

City of Sacramento

Legislation Text

File #: 2019-01227, Version: 1

Title:

Supplemental Agreement and Transfer of Funds: Sacramento Valley Station Phase 3B Master Plan & Railyards Specific Plan Amendment (T15029000) [Published for 10-Day Review 08/29/2019]

File ID: 2019-01227

Location: Districts 3 and 4, 401 I Street

Recommendation:

Adopt a Resolution: 1) authorizing the City Manager or the City Manager's designee to transfer \$177,238 (Development Services Fund, Fund 2016) 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. 10 to City Agreement No. 2016-1397 with Perkins + Will Architects in an amount not to exceed \$1,134,825, for a new total not to exceed amount of \$3,327,406; and 3) resetting the City Manager's authority to issue supplemental agreements to City Agreement No. 2016-1397.

Contact: Gregory Taylor, AIA, LEED AP, Project Manager, (916) 808-5268; Ryan Moore, Interim Director of Department of Public Works, (916) 808-6629, Department of Public Works

Presenter: None.

Attachments:

- 1-Description/Analysis
- 2-Resolution
- 3-Supplemental Agreement No. 10

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. This work is funded with Measure A funds related to the transportation use of the property, and General Funds for the non-

transportation scope of work related to supportive development. Additional funding is needed to complete the analysis and adopt it as an amendment to the Railyards Specific Plan. Those funds will come from the General Plan Update Program (I22000000).

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.

The Sacramento City Code Section 4.04.020 and Council Rules of Procedure (Chapter 7, Section E.2.d) mandate that unless waived by a 2/3 vote of the City Council, all labor agreements and all agreements greater than \$1,000,000 shall be made available to the public at least ten (10) days prior to council action. This item was published for 10-day review on August 29, 2019.

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 \$177,238 (Development Services Fund, Fund 2016) to the Intermodal Transportation Facility Project (T15029000). With the approval of the transfer, the Intermodal Transportation Facility Project (T15029000) will have sufficient funding to execute Supplemental Agreement No. 10 to City Agreement 2016-1397 with Perkins + Will Architects in an amount not to exceed of \$1,134,825 and to complete the Sacramento Valley Station Phase 3B Master Plan and amendments to the Railyards Master Plan. Development Services Funds are necessary as the master planning includes components that are not directly related to the development of the Intermodal Facility.

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: To maximize inter- and intra-city mobility, the City is the lead agency for expansion of a regional intermodal transportation facility at the Sacramento Valley Station and historic depot to serve multiple modes of transportation: from intercity passenger rail, bus services, and a hub for regional light rail service, bus service, also served by 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 engineering design for the eastern portion of the site to realign the light rail platforms. This RT plan has been designated as Phase 3A.

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 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 for transportation planning elements of the master plan, and revenues for land use planning from the General Fund 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 the following: promote infill and compact development, revitalize urban and community centers, reduce automobile usage and fuel consumption, promote the use of energy sources that result in reductions of greenhouse gas (GHG) emissions, and implement sustainable water management. The final work product will be a preferred alternative for the site that will update the Railyards Specific Plan.