

# Hercules ITC Project Update

August 2010

City of Hercules staff has recently received some questions from various residents and stakeholders related to the progress of the Intermodal Transit Center. In an effort to keep communication lines open between staff and the community and to ensure information about the project is reaching a large audience, responses to several of these questions are provided below.

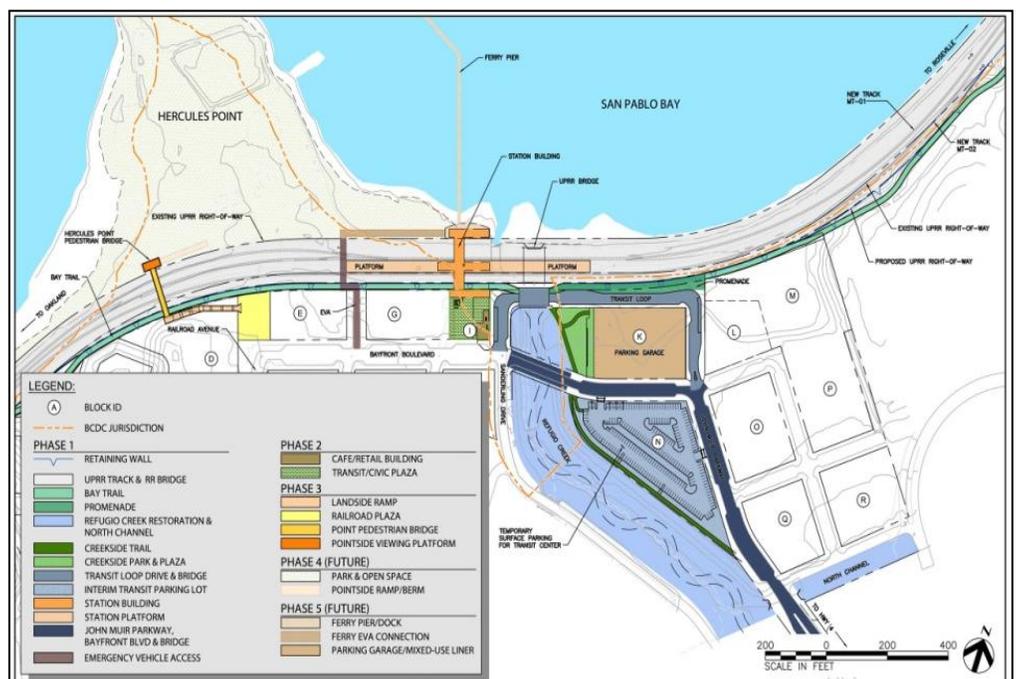
The City of Hercules and ITC Project Team are dedicated to seeing this project to completion in addition to working with *all* stakeholders to ensure the Intermodal Transit Center is truly a destination. If you have additional questions regarding the progress of the Intermodal Transit Center (ITC) please do not hesitate to contact Assistant City Manager, Lisa Hammon at [lhammon@ci.hercules.ca.us](mailto:lhammon@ci.hercules.ca.us) or Senior Project Manager, Jesse Harder at [jharder@ci.hercules.ca.us](mailto:jharder@ci.hercules.ca.us).

## What are the key steps to ensuring the Intermodal Transit Center's success?

In order to achieve this objective, the project team is focused on the following key items:

- Obtain environmental clearance by the end of 2010.
- Maintain strong partnering relationships (Caltrans, Metropolitan Transportation Commission, Contra Costa Transportation Authority, Regional Water Quality Control Board, Water Emergency Transportation Authority, bicycle groups, 511 Contra Costa).
- Complete design and engineering (HDR Engineering, our consultant partner, has primary responsibility for this task).
- Monitor grant funding and prepare grant applications – staff continues to seek grant opportunities to add to the secured funding for the project. All outside funding secured reduces the amount of Redevelopment Agency funds that may need to be used for the project.
- Maintain strong communication (regular meetings with the community and project team including architects, engineers, LEED planning staff).
- Obtain project approvals by presenting information and approval requests to outside agencies and internal committees/Council including Ad-Hoc Subcommittee, the Design Review Board, the Planning Commission, and the City Council.

