REPORT TO COUNCIL
City of Sacramento

915 I Street, Sacramento, CA 95814-2671
www.CityofSacramento.org

CONSENT
June 27, 2006

Honorable Mayor and
Members of the City Council

Subject: Sacramento Valley Station (CF41) – Approval of Supplemental Agreement No. 7

Location/Council District: Vicinity of 5th and I Streets – Council District 1 (Location map – Exhibit A)

Recommendation:

Adopt a Resolution: 1) Resetting the City Manager's Supplemental Agreement authority; and 2) authorizing the City Manager to execute Supplemental Agreement No. 7 (on file with the City Clerk's office) in the amount of $191,759 with Simon Martin-Vegue Winkelstein Moris/Arup Joint Venture (SMWM/Arup).

Contacts: Hinda Chandler, Associate Architect, 808-8422; Carol Shearly, Director of Planning, 808-5893

Presenters: Not Applicable

Department: General Services

Division: Facilities and Real Property Management

Organization No: 3282

Summary:

Supplemental Agreement No. 7 with SMWM/Arup is required for additional planning and design work to investigate phasing, funding and implementation alternatives and environmental phase support work.

Committee/Commission Action: None

Background Information:

In early 2006, the Sacramento Council of Governments (SACOG) designated the Sacramento Valley Station (SVS) (also known as the Sacramento Intermodal Transportation Facility (SITF)) as the region's top priority transportation project. The preferred concept design approved by City Council in November 2004 features:

- A regional hub serving multiple modes, with a high level of service and connectivity, improved passenger amenities and state-of-the-art operator areas;
- Transportation modes at the station that include long distance passenger rail such as Amtrak, Capitol Corridor service and regional rail, light rail transit, intercity buses, local buses, airport connectors, shuttles, taxis, bicycles, pedestrians, automobiles and future high speed rail and historic trolleys;
- A strong, direct relationship between the passenger terminal and the relocated tracks by proposing to shift the depot north which continues the role of the historic depot as the core transportation facility, a landmark and a destination; and,
- A gateway to and from the region and connections to adjacent districts, incorporating public open spaces, joint development retail and office uses and parking.

Work leading to the milestone of recognizing the SVS as a regional priority actually started several years earlier when the City embarked on the project, which was proposed in three phases: (1) master planning and concept design, (2) environmental and (3) implementation.

In late 2002 - early 2003, an initial step for the regional transportation center was the consultant selection process for the work to be provided in the three project phases noted above. This resulted in the selection of SMWM/Arup, a joint venture team of 11 firms. Two consultant agreements have been executed for the project's first phase.

The initial agreement (locally-funded) was approved by City Council on May 13, 2003, for a not-to-exceed amount of $111,623 and enabled the project work to begin concurrent with Railyards redevelopment. Because the SITF is viewed as the catalyst for the Railyards, it was considered important to have the area's major projects on parallel timelines. This agreement's scope covered start-up tasks; it has been completed and is closed.

On June 24, 2003, the City entered into a second agreement (federally-funded) with SMWM/Arup for a not-to-exceed amount of $828,350 for architectural and engineering services for the SITF. This agreement has had two supplemental agreements that augmented scope and correspondingly total compensation and four supplemental agreements that only extended its duration. The supplements that added scope involved work on alternatives, technical studies, outreach and governance. They consisted of a March 2004 supplemental agreement for $330,019 and a March 2005 supplemental agreement for $70,200.

Overall the SVS project has been successful in completing its steps with a high degree of stakeholder, community and regional involvement. Recently, in April 2006, the City Council approved a Memorandum of Understanding with the County of Sacramento and Regional Transit endorsing cooperative efforts and joint actions to develop it.

The delivery of this major transportation center would involve several phases over an extended period. Currently, the project is focusing on potential starter phases and strategies, coordination with the Railyards development and rail relocation, funding and environmental review. The proposed work in this supplement would include such tasks as:

- Developing alternative phasing scenarios – analyzing feasibility, formulating funding programs reflecting projected conditions and implementation plans – that would start the SVS and develop it incrementally;
- Support work for the Railyards and SVS Draft Environmental Impact Report that is now underway; and,
- Providing technical analyses and cost estimating for rail relocation and other studies.

Financial Considerations:

As of June 2, 2006, the Sacramento Valley Station Project (PN: CF41) has an unobligated balance of $3,131,394, which is sufficient to award Supplemental Agreement No. 7 in the amount of $191,759 to Simon Martin-Vegue Winkelstein Moris/Arup Joint Venture.

Environmental Considerations:

Executing the Supplemental Agreement is not a "project" as defined by the California Environmental Quality Act because it does not involve an activity that will cause a direct or indirect physical change in the environment and does not require further environmental review.

Policy Considerations:

The action requested herein is consistent with the City's Strategic Plan goal to achieve sustainability and livability as well as improve and diversify the transportation system.

Emerging Small Business Development (ESBD):

There are no ESBD considerations for this agreement due to the federal Disadvantaged Business Enterprise (DBE) requirements. DBE project participation requirements were met for the originally approved agreement with SMWM/Arup.

