Task 4 Deliverables:

Environmental Document	Six (6) copies
Project Report (City Format)	Six (6) copies
PEER	Six (6) copies
Plan Submittals (60%, 90%, 100%)	Six (6) copies
Specifications	Six (6) copies
Engineer's Estimate	Six (6) copies
Encroachment Permit	Six (6) copies
Maintenance Agreement	Six (6) copies

5. Task 5: Bidding Support

MTCo and subconsultants will be available for minor clarifications, etc. as needed during the bidding process. This task also includes supporting the City's effort with a ground breaking ceremony and responses to RFIs during the bidding process. Additional effort for construction phase work, such as ongoing consultation during construction or construction staking, will be negotiated later. It is assumed that bid sets will be prepared by others, and that MTCo will provide reproducibles as appropriate.

Phase 2 – 3RD STREET PROJECT INITIATION DOCUMENT (PID) ← Phase 2 to be Removed

6. Task 6: Technical Studies & Define Project Scope

The general intent of this task is to develop geometrics and project design in sufficient detail so that the project scope, environmental impacts, and project costs can be defined and evaluated. To the extent possible, any required design activities are intended to be of sufficient detail for use in the PID. Additional activities not needed strictly for the PID are not included in this project scope.

6.1 Evaluate Intersection Operations

Intersection operations will be analyzed according to Highway Capacity Manual procedures using the SYNCHRO software package. Queues will be reported for all approaches to all intersections using the SYNCHRO Percentile Delay Method. 95th percentile queues that cannot be accommodated within the available storage areas (turn bays and between intersections) will be identified. Up to 20 intersections will be analyzed. Suggested study intersections include:

1. **Jibboom Street / I Street**
2. **3rd Street / H Street**
3. **3rd Street / I Street**
4. **3rd Street / J Street**
5. **5th Street Extension / G Street (design year only)**
6. **5th Street / H Street**
7. **5th Street / I Street**
8. **5th Street / J Street**
9. **6th Street / G Street (design year only)**
10. **6th Street / H Street**
11. **6th Street / I Street**
12. **6th Street / J Street**
13. **7th Street / F Street**
14. **7th Street / G Street**
15. **7th Street / H Street**
16. **7th Street / I Street**

17. 7th Street / J Street

Bicycle and pedestrian access will be included in the evaluation of intersection operations and special attention will be given to pedestrian and bicycle movements at the 3rd, 4th, and 5th Street/I Street intersections.

6.2 Evaluate Freeway Ramp Operations

Freeway Segments:

Freeway segment analysis will be analyzed using (current) Highway Capacity Manual in conjunction with Caltrans' procedures, and City Guidelines on the following freeway segments:

- I-5 Northbound
  - South of I Street on-ramp
  - South of Richards Boulevard off-ramp

- I-5 Southbound
  - North of J Street off-ramp
  - North of I Street on-ramp

Freeway Merge / Diverge / Weave:

Analysis of the following ramps and weaving sections will be performed using Highway Capacity Manual procedures as required by Caltrans:

- I-5 Northbound
  - L Street on-ramp
  - I Street on-ramp
  - Richards Boulevard off-ramp

- I-5 Southbound
  - Richards Boulevard on-ramp
  - J Street off-ramp
  - I Street to Q Street weave

Freeway Ramps:

Analysis of the vehicle queues will be performed at the following ramps, as required by Caltrans:

- I-5 Northbound

- J Street off-ramp
- Richards Boulevard off-ramp

- I-5 Southbound
  - J Street off-ramp
  - Q Street off-ramp

6.3 Simulate Traffic Operations

Dowling Associates will develop micro-simulation models for each project phase using the VISSIM traffic simulation software. The simulation will cover the study elements of the transportation system and will include a mix of motor vehicles, bus and train operations at the SITF, as well as bicycle and pedestrian activity.

The VISSIM analysis results will be reported and compared against the analysis of intersections and freeway locations identified in the previous tasks. It is likely that the VISSIM microsimulation analysis may differ substantially from the macro level analysis results provided by Synchro and HCM freeway analysis procedures. Adjustments may be made to ensure reasonable compatibility of the assumptions made in the micro and macro traffic analysis procedures.

The VISSIM analysis of the existing conditions will evaluated against exist field observations to help ensure the model is reasonably calibrated.

6.4 Evaluate and Refine Onsite Circulation and Parking

Dowling Associates will evaluate circulation and parking at the existing Amtrak Depot with respect to egress at the new 3rd and I Street intersection. They will also recommend changes needed to add parking stalls and improve traffic operations while providing a smooth transition to the plan for the SITF. MTCo and Dowling will make reasonable efforts to coordinate with Caltrans, evaluate, and incorporate comments from the City, Caltrans and the major stakeholders.

Task 6 Deliverables:

- Traffic Summary Report Six (6) copies

  This report shall be consistent with the traffic studies usually contained in Caltrans' PID's.

7. Task 7: Refinement of Project Alternatives

Dowling Associates will assist Mark Thomas with the refinement of alternatives being carried forward. Specifically, Dowling Associates will assist in resolving issues regarding access for motor vehicles, bicycles, and pedestrians. Dowling Associates will advise the team on potential modifications to alternatives to improve operations before the analysis is commenced. After completion of the analysis procedures described above, there will be a process by which the project alternatives are refined and modified, depending on the

results of each iteration of the operations analysis, as well as other considerations. When these changes result in changes to lanes, locations of intersections, or other key characteristics of the roadway environment, an operations analysis will be conducted to determine the modified measures of effectiveness at the affected locations.

