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REF: 94-05-96

DEPARTMENT OF
PUBLIC WORKS

CITY OF SACRAMENTO
CALIFORNIA

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TRANSPORTATION DIVISION
PARKING

TRANSPORTATION:
PH 916-264-5645
FAX 916-448-8450

June 1, 1994

APPROVED
BY THE CITY COUNCIL

JUN 21 1994

PARKING:
PH 916-264-5354
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City Council
Sacramento, California

OFFICE OF THE
CITY CLERK

AG 94-083

Honorable Members in Session:

**SUBJECT: DOWNTOWN SACRAMENTO HISTORIC TROLLEY STUDY (PN:TK66)
APPROVE PROJECT CONSULTANT TO PERFORM FEASIBILITY STUDY**

LOCATION: Central City

COUNCIL DISTRICT: 1

RECOMMENDATION:

This report recommends Council adopt the attached resolution authorizing the City Manager to execute an agreement with Korve Engineering, Inc. as the lead firm in the development of the feasibility study for the future Downtown Sacramento Historic Trolley system.

CONTACT PERSON: Francesca Halbakken, Senior Engineer, 264-7194

FOR COUNCIL MEETING OF: June 14, 1994

SUMMARY:

Staff recommends Council authorize the City Manager to execute an agreement with Korve Engineering, Inc. (Korve) to conduct a feasibility study for the Downtown Sacramento Historic Trolley System. The feasibility study will analyze funding sources, possible routes and implementation strategies for a future Trolley System within the Central City. Approval of the attached resolution permits only evaluation of the feasibility of a Trolley System and does not imply eventual approval of the Trolley System itself.

CONTINUED
FROM 6-14-94
TO 6-21-94

June 1, 1994

DOWNTOWN SACRAMENTO HISTORIC TROLLEY STUDY (PN:TK66)
APPROVE PROJECT CONSULTANT TO PERFORM FEASIBILITY STUDY

The goal of the feasibility study is to yield information regarding the physical, operational, financial, and institutional characteristics of a historic trolley operation in sufficient detail to permit definition and recommendation of a preferred system concept for subsequent implementation. The study is estimated to cost \$150,000; funding includes \$120,000 from Intermodal Surface Transportation Efficiency Act (ISTEA) and \$15,000 each from the City and County of Sacramento for administrative costs.

COMMITTEE/COMMISSION ACTION:

None.

BACKGROUND INFORMATION:

Friends of Light Rail (FOLR), a non-profit public benefit group working in support of light rail transit in Sacramento, initially formulated the concept and proposed the Historic Trolley Project. In a collaborative effort, the City of Sacramento, County of Sacramento, and Sacramento Regional Transit District are jointly pursuing this project, with the City designated as the lead agency in conducting a feasibility study. The requested approval will authorize the City Manager to enter a contract for the evaluation of possible funding sources, alternative routes and implementation strategies for a possible future Historic Trolley in the Central City.

The proposed Historic Trolley Project would connect electric trolleys with the light rail transit system; linking Old Sacramento, Downtown Plaza, government buildings, museums, and the proposed multi-modal Southern Pacific (SP) redevelopment project. (See project area map - Exhibit A.) By increasing the efficiency of transit service and the accessibility to tourist/historic attractions, this project is viewed as being able to improve:

- downtown mobility
- economic vitality
- environmental quality

In December 1993, Council approved the project, fund appropriation, and agreements with SACOG and the County of Sacramento in support of the feasibility study project; and invitations to submit proposals to conduct the feasibility study were issued.

June 1, 1994

DOWNTOWN SACRAMENTO HISTORIC TROLLEY STUDY (PN:TK66)
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Request for Proposal Process

A Request for Proposal (RFP) was developed to conduct a feasibility study. The objectives of the study included:

- defining the downtown Historic Trolley concept, including proposed construction staging or phasing
- identifying grant programs and other proposed construction fund sources
- identifying potential project sponsors
- identifying approaches for vehicle acquisition, operation and maintenance
- determining how the Historic Trolley can be integrated with existing and other proposed downtown transportation services
- identifying the construction implementation approval process and timeline.

