



# TROY CITY COUNCIL

## SPECIAL MEETING AGENDA

JANUARY 17, 2012

CONVENING AT 7:30 PM

COUNCIL CHAMBERS

PERMITTED BY CALL OF COUNCIL MEMBER SLATER AND  
COUNCIL MEMBER FLEMING: JANUARY 14, 2012

FOR THE PURPOSE OF DELIBERATING AND VOTING ON THE  
TRANSIT CENTER PROJECT

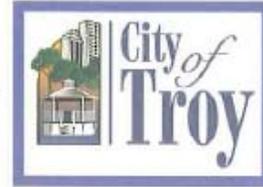
Submitted By  
The City Manager

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**NOTICE:** Persons with disabilities needing accommodations for effective participation in this meeting should contact the City Clerk at (248) 524-3316 or via e-mail at [clerk@troymi.gov](mailto:clerk@troymi.gov) at least two working days in advance of the meeting. An attempt will be made to make reasonable accommodations.

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TO: The Honorable Mayor and City Council  
Troy, Michigan

FROM: John Szerlag, City Manager

SUBJECT: Background Information and Reports

Ladies and Gentlemen:

This booklet provides a summary of the many reports, communications and recommendations that accompany your Agenda. Also included are suggested or requested resolutions and/or ordinances for your consideration and possible amendment and adoption.

Supporting materials transmitted with this Agenda have been prepared by department directors and staff members. I am indebted to them for their efforts to provide insight and professional advice for your consideration.

As always, we are happy to provide such added information as your deliberations may require.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "John Szerlag". The signature is written in a cursive, flowing style.

John Szerlag, City Manager

# Troy City Council

## Vision Statement and Goals

Monday, February 7, 2011

### **Vision:**

To honor the legacy of the past and build a strong, vibrant future and be an attractive place to live, work, and grow a business.

### **Goals:**

#### **Provide a safe, clean, and livable city**

- Practice good stewardship of infrastructure
- Maintain high quality professional community oriented police and fire protection
- Conserve resources in an environmentally responsible manner
- Encourage development toward a walkable, livable community

#### **Provide effective and efficient local government**

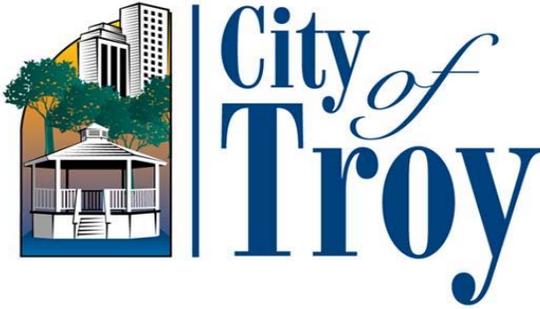
- Demonstrate excellence in community services
- Maintain fiscally sustainable government
- Attract and support a committed and innovative workforce
- Develop and maintain efficiencies with internal and external partners
- Conduct city business and engage in public policy formation in a clear and transparent manner

#### **Build a sense of community**

- Communicate internally and externally in a timely and accurate manner
- Develop platforms for transparent, deliberative and meaningful community conversations
- Involve all stakeholders in communication and engagement activities
- Encourage volunteerism and new methods for community involvement
- Implement the connectedness of community outlines in the Master Plan 2008

#### **Attract and retain business investment**

- Clearly articulate an economic development plan
  - Create an inclusive, entrepreneurial culture internally and externally
  - Clarify, reduce and streamline investment hurdles
  - Consistently enhance the synergy between existing businesses and growing economic sectors
  - Market the advantages of living and working in Troy through partnerships
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**TROY CITY COUNCIL  
SPECIAL MEETING  
AGENDA  
January 17, 2012 – 7:30 PM  
Council Chambers  
City Hall - 500 West Big Beaver  
Troy, Michigan 48084  
(248) 524-3317**

<b>A.</b>	<b>CALL TO ORDER:</b>	<b>1</b>
<b>B.</b>	<b>ROLL CALL:</b>	<b>1</b>
<b>C.</b>	<b>DISCUSSION ITEM:</b>	<b>1</b>
C-1	Resolution from Council Members Dane Slater and Wade Fleming for Approval of MDOT Sub-Contract with Hubbell, Roth & Clark, Inc. at a reduced amount for Architect & Engineering Services for the Final Design of the Troy Multi-Modal Transit Facility	1
<b>D.</b>	<b>PUBLIC COMMENT:</b>	<b>3</b>
<b>E.</b>	<b>ADJOURNMENT:</b>	<b>3</b>

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**A. CALL TO ORDER:**

**B. ROLL CALL:**

- (a) Mayor Janice Daniels
- Jim Campbell
- Wade Fleming
- Dave Henderson
- Maureen McGinnis
- Dane Slater
- Doug Tietz

- (b) Absent Council Members:

Suggested Resolution

Resolution #2012-01-

Moved by

Seconded by

RESOLVED, That Troy City Council hereby **EXCUSES** the absence of \_\_\_\_\_ at the City Council Special Meeting of Tuesday, January 17, 2012, due to \_\_\_\_\_.