7.1 Artist rendering of Old Sacramento Entrance from I Street

MTCo shall coordinate the delivery of two artists rendering of the I Street entrance into Old Sacramento.

Task 7 Deliverables:

- Two Artist's rendering of the I Street entrance into Old Sacramento
- Feasible alternatives identified and developed enough to include in the PID
- Preliminary cost estimates for each alternative

8. Task 8: Advance Planning Study Equivalent

This task is for the development of a structure study for an alternative that requires either a new structure or the modification of an existing structure. The advance planning study equivalent would be used to show the concept for structure modification strategies, and cost estimates for modifications to the southbound I-5 onramp at I Street. Very preliminary analysis leads the team to believe that the southbound I-5 onramp may need to be widened to two lanes to improve or even maintain traffic operations along I Street near the intersections 3rd, 4th and 5th Street. The advance planning study equivalent will follow the same format as the standard Caltrans advance planning study, however will not require the same review processes or approvals. The advance planning study equivalent will allow the PDT to analyze the cost benefit ratio for the 3rd and I Street intersection.

Task 8 Deliverables:

MTCo will prepare a drawing depicting the concept of the modifications (cross section, layout, profile), and cost estimate.

9. Task 9: Preliminary Environmental Assessment

9.1 Research Existing Project Documentation.

LSA will conduct records searches for biological, cultural resources, noise and air quality, and review available/applicable environmental documents.

Conduct a thorough review of information on known biological resources in the study area. This review will include database searches of the California Department of Fish and Game's (DFG's) Natural Diversity Database (CNDDB), the California Native Plant Society's (CNPS's) Inventory of Rare and Endangered Vascular Plants of California and previous studies. The biologist will also obtain lists of federally listed species with

potential to occur in the study area from the U.S. Fish and Wildlife Service (USFWS), and review aerial photographs and other relevant maps of the study area.

For cultural resources, the data base search will be an archaeological and historical records review and literature search through the Information Center of the California Historical Resources Information System (CHRIS) at CSU Sacramento. The Information Center houses the pertinent archaeological and historical site, survey, and excavation information necessary to determine whether known cultural resources exist within the vicinity. Archaeological, ethnographic, and historical publications and maps on file at LSA will also be reviewed.

LSA specialists will review existing City of Sacramento standards and compatibility requirements for noise and air quality concerns. The potential for impacting sensitive receptors will be described for noise and air quality, including the need for mitigation. Air quality attainment/conformity status will be documented.

LSA will also gather previously prepared documentation available in the region as needed to evaluate general environmental issue areas applicable to the analysis. Specifically, the areas of interest that will be reviewed by LSA include water resources (hydrology, floodplain), land use (potential conflict with adjacent uses), geotechnical hazards (seismic, fault lines, soil instability), visual features (potential conflict with various aesthetic and scenic significant features), utilities (overhead utilities, underground infrastructure), noise (proximity of adjacent sensitive receptors/topographical considerations), and hazardous wastes/materials contamination (prepared by hazmat consultant).

9.2 Field Reviews and Stakeholder Meetings:

LSA will attend a field review meeting with the City and Caltrans to discuss project issues and alternatives, and strategies.

9.3 Prepare PEAR/Scoping Checklist:

Reconnaissance Surveys - LSA will provide technical staff to conduct reconnaissance site surveys for the project footprint. These surveys will be generalized and will include review of aerial photography. The surveyors will represent biological and cultural resources expertise, as these areas would likely have the highest potential for environmental constraints. LSA biologists will conduct a reconnaissance-level survey of the study area to identify the habitat types present at the site (if any), record plant and wildlife species observed, and assess the site's potential to support sensitive natural resources including special-status species, wetlands, drainages and sensitive natural communities. LSA cultural resource specialists will examine the potential for historic structures that could be affected by the proposed project, but formal recordation and evaluation will not be completed in this scope of work. The field survey will also note sensitive areas where cultural resources are more likely to be present.

Draft and Final PEAR – The purpose of preparing a PEAR document is to determine which environmental topics present potential issues for the project, and whether any topic potentially affects project feasibility. The main goal will be to provide a summary of the issue areas based on existing conditions, including the surroundings compared with the potential development surrounding the ramp/roadway access improvements. From this comparison, the key environmental issue areas will be described, and strategies provided for the subsequent environmental review process. LSA will utilize preliminary geometric plan alternatives prepared by MTCo.

It is likely that the ramp/roadway access improvements will ultimately involve both CEQA and NEPA review. In addition to defining the environmental issues and review strategies, the specific technical studies will be identified, as well as the potential permits required from responsible agencies, or agencies with permit authority. This information will be provided for the project footprint based on specific technical and environmental review requirements.

The evaluation will:

- Develop an inventory of environmental resources and a list of the potential issues or impacts that could significantly delay the implementation of the ramp/roadway access improvements or affect the viability of any project alternative;
- Determine any technical studies (e.g., biology, noise, etc.) that will be needed to complete environmental clearances;
- Indicate conformance with State and federal plans, including air quality plans; discuss the emission thresholds established by the air district, including the implications for environmental review;
- Determine the type of environmental clearances that are anticipated for the proposed ramp/roadway access improvements, tentative schedules for completion, and potential mitigation requirements/costs;
- Determine the potential State and federal permits that may be required.