The RFP process included an evaluation of the proposal and a presentation and interview of the submitting firms by a Selection Committee. **Exhibit B** details the members of the Selection Committee and the evaluation criteria.

Selection

Of the 49 firms that were sent an RFP, only three firms submitted a proposal.

1. Korve Engineering, Inc. (Korve)
2. Nelson/Nygaard Consulting Associates (NNCA)
3. Parsons Brinckerhoff (PB)

The table on **Exhibit C** provides a summary comparison of the three firms.

Recommendation

The Korve consulting team scored highest in all three areas of proposal evaluation: written proposal, oral interviews and MBE/WBE participation. As presented by Korve, the purpose of the study will be to establish the financial and technical feasibility of a trolley system in downtown Sacramento and not simply present a list of expected

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implementation problems. Korve has proven itself to have superior knowledge of downtown issues through its role as lead consultant for the SP/Railyards project. In addition, the Korve team has demonstrated extensive national experience with rail projects, specifically light rail transit systems.

For this project, Korve has demonstrated a thorough understanding of the tasks to be performed as well as anticipated issues and problems. The Korve proposal includes innovative ideas for financing the trolley construction/operations, determining local interest and generating local support from the business community. The primary objective of the Korve study will be to identify a trolley system with an emphasis on affordability and maximum benefit.

FINANCIAL CONSIDERATIONS:

Sufficient funds are available to complete the feasibility study, estimated to cost \$150,000. Available project balance as of May 16, 1994 was \$150,000; \$120,000 Federal ISTEA funds (Capital Grants, Fund 511) to pay for preparation of the feasibility study, \$15,000 in City funds (Gas Tax, Fund 202), and \$15,000 contributed by the County (Other Capital Grants, Fund 512). The City and County funds are designated for administrative costs.

Although this is a collaborative effort between the City, County, and RT, due to budget constraints, RT was not able to contribute financially to the project.

POLICY CONSIDERATIONS:

This project is consistent with Regional Transit's draft 20-year Transit Master Plan and will evaluate a transit system that advances City Council Priorities of: *Economic Development, Neighborhood Revitalization and Enhancement, and Reinventing Sacramento - fiscally sound, service oriented.*

The future Historic Trolley project has the potential to enhance the revitalization of the Central City area by providing quality recreational and commuter transit services, which will directly impact the economic position of the affected areas.

The joint effort exhibited by FOLR, RT, County of Sacramento, and City of Sacramento display the atmosphere and attitude the City is striving for in providing more user friendly services to the Sacramento business and tourist communities.

MBE/WBE:

The City mailed a complete RFP package to 49 firms, eight of which are certified with the City as MBE/WBE businesses. In addition to mailing RFPs, an advertisement was placed in the Sacramento Bee.

June 9, 1994

**DOWNTOWN SACRAMENTO HISTORIC TROLLEY STUDY (PN:TK66)
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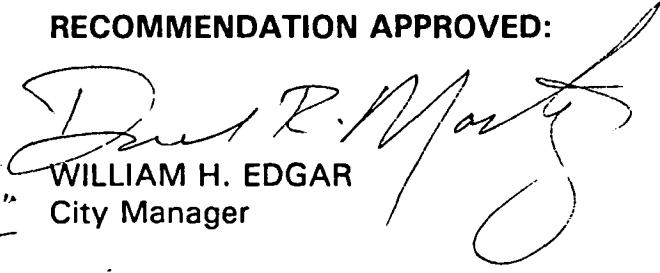
The deadline for submitting proposals was in early December, prior to the adoption of the City's current MBE/WBE program. Consequently, this process is not subject to awarding MBE/WBE preference points. As shown on **Exhibit C**, all three firms which submitted proposals, including the selected firm, Korve Engineering, Inc., have met utilization goals that were in effect at the time the proposals were submitted.

