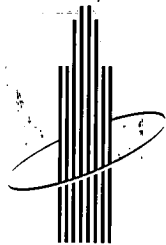


AG 2003-129



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ECONOMIC DEVELOPMENT DEPARTMENT
CITY OF SACRAMENTO

APPROVED
JUL 22 2003
OFFICE OF THE
CITY CLERK

July 8, 2003

City Council and Redevelopment Agency of the City of Sacramento
Sacramento, California

Honorable Members in Session:

**SUBJECT: I-5 RIVERFRONT RECONNECTION PROJECT (PN: TU07) -
APPROVAL OF CONSULTANT SERVICES AGREEMENT
AND APPROPRIATION OF FUNDS**

LOCATION AND COUNCIL DISTRICT:

Approximate area from Capitol Mall to R Street, 3rd Street to Riverfront, Council District 1

RECOMMENDATION:

This report recommends approval of the attached City resolution which:

- Authorizes the City Manager to execute the Consultant Services Agreement (on file with the City Clerk's office) in the amount of \$3,897,308 with Parsons Brinckerhoff Quade Douglas, Inc. (PB) for public consensus building, preliminary engineering and environmental analysis for the I-5 Riverfront Reconnection Project;
- Appropriates \$3,637,500 from various funding sources to the I-5 Riverfront Reconnection Project (PN: TU07);
- Authorizes the City Manager to execute the Program Supplement (on file with the City Clerk's office) for federal funding.
- Authorizes the City Manager to enter into an Individual Project Agreement (IPA) with the Redevelopment Agency of the City of Sacramento (Agency) in the amount of \$137,500 to fund a portion of the consultant contract with Parsons Brinckerhoff.

Staff recommends adoption of the attached Agency resolution which:

- Authorizes the establishment of a Riverfront Reconnection Improvements project budget of \$137,500 with a transfer of funds from the 2002 Downtown Redevelopment Bond Fun account (630-360-3071).
- Authorizes the Executive Director to enter into an IPA with the City of Sacramento in the amount of \$137,500 to fund a portion of the consultant contract with Parsons Brinckerhoff for the Riverfront Reconnection Improvements Project.

Building on Our History - Creating The Place to Be.

CONTACT PERSONS: Theresa Arnold, Senior Engineer, 264-5514
Michelle Nelson, Senior Redevelopment Project Mgr., 264-7064

FOR COUNCIL MEETING OF: July 22, 2003

SUMMARY:

After completion of the *Downtown to the Riverfront Reconnection Study* in 2001, the City of Sacramento received a \$3.5 million federal transportation appropriation to prepare preliminary engineering and environmental analysis necessary to fully examine reconnection alternatives to improve access and economic vitality of the area between 3rd Street, the Riverfront, R Street and Capitol Mall. The City also was awarded a \$300,000 Community Planning Grant from the California Department of Transportation for public outreach and consensus building to address the broad range of issues associated with improved access and reconnection. This report recommends that the City Council authorize the City Manager to execute a consultant services agreement with PB for public consensus building, preliminary design/engineering and environmental analysis.

COMMITTEE/COMMISSION ACTION: None.

BACKGROUND:

Construction of the Interstate 5 freeway in the late 1960s was a boon to the downtown Sacramento economy. At the same time, its construction removed several blocks of developed land, cut off access to the Sacramento River from adjacent neighborhoods and the Central Business District, and created a 200-foot wide, 20-foot deep barrier to the city's greatest asset – the river. Over the years, the fallout from the strategic location of I-5 and its associated noise and pollution has seen the gradual disintegration of the environment and land values in the surrounding areas, and elimination of access and local circulation efficiency. It is taking many years to re-establish the vitality of the riverfront.

In 2001 the City, in consultation with PB, completed *The Downtown to the Riverfront Reconnection Research Study*, which preliminarily concluded that a variety of approaches could be pursued to enhance access to this area and which would provide significant social and economic benefits beyond the immediate area in downtown. Each option considered could improve connectivity, enhance redevelopment of adjacent properties, reduce noise, odor and pollution and improve bicycle and pedestrian access to the waterfront and Old Sacramento from surrounding neighborhoods of the Central Business District.

