

THE HUB

HERCULES

AGENDA

1. **Project Introduction**
2. Stakeholder Update
3. Current Work Status
4. Future Work Phases
5. Current and Future Funding
6. Project Delivery Team Structure
7. Next Steps

THE HUB

HERCULES

The Hercules Hub is a regional, state-of-the-art housing and transportation development. It will connect thousands of housing units with a new train stop along the Capitol Corridor, bicycle and pedestrian pathways, bus routes, carpool options, and a future ferry service.

The Hub has all the components of the ideal regional housing and transit center and will be a model for thriving transit-oriented communities throughout the Bay Area.



HERCULES · CONNECTIVITY · HOUSING · TRANSIT ·

THE HUB

A REGIONAL MODEL FOR TRANSIT-ORIENTED DEVELOPMENT



SURROUNDING DEVELOPMENT

Currently <1 mile from The Hub:

- *5,750 employees*
- *4,150 residential units*

Proposed/Approved Development <1 mile from The Hub:

- *Additional 1,247 residential units (including 255 affordable units)*
- *120-room hotel*
- *30,000 square feet commercial*

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STAKEHOLDER UPDATE – BROAD SUPPORT

- **Capitol Corridor Joint Powers Authority** – HUB given official candidate station status and listed as a new station project
- **CCTA** – HUB is a Measure J Strategic Plan project
- **MTC/ABAG Plan Bay Area 2050+** – HUB included in the Regional Transportation Plan
- **Caltrans State Rail Plan** – HUB listed as a "Near Term" capital project
- **California Transportation Commission** – HUB funding provided

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WORK COMPLETED TO DATE

PATH TO TRANSIT

The Project synergized with the adjacent development and the resulting improvements conformed to the Waterfront Master Plan



1

Hercules Bayfront Prior to the Path To Transit Construction



2

Hercules Bayfront After the Completion of the Path To Transit Phase (incl. Creek Restoration)



3

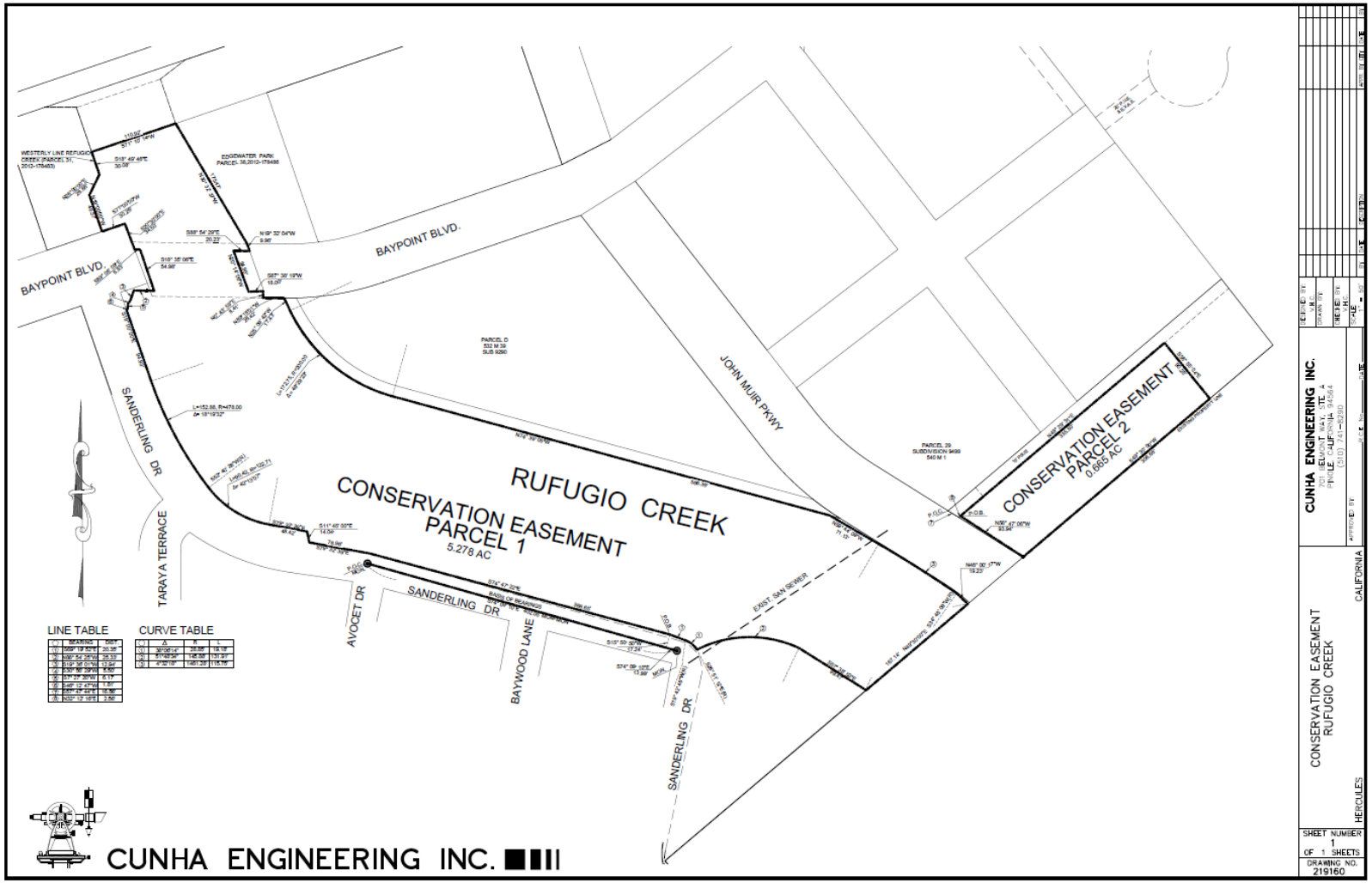
Hercules Bayfront Circa 2021 with Adjacent Development (i.e. The Grand)



