



# REPORT TO COUNCIL

## City of Sacramento

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

**CONSENT**  
**April 22, 2010**

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

**Title: Supplemental Agreement: Track Relocation Project**

**Location/Council District:** Downtown next to Sacramento Valley Station between I Street bridge and 7<sup>th</sup> Street (District 1)

**Recommendation:** Adopt a **Resolution:** 1) Approving Supplemental Agreement No. 11 (City Agreement No. 2008-0034) with TranSystems for an amount not to exceed \$550,000; and (2) resetting the City Manager's authority.

**Contact:** Jon Blank, Supervising Engineer, (916) 808-7914

**Presenters:** Jon Blank

**Department:** Transportation

**Division:** Office of the Director

**Organization No:** 15001041

### **Description/Analysis**

**Issue:** After environmental documents for the Sacramento Intermodal Transportation Facility (SITF) project were approved by the Federal Highway Administration, final design commenced of the first phase SITF project, known as Track Relocation (T15029005). In order to undertake construction of the Track Relocation Project (T15029005), certain pre-construction design and environmental mitigation tasks are required. Supplemental Agreement No. 11 would authorize pre-construction tasks including environmental testing and design work required to incorporate additional project components into final design plans and specifications, and coordination with outside agencies necessary to complete and receive approval of design documents.

The Track Relocation Project (T15029005) is needed to facilitate the planned transformation of the existing Sacramento Valley Station into a 21st century, multi-modal regional transportation facility. The proposed actions are needed to meet deadlines for federal and state funding appropriations for construction of the Track Relocation Project (T15029005).

**Policy Considerations:** The proposed actions are consistent with the City's Strategic Plan goals of achieving sustainability and enhancing liveability, and expanding economic. Similarly, the actions are consistent with the City's 2030 General Plan to promote development of an integrated, multi-modal transportation system to reduce air pollution and greenhouse gases.

**Environmental Considerations:**

**California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA):** The Track Relocation Project (T15029005) is subject to CEQA review as well as NEPA compliance due to federal funding. The City is the CEQA lead agency and the Federal Highway Administration (FHWA) is the NEPA lead agency. On June 2, 2009, the City Council approved a Mitigated Negative Declaration under CEQA, and a Notice of Determination was filed on June 8, 2009. On March 27, 2009, FHWA released the Environmental Assessment and Section 4(f) Evaluation Report for public review. FHWA also consulted with the State Office of Historic Preservation (SHPO) in accordance with Section 106 and on August 28, 2009 entered into a Programmatic Agreement, including the City, with Caltrans and the Federal Railroad Administration and the Federal Highway Administration as signatories. On August 31, 2009, FHWA issued a Finding of No Significant Impact (FONSI) and authorized the City to implement Phases 1 and 2 of the SITF project. Therefore, all requirements of CEQA, NEPA and Sections 4(f) and 106 under federal law have been met and no further environmental review is required to approve the proposed actions.

**Sustainability Considerations:** The SITF project will provide facilities to accommodate rail freight movement, heavy passenger rail trains, light rail transit, intercity and local buses, and taxis, as well as bicycle and pedestrian transportation modes and future modes, such as streetcars and California High Speed Rail. The Track Relocation Project (T15029005), which relocates the existing UPRR mainline freight tracks and passenger tracks and platforms, will improve operations, safety and convenience for passenger service and goods movement, as well as facilitate the future development of the Intermodal facility. The improvements are consistent with the City's sustainability goals to provide better accessibility to public transportation.

**Other:** None.

**Commission/Committee Action:** None.

**Rationale for Recommendation:** The additional funding under Supplemental Agreement No. 11 is necessary to cover the costs to complete final design documents and implement pre-construction environmental mitigation. These actions are needed to meet the deadlines for the federal stimulus funding.

**Financial Considerations:** Supplemental Agreement No. 11 with TranSystems provides for \$550,000 in additional funding for final design and environmental mitigation. As of March 30, 2010, the Track Relocation Project (T15029005) has a total

budget of \$12,222,605 and an unobligated balance of \$6,458,534.49, which is sufficient to cover Supplement Agreement No. 11.

Subsequent Council approval will be required to approve award of Phase 1 project construction.

There are no general funds planned or allocated for this project.