The study also concluded that the engineering and economics of reconnection are sound and feasible, and that for reconnection to work, significant outreach to the community must occur and the issue of air rights, among others, must be addressed. In August 2001

Council directed staff to pursue funding sources to begin the public outreach and planning process.

In 2001, the City received a \$3.5 million federal transportation appropriation to prepare preliminary engineering and environmental analysis necessary to fully examine reconnection alternatives to improve access and economic vitality of the area between 3rd Street, the Riverfront, R Street and Capitol Mall. The City also was awarded a \$300,000 Community Planning Grant from the California Department of Transportation for public outreach and consensus building to address the broad range of issues associated with improved access and reconnection.

Staff has completed the selection process for consultant services. A Request for Proposals (RFP) for the project was advertised and two firms responded. A consultant selection panel comprised of Caltrans and City staff reviewed the written proposals and selected PB as the top-ranked firm.

PB has put together a team of senior level professionals that are experienced with reconnection projects across the country and can immediately build upon the technical analysis they prepared in the *Downtown to the Riverfront Reconnection Research Study*. This team has worked collaboratively with the City and Caltrans on other relevant projects and has demonstrated experience working on some of the nation's largest and most demanding civic infrastructure improvement projects.

Project Description

The consultant's scope of work is anticipated to occur over a three- to four-year time frame, but the bulk of the work will be completed within the first 12 to 18 months. The project scope includes: community consensus building, Caltrans consultations/approvals, conceptual design/engineering, final state and federal environmental clearance, financial and economic analysis, and other technical efforts deemed necessary to successfully move the project forward.

The public involvement process will be ongoing throughout the entire project in the form of "Visioning Workshops", community meetings, design charettes, special interest focus groups, information lines and websites. The consultant will work with community groups, neighborhood associations and other existing resources within the area and throughout the city and region to become engaged in the project and its outcome.

Staff and key members of the consultant team, who have already been keeping abreast of the various related issues, will manage coordination with other planning efforts, such as the Sacramento Riverfront Master Plan, Crocker Art Museum Expansion, Railyards Master Plan, and the Pedestrian Master Plan. Project managers from each of the planning efforts will be invited to regular coordination meetings and be included on a distribution list for review of technical documents.

An economic and feasibility analysis will initially examine the adverse economic impacts of the freeway and the long-term municipal benefits associated with reconnection alternatives. Using historic and national case studies for guidance and developing information specific to downtown Sacramento, the economic effects of the project will be determined. As the alternatives are screened and refined, the economic analysis will focus on how to build the preferred project and what role private developments and investment partnerships can play.

The technical work in this phase of the project will consist of feasibility and conceptual engineering, and the completion of the Project Study Report and approval of the Project Report by Caltrans and the Federal Highways Administration.

At the conclusion of this phase of work, the consultant will have completed the deliverables below. The project will then be ready for the final design and right-of-way phases of work, once additional funding has been secured.

Deliverables

- Final CEQA/NEPA Environmental document with a preferred project and alternatives
- Project Report approved by Caltrans
- Air Rights Marketability Analysis
- Economic Impact Analysis
- Report on Funding and Public/Private Partnership Opportunities

FINANCIAL CONSIDERATIONS

The total estimated cost of this phase of work is \$4,850,000. This includes the consultant contract, project and environmental management staff costs, and a project contingency to cover unforeseen items during the course of this four-year effort.

The I-5 Riverfront Reconnection Project has a current budget of \$300,000. Approval of the Program Supplement for \$3,500,000 (Fund 511), the appropriation of \$137,500 from Major Street Contingency (Fund 209) and the IPA between the City and the Agency in the amount of \$137,500 will increase the project budget to \$4,075,000. This is sufficient to award the Consultant Services Agreement to PB in the amount of \$3,897,308 and to fund staff costs and contingency items up to \$177,692. As additional funds are required for staff or contingency items, they will be added as a part of future CIPs, subject to Council approval. Potential sources of funding are Tax Increment, Major Street Construction Tax and additional state and federal funds.

ENVIRONMENTAL CONSIDERATIONS:

The approval of a consultant services agreement is not considered a project as defined by Section 15378 of the California Environmental Quality Act guidelines. The recommended action involves no physical construction and has no potential to cause a significant impact to the environment. The environmental assessment of preferred alternatives will be included in

the preparation of the environmental documents for the project. The City will be the lead agency for this study that will be prepared in accordance with the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA).