A project description will be provided in introductory comments of the PEAR document outlining the features of future ramp/roadway access improvements. The potential alternatives will be described, including status for subsequent review and evaluation in the appropriate environmental document.

A Summary Table will be included in the PEAR document that describes the potential impact significance of each issue area.

In general, it is expected that the environmental issue areas will include the following:

Geology and soils
Water resources, including surface hydrology and water quality
Flood hazards
Land use (current and planned)
Right-of-way/relocation (if necessary)

Biological resources, including special status species and wetlands
Services and utilities
Cultural resources (pre-historic and historic)
Visual resources
Air resources
Noise
Hazardous wastes (prepared by hazmat consultant)

A draft PEAR will be submitted to MTCo, and the City for review. The evaluation will be revised as necessary, and provided as a resource document for the PID level engineering document.

Task 9 Deliverables:

- Draft PEAR Six (6) copies
- Final PEAR Six (6) copies
- PEER Six (6) copies

10. Task 10: PID Preparation

MTCo will prepare a project initiation document (PID), the PID will be very similar to a Caltrans PSR level document. This document will be used by the City to determine the scope of the 3rd Street intersection project and also the type of document that will be needed to take the project to the next phase. Once the PID has been completed the City will use the PID to determine what type of document is required to carry the project through the environmental phase.

The PID will include:
Project Purpose & Need
Three feasible alternatives with descriptions and layouts, a no-build alternative may be considered as a feasible alternative.
Cost estimate for each alternative
Traffic analysis for each alternative
Right of way requirements for each alternative
Preliminary Structure analysis for southbound I-5 on-ramp structure improvement
Concept Approval Report (if necessary)

Task 10 Deliverables:

- Draft Project Initiation Document Six (6) copies
- Final Project Initiation Document Six (6) copies

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C.I.P. PROJECT BUDGET ANALYSIS FORM

West Side Access - 4th and I Streets

PROJECT INFORMATION

JN or PN No.: TV11 / T15068200

Date: June 9, 2011

Project Manager: Zuhair Amawi

CONTRACT AMOUNT

Engineer's Estimate: ____ OR Low Bid: __X__

CONSULTANT CONTRACT:	$405,576.38	Includes 25% Contingency
SA #1	$199,950.00	
SA #2	$43,460.00	
SA #3	$0.00	
SA#4	$32,500.00	
TOTAL	$681,486.38	

CONSULTANT: MARK THOMAS & CO *(If applicable)*

OTHER PROJECT COSTS (Design, Enviro., R/W, Const. Inspection., Etc.)

*	Contingencies (5% minimum : 10% Standard)	*Used:* 0.0%	$0.00	
*	Materials Test (2% +/-)	*Used:* 1.0%	$0.00	
*	CM & Inspection	*Used:* 15.0%		
	SUBTOTAL:		$0.00	
**	Current Direct Expenditures (LABOR)		$99,258.00	(4880)
**	Current Direct Expenditures (BENEFITS)	Check: (~30% of Labor)	$38,319.00	(4881)
**	Current Indirect and Overhead Costs	Check: (~150% of Labor)	$107,700.00	(4831)
**	Consultant (Encumbrances & Expended)			(4802)
**	Other Expenditures		$425.23	
**	Construction Expenditures			(4820)
**	Construction Encumbrances			(4820)
	Signs & Markings Estimate			
***	Remaining unencumbered non-construction costs (Misc. Costs)			Other
	SUBTOTAL:		$245,702.23	

TOTAL ESTIMATED PROJECT COST: $927,188.61

Comments: No funds have been held in reserve for Phase II, 3rd and I Streets

PROJECT BUDGET

**	BUDGETED FUNDS	TV11 / T15068200	2001	$166,260.00	Sales Tax
		TV11 / T15068200	3703	$797,000.00	Fed. Capital Grant

TOTAL BUDGETED FUNDS: $963,260.00

^^^ Other

Additional Funds Available (if any): $36,071.39

Additional Funds Required (if any):

**** **Proposed fund source for additional funds**

Fund #1: State and Federal Grant Match Project (T15007200) Fund 2007 $130,000.00

Transfer is being approved by City Council on June 21

Comments:

APPROVALS

Reviewed by: _____ Senior Engineer

Approved by: _____ Supervising Engineer

Comments:

Attachments:

Engineer's Est:	Yes
City Info	Yes
Other:	

Zuhair Amawi

From: Ryan Moore
Sent: Wednesday, May 18, 2011 1:45 PM
To: Patricia West
Cc: Tim Mar; Ed Williams; Zuhair Amawi; Nicole Henderson; Bill Spencer
Subject: west side access staff report
Attachments: Westsideaccessscopemodification.docx

Patricia,

Please put this on the consent calendar for June 14th. Its consent, no presenters, I'll be listed as the author.

Tim, Ed, Zuhair, and Nicole: This report was headed to council a month ago, but got sidelined due to confusion over why a $1.4M construction project has accrued almost $1M in soft costs. I've tried to capture those reasons in this report (background section). If you can give this a read and make sure it makes sense to you, it will really be beneficial in getting something to Nicholas that he can feel good about approving. If it doesn't make sense to those of us that have been working on it every day, it sure won't make sense to him. So please don't be bashful about making comments if there's something in here that you find unclear.