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WORK PROGRESS TO DATE

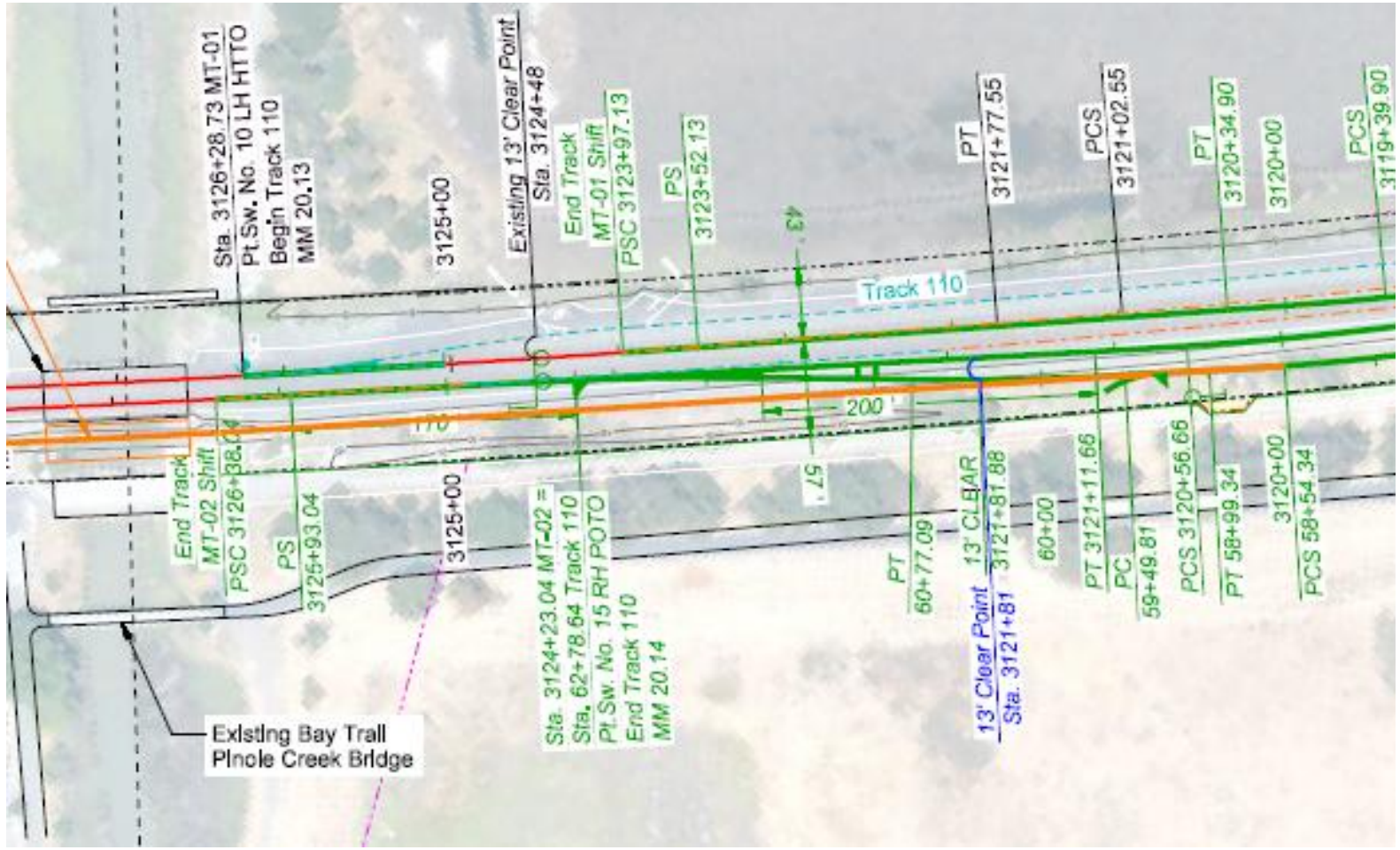
ENGINERING DESIGN AND ENVIRONMENTAL WORK



Environmental Compliance Work

