



## REPORT TO COUNCIL City of Sacramento

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

CONSENT  
September 11, 2007

Honorable Mayor and  
Members of the City Council

**Title: Supplemental Agreement No. 9: Sacramento Intermodal Transportation Facility (PN: CF41)**

**Location/Council District:** Vicinity of 5<sup>th</sup> and I Streets – Council District 1. (Location map – Exhibit A).

**Recommendation:** Adopt a **Resolution:** 1) authorizing the City Manager to execute Supplemental Agreement No. 9 to Agreement No. 2003-0121 with Simon Martin-Vegue Winkelstein Moris/Arup Joint Venture (SMWM/Arup) in an amount not to exceed \$293,594; 2) resetting the City Manager's Supplemental Agreement authority; and 3) extending the agreement through June 30, 2010.

**Contacts:** Hinda Chandler, Associate Architect, 808-8422  
**Presenters:** None  
**Department:** Transportation  
**Division:** Office of the Director  
**Organization No:** 3416

### **Description/Analysis:**

**Issue:** Approval of Supplemental Agreement No. 9 with Simon Martin-Vegue Winkelstein Moris/Arup Joint Venture (SMWM/Arup) is necessary for development of the Sacramento Intermodal Transportation Facility (Intermodal) project concept alternatives for the environmental process and additional technical work.

**Policy Considerations:** The action requested herein is consistent with Title 3 of the Sacramento City Code, and with the city's Strategic Plan goal to improve and diversify the transportation system

**Environmental Considerations:** Executing the Supplemental Agreement is not a "project" as defined by the California Environmental Quality Act (CEQA)

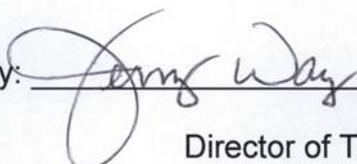
because it does not involve an activity that will cause a direct or indirect physical change in the environment and does not require further environmental review.

**Rationale for Recommendation:** This work is needed to prepare detailed alternatives to be assessed as part of the environmental review process that is required for public projects.

**Financial Considerations:** As of July 23, 2007, the Sacramento Intermodal Transportation Facility Project (PN: CF41) has an unobligated balance of \$2,908,221.

**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:   
Francesca Lee Halbakken  
Operations Manager

Approved by:   
Jerry Way  
Director of Transportation

Recommendation Approved:

  
RAY KERRIDGE  
City Manager

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## Attachment 1

### Background:

In late 2006, the City of Sacramento acquired the Historic Depot (Sacramento Valley Station) with 8.8 acres of surrounding property and obtained an option on an additional 24.0 acres for the Intermodal and Track Relocation projects. Earlier in 2006, the Sacramento Council of Governments (SACOG) designated the Intermodal as the region's top priority transportation project. Both of these actions were primarily based on the Intermodal project concept design approved by City Council in November 2004 that features:

- A regional hub serving multiple transit and transportation modes, with a high level of service and connectivity, improved passenger amenities and state-of-the-art operator areas;
- Realignment of the heavy rail tracks to the north to achieve more efficient passenger and freight operations;
- Recognition of the historic depot as the core transportation facility, a gateway to the City and Railyards and a landmark destination with public open spaces, and joint commercial development and parking.

The delivery of this regional transportation center involves several major phases over an extended period, including 1) master planning and concept design, 2) environmental, and 3) implementation. In 2003, SMWM/Arup, a joint venture team of 11 firms, was selected to assist the City on the project. 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 three supplements that augmented scope and correspondingly total compensation, and five supplements that only extended its duration. The supplements that added scope involved work on alternatives, technical studies, outreach and governance: a March 2004 supplement for \$330,019, a March 2005 supplement for \$70,200 and a June 2006 agreement for \$191,759.

Overall, the Intermodal project has been successful in completing its steps with a high degree of stakeholder, community and regional involvement. At this time, the project is

embarking on its second phase, environmental review. An environmental and engineering consultant is being sought through a Request for Proposal to prepare the federal and state environmental studies for both projects and engineering for Track Relocation. It is anticipated that this new consultant will begin work early in 2008.

Prior to that work commencing, the work proposed in this supplemental agreement is required and includes such tasks as:

- Developing alternatives to be studied in the federal and state environmental process, which meets specific requirements for alternatives. This detailed work would build upon the Intermodal concept design. It is anticipated that, at minimum, there will be a "Move the Depot" and a "Don't Move the Depot" alternative;
- Evaluating these options with respect to criteria approved by Council as part of the Intermodal's concept design process;
- Studying technical aspects of the project, such as the move of the Depot; and,
- Providing support for the environmental consultant and other work as required.

To cover the duration of the environmental phase, the SMWM/Arup agreement is proposed to be extended to June 30, 2010. This will enable the city to expeditiously obtain any support needed and to get the benefit of the consultants' familiarity and expertise with the project.