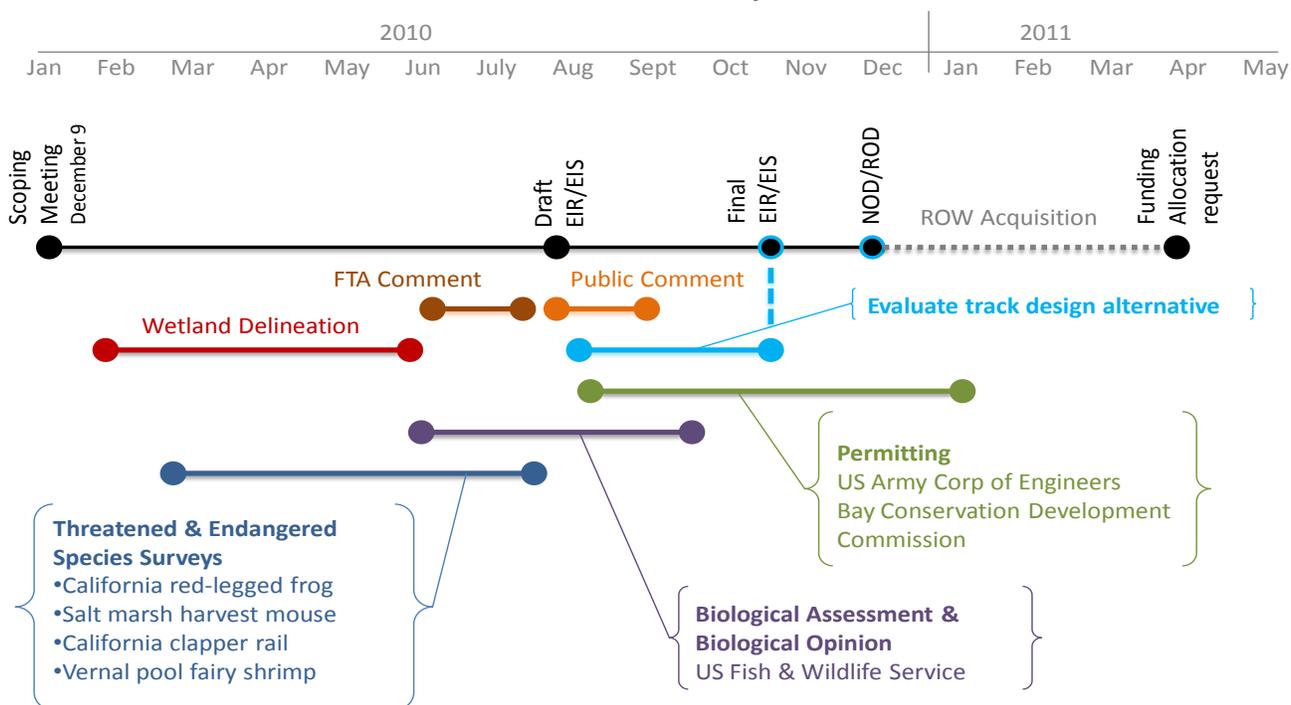
A comprehensive phasing plan has been developed for the ITC. It outlines each of the primary project components, identifying the sequence and co-dependencies of each component. Such a plan provides a reference for the project team to see how changing a particular project component will affect the overall outcome of the project and allows the project manager to see beyond the immediate challenge and stay focused on the ultimate objective.



## What is the status of the project environmental document?

The City of Hercules and the Federal Transportation Administration (FTA) are acting as co-lead agencies for the preparation of a Joint Environmental Impact Statement and Environmental Impact Report (EIS/EIR) for the Hercules Intermodal Transit Center (ITC) Project. A public draft has been completed and is currently pending final release by FTA. Once the document has been circulated for public comment, the project team will address the comments and finalize the document for certification. Concurrently, the project must also obtain a Biological Opinion from the US Fish and Wildlife Service and concurrence from participating agencies. It is currently projected that the project environmental document will be certified near the end of 2010. The chart below outlines the process and timeline from the initial scoping meeting in December 2009 shortly after the City of Hercules decided to assume the lead agency role for the environmental effort. The Water Emergency Transportation Authority (WETA) had previously been leading the environmental effort, but the project timeline for the ferry terminal did not align with the “land side” of the ITC project.

## Environmental Process – NEPA/CEQA Hercules ITC Project



Preparing the environmental document requires extensive research and field surveys of the project site to delineate the wetland areas as well as identify species, habitat and environmental issues. These activities must be carefully coordinated with multiple key agencies including the US Army Corp of Engineers (USACE), Bay Conservation and Development Commission (BCDC) and the US Fish and Wildlife Service (USFWS) to ensure that the project will be in conformance with the Federal Endangered Species Act and the California Endangered Species Act. Environmental consequences must be studied and appropriate mitigations prepared relating to issues such as traffic, land use, cultural resources, noise, air quality and aesthetics (local input to the design via City Planning Commission and City Council will accompany the aesthetic impacts analysis).