Thanks
Ryan

City of Sacramento

Combined Detail Report for Project T15068200 to Project T15068200

eCAPS

Account	Description	Revenue Budget	Billed Revenue	Collected Revenue	Expense Budget	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	Total Obligations	Unobligated Amount	% Used
T15068200 – WEST SIDE ACCESS AT 4TH & I ST											
Fund 2001 - Sacto Transp.Sales Tax-Cip.											
313010	General Sales And Use Taxes	166,260.00	148,560.52	40,422.42	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
419010	Cost Reimb-Emp Svces-Credit	0.00	0.00	0.00	0.00	0.00	0.00	-24,519.16	-24,519.16	24,519.16	0.0%
419020	Cost Reimb-Emp Svces-Chrg	0.00	0.00	0.00	0.00	0.00	0.00	2,579.33	2,579.33	-2,579.33	0.0%
431020	Management Consulting	0.00	0.00	0.00	119,147.00	0.00	0.00	29,713.77	29,713.77	89,433.23	24.9%
433060	Other Professional Services	0.00	0.00	0.00	0.00	0.00	0.00	296.50	296.50	-296.50	0.0%
434010	Clerical Services	0.00	0.00	0.00	0.00	0.00	0.00	12.01	12.01	-12.01	0.0%
443010	Repair And Maintenance Service	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
446020	Fees And Permits	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
455010	Printing And Binding	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
461010	Postage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
461090	Scientific And Technical Suppl	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
471010	Land	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
471020	Land - Escrow Costs	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
471030	Land - Acquisition Costs	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
471040	Land And Water Rights	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
472010	Buildings	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
501010	Central Services Mail Charges	0.00	0.00	0.00	0.00	0.00	0.00	5.23	5.23	-5.23	0.0%
501020	Central Services Other Charges	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
502080	CIP Labor Reimb- Salary	0.00	0.00	0.00	0.00	0.00	0.00	64,824.89	64,824.89	-64,824.89	0.0%
502090	CIP Labor Reimb - Benefits	0.00	0.00	0.00	0.00	0.00	0.00	23,691.63	23,691.63	-23,691.63	0.0%
502120	CIP Indirect Cost - Debit	0.00	0.00	0.00	47,113.00	0.00	0.00	107,700.45	107,700.45	-60,587.45	228.6%
	Total Fund 2001:	**166,260.00**	**148,560.52**	**40,422.42**	**166,260.00**	**0.00**	**0.00**	**204,304.65**	**204,304.65**	**-38,044.65**	**122.9%**
Fund 2700 - Block Grant/Housing & Redev											
431020	Management Consulting	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
501010	Central Services Mail Charges	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
501020	Central Services Other Charges	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
	Total Fund 2700:	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.0%**
Fund 3004 - 2006 Cirbs Ser A Cap Proj'S											
502090	CIP Labor Reimb - Benefits	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
	Total Fund 3004:	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.0%**
Fund 3703 - Federal Capital Grant											
331010	Federal Government Grants - Op	797,000.00	668,106.93	399,565.69	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
331050	Federal Government Grants - Ca	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
419010	Cost Reimb-Emp Svces-Credit	0.00	0.00	0.00	0.00	0.00	0.00	-2,579.33	-2,579.33	2,579.33	0.0%
419020	Cost Reimb-Emp Svces-Chrg	0.00	0.00	0.00	0.00	0.00	0.00	24,519.16	24,519.16	-24,519.16	0.0%
431020	Management Consulting	0.00	0.00	0.00	797,000.00	0.00	22,277.03	596,995.20	619,272.23	177,727.77	77.7%
433060	Other Professional Services	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
443010	Repair And Maintenance Service	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
446020	Fees And Permits	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
455010	Printing And Binding	0.00	0.00	0.00	0.00	0.00	0.00	48.70	48.70	-48.70	0.0%

City of Sacramento

eCAPS

Combined Detail Report for Project T15068200 to Project T15068200

Account	Description	Revenue Budget	Billed Revenue	Collected Revenue	Expense Budget	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	Total Obligations	Unobligated Amount	% Used
Fund 3703 - Federal Capital Grant											
461010	Postage	0.00	0.00	0.00	0.00	0.00	0.00	58.34	58.34	-58.34	0.0%
461090	Scientific And Technical Suppl	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
471010	Land	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
471020	Land - Escrow Costs	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
471030	Land - Acquisition Costs	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
471040	Land And Water Rights	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
472010	Buildings	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
501010	Central Services Mail Charges	0.00	0.00	0.00	0.00	0.00	0.00	2.80	2.80	-2.80	0.0%
501020	Central Services Other Charges	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
502080	CIP Labor Reimb- Salary	0.00	0.00	0.00	0.00	0.00	0.00	34,434.78	34,434.78	-34,434.78	0.0%
502090	CIP Labor Reimb - Benefits	0.00	0.00	0.00	0.00	0.00	0.00	14,627.28	14,627.28	-14,627.28	0.0%
502120	CIP Indirect Cost - Debit	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
	Total Fund 3703:	**797,000.00**	**668,106.93**	**399,565.69**	**797,000.00**	**0.00**	**22,277.03**	**668,106.93**	**690,383.96**	**106,616.04**	**86.6%**
	Total for All Projects:	**963,260.00**	**816,667.45**	**439,988.11**	**963,260.00**	**0.00**	**22,277.03**	**872,411.58**	**894,688.61**	**68,571.39**	**92.9%**

Report Transmittal Form

LATE ☐

MEETING DATE: June 21, 2011 ☐ 6:00 p.m.