Yes:

No:

**C. DISCUSSION ITEM:**

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**C-1 Resolution from Council Members Dane Slater and Wade Fleming for Approval of MDOT Sub-Contract with Hubbell, Roth & Clark, Inc. at a reduced amount for Architect & Engineering Services for the Final Design of the Troy Multi-Modal Transit Facility**

Suggested Resolution

Resolution #2012-01-

Moved by

Seconded by

WHEREAS, A 2.41 acre site was deeded to the City of Troy as part of a Consent Judgment, with the condition that it be developed as a transit facility; and

WHEREAS, The City of Troy received a \$8,485,212 federal grant for the final design and construction of the Troy Multi-Modal Transit Facility through the American Recovery and Reinvestment Act (ARRA) High-Speed Intercity Passenger Rail (HSIPR) Program, Federal Rail Administration (FRA), as secured through a TIGER grant; and

WHEREAS, The facility will be served by AMTRAK and the Suburban Mobility Authority for Regional Transportation (SMART), which will utilize the Troy Multi-Modal Transit Facility as a central hub for their bus network; and

WHEREAS, The Troy Multi-Modal Transit Facility complements transit oriented initiatives throughout southeast Michigan, including the Detroit Region Aerotropolis project; and

WHEREAS, The purpose of the project is to benefit intercity passenger rail service, and the City is committed to helping achieve, to the extent to which it is capable, the anticipated project benefits; and

WHEREAS, The highest rated bidder, Hubbell, Roth & Clark (HRC), Inc. of Pontiac, MI was selected using a Qualifications Based Selection process; a required process as a condition of the grant; and

WHEREAS, On December 19, 2011, City Council took no affirmative action on a proposed MDOT sub-contract between the City of Troy and HRC to provide architectural and engineering services for the final design of the Troy Multi-Modal Transit Facility; and

WHEREAS, Based on express statements made by City Council members at the December 19, 2011 City Council meeting, there was an indication that there may be support for the transit center project if there were cost reductions; and

WHEREAS, HRC volunteered to review the project, at no cost, to see if reductions could be made to the project that would meet the requirements of the federal grant and comply with federal, state and local requirements; and

WHEREAS, Councilman Wade Fleming and Troy Chamber of Commerce representative John Tagle met with Mark Miller, Director of Economic and Community Development on December 22, 2011, to request permission to meet with HRC to obtain some clarification as to the costs associated with rail projects; and

WHEREAS, On December 23, 2011, HRC hosted a meeting to explain some of the required costs of a rail project, and to discuss possible cost reduction ideas, which was attended by Troy City Council members Wade Fleming and Dane Slater, as well as architect/Troy Chamber of Commerce Representative/ Planning Commission member John Tagle and architect/Planning Commission member Tom Strat and Mark Miller, Director of Economic & Community Development; and

WHEREAS, Subsequent to this meeting, HRC prepared a letter dated January 3, 2012 containing a revised cost proposal that modified the scope of the project to be at an estimated cost of \$6,272,500, excluding contingency; and

AND WHEREAS, The City wishes to construct a Troy Multi-Modal Transit Center for a total cost not to exceed \$6,272,500 which includes contingencies, and will still meet State and Federal requirements, not jeopardize the functionality of the project, and which can be accomplished according to the attached letter from HRC dated January 16, 2012.

THEREFORE, BE IT RESOLVED, That Troy City Council hereby **AWARDS** the MDOT sub-contract between the City of Troy and HRC to provide architectural and engineering services for the final design of the Troy Multi-Modal Transit Facility at an estimated cost not to exceed

\$648,668, a cost which is included as part of the total estimated Transit Center cost not to exceed \$6,272,500; and

BE IT FURTHER RESOLVED, That the total estimated cost of the Troy Multi-Modal Transit Center **SHALL NOT EXCEED** \$6,272,500; and

BE IT FURTHER RESOLVED, That the award is **CONTINGENT UPON** consultants' submission of properly executed proposal and contract documents, including agreements, insurance certificates and all other specified requirements; and

BE IT FINALLY RESOLVED, The Mayor and City Clerk are **DIRECTED** to execute the agreements once in acceptable form as approved by the Michigan Department of Transportation.

Yes:

No:

**D. PUBLIC COMMENT:**

**E. ADJOURNMENT:**

Respectfully submitted,



John Szerlag, City Manager

**PUBLIC COMMENT:**

**In accordance with the Rules of Procedure of the City Council, Article 16 – Members of the Public and Visitors**

Any person not a member of the City Council may address the Council with recognition of the Chair, after clearly stating the nature of his/her inquiry or comment. *City Council requests that if you do have a question or concern, to bring it to the attention of the appropriate department(s) whenever possible. If you feel that the matter has not been resolved satisfactorily, you are encouraged to bring it to the attention of the City Manager, and if still not resolved satisfactorily, to the Mayor and Council.*

- Petitioners shall be given a fifteen (15) minute presentation time that may be extended with the majority consent of City Council.
- Any member of the public, not a petitioner of an item, shall be allowed to speak for up to five (5) minutes to address any Public Hearing item.
- Any member of the public, not a petitioner of an item, shall be allowed to speak for up to five minutes to address Postponed, Regular Business or Consent Agenda items or any other item as permitted under the Open Meetings Act during the Public Comment portion of the agenda.