Respectfully submitted,



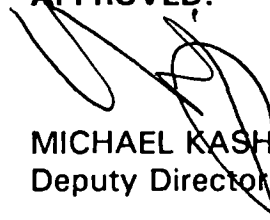
FOR **FRAN LEE HALBAKKEN**
Senior Engineer

RECOMMENDATION APPROVED:



for **WILLIAM H. EDGAR**
City Manager

APPROVED:



MICHAEL KASHIWAGI
Deputy Director of Public Works

MK/FH:eaj

- Exhibit A
- Exhibit B
- Exhibit C

RESOLUTION NO. 94-401

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

**A RESOLUTION APPROVING A PROJECT CONSULTANT TO
PERFORM FEASIBILITY STUDY ON THE DOWNTOWN
SACRAMENTO HISTORIC TROLLEY**

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

The City Manager is authorized to execute an agreement with Korve Engineering in the amount of \$118,750 to conduct a feasibility study for the Downtown Historic Trolley (PN:TK66).

MAYOR

ATTEST:

CITY CLERK

APPROVED
BY THE CITY COUNCIL

JUN 21 1994

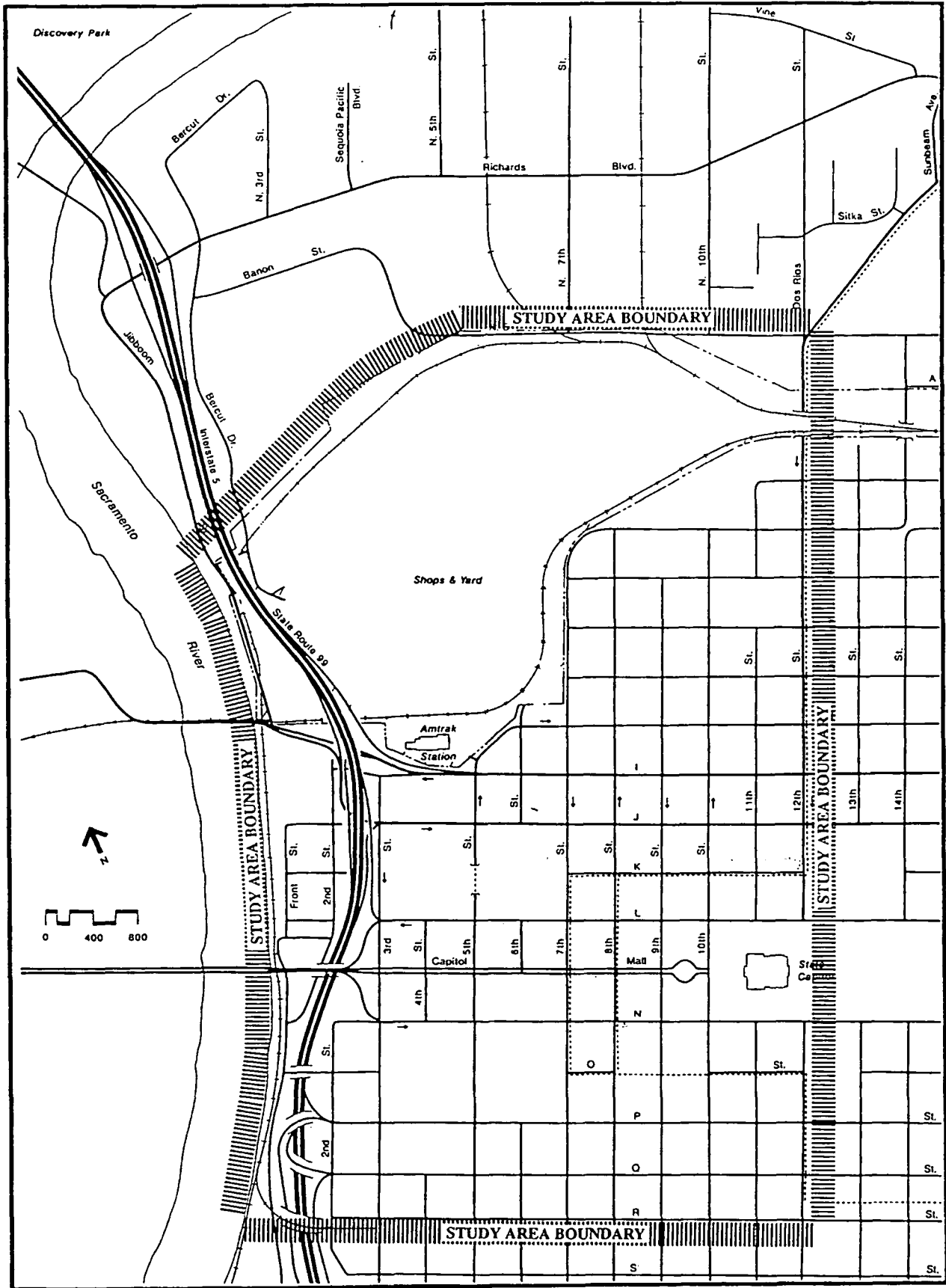
OFFICE OF THE
CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