Title: West Side Access Improvements to the Intermodal Project (T15068200)

Presenting to the following Legislative Bodies:

☒ City Council	☐ Financing Authority
☐ Redevelopment Agency	☐ Economic Development Commission
☐ Housing Authority	☐ Other

Type of Report: (check below)

☐ Special Presentation	☐ Public Hearing	Noticing completed:
☒ Consent	☐ Information	
☐ Staff	☐ Regional	

Special Requirements: (check below)

☒ Majority Vote	☐ Color Inserts (30 sets)
☐ 2/3 Vote	☐ VHS-DVD Presentation
☐ Suspend Competitive Bidding	☐ PowerPoint Presentation
☐ Other	☐ Material On File in Clerks Office

Report Review

Fiscal Impact:

☐ Budget Change?

☐ General Fund

☐ Other Fund

☒ Fund Number(s) 2007

☐ Change FTE?

Budget Office Review

☒ Yes ☐ No Resolution

☒ Yes ☐ No Budget Impact

☐ Yes ☐ No EB/RB Needed

Policy Issues:

☐ Emerging Small Business Development Issues: (ESBD) Note on Report

☐ Environmental Issues: Note on Report

☐ Legal Issues: Note on Report

☐ Other:

Budget Office Comments:

Other Comments:

Department:	Transportation	**Division:**	Engineering Services
Report Author/Contact:	Ryan Moore	**Phone**	808-8279
Report Coordinator	Patricia West	**Phone:**	808-8280

REPORT TO COUNCIL
City of Sacramento

915 I Street, Sacramento, CA 95814-2604
www. City of Sacramento.org

Consent
June 21, 2011

Honorable Mayor and
Members of the City Council

Title: West Side Access Improvements to the Intermodal Project (T15068200)

Location/Council District: The West Side Access Improvements to the Intermodal Project (T15068200) is located on I Street between 5th Street and Interstate 5. Location Map – Exhibit A of Resolution. (District 1)

Recommendation: Adopt a Resolution a) approving the transfer of $130,000 from the State and Federal Grant Match Project (T15007200) (Fund 2007) to the West Side Access Improvements to the Intermodal Project (T15068200); b) authorizing the City Manager to execute Supplemental Agreement No. 4 with Mark Thomas and Company in the amount of $32,500 to complete the project design and construction documentation, and revising the scope of work; and, c) resetting the City Manager's administrative authority for the Professional Services Agreement (PSA) with Mark Thomas and Company (City Agreement 2006-2004) for the West Side Access Improvements to the Intermodal Project (T15068200).

Contact: Ryan Moore, Supervising Civil Engineer, 808-8279; Nicholas Theocharides, Engineering Manager, 808-5065.

Presenters: None

Department: Transportation

Division: Engineering Services

Organization No: 15001121

Description/Analysis

Issue: The West Side Access Improvements to the Intermodal Project (T15068200) involves the construction of a traffic signal at the intersection of 4th Street and I Street, ramp modifications to the north bound I-5 on ramp, pedestrian and bicycle improvements on I street and on 4th street, and improved vehicular access to the intermodal facility (Sacramento Valley Station).

This report recommends the transfer of local transportation funds in the amount of $130,000 from the State and Federal Grant Match Project (T15007200) to complete the project design and construction documentation.

Policy Considerations: The action requested supports the City's Strategic Plan goals of improving the transportation system, expanding public safety, achieving sustainability, and enhancing livability and economic vitality.

Environmental Considerations:

California Environmental Quality Act (CEQA/NEPA): The transfer of local funds to a project is not considered a project as defined by Section 15378(a) of the California Environmental Quality Act guidelines. The recommended action involves no physical construction and has no potential to cause significant impact to the environment, therefore is not subject to CEQA or NEPA.

Sustainability Considerations: The West Side Access Improvements to the Intermodal Project (T15068200) is consistent with the City's sustainability goals of reducing dependence on the private automobile and providing better accessibility to public transportation. The 4th Street and I Street project enhances the pedestrian facilities in the public right-of-way and encourages pedestrian and bicycle trips.

Commission/Committee Action: No Commission or Committee activity has taken place or is required.

Rationale for Recommendation: The project is the #1 priority in the City's Transportation Programming Guide under the "Major Street Improvements" section. The transfer of local funds is required for the completion of the project.

Financial Considerations: The West Side Access Improvements to the Intermodal Project (T15068200) has a total budget of $834,366, consisting of federal and local transportation funds.

Approval of the transfer of local transportation funds in the amount of $130,000 (Fund 2007) from the State and Federal Grant Match Project (T15007200) will be sufficient to execute supplemental agreement No. 4 with Mark Thomas and Company in the amount of $32,500 and complete the project design and construction documentation. As of April 6, 2011, the State and Federal Grant Match Project (T15007200) has an unobligated balance of $1,369,922, which is sufficient to complete the transfer in the amount of $130,000 (Fund 2007).

Emerging Small Business Development (ESBD): There are no ESBD goals or requirements, because the project is required to observe federal procurement rules, the City's ESBE guidelines do not apply to the staff recommendations outlined in this report. In cases where federal funds are used the projects must adhere to Underutilized Disadvantaged Business Enterprise (UDBE) goals for the engineering phase per federal procurement regulations. During the time that this project was advertised and PSA approved, December 12, 2006 (Resolution 2006-904), the federal DBE program was suspended and there was no DBE goal or GFE (good faith effort) required.