POLICY CONSIDERATIONS

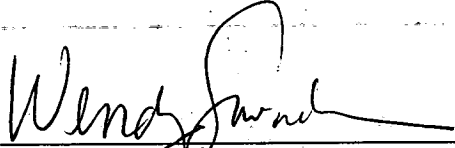
This action is consistent with the existing City policy and the Caltrans Local Assistance Procedures Manual concerning consultant selection and consultant services agreements. This project will implement the City's Strategic Plan goals of supporting economic vitality of the area, as well as improving and diversifying the transportation system.

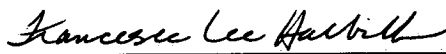
ESBD CONSIDERATIONS

Parsons Brinckerhoff has 20 percent DBE participation and has met the good faith efforts required for this contract. Parsons Brinckerhoff is utilizing the following DBE subconsultants:

Worldwide Survey	Bay Area Economics
Bender Rosenthal	BRG Engineering
Carey & Co.	Peak & Associates
CCS	The Hoyt Company
True Design	

Respectfully submitted,


Wendy Saunders
Downtown Development Manager


Francesca Lee Halbakken
Project Delivery Manager

RECOMMENDATION APPROVED:

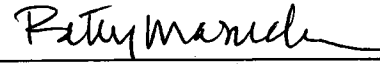
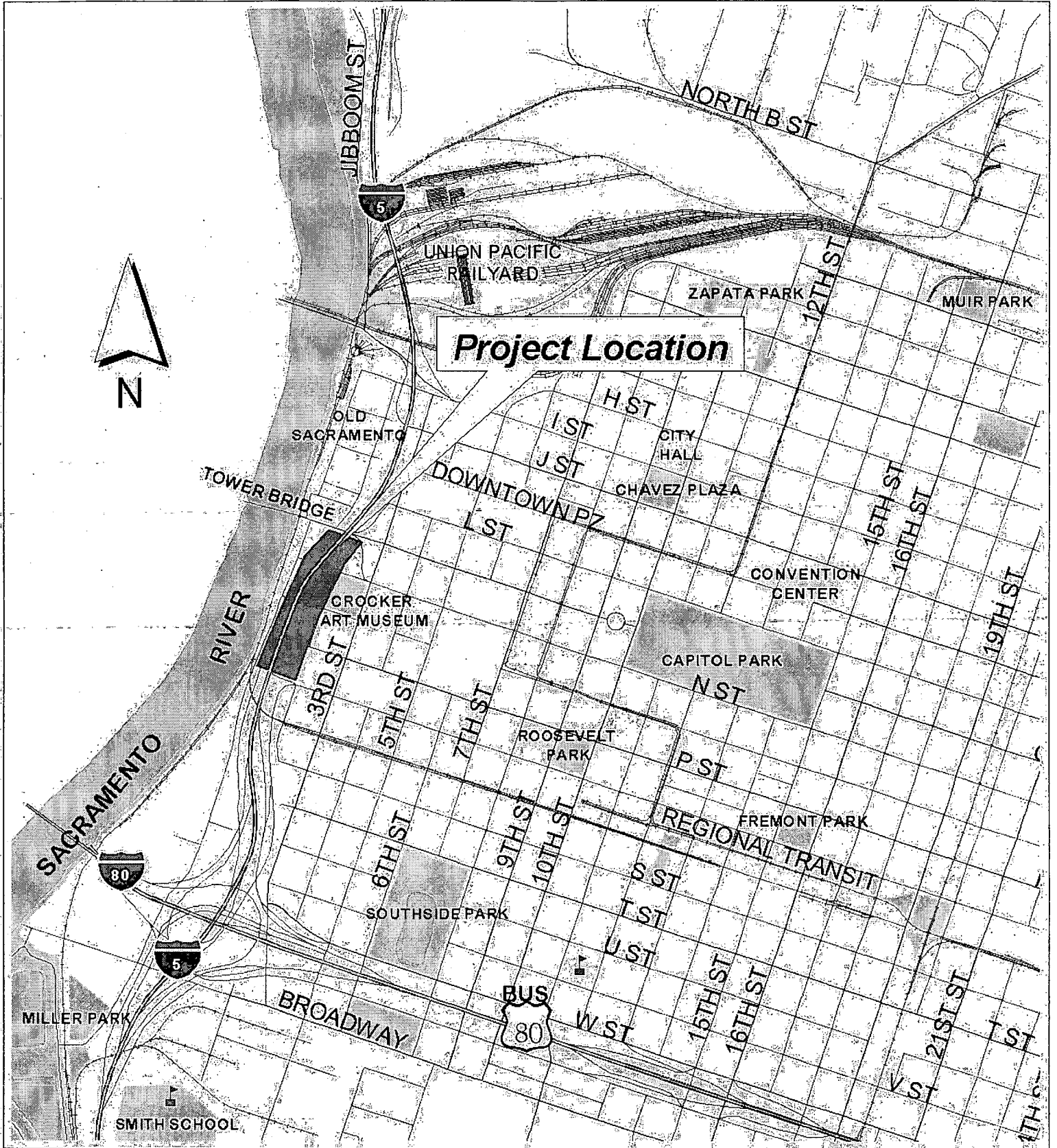