- City Council may waive the requirements of this section by a majority of the City Council members.
- City Council may wish to schedule a Special Meeting for Agenda items that are related to topics where there is significant public input anticipated.
- Through a request of the Chair and a majority vote of City Council, public Comment may be limited when there are fifteen (15) or more people signed up to speak either on a Public Hearing item or for the Public Comment period of the agenda.



**HUBBELL, ROTH & CLARK, INC**

**Consulting Engineers**

**Principals**

George E. Hubbell  
Thomas E. Biehl  
Walter H. Alix  
Peter T. Roth  
Michael D. Waring  
Keith D. McCormack  
Nancy M.D. Faught

**Senior Associates**

Gary J. Tressel  
Lawrence R. Ancypa  
Kenneth A. Melchior  
Randal L. Ford  
David P. Wilcox  
Timothy H. Sullivan

**Associates**

Jonathan E. Booth  
Michael C. MacDonald  
Marvin A. Olane  
William R. Davis  
Daniel W. Mitchell  
Jesse B. VanDeCreek  
Robert F. DeFrain  
Marshall J. Grazioli  
Thomas D. LaCross  
Dennis J. Benoit  
James F. Burton  
Jane M. Graham

January 16, 2011

City of Troy  
500 W. Big Beaver Road  
Troy, Michigan 48084

Attn: John Szerlag, City Manager

Re: Troy Multi-Modal Transit Facility

Dear Mr. Szerlag:

As requested, we have performed a review of the project costs for the Troy Multi-Modal Facility in order to address a number of concerns in regards to the \$8,485,212 grant amount and budgetary cost of the project that were expressed at the December 19, 2011 City Council meeting. It is our understanding that the intent of the review is to refine/tighten the cost estimate based on changes to the project scope that have been suggested by the City, the business community and our project team. We understood the goal is to not drastically reduce the project scope such that key elements of the facility are lost or such that the resulting facility becomes unattractive. In addition, the facility must meet the functionality as stipulated in the conditions of the grant funding approval for the project from the Federal Rail Administration.

This review was completed by HRC and our project team members Neumann/Smith and Quandel Consultants at no cost to the City to show our commitment to the project and to address potential cost savings that could not be fully studied at the last council meeting. In addition, we have reviewed the project with a local construction management group and they have prepared an independent estimate of the project based on their experience with the construction of similar rail/multi-modal projects.

A value engineering exercise for the project was completed, based on this review, and discussions with a construction manager, the preliminary estimated construction cost for the facility has been revised to \$4,973,750 for the facility, including contingency. The contingency is necessary to account for unknown construction conditions or agency modifications to rules the facility must follow and it is recommended and a common practice on City projects to retain a project contingency to cover these potential project costs. For a project of this complexity and at this stage of preliminary design, it is recommended that a contingency totaling 15% of the construction cost be retained. Attached is a copy of the revised Summary of the Preliminary Construction Cost Estimate (Revised 01-09-12) which provides costs for the various major components of the facility. Also included in the estimate are costs for the architectural/engineering design services and a budgetary allowance for the construction manager at risk services. The city recently received bids for the construction manager at risk services and staff will be reviewing the submittals and the cost for this service and a recommendation for selection is forthcoming. The total project cost including facility construction, contingency, architectural/engineering design and construction manager at risk services is \$6,271,250.

Y:\201105\20110519\Proposal\Corrs\Transit\_Center\_Estimate\_Review\_Letter\_January\_16.docx

555 Hulet Drive, PO Box 824  
Bloomfield Hills, Michigan 48303-0824  
Telephone 248 454 6300 Fax 248 454 6312  
www.hrc-engr.com

**Engineering. Environment. Excellence.**

Also attached is a project outline which provides a summary of the major design elements currently included in the project as proposed and a summary of the project elements that have been modified to achieve the cost reduction of the facility while also maintaining the appearance and functionality of the facility.

Although the scope of the project and the cost of the facility have been reduced, we believe, based on interactions with reviewing bodies on similar projects, that the facility will still function as intended by the grant and meet the requirements of the following regulatory agencies:

- Federal Rail Administration
- Amtrak
- Michigan Department of Transportation
- CN Railroad
- City of Troy

The appearance and functionality of the facility will be as shown in the attached design sketches. The attached preliminary design sketches will be the standard that the facility will be designed to. The facility will be an attractive facility that the City will be proud of and will provide a gateway into the community desired by residents and the business community.