**Attachment 2**

**RESOLUTION NO.**

Adopted by the Sacramento City Council  
September 11, 2007

**APPROVING SUPPLEMENTAL AGREEMENT NO. 9-SACRAMENTO INTERMODAL  
TRANSPORTATION FACILITY (CF41) –**

**BACKGROUND**

- A. In late 2006, the City acquired the Historic Depot (Sacramento Valley Station) and obtained an option on additional acreage for the Sacramento Intermodal Transportation Facility and Track Relocation projects.
- B. In early 2006, the Sacramento Council of Governments (SACOG) designated the Intermodal as the region's top priority transportation project.
- C. After completing the master planning and concept design phase, which was approved by City Council in November 2004, the project is proceeding into environmental review and conducting additional studies.

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

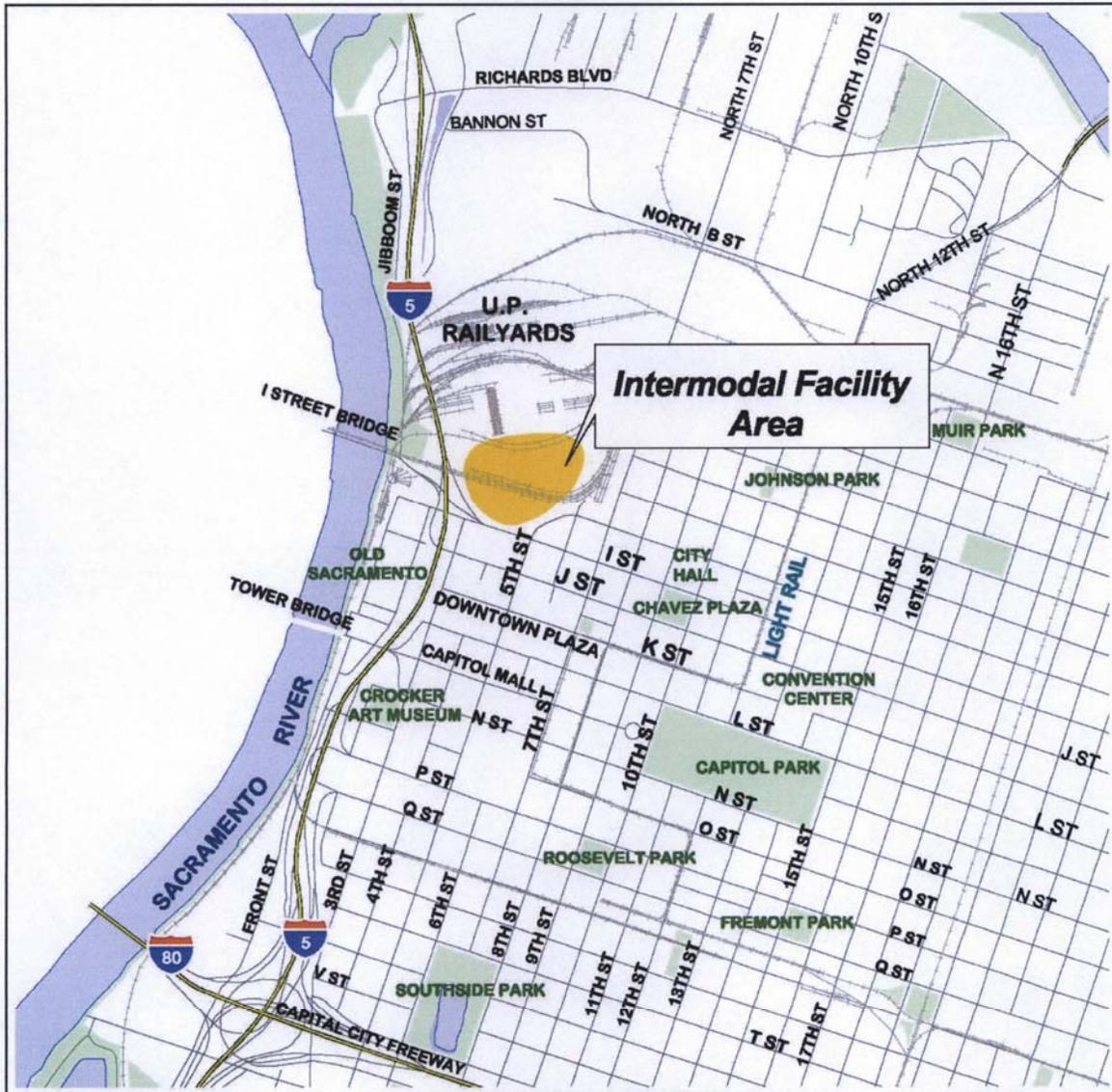
- Section 1. The City Manager is authorized to execute Supplemental Agreement No. 9 to Agreement No. 2003-0121 with Simon Martin-Vegue Winkelstein Moris/Arup Joint Venture (SMWM/Arup) in an amount not to exceed \$293,594.
- Section 2. The City Manager's Supplemental Agreement authority is reset.
- Section 3. The Supplemental Agreement is extended through June 30, 2010.

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Exhibit A: Location Map – Sacramento Intermodal Transportation Facility

Exhibit A

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



Map Contact: S. Tobin  
Date: June, 2004

1000 0 1000 2000 Feet