Figure 1.1
STUDY AREA MAP



SELECTION COMMITTEE/EVALUATION CRITERIA

Selection Committee

Michael Picker	Chief of Staff to Mayor Serna
Heather Fargo	Council Member, District 1
Darrell Steinberg	Council Member, District 6
Francesca Lee Halbakken	City of Sacramento - Senior Engineer
Luther Freeman	Regional Transit - Director of Planning & Marketing
Paul Gunkel	County of Sacramento - Senior Engineer

Evaluation Criteria

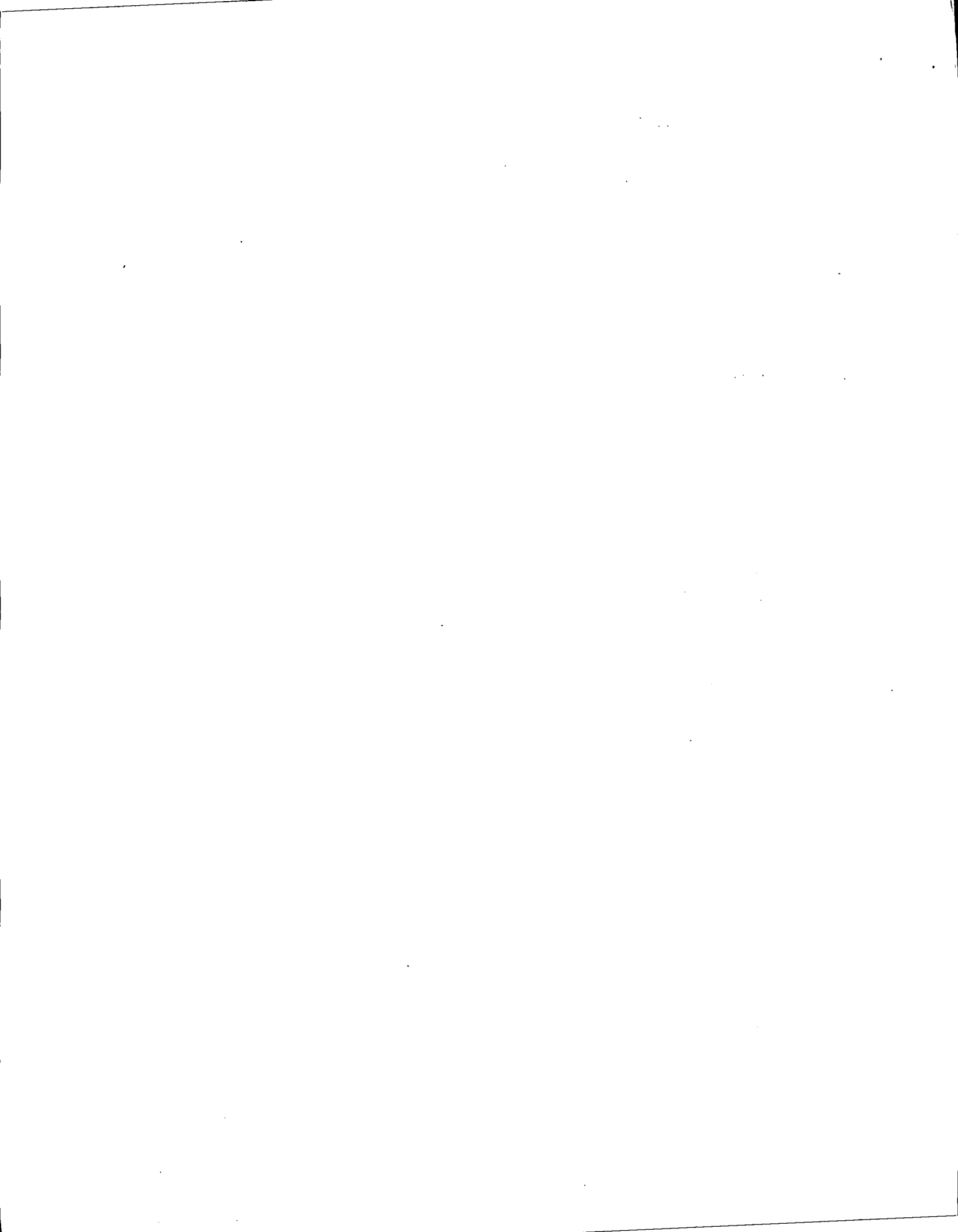
PART I. Written Proposal

A. Scope of Work

- Demonstration of Clear understanding of study requirements
- Reasonable but flexible time schedule
- Criteria for alternative selection
- Criteria for system design and integration with existing facilities
- Identify anticipated levels of environmental review
- Methodology for identifying funding sources and alternatives
- Public awareness and support strategy
- Required reports
- Innovations and creativity

B. Personnel Qualifications

- Identify project manager and define responsibilities
- Roles of all firms to work on the study
- Qualifications of project manager and key personnel
- Roles of all key personnel in each firm
- Familiarity with downtown Sacramento issues and problems
- Public relations experience
- Ability to perform required tasks



C. Relevant Experience

- Evidence of qualifications and experience
- Description of similar, relevant projects
- Tasks performed and level of involvement for similar projects
- Experience with downtown projects and community groups

D. Project Management

- Responsibilities of Project Manager and key personnel
- Quality control measures
- T.A.C. review process for various tasks
- Cost control measures

Part 2: Presentation/Interviews

1. Personnel

- Previous experience with team members
- Time commitment of Project Manager
- Initiative and creativity
- Strategy for public awareness, support and involvement
- Presentation quality and cohesiveness