CW ROBERT P. THOMAS
City Manager

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Location Map for

I-5 RIVERFRONT RECONNECTION (PN: TU07)



APPROVED

JUL 22 2003

OFFICE OF THE
CITY CLERK

RESOLUTION NO. 2003-519

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

RESOLUTION APPROVING A PROGRAM SUPPLEMENT AGREEMENT,
A CONSULTANT SERVICES AGREEMENT
AND AN INDIVIDUAL PROJECT AGREEMENT,
AND APPROPRIATING FUNDS IN THE AMOUNT OF \$3,637,500
TO THE I-5 RIVERFRONT RECONNECTION PROJECT (PN: TU07)

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO THAT:

1. The City Manager is authorized to execute Program Supplement No. M091;
2. The Revenue and Expenditure Budget for the I-5 Riverfront Reconnection Project (511-500-TU07-4802 and 511-500-TU07-3513) be increased in the amount of \$3,500,000 to reflect Federal funding received for the preliminary engineering phase of the project in accordance with Program Supplement No. M091;
3. The Expenditure Budget is amended by appropriating \$137,500 from Major Street Contingency (209-710-7012-4999) to the I-5 Riverfront Reconnection Project (209-500-TU07-4802);
4. The City Manager is authorized to execute a Consultant Services Agreement with Parsons Brinckerhoff Quade Douglas, Inc. in the amount of \$3,897,308 for the public consensus building, preliminary engineering and environmental analysis phase of the I-5 Riverfront Reconnection Project (PN: TU07).
5. The City Manager is authorized to enter into an Individual Project Agreement (IPA) with the Redevelopment Agency of the City of Sacramento (Agency) in the amount of \$137,500 to fund a portion of the consultant contract with Parsons Brinckerhoff for the I-5 Riverfront Reconnection Project.

APPROVED:

Mayor

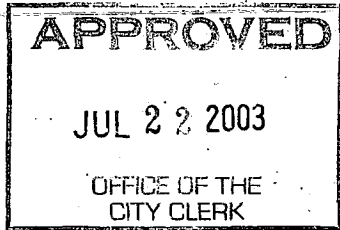
ATTEST:

City Clerk

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____



RESOLUTION NO. 2003-048

ADOPTED BY THE REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO

ON DATE OF _____

AMENDMENT TO THE REDEVELOPMENT AGENCY BUDGET TO TRANSFER DEVELOPER'S ASSISTANCE FUND TO FUND A PORTION OF THE I-5 RIVERFRONT RECONNECTION CONSULTANT CONTRACT WITH PARSONS BRINCKERHOFF

BE IT RESOLVED BY THE REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO:

Section 1. The Executive Director, or designee, is hereby authorized and directed to establish a Riverfront Reconnection Improvements Project budget of \$137,500 with a transfer of funds from the 2002 Downtown Redevelopment Bond Fund account (630-360-3071) to fund a portion of the consultant contract with Parsons Brinckerhoff for the I-5 Riverfront Reconnection Project.

Section 2. Authorizes the Executive Director to enter into an IPA with the City of Sacramento in the amount of \$137,500 to fund a portion of the consultant contract with Parsons Brinckerhoff for the Riverfront Reconnection Improvements Project.

APPROVED:

Chair

ATTEST:

Secretary

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____
DATE ADOPTED: _____