Table of Contents:

Attachment 1

Background:

The West Side Access Improvements to the Intermodal Project (T15068200) is a key pedestrian access improvement to the Sacramento Valley Station and will enhance the pedestrian safety, and encourage pedestrian and bicycle trips to the depot. The project will also improve the vehicular access from the depot and will help to calm traffic traveling on I Street adjacent to the depot and increase connectivity to the downtown grid. This project is the No.1 priority in the City's Transportation Programming Guide under the "Major Street Improvements" section.

In December 2006, City Council authorized a consultant services agreement with Mark Thomas and Company to manage preliminary engineering and preparation of a Project Study Report for the West Side Access Improvements to the Intermodal Project (T15068200). During this phase of work, the consultant team evaluated multiple design solutions to improve vehicular and alternative modes access to the future intermodal facility. This preliminary engineering effort involved traffic modeling, extensive coordination with Caltrans, and included the exploration of several alternatives involving modifications to both City Streets, as well as Caltrans ramps.

After an extensive scoping effort, the project team identified a project which accomplished the City's goals for the intermodal access needs, and was operationally acceptable for City traffic operations as well as Caltrans mainline operations. The project included improvements to 4th Street, I Street, northbound I-5 on ramp, and an extension of 3rd Street from its current terminus at I Street, under the I-5 mainline ramps, into the new intermodal facility. The project also provided sufficient space in the roadway on I Street to provide new bicycle lanes which compliment the City's downtown bikeway project.

In October 2007, City Council initiated a design project by approving supplemental agreement No. 1 with Mark Thomas and Company which authorized the consultant team to prepare final design of the improvements in the vicinity of 4th Street and I Street. The scope included the preparation of an environmental document, design needed for the delivery of a Project Report, final design, and preparation of a construction bid package for the construction phase of the project. Subsequently, the project received environmental clearance under both CEQA and NEPA rules. NEPA clearance required a thorough historical and archeological evaluation to ensure that there were no adverse impacts to cultural resources to the historic Chinatown area in the vicinity of the project.

This project will allow the City to address the limited pedestrian access to the intermodal facility (Sacramento Valley Station), by providing a new access at a favorable location. The project will provide a new "front door" to the region's new intermodal transportation hub.

At this time, staff is recommending that the portion of the project which includes the 3rd

Street extension into the intermodal facility parking lot be postponed. The technical work to date has revealed that this work will require significant modification to the I-5 ramp structures, necessitating a laborious and expensive permitting process with the State of California, and a construction project with costs that far exceed our current budget. Also, as planning for the west side of the intermodal facility is still to be completed, a conclusive benefit/cost analysis of the 3rd street extension cannot be completed at this time. As such, the revised Mark Thomas and Company project scope eliminates work tasks 6 through 10 (see Exhibit B to the Resolution).

The North Central Business District received $668,107 in federal funds for planning and engineering in the area. These funds were used for the alternatives evaluation and preliminary engineering associated with the general study of the area needed to identify 4th Street and I Street and vicinity as the critical location for improvements. The funds have also been used for the West Side Access Improvements to the Intermodal Project (T15068200) for NEQA and CEQA clearance (which included technical studies for cultural and archeological resource impacts, air quality impacts, hazardous materials exploration, and section 4(f) parks impacts), traffic modeling, Right of Way engineering and the relinquishment of a parcel from the State of California to the City of Sacramento, land survey, acquisition of a Caltrans encroachment permit, and final design. This report recommends the transfer of local transportation funds in the amount of $130,000 (Fund 2007) from the State and Federal Grant Match Project (T15007200) to complete the project design and construction documentation.

Construction funding will be provided through additional federal demonstration funds allocated to the North Central District Business District project. Staff will return to council later this year with a recommendation to load the federal funding and award a construction contract for implementation of the West Side Access Improvements to the Intermodal Project (T15068200).

Attachment 2

RESOLUTION NO.

Adopted by the Sacramento City Council

West Side Access Improvements to the Intermodal Project (T15068200)

BACKGROUND

A. The West Side Access Improvements to the Intermodal Project (T15068200) is a key pedestrian access improvement to the Sacramento Valley Station and will enhance the pedestrian safety, and encourage pedestrian and bicycle trips to the depot.

B. The West Side Access Improvements to the Intermodal Project (T15068200) is the #1 project in the "Major Street Improvements" section of the City's Transportation Programming Guide (TPG).

C. The project team has determined that the 3rd Street extension portion of the project is not affordable or necessary at this time.

D. The West Side Access Improvements to the Intermodal Project (T15068200) does not have sufficient local funds to complete the project design and construction documentation.

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

Section 1. The FY10/11 Capital Improvement Program budget is amended by transferring $130,000 (Fund 2007) from the State and Federal Grant Match Project (T15007200) to the West Side Access Improvements to the Intermodal Project (T15068200).

Section 2. The City Manager is authorized to execute Supplemental Agreement No. 4 with Mark Thomas and Company in the amount of $32,500 to complete the project design and construction documentation, and revising the scope of work as per Exhibit B.

Section 3. The City Manager's Supplemental Agreement authority for the Professional Services Agreement with Mark Thomas and Company (City Agreement 2006-1400) is reset.