**Emerging Small Business Development (ESBD):** All contracts for the project work are required to comply with the applicable federal DBE requirements related to federally funding. TranSystems work has been locally funded, but must nonetheless meet DBE requirements to qualify as match for future federal grants. TranSystems obtained 0% DBE participation because subcontracting opportunities were limited due to the specialty engineering and environmental nature of the work.

Respectfully Submitted by: Francesca L. Halbakken  
Francesca L. Halbakken  
Operations Manager

Approved by: Jerry Way  
Jerry Way  
Director of Transportation

Recommendation Approved:  
Gus Vina  
Gus Vina  
Interim City Manager

<b>Table of Contents</b>		
Report		Pg 1
<b>Attachments</b>		
1	Background	Pg 4
2	Location Map	Pg 5
3	Resolution	Pg 6

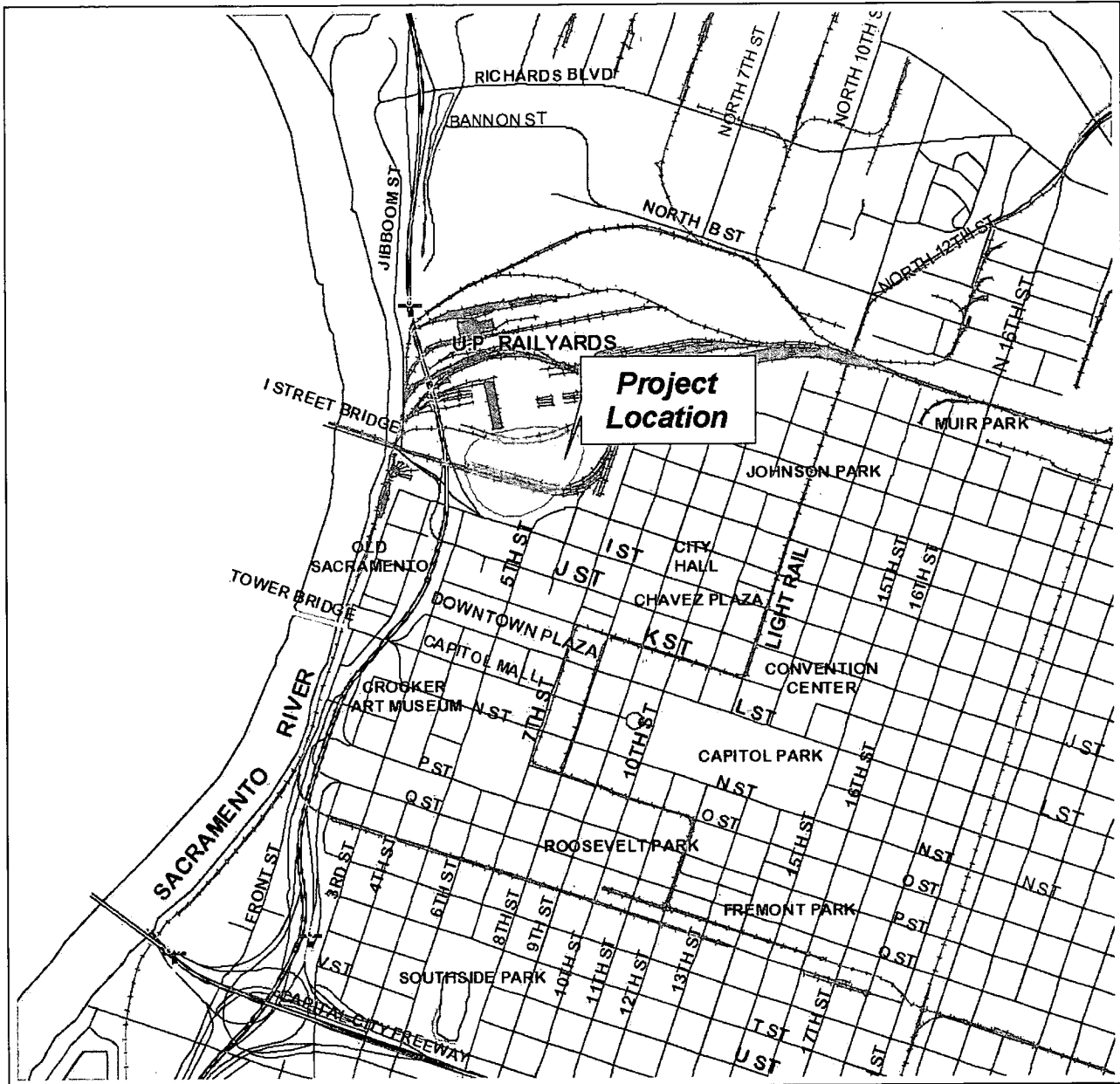
**Attachment 1****Background**

The Track Relocation Project (T15029005) relocates and reconfigures the current Union Pacific Railroad (UPRR) mainline and passenger tracks and the passenger platforms to the north, between the I Street Bridge and 7th Street. This will improve the mainline heavy rail capacity and reliability, for both freight service and passenger rail service. In addition, separating the freight tracks from the passenger platforms and limiting access to the platforms by means of the new passenger and service tunnels will improve safety. Relocating the existing UPRR tracks will also allow extension of 5<sup>th</sup> and 6<sup>th</sup> Streets that will facilitate development of the Railyards project and improve access and circulation within the downtown Sacramento.

TranSystems Supplemental Agreement - On January 22, 2008, the City Council approved selection of TranSystems as consultant for the Intermodal environmental and Track Relocation engineering services, including preliminary and final design and construction services. A Professional Services Agreement with TranSystems (City Agreement No. 2008-0034) in the amount of \$2,788,588 was then approved for the design work and preparation of the environmental reports for the Track Relocation and Intermodal Projects. This Agreement was supplemented previously in the total amount of \$3,834,122 to address additional costs for the environmental documents, additional costs for pre-construction environmental mitigation, additional public outreach, design of the additional project components (i.e., West and Service Tunnels), utility relocations, changes in the location and design of the California State Railroad Museum (CSRM) crossing, design support for preparing the exhibits for all of the required construction agreements and a portion of the final design.

