

## AGENDA

### Meeting of the Board of Directors

**Location:** City of Rancho Cordova City Hall  
2729 Prospect Park Drive  
Rancho Cordova, CA

**Date:** Friday, October 28, 2016, 8:30 a.m. to 10:30 a.m.

Members of the public may comment on any item on the agenda at the time that it is taken up by the Board. We ask that members of the public complete Speaker Card, submit it to the Clerk of the Board, and keep their remarks brief. If several persons wish to address the Board on a single item, the Chair may impose a time limit on individual remarks at the beginning of the discussion.

#### Call to Order / Roll Call

Directors Hume, Mikulaco, Nottoli, Sander, Starsky

#### Pledge of Allegiance

#### Public Comments on Non-Agenda Items

Any person wishing to address the Board on any item not on the agenda may do so at this time. After ten minutes of testimony, any additional testimony may be heard following the New Business Items. Note, under the provisions of the California Government Code, the Board is prohibited from discussing or taking action on any item not on the agenda.

#### 1. Executive Director's Report

#### Consent Agenda

2. Approve Action Minutes of August 26, 2016, Board Meeting
3. Receive Project Activities Update
  - a) Staff Report
4. Approve FY 2016-17 Member Jurisdiction Contribution
  - a) Staff Report
  - b) Resolution
5. Adopt Revised 2016 Connector JPA Board Meeting Schedule
  - a) Staff Report
  - b) Resolution

6. Update on Proposed Sacramento County Transportation Sales Tax ("Measure B")
  - a) Staff Report

#### New Business Items

7. Approve the Evaluation and Potential Use of CM/GC as a Procurement/Delivery Method for the Connector
  - a) Staff Report with Evaluation
  - b) Resolution
  - c) Resolution
8. Authorize the Executive Director to Enter into an Agreement with Dokken Engineering for Segment D3/E1 Final Design Engineering Services (White Rock Rd from Prairie City Rd to Latrobe Rd)
  - a) Staff Report
  - b) Resolution
9. Receive Update on Segment B2 (Grant Line Rd from Mosher Rd to Bradshaw Rd) Preliminary Engineering and Environmental Documentation Progress
  - a) Staff Report

#### Adjourn

The Board may take action on any matter, however listed on this agenda, and whether or not listed on this agenda, to the extent permitted by applicable law. Staff Reports are subject to change without prior notice.

If requested, this agenda can be made available in appropriate alternative formats to persons with disabilities, as required by Section 202 of the Americans with Disabilities Act of 1990 and the Federal Rules and Regulations adopted in implementation thereof. Persons seeking an alternative format should contact the Board Secretary for further information.

A person with a disability, who requires a modification or accommodation, including auxiliary aids or services, in order to participate in a public meeting, should telephone or otherwise contact the Board Secretary as soon as possible. The Board Secretary may be reached at 10640 Mather Blvd., Suite 120, Mather, CA 95655 or by telephone at (916) 876-9094.

Capital SouthEast Connector JPA Board of Directors

Item # 1  
Receive and File

October 28, 2016

**Executive Director's Report**

**Issue:** An Executive Director's report is filed every month on current JPA activities

**Recommendation:** Receive and File

**Discussion:** The following is a brief status report on some of the more significant issues and activities currently being pursued by the Connector JPA staff.

**Administrative**

- Due to the holiday schedule, staff recommends combining the November and December meetings into one meeting which will be held December 9<sup>th</sup>. A resolution adopting a revised meeting schedule is Agenda Item #5.
- The Executive Director will be out of the office November 2<sup>nd</sup> to 4<sup>th</sup> to attend the Design-Build Institute of America's annual conference.

**Project**

- With the increased level of activity on multiple project segments, on-going project activity updates will be reported in a separate consent item known as the "Project Activities Update." Today's Project Activities Update is Agenda Item #3.
- As reported last month, the Board authorized staff to negotiate a contract with Dokken Engineering to begin Final Design on Segment D3/E1 (White Rock Road from Prairie City Road to Latrobe Road). A staff report requesting authorization to enter into an Agreement is found in Agenda Item #8.
- A separate agenda item providing an update on Segment B2 (Grant Line Rd from Mosher Rd to Bradshaw Rd) is Agenda Item #9.
- The Sacramento Transportation Authority has published its FY 2015/16 revenue report for the Measure A development impact fee on new construction, required by the existing Ordinance. The report indicates that revenues have increased approximately 5% compared to FY 14/15 indicating an overall increase in new construction activity. This component provides funding for the majority of capital improvements in Sacramento County, including the Connector Project.
- Staff held a meeting with Segment D2 property owners, adjacent member jurisdiction staff, and Chair Starsky on October 12<sup>th</sup> to provide an update on technical, environmental, and schedule elements of the current work plan. This was the second annual meeting and it was well received by the group. Similar efforts will be considered for remaining Connector segments as they proceed through their environmental and design processes.