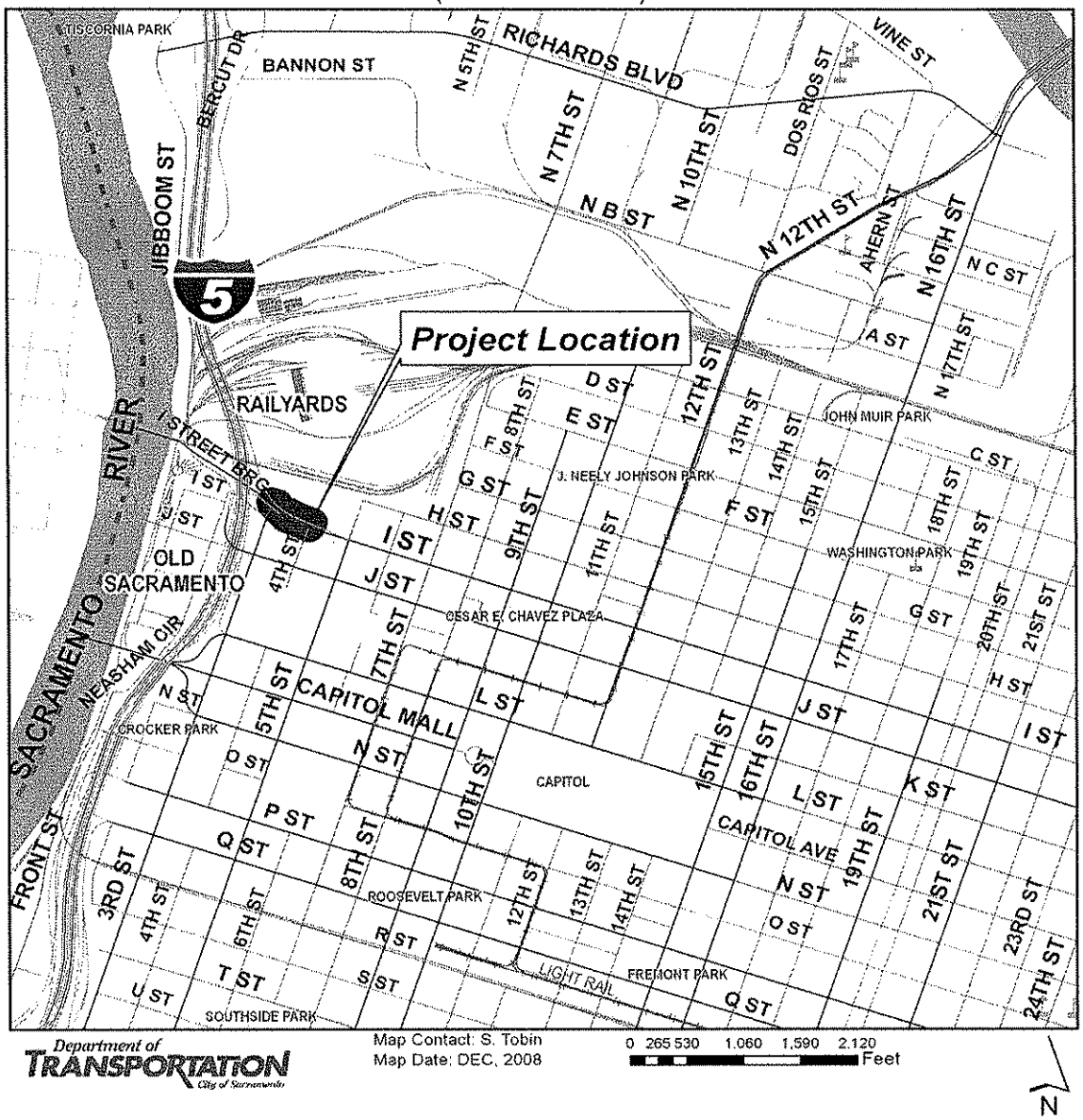
Section 4. Exhibits A and B are incorporated into and made part of this Resolution.

Table of Contents:

EXHIBIT A

Location Map for

WEST SIDE ACCESS TO THE INTERMODAL (T15068200)



City of Sacramento
SUPPLEMENTAL AGREEMENT

Contract #: **2006-1400-4** Date: **05/23/11**

Purchase Order #: **0000005525** **Supplemental Agreement #: 4**

Job#: **T15068200** Project Title: **West Side Access to Intermodal Statioon**

The City of Sacramento ("City") and **Mark Thomas & Company**, ("Contractor"), as parties to that certain Professional Services Agreement designated as Agreement Number **2006-1400** including any and all prior supplemental agreements modifying said agreement (said agreement and supplemental agreements are hereby 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 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 Contractor's fees and expenses, is increased by $32,500.00 and said maximum not-to-exceed amount is amended as follows:

The original not-to-exceed amount:	$405,576.38
The net change by previous Supplemental Agreements:	$243,410.00
The not-to-exceed amount prior to this Supplemental Agreements:	$648,986.38
The contract sum will be increased by this Supplemental Agreement:	$32,500.00
The new not-to-exceed amount including all Supplemental Agreements:	$681,486.38

3. Contractor agrees that the amount of increase or decrease in the not-to-exceed amount specified in section 2, above, shall constitute full compensation for additional and/or revised services specified in section 1, above, and shall fully compensate Contractor for any and all direct and indirect costs that may be incurred by Contractor 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 Contractor. The time for the performance of the agreement is increased by 365 Days by reason of the performance of the work required by this Supplemental Agreement.

4. Contractor warrants and frepresents that the person or persons executing this supplemental agreement on behalf of Contractor has or have been duly authorized by Contractor to sign this supplemental agreement and bind Contractor 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 Contractor shall perform all 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:

Contractor Richard K. Tanaka, President
Mark Thomas & Co., Inc.