Respectfully Submitted by: _____
Cynthia Kranc
Facilities and Real Property Manager

Approved by: _____
Reina J. Schwartz
Director, Department of General Services

Recommendation Approved:

RAY KERRIDGE
City Manager

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RESOLUTION NO. 2006-XXXX

Adopted by the Sacramento City Council

June 27, 2006

SACRAMENTO VALLEY STATION (CF41)
APPROVAL OF SUPPLEMENTAL AGREEMENT NO. 7

BACKGROUND

A. In 2006, the Sacramento Council of Governments (SACOG) designated the Sacramento Valley Station (SVS) (also known as the Sacramento Intermodal Transportation Facility (SITF)) as the region's top priority transportation project.

B. After completing the master planning and concept design phase, which was approved by City Council in November 2004, the project is proceeding by developing potential starter phases, funding plans and strategies, coordinating with the Railyards development and rail relocation and environmental review.

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

Section 1. Resetting the City Manager's Supplemental Agreement authority; and

Section 2. Authorizing the City Manager to execute Supplemental Agreement No. 7 (on file with the City Clerk's office) in the amount of $191,759 with Simon Martin-Vegue Winkelstein Moris/Arup Joint Venture (SMWM/Arup)

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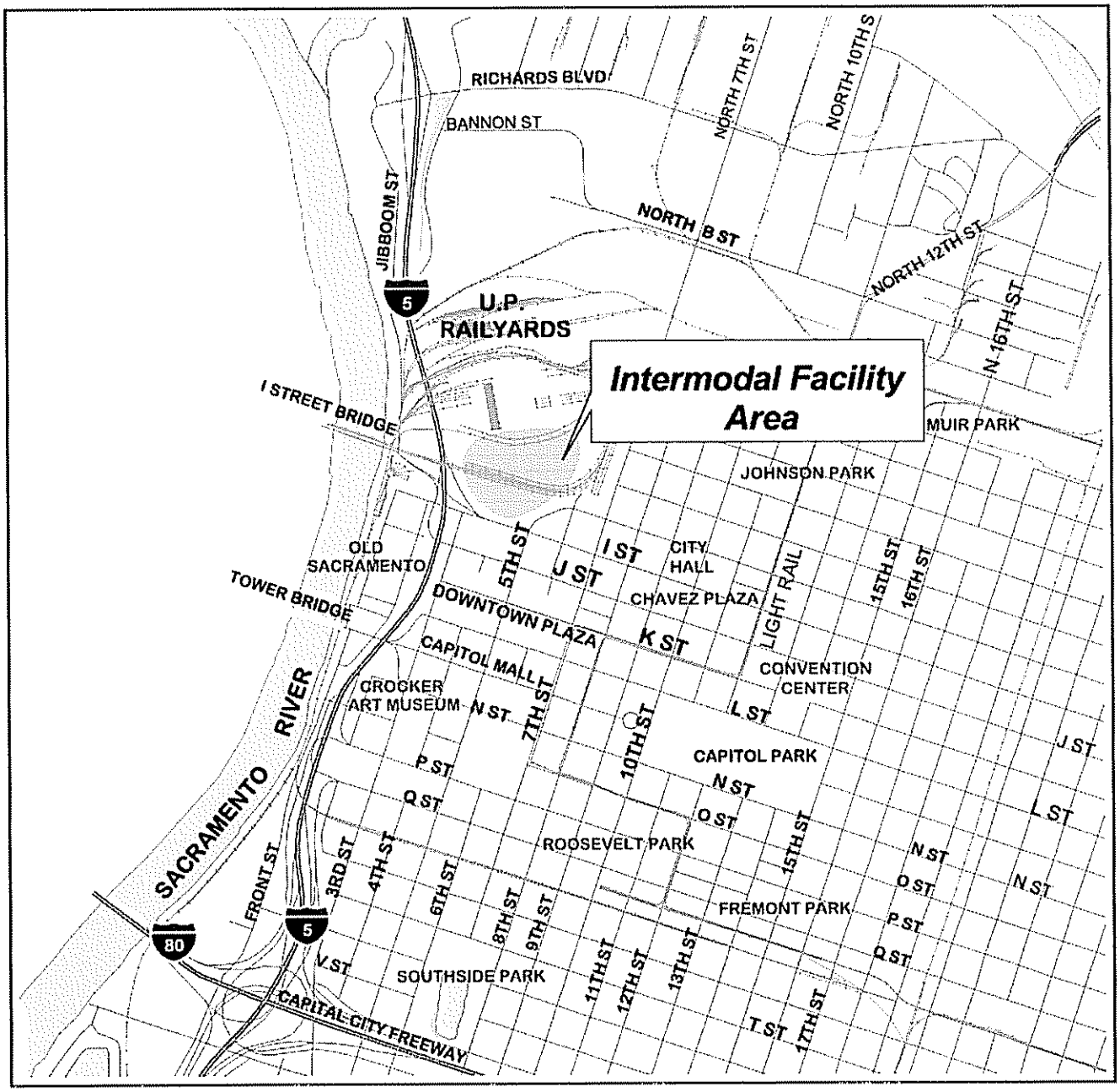
EXHIBIT A
Sacramento Intermodal Transportation Facility



Map Contact: S. Tobin
Date: June, 2004