



## **STAFF REPORT TO THE CITY COUNCIL**

**DATE:** Regular Meeting of November 13, 2018

**TO:** Members of the City Council

**SUBMITTED BY:** Michael Roberts, Public Works Director/City Engineer

**SUBJECT:** Contract Amendment with Gray Bowen Scott for a Not to Exceed Amount of \$75,000 to Complete Securing the Commitment from Capitol Corridor for the Hercules Train Stop and On-Call Grant Administration Support Services for the Regional Intermodal Transportation Center and Appropriating \$75,000 in Measure J Funding to Fully Fund said Amendment

### **RECOMMENDED ACTION:**

Adopt a Resolution authorizing the City Manager to execute Contract Amendment No.8 with Gray Bowen Scott for a not to exceed amount of \$75,000 to complete securing the required commitments to serve the Hercules Train Stop and provide on-call grant administration support services for the Regional Intermodal Transportation Center and appropriating \$75,000 in Measure J (gas tax) funding to fully fund said amendment.

### **FISCAL IMPACT OF RECOMMENDATION:**

There is sufficient funding in the Measure J account to cover the cost of the appropriation.

### **DISCUSSION:**

In February 2018 Gray Bowen Scott (GBS) was awarded Contract Amendment No.7 in the amount of \$60,500 to assist in securing the required commitments for the Hercules Train Stop and provide on-call grant administration support services for the Regional Intermodal Transportation Center (RITC). This amendment was funded with gas tax monies.

Since that time, the GBS team including subconsultants Eric Zell and Associates and HDR Engineering (HDR) has:

- *Continued to raise the visibility of the RITC with Capitol Corridor Joint Powers Authority (CCJPA) Board:* Utilizing their Bay Area and Northern California relationships, numerous members of the CCJPA Board toured the site. Individuals include a member representing the South Bay and the current Chair of the Contra Costa Transportation Authority (CCTA) who is also a member of the Metropolitan Transportation Commission (MTC). As a result, they have an appreciation of the RITC and its' relationship to CCJPA's short and long term goals. At a CCJPA Board member's

request, the City has made two presentations to the CCJPA Board. GBS's work, in part, spurred the CCJPA Board to form an ad hoc committee to review and make recommendations on updating CCJPA's Train Station Policy. GBS is cautiously optimistic that CCJPA will conclude their process by the end of March 2019.

- *Continued to work with CCJPA staff:* As a result of the work of GBS's team, CCJPA staff and Hercules have reached general consensus on quantifying dwell time specific to a stop in Hercules. CCJPA staff is now quantifying ridership forecasts using their protocols. GBS's team is working with CCJPA and their modeling consultant to develop realistic ridership forecasts. Level of ridership is a factor in CCJPA's Train Station Policy. Recently, as a result of HDR's work with CCJPA, Caltrans and Amtrak, ridership forecasts for a station in Hercules have been validated. HDR's work is significant because results from Amtrak's initial model run results were low.
- *Identified Federal, State, Regional/Local funding programs this project could pursue:* The list is extensive. MTC is in the process of establishing their Strategic Plan for RM3 (Regional Measure 3 -toll increases), which could include funding for the Regional Intermodal Transportation Center. That said, a project's high state of readiness has always been a factor in attracting grant funds.

The GBS team and City staff anticipate meeting with the Capitol Corridor Joint Powers Authority (CCJPA) staff and participating in Board discussions on their Train Station Policy update in order to secure a commitment for the stop in Hercules, which ideally could occur no later than April 2019. The team will also be providing the Contra Costa Transportation Authority Board an update on November 14<sup>th</sup> and they are also scheduled to consider adoption of resolution of support in regard to our CCJPA efforts. The GBS team and City staff also intend to pursue grant opportunities, including RM3 monies and Measure J monies. Approximately \$50M is needed to complete the station.

Due to the dynamic nature and complexity of issues encountered on this project including grant funding opportunities, GBS's level of effort can vary depending on the level of support requested from the City, task at hand and the depth of the City's resources. Based on the tasks identified to date, GBS is requesting a budget of \$75,000 through the end of March 2019, distributed as follows: \$25,000 for GBS, \$30,000 for Zell and Associates, and \$20,000 for HDR. Per the terms of their contract, compensation is based on a time and materials basis.

#### **ATTACHMENTS:**

1. Resolution
2. Amendment No. 8
3. Scope of Work for Amendment No. 8
4. Anti-nepotism form

***Financial Impact***

**Description:**

Expenditure of an amount not to exceed \$75,000 to be fully funded with Measure J funds.

**Funding Source:**

Measure J Funds.

Account No. 263-5432-611.90-00

**Budget Recap:**

Total Estimated cost:	\$ 75,000	New Revenue:	\$
Amount Budgeted:	\$0	Lost Revenue:	\$
New funding required:	\$75,000	New Personnel:	\$
Council Policy Change:	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		