The HRC team is proposing to work with city staff to enter into a Contract with the City based on standard MDOT contract language, similar to MDOT contracts approved by the City Council for federally funded major road projects. MDOT will review and approve the consultant selection process used by the City along with the subcontract and derivation of costs.

Attached to this letter is the MDOT subcontract with Hubbell, Roth & Clark, Inc., who is the prime consultant for a cost of \$648,668.87.

It is our opinion that the revised project cost as outlined in this letter has met the goal of reducing project costs without jeopardizing the required functionality of the facility, the grant eligibility of the project, and without significantly affecting the overall form and appearance of the facility.

If you have any questions or require any additional information, please contact the undersigned.

Very truly yours,

HUBBELL, ROTH & CLARK, INC.



Walter H. Alix, P.E., P.S.  
Vice President/Principal



J. Michael Kirk, AIA, LEED AP  
Principal

MM/mm  
Attachment

**TROY INTERMODAL TRANSIT FACILITY PROJECT**  
**HSR201000178 – CHICAGO: CHICAGO-TROY**

**TRANSIT FACILITY PROJECT SCOPE**

The project cost for the original concept considered in the grant award for the final design phase, as described by the HRC design team in the sketches included in the proposal, was \$8.485 million. With the intent of reducing the overall project cost without affecting the aesthetics, functionality or durability of the facility and meeting the anticipated review agency requirements, the HRC design team was asked to evaluate the conceptual design elements. The result of this evaluation is a project that is still functional and attractive, with an estimated project cost of \$6.271 million. This concept will include the following major design elements:

- 2,000 square foot building with waiting area, restrooms and utility/storage area
- Enclosed pedestrian bridge with ventilation
- Enclosed stairway and elevator to access pedestrian bridge
- Train platform on east side of tracks with 4 transit-style prefabricated shelters (radiant heating provided)
- Bus slips on Doyle to accommodate up to 4 SMART buses at one time
- Sidewalks along Doyle at bus slips, with two bus shelters
- Sidewalks from Doyle to building entrance
- Site lighting and amenities, including several bike racks and benches

A depiction of the facility is provided in the attached concept sketches showing an aerial view and “eye-level” perspective view of the facility as currently proposed.

**PROPOSED REVISIONS TO REDUCE PROJECT COSTS**

The HRC design team has reviewed the original conceptual design elements to ascertain their required need and realistic bid costs. At this stage of project development, estimating actual costs for specific project elements can be a difficult task. We believe the original conceptual design costs were conservative in nature. This review process has resulted in a refinement of the cost estimate, allowing the design team to reduce some costs without actually changing specific design elements. In other cases, changing certain design elements can reduce the proposed costs. The following list of modifications to both estimated costs and design changes are listed to indicate what has been considered:

**CIVIL & SITE WORK**

- Eliminate the electric vehicle charging stations
- Reevaluation of quantity or expense of certain amenities in landscaping that would not affect the aesthetics, functionality, or durability of the development



**TROY INTERMODAL TRANSIT FACILITY PROJECT**  
**HSR201000178 – CHICAGO: CHICAGO-TROY**

- Modifications to the site layout will simplify the storm water drainage system needs (smaller pipes, fewer structures).
- Reevaluation of the site layout will reduce the number of pole-mounted lighting fixtures. Further cost savings could be realized with the use of standard metal-halide lighting fixtures in lieu of LED. Lighted bollards were eliminated.
- Use smaller emergency generator
- Eliminate complete reconstruction of Doyle Drive using decorative-scored concrete pavement or deep-strength asphalt pavement. Instead, propose to construct the bus slips with deep-strength asphalt and will mill Doyle and install a new asphalt overlay in the project area. Proposed raised crosswalks will be plain concrete to provide a color contrast for pedestrian safety.
- Eliminate all decorative concrete sidewalk finishes, using a broomed finish instead
- Eliminate the pedestrian plaza in front of the building, providing a 10 foot wide sidewalk from Doyle to the building entrance
- Delete heated sidewalks, which were determined to be not cost effective
- Minimize work in the existing parking lot and eliminate construction of second entrance. Will provide new striping for additional handicap parking spaces and provisions for emergency ingress/egress from the parking lot. Necessary pavement repairs and resurfacing in the parking lot will be completed to restore it to a “like-new” condition.
- Replacement of the proposed decorative security fence with 6’ high, vinyl-coated chain link fencing (along the railroad right-of-way)

**BRIDGE/ELEVATORS/STAIRS/PLATFORM/CANOPY WORK**

- Reevaluation of the site layout will reduce the footprint of the stairway and elevator structures supporting the pedestrian bridge. Furthermore, certain features for the stairs and bridge can be eliminated without a deterioration in functionality – including LED lighted handrails (use overhead lighting) and bridge heating (ventilation still required)
- Reduce platform length to 200 feet
- use transit-style prefabricated shelters on the platform that are heated
- Provide minimal heating in elevators only
- Reduce stair and elevator building heights
- Use 10’ wide bridge
- Reduce amount of glass on bridge a 4’ high horizontal band, remaining skin on bridge would be silver metal siding, like an Amtrak train

