

City of Sacramento

Legislation Text

File #: 2018-01380, **Version:** 1

Title:

Supplemental Agreement and Transfer of Funds: I Street Bridge Replacement Project (T15136000)

File ID: 2018-01380

Location: Sacramento River north of the I Street Bridge connecting Railyards Boulevard to C Street in West Sacramento, Districts 3 and 4.

Recommendation:

Pass a Resolution: 1) authorizing the City Manager or the City Manager's designee to execute Supplemental Agreement No. 19 to City Agreement No. 2014-0244 with Mark Thomas & Company, Inc. in an amount of \$1,497,824, to retain T.Y. Lin International as a subconsultant, for a new not-to-exceed amount of \$5,493,794 and extend the duration of the professional services agreement to December 31, 2021; 2) authorizing the City Manager or the City Manager's designee to increase the expense budget in the I Street Bridge Replacement Project (T15136000) by \$200,000 (Fund 2007) with a transfer from available fund balance; and 3) resetting the City Manager's authority to issue supplemental agreements for City Agreement No. 2014-0244.

Contact: Jesse Gothan, Supervising Engineer (916) 808-6897, Nader Kamal, Interim Engineering Manager, (916) 808-7035; Department of Public Works

Presenter: None

Attachments:

- 1-Description/Analysis
- 2-Resolution
- 3-Mark Thomas Draft Supplemental Agreement No. 19

Description/Analysis

Issue Detail: Approval of the fund transfer and Supplemental Agreement No. 19 with Mark Thomas & Company, Inc. is necessary to add T.Y. Lin International to the team for the architectural and aesthetic design of the new bridge and to complete the 35% design of the bridge structure.

Policy Considerations: This action responds to the requirement for the City Council approval of all agreements/amendments over \$100,000 and for the time extension of the professional services contract beyond the 5-year maximum per API 4102. General Plan Policy M 4.1.5 states the City shall continue to work with adjacent jurisdictions to establish the appropriate responsibilities to fund, evaluate, plan, design, construct, and maintain new river crossings. This project will provide a new multi-modal bridge, crossing the river between C Street in West Sacramento to Railyards Boulevard in Sacramento.

Economic Impacts: None.

Environmental Considerations:

California Environmental Quality Act (CEQA): Executing a supplemental agreement for a professional services contract 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. The project itself is undergoing CEQA review and is federally funded and therefore is also analyzing impacts in conformance with the National Environmental Policy Act (NEPA). The California Department of Transportation (Caltrans) is the lead agency for the NEPA document and the City of Sacramento is the lead agency for the CEQA approvals. The City of West Sacramento is a responsible agency under CEQA. The draft environmental document was circulated for public review from September 28 to November 12, 2017, and a public meeting was held on October 26, 2017 to receive comments on the draft document. Staff is currently finishing the final environmental impact report (FEIR) and is working with state and federal resource agencies to obtain the final concurrences needed prior to the City's certification of the FEIR and Caltrans' signing of the Finding of No Significant Impact for NEPA.

Sustainability: By providing safe and accessible bicycle and pedestrian facilities on the new bridge, this project supports the City of Sacramento's sustainability goals to improve and optimize the City's transportation infrastructure, reduce the dependence on private automobiles and encourage the use of public transit and bicycle and pedestrian modes of transportation.

Commission/Committee Action: None.

Rationale for Recommendation: Approval of the fund transfer and Supplemental Agreement No. 19 with Mark Thomas & Company, Inc. and agreement time extension will enable the City to proceed with adding T.Y. Lin International to the consultant team to complete the 35% design of the bridge structure.

Financial Considerations: The estimated total cost for project approvals, environmental documentation, and design of the I Street Bridge Replacement Project (T15136000) is approximately \$13 million.

The I Street Bridge Replacement Project (T15136000) currently has a budget of \$7,634,940 for the preliminary engineering and environmental documentation. With the approval of the transfer of \$200,000 (Fund 2007) from the Major Street Construction available fund balance, the project will have sufficient funding to execute Supplemental Agreement No. 19 to City Agreement 2014-0244 with Mark Thomas & Company in an amount not to exceed of \$1,497,824, and cover the remaining project approvals and environmental documentation costs.

Additional federal and local matching funds for the final design and right-of-way of the project will be appropriated upon completion of the environmental document, the 35% design plans, and development of the architectural alternatives.

There are no General Funds planned or allocated for this project.

Local Business Enterprise (LBE): This is a federally-funded project. Disadvantaged Business Enterprise (DBE) project participation requirements apply. LBE rules are held in abeyance. The contract award will comply with all federal DBE participation requirements. Mark Thomas & Company has pledged to meet or exceed the 7.99% DBE project participation goal set for this project.