WORK PROGRESS TO DATE

ENGINERING DESIGN AND ENVIRONMENTAL WORK



Rail Engineering

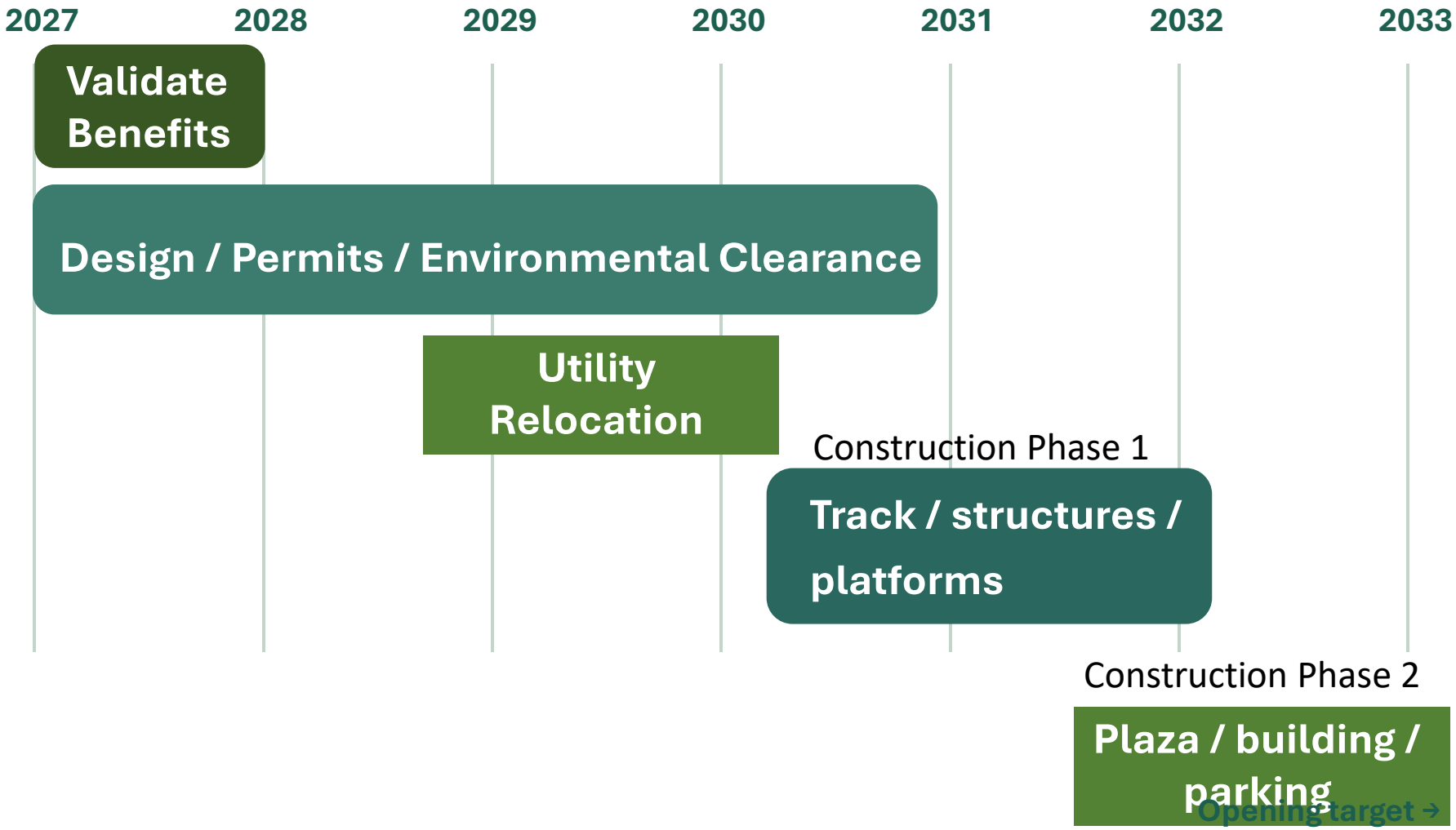
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DELIVERY SEQUENCE SIMPLIFIED