**TROY INTERMODAL TRANSIT FACILITY PROJECT  
HSR201000178 – CHICAGO: CHICAGO-TROY**

TRANSIT CENTER BUILDING

- Reduce size of building to 2,000 square feet (from 2,400)
- Reduce mech/support part of building to 18' height, waiting room part of building to 16' height
- Reduce amount of glass in waiting room by adding a more durable 2' high base of masonry
- Use single width 8" or 12" wide reinforced load bearing ground faced 4" high clay masonry
- Replace the green roof with a membrane roofing system, which includes the savings in the roof support structure resulting from the reduced design load
- Replace the geothermal heating and cooling system with a standard natural gas furnace and electric air conditioner
- Eliminate the harvested rain water re-use system and associated underdrain system
- Reevaluation of cost estimates of certain amenities in the building that would not affect the aesthetics, functionality, or durability of the development

GENERAL/PROFESSIONAL SERVICES

- Do not pursue LEED certification
- Mobilization and general conditions are items based on a percentage of construction cost. Reducing the costs of the project as described above will also reduce these costs

**TROY INTERMODAL TRANSIT FACILITY PROJECT  
HSR2010000178 - CHICAGO: CHICAGO-TROY**

**SUMMARY OF  
PRELIMINARY CONSTRUCTION COST ESTIMATE  
\*\*\*REVISED 01-09-12\*\*\***

SITE UTILITIES	\$ 310,000
DOYLE DRIVE RECONSTRUCTION	\$ 76,000
DOYLE DRIVE BUS SLIPS	\$ 101,000
SITE PAVING	\$ 255,000
PEDESTRIAN BRIDGE & STAIRWAYS	\$ 974,000
SITE LANDSCAPING & AMENITIES	\$ 144,000
GENERAL ITEMS	\$ 140,000
<b>SUBTOTAL CIVIL &amp; SITE WORK</b>	<b>\$ 2,000,000</b>
TRAIN PLATFORM DEMOLITION	\$ 40,000
TRAIN PLATFORM STRUCTURE	\$ 220,000
TRAIN PLATFORM CANOPY	\$ 151,000
<b>SUBTOTAL PLATFORM/CANOPY WORK</b>	<b>\$ 411,000</b>
TRANSIT CENTER BUILDING	\$ 898,000
ELEVATOR BUILDINGS	\$ 675,000
<b>SUBTOTAL TRANSIT CENTER BUILDING &amp; ELEVATORS</b>	<b>\$ 1,573,000</b>
DTE O.H. RELOCATION	\$ 76,000
ATT O.H. RELOCATION	\$ 50,000
SPRINT F.O. RELOCATION	\$ 75,000
<b>SUBTOTAL UTILITY RELOCATION COSTS</b>	<b>\$ 201,000</b>
CN RAILROAD PERMITTING COSTS	\$ 50,000
CN RAILROAD TEMP. CONSTRUCTION CROSSING	\$ 90,000
<b>SUBTOTAL CN RAILROAD COSTS</b>	<b>\$ 140,000</b>
<b>TOTAL ESTIMATED CONSTRUCTION COST</b>	<b>\$ 4,325,000</b>
A/E COST (15% Const)	\$ 648,750
CM AT RISK (15% Const)	\$ 648,750
<b>TOTAL ESTIMATED CONSTRUCTION, A/E &amp; CM COST</b>	<b>\$ 5,622,500</b>
<b>CONSTRUCTION CONTINGENCY (15%)</b>	<b>\$ 648,750</b>
<b>TOTAL PROJECT COST, INCLUDING CONTINGENCY</b>	<b>\$ 6,271,250</b>
HIGH SPEED RAIL AWARD	\$ 8,485,212
<b>TOTAL GRANT FUNDING</b>	<b>\$ 8,485,212</b>

# Troy Multi-Modal Transit Facility

**Amtrak**  
Wolverine Line  
Pontiac-Chicago

West Elev

West Stairs

**Pedestrian Bridge**

East Stairs

Canopy



Flags

**Sidewalk to Transit Center**

Bollards

Sidewalk

Cross Walk



East Elev

Waiting

Support

Lawn Area

Info Kiosk

Seating

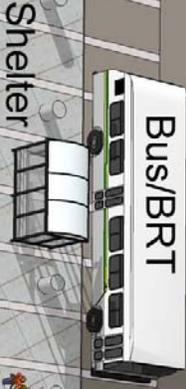
Shelter

Bikes



Bollards

Painted Stripes at Bus Spaces



Bollards

Shelter



Taxi

Existing Parking Lot

Doyle Drive

PI

## **COST PROPOSAL FORM**

FAILURE TO COMPLETE THIS FORM SHALL RESULT IN YOUR PROPOSAL BEING DEEMED NONRESPONSIVE AND REJECTED WITHOUT ANY FURTHER EVALUATION. **THIS COST PROPOSAL FORM AND ADDITIONAL PRICE-RELATED INFORMATION MUST BE SUBMITTED IN A SEPARATE, SEALED ENVELOPE WITH YOUR RFP SUBMISSION AND LABELED ACCORDINGLY.**