Background: In 2011, the City Council accepted the Sacramento River Crossings Alternatives Study which evaluated alternative locations for new bridges across the Sacramento River, and identified the need for a new bridge north of the existing I Street Bridge. Because the new crossing would replace the automotive crossing which is functionally obsolete and has structurally deficient approach viaduct structures, the project qualified for federal funding through the Caltrans Highway Bridge Program (HBP). The program provides federal aid funding to projects to rehabilitate or replace bridge structures that are at or near the end of their useful lives. The I Street Bridge and the approach structures on both sides of the river have been determined eligible for federal aid under the HBP state guidelines.

The program is administered by the California Department of Transportation (Caltrans). On May 10, 2013, Caltrans issued the authorization for the preliminary engineering for the demolition of the approach viaducts leading to the upper deck and the construction of a new bridge. After a competitive solicitation for professional services, on March 18, 2014 the City awarded to Mark Thomas & Company a contract to proceed with preliminary engineering and environmental documentation. A public kickoff meeting was held on June 19, 2014 and a second public meeting to issue the Notice of Preparation for the environmental analysis was held on October 9, 2014. In addition, the project has provided updates through electronic media. The draft environmental document was released for public review from September 28 to November 12, 2017, and staff is

currently compiling the responses to comments. The public meeting to receive comments on the draft environmental document was held on Thursday, October 26, 2017.

Leading up to and during the review of the draft environmental document there were comments requesting a new competition be held to select an architect for the project team given the prominence of the structure. In response the cities worked with the prime engineering firm Mark Thomas & Company to develop and implemented a design competition to engage a bridge architect to join the team.

The cities established a selection committee of elected representatives from both jurisdictions. The selection committees were composed of two members of the Sacramento City Council, two members of the West Sacramento City Council, and a representative from the office of Congresswoman Doris Matsui. The project team also established an ad hoc design advisory group to serve as a resource to the competing bridge architect firms. The ad hoc group was comprised of locally based talent with varied expertise including architects, landscape architects, urban designers, artists, and developers.

On January 29, 2018 the cities issued an international request for qualifications (RFQ) for architecture and aesthetic services for the new bridge. The request was distributed to professional networks including the Urban Land Institute and American Institute of Architects. The City of Sacramento distributed a press release, and local news outlets including KCRA and Fox40 aired stories on their nightly news segments. The cities also placed advertisements with the Urban Land Institute, Integrated Marketing Systems (IMS), and LinkedIn which reached firms in the United States as well as abroad.

The project team reviewed the submissions and evaluated them based upon the RFQ's requirements. These requirements included the firm's experience, the proposed project manager's experience, and the proposed team's experience on similar bridge projects. Firms were also asked to submit a sample work plan and references. The cities received statements of qualifications from four bridge architect firms: NEXT Architects, Dissing and Weitling, Donald MacDonald, and T.Y. Lin International. The project team reviewed the statements of qualifications and created a shortlist to recommend to the selection committee based upon technical evaluation criteria.

After considering the team's recommended shortlist and reviewing the statements, the committee shortlisted three firms to submit proposals: NEXT Architects, Dissing and Weitling Architecture, and T.Y. Lin International. The selection committee also discussed the ad hoc design advisory group and its role as a resource in the process and made recommendations for local talent who could be invited to participate. The shortlisted firms were then asked to develop three bridge concepts. As part of the concept development, each shortlisted firm was asked to visit the project site. During their visits, the architects met with the project team to discuss technical questions related to the structural design and other items. The three firms also met with members of the ad hoc design advisory group to discuss architect perspectives and the region's unique attributes to inform the development of their

design concepts and the vision for the new bridge.

On May 30, 2018 the selection committee meeting began with a presentation from the ad hoc design advisory group. The group presented its individual and collective assessment of each bridge architect firm's proposed design concepts based on how well the design concepts met community expectations and objectives for creativity, design quality, iconic and enduring character, specificity to and of the place, and a unifying vision for the region. Following the ad hoc group's presentation, the project team presented an overview of the proposed concepts, including their technical analysis of each concept's feasibility and estimated costs. Each bridge architect team's proposed project manager and key staff presented their vision for the new bridge, their approach to understanding Sacramento and West Sacramento, their three design concepts and the inspiration behind them. The selection committee engaged in question-and-answer discussions with each firm following their presentations. At the conclusion of the meeting, the selection panel reached unanimous consensus and selected T.Y. Lin International as the best to lead the architectural design of the new bridge.