



REPORT TO COUNCIL

City of Sacramento

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

CONSENT
August 31, 1010

**Honorable Mayor and
Members of the City Council**

**Title: Supplemental Agreement: Sacramento Track Relocation Project (PN:
T15029000/T15029005)**

Location/Council District: In the Railyards Specific Plan area between I Street Bridge and Seventh Street. Location Map – Exhibit A of Resolution (District 1)

Recommendation: Adopt a **Resolution:** 1) approving Supplemental Agreement No. 15 (City Agreement No. 2008-0034) with TranSystems in the amount of \$290,000 for redesign of the Track Relocation Project (T15029005); and 2) resetting the City Manager's authority.

Contact: Jon Blank, Supervising Engineer, (916) 808-7914; Hinda Chandler, Senior Architect, (916) 808-8422

Presenters: None

Department: Transportation

Division: Office of the Director

Organization No: 15001041

Description/ Analysis

Issue: As a result of re-bidding the Track Relocation project, additional design work has been incurred to revise the design and bid packages to reflect changes that are intended to obtain bids for the project within the construction budget. Also, the design team will be needed to provide support and analyses during construction. The TranSystems consultant agreement has been structured to be entered into by design phases and supplemented as funding becomes available.

Policy Considerations: The proposed City Council action is consistent with the City's Strategic Plan goals of achieving sustainability, and enhancing livability, and expanding economic development throughout the city.

Environmental Considerations:

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

Sustainability Considerations: The Track Relocation Project is the first phase in constructing a new Intermodal Transportation Facility within the Railyards Area. The project will provide facilities to accommodate heavy rail and passenger trains, light rail transit, buses, bicycles and pedestrians. The improvements are consistent with the City's sustainability goals to provide better accessibility to public transportation.

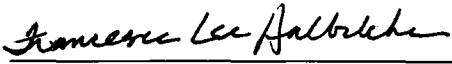
Other: None.

Commission/Committee Action: None.

Rationale for Recommendation: Approval of the supplemental agreement is necessary to move forward with the completion of final design and proceed with construction bidding.

Financial Considerations: The Track Relocation Project design budget (T15029005) as of August 16, 2010 is \$9,428,816, and has an unobligated balance is \$842,061, which is sufficient to handle the respective costs and to execute Supplemental Agreement No. 15 with TranSystems in the amount of \$290,000. No general funds are planned or allocated for this project.

Emerging Small Business Development (ESBD): The agreement with TranSystems will be funded with federal funds. Federal funding rules require voluntary Disadvantaged Business Enterprise (DBE) participation and will be applied to the project. ESBE rules would be held in abeyance. TranSystems attained 0.0% DBE participation.

Respectfully Submitted by: 
Francesca L. Halbakken
Operations Manager

Approved by: 
Jerry Way
Director of Transportation

Recommendation Approved:



Gus Vina
Interim City Manager

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Attachment 1

Background Information:

The Track Relocation Project (T15029005 and T15029006) relocates and reconfigures the current Union Pacific railroad (UPRR) tracks including the passenger tracks and platforms to the north between I Street Bridge and 7th Street. This will improve the mainline heavy rail capacity and reliability, both for passenger and freight service. It also would enable through-streets to be extended between the Railyards and downtown Sacramento and facilitate development. In December 2006, the City of Sacramento and Thomas Enterprises, Inc., the developer of the Railyards, entered into a Track Relocation Agreement (City Agreement 2006-1406) where elements of the Track Relocation funding, timing, and responsibilities are detailed.

On January 22, 2008, City Council approved a Professional Services Agreement with TranSystems (City Agreement No. 2008-0034) in the amount of \$2,788,590. The Council Report indicated that the project would move forward in phases and the initial agreement provided for draft administrative environmental documents for the Sacramento Intermodal Transportation Facility Project (T15029000) and the Track Relocation Project (T15029005), and preliminary engineering (30 percent plan submittal package) for the Track Relocation Project (T15029005).

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

Supplemental No. 2 in the amount of \$85,000 provided for a vibration mitigation study (Track Relocation Project T15029005) and for a public outreach meeting scheduled for April 22, 2009 (related to both projects).

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

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

Supplemental Agreement No. 5 provided \$1,350,000 for a portion of final plans, specifications and estimate and \$50,000 for additional geotechnical work. It also provided for \$806,067 for a subsequent supplement to continue final design work.

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

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

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

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

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

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

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

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

Supplemental Agreement No. 14 provided \$80,000 for design work including: coordination and design of detention basin, reduced scope design for the platform, analysis of the project construction cost reductions and changes in the scope due to flood control requirements not previously identified.

Supplemental Agreement No. 15 provides \$290,000 for redesign work to decrease project costs by approximately 12 million dollars. This redesign work includes the following: design revisions, support during the bidding process, and sub-consultant services for electrical coordination, environmental coordination, archeological tasks, and funding coordination with Caltrans and other Federal and State agencies.

The estimated total cost for design work, including environmental documentation for Track Relocation and the Intermodal and final design of the Track Relocation Project is currently approximately \$7,683,000.

Attachment 2

RESOLUTION NO.