**PHASE 1:** FINAL DESIGN: STATION, BRIDGE AND PLATFORM IMPROVEMENTS, MULTI-MODAL FACILITIES, SITE WORK & RELATED

NOT TO EXCEED PRICE OF \$ \_\_\_\_\_

**PHASE 2 AND 3:** BIDDING AND FINAL CONSTRUCTION - SOLICITATION OF CONSTRUCTION SERVICES AND CONSTRUCTION OVERSIGHT (Provide plans, drawings, specs and bid documents; review bid submittals and make recommendation of general contractor; follow & support construction through completion and station operational start-up)

NOT TO EXCEED PRICE OF \$ \_\_\_\_\_

**All submitted pricing must be in the format acceptable to and required by MDOT (reference Attachment B and Exhibits).**

**PRICING MUST BE SUBMITTED IN A SEPARATELY SEALED ENVELOPE**

**Currency: Contract prices are quoted in U.S. funds**

**Company Name:** \_\_\_\_\_



Exhibit B - Prime Consultant						
DERIVATION OF PRIME CONSULTANT COSTS						
JOB NUMBER		PROJECT DESCRIPTION				
<b>CITY OF TROY MULTI-MODAL TRANSIT FACILITY</b>						
CONSULTANT NAME						
<b>PRIME CONSULTANT - HUBBELL, ROTH &amp; CLARK, INC.</b>						
<b>PRIME DIRECT LABOR</b>						
<u>Classification (Name)</u>	<u>Person</u>	<u>Hours</u>	<u>x</u>	<u>Hourly</u>	<u>=</u>	<u>Labor</u>
				<u>Rate</u>		<u>Costs</u>
Principal (Walter Alix)		45	x	\$ 54.85	=	\$ 2,468.25
OT						
Project Manager (Michael MacDonald)		490	x	\$ 49.54	=	\$ 24,274.60
OT						
Sr. Project Engineer (James Surhigh)		362	x	\$ 42.02	=	\$ 15,211.24
OT		40	x	\$ 63.03	=	\$ 2,521.20
Sr. Associate (Lawrence Ancypa)		24	x	\$ 52.58	=	\$ 1,261.92
OT						
Sr. Associate (David Wilcox)		36	x	\$ 50.99	=	\$ 1,835.64
OT						
Structural Dept. Head (Fred Schreiber)		96	x	\$ 48.20	=	\$ 4,627.20
OT						
Sr. Project Engineer (Richard Nacey)		251	x	\$ 41.25	=	\$ 10,353.75
OT		27	x	\$ 61.88	=	\$ 1,670.63
Electrical Dept. Head (Marvin Olane)		30	x	\$ 49.75	=	\$ 1,492.50
OT						
Traffic Engineer (Colleen Hill)		16	x	\$ 35.33	=	\$ 565.28
OT		0	x	\$ 53.00	=	\$ -
Senior Designer (David Kelley)		126	x	\$ 39.09	=	\$ 4,925.34
OT		0	x	\$ 58.64	=	\$ -
Senior Designer (Brian Hunt)		287	x	\$ 34.92	=	\$ 10,022.04
OT		31	x	\$ 52.38	=	\$ 1,623.78
Senior CADD Tech (David James)		188	x	\$ 31.93	=	\$ 6,002.84
OT		20	x	\$ 47.90	=	\$ 957.90
Clerical (Jeremy Brockert)		57	x	\$ 24.77	=	\$ 1,411.89
OT		0	x	\$ 37.16	=	\$ -
Construction Engineer (Robert DeFrain)		110	x	\$ 44.75	=	\$ 4,922.50
OT						
Construction Inspector (David Sherman)		551	x	\$ 35.07	=	\$ 19,323.57
OT		29	x	\$ 52.61	=	\$ 1,525.55
Field Office Tech (Andrea Pike)		241	x	\$ 20.14	=	\$ 4,853.74
OT		0	x	\$ 30.21	=	\$ -
Testing Technician		80	x	\$ 31.93	=	\$ 2,554.40
OT		0	x	\$ 47.90	=	\$ -
		<b>Total Hours</b>		<b>3137</b>		<b>Total Labor \$ 124,405.75</b>
						<b>Total Labor \$ 124,405.75</b>
<b>PRIME OVERHEAD (Total Labor x Overhead Rate)</b>						
Total Labor	\$ 124,405.75	X	Overhead Rate	<u>169.60%</u>	=	Total Overhead \$ 210,992.15
<b>PRIME FACILITIES COST OF CAPITAL (Total Labor x FCCM Rate)</b>						
Total Labor	\$ 124,405.75	X	FCCM Rate	<u>1.10%</u>	=	Total FCCM \$ 1,368.46
<b>PRIME DIRECT EXPENSES</b>						
Misc. Permit Costs:		City Water & Sewer Tap Permits		=	\$	6,000.00
		Hubbell, Roth and Clark does not charge mileage or reproduction costs to the project.				
						<b>Total Direct Costs \$ 6,000.00</b>
<b>PRIME FIXED FEE ((Total Labor + Total Overhead) x Fixed Fee Rate)</b>						
Total Labor		Total Overhead		Fixed Fee Rate		
\$ 124,405.75	+	\$ 210,992.15	X	<u>11%</u>	=	Total Fixed Fee \$ 36,893.77
						<b>PRIME TOTAL COSTS SUMMARY \$ 379,660.13</b>