## What is the funding plan for the ITC project?

The estimated cost of constructing the Hercules ITC project is over \$50M. The ITC project is really made up of several related components including: platform and rail improvements, station structure, roadways and bridges, civic plaza, trails and lower Refugio Creek restoration. Construction of the ITC project will be phased over about a two year period. The City is required to seek funding allocations from the California Transportation Commission (CTC) which is anticipated for March 2011. The funding will be used for applicable project components and is comprised of local, regional, state and federal funding as follows:

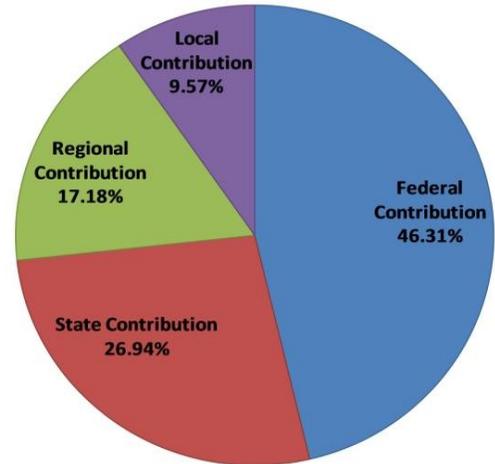
### Project Funding Sources

<b>Federal *</b>	<b>\$23,608,000 (46% of Total Project Cost)</b>
<b>State</b>	<b>\$13,734,000 (27% of Total Project Cost)</b>
<b>Regional</b>	<b>\$8,756,000 (17% of Total Project Cost)</b>
<b>Local</b>	<b>\$ 4,876,000 (10% of Total Project Cost)</b>

**TOTAL PROJECT REVENUES** **\$50,974,000**

*\*some federal funding approvals are pending*

**FUNDING CHART**



The funding for the Hercules ITC project is complex, but is an example of partnership, intergovernmental cooperation, and on-going coordination. Funding from the federal government and the State of California is critical to the project, as is the support of the Metropolitan Transportation Commission (MTC), Contra Costa Transportation Authority (CCTA) and Western Contra Costa Transit Authority (WestCAT). The construction contract packages must be carefully prepared to best align with the secured grant funding and the associated construction work must be phased in accordance with the required sequence of work and funding allocations.

## Who is Managing and Supporting the ITC Project?

The City of Hercules is dedicating a significant amount of resources to the Intermodal Transit Center Project. Since May 2008, Assistant City Manager, Lisa Hammon, has been managing the project for the City. In October 2009, Jesse Harder, Senior Project Manager was hired to work alongside Lisa managing the project's day to day activities.

Additional support staff for the project include: Phyllis Sales and Ariel Mercado, Redevelopment Analysts; and Nancy Deng, Financial Accountant, who assists with preparing and managing grant monies. City Attorney Mick Cabral and land use/CEQA attorney Patricia Curtin assist with legal issues related to the project. Public Works Director, Erwin Blancaflor, and City Engineer, Brent Salmi, review plans and specifications, assist with plat maps and review of engineering issues. Planning Department staff – Director Dennis Tagashira and Planner Robert Reber – review project applications, ensure documents are consistent with the City's General Plan and Zoning Ordinance, and provide ongoing assistance in the areas of current and future planning.

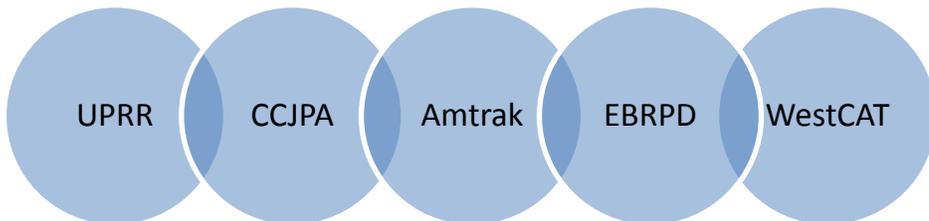


*Design Review Process*

## Has the City received approval for the station from the Railroad?

The Hercules ITC project is being designed in close coordination with the Union Pacific Railroad (UPRR), the Capitol Corridor Joint Powers Authority (CCJPA), and Amtrak. Other critical project partners for this intermodal transit center include the East Bay Regional Park District (EBRPD) for the Bay Trail and Western Contra Costa Transit Authority (WestCAT) for the bus stop/service.

*Key Stakeholders*



The existing Capitol Corridor service (up to 32 trains daily) is operated along the UPRR tracks from San Jose to Auburn within right of way owned by UPRR. Because the Capitol Corridor operates passenger services on the UPRR freight line under a trackage rights agreement, any new station must be approved by the Union Pacific Railroad. The Redevelopment Agency of the City of Hercules has entered into an agreement with UPRR to review the track and signal design required for the ITC project. Additionally, the ITC project team is meeting regularly with UPRR representatives from both operating and engineering departments to obtain feedback and concurrence as the design is being advanced. The UPRR has agreed to the platform location, conceptual track and signal plan, railroad bridge design and station pedestrian access overcrossing.

For the Hercules ITC project, maintaining strong partnering relationships with the host railroad (UPRR) and operating authorities (CCJPA, Amtrak) are essential to successful delivery of this project. The City has been working in close coordination with Capitol Corridor staff to develop the ITC project under their oversight ensuring that the design is consistent with CCJPA policies, standards and long term goals. The City is currently working with CCJPA, Amtrak and UPRR to complete train operations modeling to provide necessary data for CCJPA staff to finalize and obtain a 'station stop' and schedule from their Board.