Baseline Work	• Rail design with Union Pacific; utility relocation design • Complete Environmental Compliance and Permitting • Revalidate Benefits (ridership, congestion relief, etc) • Right of Way acquisition • 2027-2029
Utility Relocation	• Shell pipeline, Kinder Morgan gas lines, fiber optic lines • 2028-2029
Construction Phase One	• Track, Platforms, and Bridge work • Creek Restoration • 2030-2032
Construction Phase Two	• Station Building, Plaza, Parking • 2032-2033 • Cut the Ribbon 12/31/2033

Six-year delivery sequence | 2027–2033



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TOTAL SYSTEM COST ESTIMATE

$199 MILLION

Baseline Work	•$12 Million
Utility Relocation	•$22 Million
Construction Phase One	•$125 Million
Construction Phase Two	•$40 Million

*** Includes a 20% contingency*

FUNDS ON HAND

Source of Funds	Amount
Subregional Transportation Mitigation Program (STMP)	$250,000
Transit and Intercity Rail Capital Program (TIRCP)	$2,400,000
Congressional Appropriation (Congressman Garamendi)	$850,000
Public Benefit Fee (Bayfront Developer)	$1,000,000
Hercules Capital Reserve (General Fund)	$3,000,000
TOTAL	**$7,500,000**

FUTURE FUNDING SOURCES – *THE LAYER CAKE*

Federal

- National Railroad Partnership Program
- Consolidated Rail Infrastructure & Safety Improvements
- Corridor Identification and Development Program
- BUILD (formerly Tiger Grant)

State

- Transit and Intercity Rail Capital Program
- State and Federal Community Project Funding
- Highway Safety Improvement Program (HSIP)
- Active Transportation Program (ATP)
- Solutions for Congested Corridors Program (SCCP)

Regional

- Measure J
- Subregional Transportation Mitigation Program
- Surface Transportation Block Grant Program/ One Bay Area Grant
- Transportation Fund for Clean Air (TFCA)
- Affordable Housing and Sustainable Communities (AHSC) Program

Hercules

- Local Match
- $3 Million in hand
- In-Kind contributions

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1. Hire a Project Manager, based in City Hall
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Project Delivery Team Structure

Project Management	• **Program Manager** in City Hall
Engineering	• **SNG** (federal procurement compliance) • **HDR** (environmental and rail design)
Grant Writing	• **Gray-Bowen-Scott** grant writing
Advocacy	• Federal / State / Regional

The Key is Advocacy

Federal Advocacy	• **Tai Ginsberg & Associates** • Existing contract
State Level Advocacy	• **Townsend Public Affairs** • Existing contract
Regional Level Advocacy	• **Eric Zell and Associates** • Previously part of Gray-Bowen-Scott contract
Local Advocacy	• **Hercules Advocacy for Rail and Transit (HART)** • Agenda item 9

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Putting it in Motion -- New Development Team Structure

Advocacy – Item 6	• Amend existing contract with **Townsend Partners and Associates (TPA) f**or HUB advocacy in Sacramento • Funded in FY26-27 budget CIP reserves
Project Management – Item 7	• Amend contract with **SNG** to write federally compliant RFPs, support Capital Improvement Program, and private development review • In FY26-27 budget CIP reserves & developer fees
Grant Writing – Item 8	• Amend contract with **Gray Bowen Scott t**o focus on large, complex grant writing • Funded in FY26-27 budget CIP reserves
Advocacy – Item 9	• Establish Hercules Advocacy for Rail and Transit (HART) • Funding neutral

QUESTION AND ANSWER

Thank You!