<b>Exhibit B - Sub Consultant</b>						
<b>DERIVATION OF SUB CONSULTANT COSTS</b>						
JOB NUMBER	PROJECT DESCRIPTION					
<b>CITY OF TROY MULTI-MODAL TRANSIT FACILITY</b>						
CONSULTANT NAME						
<b>SUB CONSULTANT - QUANDEL CONSULTANTS, LLC</b>						
<b>SUB DIRECT LABOR</b>						
<u>Classification (Name)</u>	<u>Person</u> <u>Hours</u>	x	<u>Hourly</u> <u>Rate</u>	=	<u>Labor</u> <u>Costs</u>	
Principal (Robert Moore)	52	x	\$ 100.00	=	\$	5,200.00
OT						
Sr Rail Operations Planner (William Otter, Jr.)	40	x	\$ 63.00	=	\$	2,520.00
OT						
Engineer II (Schulte)	45	x	\$ 37.00	=	\$	1,665.00
OT						
Engineer I (Henry)	16	x	\$ 28.00	=	\$	448.00
OT						
Total Hours		153			Total Labor	\$ 9,833.00
						Total Labor \$ 9,833.00
<b>SUB OVERHEAD (Total Labor x Overhead Rate)</b>						
Total Labor	\$ 9,833.00	X	Overhead Rate	<u>115.00%</u>	=	Total Overhead \$ 11,307.95
<b>SUB FACILITIES COST OF CAPITAL (Total Labor x FCCM Rate)</b>						
Total Labor	\$ 9,833.00	X	FCCM Rate	<u>0.20%</u>	=	Total FCCM \$ 19.67
<b>SUB DIRECT EXPENSES</b>						
Travel Expenses (per trip basis):	4	x	\$ 400.00	=	\$	1,600.00
						Total Direct Expenses \$ 1,600.00
<b>SUB FIXED FEE ((Total Labor + Total Overhead) x Fixed Fee Rate)</b>						
Total Labor	+	Total Overhead	X	Fixed Fee Rate	=	Total Fixed Fee
\$ 9,833.00		\$ 11,307.95		<u>11%</u>		\$ 2,325.50
<b>SUB TOTAL COSTS SUMMARY</b>						<b>\$ 25,086.12</b>





Exhibit B - Sub Consultant						
DERIVATION OF SUB CONSULTANT COSTS						
JOB NUMBER		PROJECT DESCRIPTION				
CITY OF TROY MULTI-MODAL TRANSIT FACILITY						
		CONSULTANT NAME				
SUB CONSULTANT - H H ENGINEERING, LTD.						
<b>SUB DIRECT LABOR</b>						
<u>Classification (Name)</u>	<u>Person Hours</u>	x	<u>Hourly Rate</u>	=		<u>Labor Costs</u>
Engineering Manager (Alan Halbeisen) OT	16	x	\$ 50.20	=	\$	803.20
Project Engineer (David Strockis) OT	12	x	\$ 34.20	=	\$	410.40
CADD Technician (Al Garavaglia) OT	21	x	\$ 30.70	=	\$	644.70
Total Hours		49	Total Labor		\$	1,858.30
						Total Labor \$ 1,858.30
<b>SUB OVERHEAD (Total Labor x Overhead Rate)</b>						
Total Labor	\$ 1,858.30	X	Overhead Rate	<u>124.52%</u>	=	Total Overhead \$ <u>2,313.96</u>
<b>SUB FACILITIES COST OF CAPITAL (Total Labor x FCCM Rate)</b>						
Total Labor	\$ 1,858.30	X	FCCM Rate	<u>0.00%</u>	=	Total FCCM \$ <u>-</u>
<b>SUB DIRECT EXPENSES</b>						
Mileage:	650	x	\$ 0.55	=	\$	357.50
Misc. Reproduction:				=	\$	34.83
Total Direct Costs						\$ 392.33
<b>SUB FIXED FEE ((Total Labor + Total Overhead) x Fixed Fee Rate)</b>						
Total Labor	\$ 1,858.30	+	Total Overhead	\$ 2,313.96	X	Fixed Fee Rate
			<u>11%</u>	=	Total Fixed Fee	\$ 458.95
SUB TOTAL COSTS SUMMARY						\$ <u>5,023.53</u>