2. Scope of Work

- Experience with downtown projects
- Knowledge of downtown issues
- Project implementation

Part 3: MBE/WBE/Local Firm Participation

1. MBE/WBE Firms

- Incorporation of MBE/WBE and local firms
- Roles, responsibilities and level of participation fo MBE/WBE's
- Registration status of MBE/WBE firms

2. Local Firms

- Roles of local firms and level of participation
- Local commitment of primary consultant
- Availability of Project Manager and key personnel

SUMMARY COMPARISON

CATEGORY	KORVE	NNPD	PB
Proposal Rank	1	3	2
Interview Rank	1	3	2
Proposal Cost	\$118,750	\$119,206	\$119,913
MBE Utilization			
City	16.3%	6.8%	16.6%
Other			
WBE Utilization			
City	15%		15%
Other		37%	
Affirmative Action Program?	Yes	Yes	Yes

4.1

June 1, 1994
DOWNTOWN SACRAMENTO HISTORIC TROLLEY STUDY (PN:TK66)
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Only three firms submitted a RFP, one of which is certified by CalTrans as a DBE and SWBE business. None of the three firms submitting a proposal is certified with the City as A MBE/WBE business. However, as shown on Exhibit C, all three firms, including the selected firm, Korve Engineering, Inc., met City MBE/WBE utilization goals of 14.67% that were in effect at the time the proposals were submitted.

Respectfully submitted,

Fran Lee Halbakken
FRAN LEE HALBAKKEN
Senior Engineer

RECOMMENDATION APPROVED:

William H. Edgar
WILLIAM H. EDGAR
City Manager

APPROVED:

Michael Kashiwagi
MICHAEL KASHIWAGI
Deputy Director of Public Works

MK/FH:eaj

Exhibit A
Exhibit B
Exhibit C

SUMMARY COMPARISON

CATEGORY	KORVE	NNPD	PB
Proposal Rank	1	3	2
Interview Rank	1	3	2
Proposal Cost	\$118,750	\$119,206	\$119,913
MBE Utilization ¹	15%	16.7%	16.7%
WBE Utilization	15%	37%	15%
Affirmative Action Program?	Yes	Yes	Yes

¹ MBE/WBE utilization as reported above, includes certifications by City of Sacramento, State of California, Regional Transit, and City and County of San Francisco.