



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of February 11, 2020

TO: The Mayor and Members of the City Council

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

SUBJECT: Professional Services Agreement with HDR in the amount of \$1.15M for the Design of the Regional Intermodal Transit Center (RITC) and Appropriating \$500K in Measure J TLC Grant Funding to Fully Fund said Agreement

RECOMMENDED ACTION:

Adopt a resolution authorizing the City Manager to execute an Agreement with HDR for a not to exceed amount of \$1.15M for the design of the Regional Intermodal Transit Center (RITC) and appropriating \$500K in Measure J TLC grant funding received by the Contra Costa Transportation Authority to fully fund said Agreement.

COMMISSION/SUBCOMMITTEE ACTION AND RECOMMENDATION:

There was no commission or subcommittee review of this item.

FISCAL IMPACT OF RECOMMENDATION:

The cost for this design work will be fully funded by a \$500K Measure J TLC grant from the Contra Costa Transportation Authority (CCTA) and \$650K from the Subregional Transportation Mitigation Program (STMP) allocated by the West Contra Costa Transportation Advisory Committee (WCCTAC). The STMP funding was included in the adopted FY 2019-20 Budget while the Measure J TLC funding was awarded during this fiscal year and so needs to be appropriated.

DISCUSSION:

Completion of the RITC remains a top priority of the City Council. Given the size and complexity of the project, and the necessity of securing grants for funding, a phased approach is being taken. Phases completed to date include Right-Of-Way (i.e. land acquisition), Environmental Clearance, Bay Trail East, Bay Trail West, and Path to Transit. Approximately \$46M in grant funding has been awarded to the project to date and it is estimated \$56M in funding is needed to construct the remaining phases needed for the train to stop. These future phases include Utility Relocation, Structure Retaining Walls, Track/Signal Work, Railroad Bridge and Creek Realignment, and Initial Rail Station & Plaza.

Most recently, the project was awarded a \$500K Measure J TLC grant from CCTA and received \$750K in STMP funding from WCCTAC. At this time it is proposed \$1.15M of this funding be used

for an agreement with HDR to advance the design of the RITC while \$100,000 be retained for reaching funding design development and/or review with Union Pacific Railroad to modify and use their tracks for the new train station.

HDR is on the City's prequalified vendor list and has been the lead consultant working on the project for over a decade. HDR is a widely respected firm with extensive expertise in rail. Their project manager, Linda Rimbach, has been closely involved in the various phases of the project for the past 10 years. Over this time Ms. Rimbach has acquired extensive knowledge on the design of the RITC, including the interrelationship of past phases with future phases, as well as the groundwork that has been laid for when these future phases come to fruition. HDR's team also includes their rail expert, Chris Goepel, and experienced principle-in-charge Vikrant Sanghai. HDR's proposal, including resumes of key staff, is attached to the consultant agreement. HDR's team is planning on attending the Council meeting to introduce themselves and respond to any questions.

The grant funding scenario for the RITC is very dynamic. There is up to \$23M from RM3, which is currently tied up in court, based upon a swap with current Measure J funding for Richmond ferry operations, and \$34M in the new CCTA Measure J which will be on the ballot this March, possibly available to fund construction activities. The RITC is scheduled to come before the Capitol Corridor Joint Powers Authority (CCJPA) next month to obtain Candidate Station Status and interim bus service to the future station site is scheduled to begin in May, following some minor route improvements.

Approving the agreement with HDR for the next components, but not the full cost of design which is estimated to be over \$5 Million, at this time is a key factor of the overall grant acquisition and project delivery strategy as it will ensure future phases are "shovel ready," meaning there are no impediments or delays to beginning construction once funding has been awarded, which is a key evaluation criteria for the granting agencies. Given the complexity of the overall project, and inter-relatedness of the phases, the agreement with HDR proposes to use task orders to provide the flexibility needed to ensure successive phases of work are relevant and timely given the funding scenario at the time.

ATTACHMENTS:

1. Resolution
2. Consultant Agreement including Scope, Budget & Staffing
3. Nepotism and Cronyism Form
4. Project Exhibit

Financial Impact

Description: Expenditure amount not to exceed \$1.15M.

Funding Source: STMP Funding	\$650,000
Measure J TLC	\$500,000

Budget Recap:

Total Estimated cost:	\$1,150,000	New Revenue:	\$
Amount Budgeted:	\$650,000	Lost Revenue:	\$
New funding required:	\$500,000	New Personnel:	\$
Council Policy Change:	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		