## **CITY COUNCIL REPORT**

January 16, 2012

TO: The Honorable Mayor and City Council

FROM: John Szerlag, City Manager  
Mark Miller, Director of Economic and Community Development  
Steven J. Vandette, City Engineer

SUBJECT: Troy Multi-Modal Transit Facility Project Schedule and Operating and Maintenance Costs

### **Project Schedule:**

On September 12, 2011 City Council approved an MDOT Capital Contract for \$8,485,212 for the specific purpose of designing and building the Transit Facility at no cost to the City of Troy. These funds required that the project be designed, bid, built and opened by October 1, 2013. Accordingly, a contract for Architect and Engineering (A/E) services was presented to City Council on December 19, 2011 in order to meet the stringent funding and construction time lines. Design work was to have begun in early January, while proposals for Construction Manager at Risk (CMR) were scheduled to be received on December 21, 2011 and scheduled to be awarded by February 27, 2012. The December 19, 2011 award date for A/E services was the latest award date in order that the entire project could be completed by October 1, 2013 as required by the federal grant, and as indicated to City Council at the Study meeting on November 21, 2011.

Although the December 19, 2011 deadline for approval of the A/E contract to meet the two year time limit required by the Federal Rail Administration (FRA) has passed, the FRA has indicated that they would consider any reasonable request for a time extension. The extension request would include justification and need for the extension. We are aware that the Dearborn project, which is already in the final design phase with their Architect/Engineer, will be submitting an extension request. MDOT has indicated that they will support and assist Troy with our request for a time extension.

### **Operating and Maintenance Costs:**

Operation and maintenance costs were estimated based on actual costs incurred at other city facilities. The most recent estimate (copy attached) has been revised to reflect a 400 square foot reduction in building area down to a 2000 square foot building, replacement of the plaza area with a sidewalk leading directly to the building, elimination of the sidewalk snow melt system, inclusion of water and sanitary sewer service costs and reduction of glass in the bridge and building. The estimate includes mowing and trimming, although landscaping has been reduced to grass and trees, which require very little trimming. The gas and electricity costs are based on a conventional HVAC system, not the more energy efficient geothermal system, while LED lighting was eliminated, the electricity cost is based on conventional lighting.

Portions of the existing parking lot, sidewalks and Doyle Drive will be modified and repaired as part of the project such that all pavement and sidewalks will be in a like new condition upon completion in 2013. That being the case, little to no repairs are expected in the next 10 to 15 years.

The Transit Center building will contain various mechanical, electrical and other material elements that will be warranted for terms of 1 to 5 years, depending on the item, starting at completion of the project in late 2013. Capital expenditures for a new building and periodic pavement repairs and replacements are expected to be low are not part of the annual operation and maintenance cost estimate, but rather a capital expense that will vary year to year depending on the age and condition of the facility.

To help offset operation and maintenance expenses, Troy will be securing a rental fee from Amtrak for use of the transit center. We are also exploring a surcharge for each ticket sold; as well as advertising revenue. Kiosks and concession revenues are also being explored.

Dennis Schornak, Senior Advisor to Governor Snyder, and Tim Hoeffner, Administrator of the Office of High Speed Rail, MDOT, will make a statement and answer any questions Council may have.

CC: D. Schornak; T. Hoeffner; D. Smith

Revised - January 11, 2012

TROY MULTI MODAL TRANSIT FACILITY - \$6.27 Million  
 OPERATION AND MAINTENANCE COST ESTIMATE

	Item	Quantity	Unit	Unit Price	Total Cost
1	Building Maintenance,Custodial (based on current city billing history) and trash removal	2000	SF	\$3.32	\$6,640.00
2	Custodial supplies (based on current city billing history)	2000	SF	\$0.20	\$400.00
3	Mowing (one acre or less) (based on current city billing history)	21	EA	\$28.00	\$588.00
4	Snow and Ice Removal - Parking Lot and Doyle Drive (65,812 SF x \$3.20 per 1,000 SF = \$210.60 per removal)	30	EA	\$210.60	\$6,318.00
5	Snow and Ice Removal - Sidewalks (based on current city billing history) (8,600 SF x \$.01 per SF = \$86 per removal x 30/year <b>(No heated Sidewalks)</b> )	30	EA	\$86.00	\$2,580.00
6	Electric (based on current city billing history, calibrated to 2,000 sf)	1	Lsum	\$4,160.00	\$4,160.00
7	Gas Utility (based on current city billing history, calibrated to 2,000 sf)	1	Lsum	\$2,240.00	\$2,240.00
8	Elevator Maintenance (based on average annual cost for City's elevators)	2	EA	\$1,875.00	\$3,750.00
9	Relief Valve Testing (based on current city billing history)	2	EA	\$785.00	\$1,570.00
10	Water & Sewer (based on current city rates and including irrigation)	1	Lsum	\$1,000.00	\$1,000.00
11	Window Cleaning (based on current city billing history and done 2 times a year)	2	EA	\$1,300.00	\$2,600.00
		<b>Total Estimated O&amp;M Costs</b>			<b>\$31,846.00</b>