Supplemental Agreement No. 11 in the amount of \$550,000 will allow for completion of the final plans, specifications and estimates, which are required to be submitted and approved by Caltrans, and additional pre-construction environmental mitigation. Tasks authorized by Supplemental Agreement No. 11 are to include: lead and asbestos testing, inclusion of 42" water main and realignments, change of coordinate system, ventilation and exhaust of Central and West Tunnels, geotechnical exploration for jet grouting, water line borings, AC corings, and over-excavation options, extraction wells and monitoring well relocation and abandonment, demolition of the existing Depot passenger tunnel, coordination and design with SMUD regarding equipment in and out of the right-of-way, the demolition of Bercut Drive SMUD facilities and the billboard tasks, design of the I Street crash walls, inclusion and removal of 6<sup>th</sup> Street from the Track Relocation project, fire protection plan review by FPE, fuel system design review by FPE, track 150 water line new and existing crossing, additional canopies at platforms, inclusion and removal of center track crossover, planning and layout of F Street for utilities, Value Engineering participation by Kimley-Horn, architectural 3D renderings, and built environment treatment plan for historic resources.

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



Map Contact S. Tobin  
Date: October, 2003

1000 0 1000 2000 Feet



**Attachment 3**

**RESOLUTION NO.**

Adopted by the Sacramento City Council

**TRACK RELOCATION PROJECT  
SUPPLEMENTAL AGREEMENT NO. 11 WITH TRANSYSTEMS**

**BACKGROUND**

- A. Through Phase 1 of the Sacramento Intermodal Transportation Facility Project (T15029000), TranSystems provided professional services to prepare the Environmental Assessment and related environmental reports and the preliminary engineering design of the Track Relocation Project (T15209005).
- B. After receipt of the Finding of No Significant Impact, TranSystems was authorized to commence final design (Phase II) of the Track Relocation Project (T15029005).
- C. During the final design phases of work, additional environmental and engineering work was required to address changes in the project scope, including the inclusion of a 42" water transmission main, addition of West Pedestrian Tunnel ramps (T15029030) and addition of I Street crash walls, and preparing additional preliminary plans and exhibits for review by stakeholders.
- D. Supplemental Agreement No. 11 is necessary to complete the final design and construction specifications and estimates, and to conduct pre-construction environmental testing and mitigation in order to meet the deadlines for receipt of the federal stimulus funding for the Track Relocation Project (T15029005).

**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. 11 (City Agreement No. 2008-0034) with TranSystems for an amount not to exceed \$550,000 for the Track Relocation Project (T15029005).
- Section 2. The City Manager's authority for City Agreement No. 2008-0034 is hereby reset.