

**Centre City  
Development  
Corporation**

DATE ISSUED: May 28, 2003 REPORT NO. CCDC-03-19

ATTENTION: Honorable Chair and Members of the Redevelopment Agency  
Docket of June 3, 2003

SUBJECT: Second Amendment to the Agreement for Civil and Rail  
Engineering Consultant Services with Nasland Engineering - East  
Village Redevelopment District of the Expansion Sub Area of the  
Centre City Redevelopment Project

REFERENCE: None

STAFF CONTACT: Gerard E. Selby, Associate Project Manager

SUMMARY

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Issue - Should the Redevelopment Agency approve a Second Amendment to the Agreement with Nasland Engineering ("Nasland") for Civil and Rail Engineering Consultant services?

Staff Recommendation - Approve a Second Amendment to the Agreement with Nasland in the amount of \$114,479. The total contract will not exceed \$793,771.

Centre City Development Corporation Recommendation - On February 12, 2003, the Board unanimously approved a Second Amendment to the Agreement for civil and rail engineering services.

Centre City Advisory Committee (CCAC) Recommendation - None

Other Recommendations - None

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Fiscal Impact - Funds are available in the Fiscal Year 2002-2003 Park to Bay Link Budget. The Corporation will be reimbursed for \$392,000 for the design expenditures.

Following is the current financial status of the Agreement with Nasland:

Original Agreement (May 2001)	\$ 554,292
First Amendment (December 2001)	125,000
Paid to Date	<u>(652,226)</u>
Remaining Balance	27,066
Proposed Amendment	<u>114,479</u>
Amount Available Subsequent to this Agreement	\$ 141,545

## BACKGROUND

The Park-to-Bay-Link ("Project") is a partnership between the Centre City Development Corporation ("CCDC") and the Metropolitan Transit Development Board ("MTDB"). The Project will upgrade and enhance the public right-of-way and the operation of the trolley, create street amenities to encourage positive pedestrian activities, and complement existing and planned development. The Project is funded by a combination of local and federal funds. The initial budget for the Project is \$29.2 million. The Governor's Traffic Congestion Relief Program ("TCRP") contribution was \$15 million. CCDC budgeted funds for the design and MTDB will fund the construction costs and will construct the Project. In August 1999, the City Council and the Redevelopment Agency approved the conceptual design of the Project. The Project's design will provide a symbolic link of two San Diego icons--Balboa Park and San Diego Bay.

In September 1999, in accordance with established Board policy, a Request for Qualifications (RFQ) was issued for civil engineering services for the Project and Kimley- Horn & Associates, Inc. ("KHA") was selected. In July 2000, the Corporation entered into an Agreement with KHA for civil and rail engineering services for the Project. In March 2001, the Corporation terminated the Agreement for civil and rail engineering services for the Project with KHA.

Staff reviewed the feasibility of either issuing another Request for Qualifications ("RFQ"), but determined that due to time constraints on the funding sources, the issuance of another RFQ would not be feasible. Staff determined Nasland would ensure a smooth transition and minimize the learning curve of the new design team. Nasland was very familiar with the project, as they worked with Estrada Land Planning on the design concept and prepared the original cost estimates. In April 2001, the Corporation entered into an Agreement for civil and rail engineering services for the Project with Nasland.

In December 2001, the Corporation amended the agreement with Nasland to expand the scope and add additional compensation. The expanded scope in the First Amendment provided for the plans and specifications for a catenary system between Broadway & "E" Street and "K" Street to Imperial Avenue, and the design and installation of water and sewer lines between "F" and "G" streets on 13<sup>th</sup> Street. In December 2002, the approved plans and bid specifications were delivered to MTDB and the project was advertised for bids.

In January 2003, MTDB and the Corporation were informed by Caltrans to refrain from entering into any agreement where the source of funding was the "TCRP". MTDB and the Corporation ("Partners") met to discuss impacts of this notification to the Project. It was agreed by both organizations that the Project remains a priority, but there was not enough funding to complete all of the Projects improvements. The estimated cost to construct improvements from "E" to "K" streets is approximately \$11.2 million. The Partners agreed that an addendum reducing the scope of the Project would be issued to avoid rejecting the bids and further delaying the Project. After a discussion of possible options for reducing the scope of the project, the Partners concluded to reduce the number of blocks and change the catenary system from low-profile to single contact. The Partners decided to develop an addendum with two options:

"F" to "K" streets; and  
Market to "K" streets.

Both options would change the catenary system from low-profile to single contact. The "F" to "K" streets option reduces the project by one block. The public improvements are eliminated from "E" to "F" streets. The majority of the savings in this option comes from the changes to the catenary system. The Market to "K" streets option reduces the public improvements by three blocks, "F" to Market Street, eliminates the switch at "F" Street and moving the rail between "G" and Market streets, and changes the catenary system. The public improvements' design and materials have not changed for the hardscape, catenary/light standards poles and fixtures, and trees.

The second amendment will increase compensation to cover the coordination and development of an addendum package by Nasland. The Project's plans and specifications will also need to be revised. Nasland and Estrada will revise the public improvements, URS/BRW will revise the rail, and PGH Wong will revise the catenary system.

## CONSULTANT FIRMS

<b>ROLE/FIRM</b>	<b>CONTACT</b>	<b>OWNED BY</b>
Nasland Engineering, Prime Consultant - Civil Engineering	Larry Thornburgh, Project Manger	Steve Nasland D.K. Nasland
Subcontractor Rail Design - URS/BRW	Siegfried Fassmann, Project Manager	URS, Inc. (Publicly Traded) President Martin Koffel
Landscape Architect - Estrada Land Planning	Steve Estrada, Principal	Steve Estrada
Catenary Design Engineer, PGH Wong	Teresa Stein, Project Manager	Peter Wong
Artist, Ante Marinoviz Petra Perisic Simon Wong, Structural Engineer	Simon Wong	Ante Marinovic Petar Perisic Simon Wong

## EQUAL OPPORTUNITY

Nasland submitted a Work Force Report dated November 4, 2002, which indicates a total of 37 employees of which 10 are female and \*7 are members of an under-represented ethnic group.

- \* (6) Latinos
- (1) Asian-American

The consultant's Work Force Analysis reflects under representations as follows:

### Women in Engineer/Architect category

Nasland Engineering submitted an Equal Employment Opportunity Plan ("EEOP"), which was approved by the City of San Diego in September 1999. On July 12, 2001, Nasland submitted an updated EEOP. Although the firm's workforce has under-representation, Nasland Engineering has demonstrated positive outreach efforts. Their revised EEOP was approved by the City of San Diego in September 2001. EEOP is valid for two years from date of approval.

<b>Prime: Nasland Engineering SUBCONSULTING FIRMS*</b>	<b>PRINCIPALS</b>	<b>FIRM CERTIFICATION</b>
Estrada Land Planning	Steve Estrada	MBE
US/BRW	Siegfried Fassman	OBE
PGH Wong	Peter Wong	MBE
Simon Wong	Simon Wong	MBE
Artist Team	Ante Maranovic/Peter Perisic	OBE

\*Subconsultant services will be provided if required on a case-by-case basis.

SUMMARY/CONCLUSION

There is no conflict of interest known to me regarding any Agency or Corporation officer or employee regarding this Agreement.

Respectfully submitted,

Concurred by:

*Gerard E. Selby*  
*Associate Project Manager*

*Peter J. Hall*  
*President*