

City of Sacramento

Legislation Text

File #: 2019-00118, **Version:** 1

Title:

Supplemental Agreement and Transfer of Funds: Sacramento Valley Station Phase 3B Master Plan (T15029000)

File ID: 2019-00118

Location: 401 I Street, District 3

Recommendation:

Adopt a Resolution: 1) authorizing the City Manager or the City Manager's designee to transfer \$130,337 (General Fund, Fund 1001) from the expenditure budget of the General Plan Update Program (I22000000) to the expenditure budget of the Intermodal Transportation Facility Project (T15029000); 2) authorizing the City Manager or the City Manager's designee to execute Supplemental Agreement No. 8 to City Agreement 2016-1397 with Perkins + Will Architects in an amount not to exceed \$1,444,172, for a new total not to exceed amount of \$2,187,582; and 3) resetting the City Manager's authority to issue supplemental agreements to City Agreement 2016-1397.

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Presenter: None.

Attachments:

- 1-Description/Analysis
- 2-Resolution
- 3-Supplemental Agreement No. 8

Description/Analysis

Issue Detail: The Sacramento Valley Station Phase 3B Master Plan commenced in November 2016 with a contract to produce two conceptual plan options for the site for expansion of the station complex and allocation of developable area to create a transit hub district. The intention was to then move forward with more detailed study for a preferred plan for station needs and development. The

scope in this supplement is for that more detailed Master Plan phase. Additional funding is needed to address the land use planning component that is not eligible for transportation funds. Those funds will come from the General Plan Update Program (I22000000).

Once the master plan is prepared, additional work and analysis will be needed to adopt this plan as an amendment to the Railyards Specific Plan.

Policy Considerations: The recommendation in this report is consistent with the City of Sacramento General Plan goals to improve system connectivity and promote economic and infill development. The recently published 2018 State Rail Plan outlines service increasing for intercity passenger rail and regional bus networks with milestones in 2022, 2027 and 2040 that will assist in guiding the phased expansion of the station infrastructure and land use opportunities.

Economic Impacts: None.

Environmental Considerations: In accordance with the California Environmental Quality Act (CEQA), under Statutory Exemption 15262, feasibility and planning studies for possible future actions do not require the preparation of environmental documents, but they do require the consideration of environmental factors. The master planning of the Sacramento Valley Station, which is a planning study, is a component of the larger Intermodal Transportation Facility Project (T15029000) and has been assessed as part of that project's environmental review. Environmental clearances in accordance with CEQA and the National Environmental Policy Act (NEPA) have been received at the program and project levels. When specific projects or future actions are proposed that stem from the master planning, they will be subject to project level review.

Sustainability: The master planning project will analyze expanded future rail transit operations and usable space for urban scale development which will contribute to reducing greenhouse gases by reducing the need for vehicular use and expanding transportation and analyze sustainable energy and water management systems. The master plan will be conducted under the sustainability framework of the Living Community Challenge (LCC) framework developed by the International Living Futures Institute (ILFI). The Department of Public Works has registered the concept plans with ILFI as a project under the City's Demonstration Partnership Program.

Commission/Committee Action: None.

Rationale for Recommendation: On July 8, 2016, the Department of Public Works issued a Request for Proposal (RFP) No. P17151131004 for master planning services for the Sacramento Valley Station. This additional scope of work is necessary to reach a preferred plan using the feedback from the Stakeholder groups, public and staff, and to develop the plan in sufficient detail to prepare for implementation.

Financial Considerations: Sufficient funding is available in the General Plan Update Program (I22000000) to complete the transfer of \$130,337 (General Fund, Fund 1001) to the Intermodal Transportation Facility Project (T15029000). With the approval of the transfer, the Intermodal Transportation Facility Project will have sufficient funding to execute Supplemental Agreement No. 8 to City Agreement 2016-1397 with Perkins + Will Architects in an amount not to exceed of \$1,444,172 and to complete the Sacramento Valley Station Phase 3B Master Plan.

Local Business Enterprise (LBE): Perkins + Will is not an LBE but has partnered with AIM Consulting to exceed the LBE participation requirement. AIM Consulting will provide public outreach and communication services.

Background: The City and regional has identified expansion of the Sacramento Valley Station and historic depot and its surrounding land uses into a regional transportation facility to serve multiple modes of transportation: from intercity passenger rail, bus services, and a hub for regional light rail service, bus service, and bike and pedestrian trails. The City has taken the lead to develop this regional project through many phases. Phase 1, Track Relocation, completed in 2012, moved and expanded the mainline rail tracks and related operations to the north, improving passenger and freight train efficiency and services with major upgrades to passenger rail facilities. Phase 2, rehabilitation and renovation of the historic station building was completed in March 2017.

Phase 3 is the expansion of transportation infrastructure and site development into a larger intermodal center Regional Transit (RT) has received environmental clearance with preliminary design engineering for the eastern portion of the site to realign of the light rail platforms. This RT plan has been designated as Phase 3A and is being implemented in connection with the Streetcar project.

Phase 3B focuses on the expanded station and related transit-supportive development. Work began the end of November 2016 in which two conceptual plan options were developed through a public process of stakeholder meetings, public workshops and a public open house in October 2017 with Congresswoman Matsui and Mayor Steinberg and other Councilmembers in attendance. A final round of public comments was taken at this event for the two options.

The recently published 2018 State Rail Plan outlines service increasing for intercity passenger rail and regional bus networks with milestones in 2022, 2027 and 2040 that outline statewide rail and bus service improvements that will require capacity increase at Sacramento Valley Station. The rail plan will assist in guiding the phased expansion of the station infrastructure and land use opportunities

This Supplemental Professional Services Agreement refines the initial two conceptual Phase 3B plans to a single preferred plan that will guide future station area infrastructure and development. The initial work was aided by an award \$491,770 from the Sustainable Communities Planning Grant and Incentives Program (SCPGIP) administered by State of California Strategic Growth Council for Sacramento Valley Station Phase 3 Master planning. Both conceptual plans incorporate the track

alignment for the Riverfront Streetcar and have guided the needs for the new RT light rail platform to be constructed on the west edge of the city parcel the preferred plan will integrate other mobility modes with these two systems. Measure A Transportation funds programmed for the Sacramento Valley Station will continue to be used to transportation planning elements of the master plan, and revenues for land use planning from the Community Development Department will augment the land use planning that is not eligible under Measure A.

Phase 3B work scope will analyze the potential transit operations for expanded transportation services to the site and the ability of the site to accommodate private development that satisfies the objectives of the original SCPGIP grant and continue with the LCC sustainable framework objectives. Those objectives include, but not limited to: promote infill and compact development, revitalize urban and community centers, reduce automobile usage and fuel consumption and energy sources that result in reductions of greenhouse gas (GHG) emissions, and sustainable water management. The final work product will be a preferred alternative for the site that will allow subsequent updates to the Railyards Specific Plan.