Approved By:

City of Sacramento

Attested to By:

City Clerk

(Rev. 07/16/08)

Exhibit A

West Side Access to Intermodal Statioon

2006-1400

05/23/11

	Description	*Amount*
Supplemental Agreement #4		
PCO # 4.0	**Changed/Unforeseen Conditions**	$32,500.00
05/23/11	Revise the scope of work to remove Phase 2 (tasks 6 through 10 of Agreement 2006-1400-1), preparation of a report identifying alternatives for a 3rd St. extension into the intermodal facility parking area. The scope is also revised to add CCTV at the 4th & I Streets intersection.	
	1 Items Total for Change Order # 4	**$32,500.00**

1 Items	**Total for Contract # 2006-1400**	**$32,500.00**
Totals By Reason	**Changed/Unforeseen Conditions**	**$32,500.00**
	Changes to Bid Documents	**$0.00**
	Client Initiated Changes	**$0.00**

MARK THOMAS & COMPANY, INC.
Providing Engineering, Surveying and Planning Services

June 6, 2011

File No. 56-0239

Mr. Zuhair Amawai
Department of Transportation
915 I Street, Rm. 2000
Sacramento, CA 95814

Subject: **West Side Access to the Intermodal Facility- Proposal for Final Plan Packaging for the 4th & I Street Improvements**

Mark Thomas & Company has been working with the City to develop the final PS&E package for the 4th & I Street Improvements. The project had a deadline of late April of 2011, and MTCo had completed designs based on that funding deadline. Subsequently, due to additional plan reviews and comments by City staff, a number of additional plan changes are required. This included the following:

- A review of different striping configurations for the section of I Street between 5th Street and 6th Street.
- The addition of Class II bike lanes along I Street; these are needed to be consistent with the City Downtown Bicycle Master Plan.
- A review of the on site ADA access at the Amtrak Depot.
- A review of options for additional ADA parking at the Amtrak Depot.
- Updating of the specifications to bring them up to the new City standard.
- Review and modifications to the Drainage Plans and Report to retain stormwater discharges within the proposed parking lot.
- Updating the plans to accommodate upcoming improvements within the project footprint (including on-site improvements at the Amtrak Depot and utility work within the existing parking lot).
- Potential review of the project plans by the Disability Advisory Council (DAC).
- Coordination with City Parking staff on the configuration of the proposed parking area, number of parking stalls, and ADA access through the parking lot.

MTCo is in the process of making these plan changes and completing the final coordination for the project. MTCo is working with the City to finalize the package for submittal to Caltrans Local Assistance in early July, and it is anticipated that the project will be advertised in August of 2011.

Sincerely,

MARK THOMAS & COMPANY INC.

Matt Brogan
Associate/Division Manager - Sacramento

OFFICES
Cupertino
Fresno
Pleasanton
Sacramento
Salinas
San Jose
San Mateo County
Walnut Creek

7300 Folsom Blvd., Suite 203 Sacramento, CA 95826
www.markthomas.com **Tel:** (916) 381-9100 **Fax:** (916) 381-9180

Form 10H
CONSULTANT COST PROPOSAL

COST PROPOSAL

CONTRACT No. City of Sacramento West Side Access to Intermodal Facility Pr Date 06/09/11
CONSULTANT Mark Thomas & Company, Inc.

DIRECT LABOR

Classification	Name	Range	Hours		Initial Hourly Rate	Total
Principal	Robert Himes	96.00-105.0	4.0	@ $	102.00	$ 408.00
Project Manager	Matt Brogan	62.00-85.00	30.0	@ $	60.50	$ 1,815.00
Geometrician	Misc	50.50-52.00	0.0	@ $	52.00	$ -
Project Engineer	Zach Siviglia	39.00-50.00	124.0	@ $	43.25	$ 5,363.00
Design Engineer	Misc	28.84-32.80	140.0	@ $	28.84	$ 4,037.60
Engineering Tech	Misc	25.01-30.99	0.0	@ $	26.78	$ -
Survey Manager	Albert De Leon	45.00-55.00	0.0	@ $	52.00	$ -
Structures Manager	Po Chen	62.00-85.00	0.0	@ $	62.00	$ -
2 Person Field Crew	Misc		0.0	@ $	64.27	$ -
Student Intern	Misc	15.50-17.99	0.0	@ $	15.50	$ -
CADD Operator	Misc	18.00-25.00	0.0	@ $	21.06	$ -
Admin Assist	Misc	20.00-26.00	0.0	@ $	22.01	-

Subtotal Direct Labor Costs	$	11,623.60
Anticipated Salary Increases (5% for one year)	$	581.18
Total Direct Labor Costs		$ 12,204.78

FRINGE BENEFITS	**Rate**	**Total**	
Fringe Benefits	39.00%	$ 4,759.86	
Total Fringe Benefits			$ 4,759.86

INDIRECT COSTS			
Overhead/General and Administrative	102.00%	$ 12,448.88	
Total Indirect Costs			$ 12,448.88

FEE @ 10% $ 2,941.35

OTHER COSTS

Mileage	$	25.00
Reproductions Costs (out of office blue lines, xerox, binding)	$	100.00
Previously completed tasks	$	
Photographic Film & Processing	$	
Mail & Delivery Services (California Overnight and Postage)	$	20.13
Total Other Costs		$ 145.13

SUBCONSULTANTS
Dowling Associates
LSA Associates
The Hoyt Company
Blackburn Consultants
Y & C
Radman

TOTAL COSTS **$ 32,500.00**