Adopted by the Sacramento City Council

**SUPPLEMENTAL AGREEMENT NO. 15 WITH TRANSYSTEMS FOR THE TRACK
RELOCATION DESIGN PROJECT (T15029000/T15029005)**

BACKGROUND

- A. The overall contract with TranSystems includes preparing an approved environmental document for the Sacramento Intermodal Facility Project (T15029000) and Track Relocation Project (T15029005), fully designing the Track Relocation Project (T15029005) and providing construction support services for Track Relocation construction (T15029006).
- B. The City will award the phases of the Agreement with TranSystems as funding becomes available.
- C. Supplemental No. 15 is necessary to revise the design for rebidding the Track Relocation Project and to provide support during construction.

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

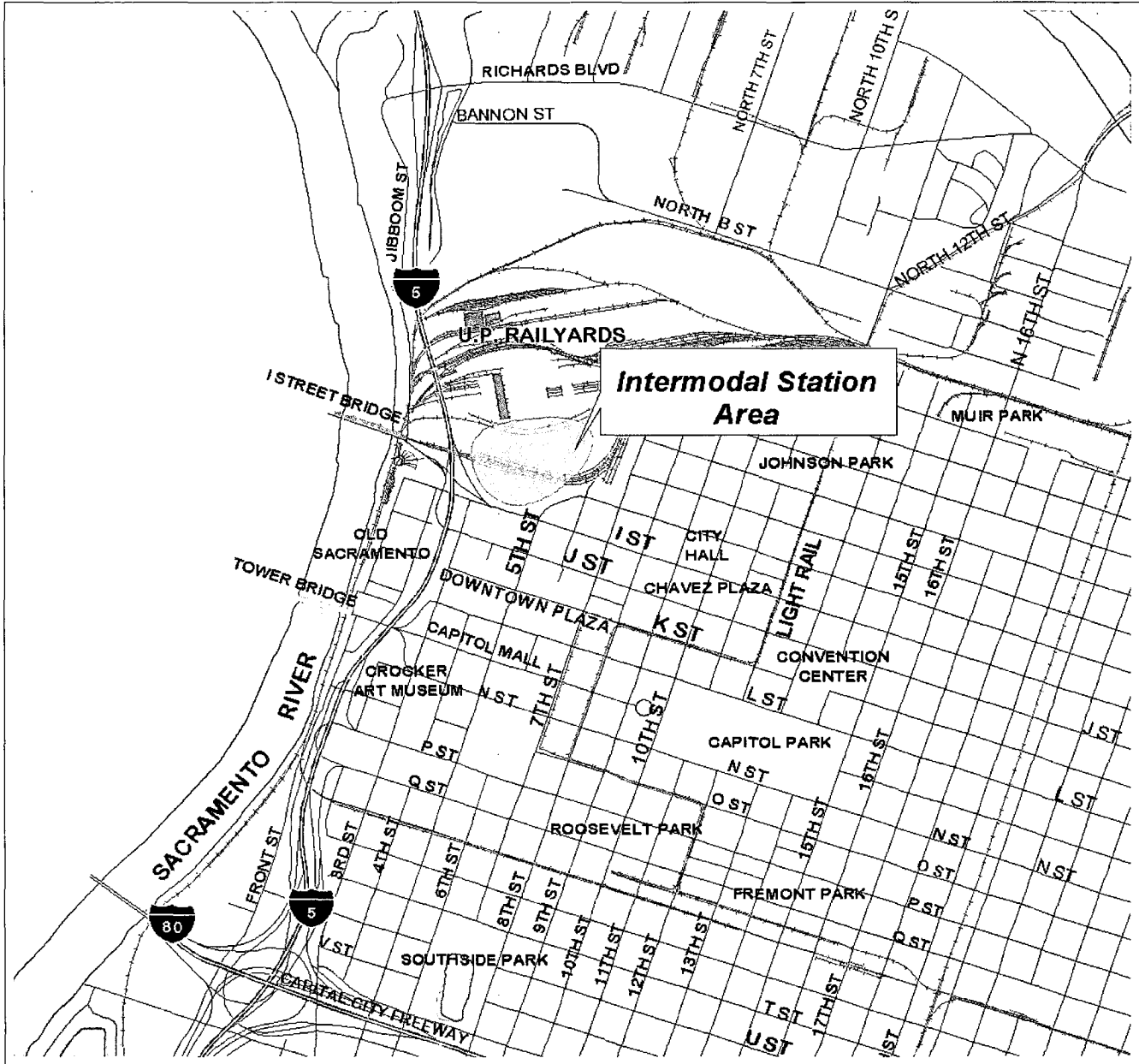
- Section 1. The City Manager is authorized to execute Supplemental Agreement No. 15 (City Agreement No. 2008-0034) with TranSystems for an amount not to exceed \$290,000 for the Track Relocation design (T15029000/T15029005).
- Section 2. The City Manager's authority for City Agreement No. 2008-0034 is reset.
- Section 3. Exhibit A is incorporated into and made part of this resolution.

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Exhibit A: Map of Intermodal and Track Relocation Project.

Exhibit A

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



Map Contact: S. Tobin
Date: October, 2003