Fiscal

- There are no items of significance to report this month

Media

- **Sacramento Bee**
  - 10/24/16 – Transportation sales tax mailers stir questions – Tony Bizjak  
<http://digital.olivesoftware.com/Olive/ODN/SacBee/default.aspx>
  - 10/19/2016 – The most important Sacramento issue on November's ballot is one you may have overlooked – Marcos Breton  
<http://www.sacbee.com/news/local/news-columns-blogs/marcos-breton/article109078262.html>
  - 10/15/2016 – Are Sacramento voters willing to pay to repave streets, upgrade transit? – Tony Bizjak  
<http://www.sacbee.com/news/local/article108517362.html>
  - 9/27/2016 - Bite the bullet for Measure B sales tax – Editorial Board  
<http://www.sacbee.com/opinion/editorials/article104498091.html>
  - 9/16/2016 - Steinberg spending leftover money from mayor's race to push transportation – Anita Chabria  
<http://www.sacbee.com/news/local/transportation/article102627357.html>
- **Sacramento Business Journal**
  - 10/6/2016 – Measure B is vital to Sacramento's future – Barry Broome  
<http://www.bizjournals.com/sacramento/news/2016/10/06/measure-b-isvital-to-sacramento-s-future.html>
- **Mountain Democrat**
  - 9/23/2016 –Road plan, fees move on – Chris Daley  
<http://www.mtdemocrat.com/news/supes-ok-moves-cip-and-tim-fee-program-forward/>

Miscellaneous

- State Special Session on Transportation Update – The special legislative session called by the Governor to focus on transportation reform and revenue continues to discuss funding packages. A special session vote is expected in mid-November on a proposal that will produce several billion annually. Details of the funding package are unknown and likely will remain unknown until the package is complete. If a legislation package is sent to the Governor in November, staff will provide additional information on the result from this effort at your next meeting.
- On Tuesday, September 27<sup>th</sup>, staff participated in a panel discussion hosted by the Society of Marketing Professional Services (SMPS). SMPS represents engineering and architecture employers in Sacramento and the discussion focused on the potential for upcoming consulting services for the Connector. The discussion was well received and feedback was positive as it related to the Connector's history of utilizing local private professional services firms to deliver work.

- A new report issued in September by the Reason Foundation, a national transportation research group, details the performance of state-owned highway systems in 11 categories, including highway spending, pavement and bridge condition, traffic congestion, and fatality rates. The study is based on spending and performance data that state highway agencies submitted to the federal government. Overall, California ranks poorly -- 42nd in the nation in highway performance and cost-effectiveness. Worse, California is 48th in urban Interstate pavement condition, and 48th in urbanized area congestion.
- On September 22<sup>nd</sup>, SACOG announced the hiring of a new Chief Executive Officer, James Corless to replace Mike McKeever, who is retiring effective December 31, 2016. Mr. Corless will assume his new position on April 1, 2017. Chief Operations Officer, Kirk Trost will serve as the Interim CEO prior to Mr. Corless' arrival.

Respectfully Submitted,



Tom Zlotkowski  
Executive Director

**Capital SouthEast Connector JPA Board of Directors**

**Item # 2  
Motion**

October 28, 2016

**Action Minutes of the August 26, 2016, Meeting**

The Capital SouthEast Connector JPA Board of Directors met in regular session on August 26, 2016, in the City of Rancho Cordova City Hall Council Chambers, located at 2729 Prospect Park Drive, Rancho Cordova, CA.

**Call to Order:** Chair Starsky called the meeting to order at 8:30 a.m.

**Roll Call:** Present: Directors \*Nottoli, Mikulaco, Sander, Starsky  
\*Director Nottoli arrived at 8:45 during Item #1  
Absent: Hume

**Public Comments on Non-Agenda Items**

There were no comments from the public on non-agenda items.

**Item #1: Executive Director's Report**

The Board received the comprehensive written report submitted by Mr. Zlotkowski, the Executive Director of the Authority. Mr. Zlotkowski did highlight one item -- the proposed Sacramento County Transportation Sales Tax known as "Measure B" that was approved by the Sacramento County Board for the November 2016 ballot.

**Consent Agenda**

The Consent Agenda included:

- Item #2: Approve Action Minutes of June 24, 2016
- Item #3: Adopt Final Budget for FY 2016-2017 and Approve Member Jurisdiction Contribution\*\*
- Item #4: Authorize the Executive Director to Enter into an Agreement with Drake Haglan & Associates, Inc. for Program/Project Management and Technical Administrative Services
- Item #5: Project Activity Report

\*\*Item #3 was pulled from the Consent Agenda as it requires the unanimous vote of all five Board members, and not all five were present.

No public comment was received on the Consent Agenda.

It was moved by Director Starsky, seconded by Director Sander, and passed by unanimous vote that:

**THE CAPITAL SOUTHEAST CONNECTOR AUTHORITY BOARD OF DIRECTORS APPROVES THE FOLLOWING ITEMS FROM THE CONSENT AGENDA: 1) APPROVE ACTION MINUTES OF JUNE 24, 2016; 2) AUTHORIZE THE EXECUTIVE DIRECTOR TO ENTER INTO AN AGREEMENT WITH DRAKE HAGLAN & ASSOCIATES, INC. FOR PROGRAM/PROJECT MANAGEMENT AND TECHNICAL ADMINISTRATIVE SERVICES; 3) PROJECT ACTIVITY REPORT**

**New Business Items**

**Item #6: Update on the Construction Management/General Contractor (CMGC) Delivery Method for the Connector**

Mr. Zlotkowski introduced the item and provided a summary of the staff report. A discussion followed.

No public comment was received on Item #6.

This item was a receive and file item, and therefore no action was required.

**Item #7: Authorize the Executive Director to Negotiate a Scope of Services with Dokken Engineering for Segment D3/E1 Final Design Engineering Services (White Rock Rd from Prairie City Rd to Latrobe Rd)**

Mr. Zlotkowski introduced the item and provided a summary of the requested action. A discussion followed.

No public comment was received on Item #7.

A motion was made by Director Starsky to authorize the Executive Director to negotiate a scope of services with Dokken Engineering for Segment D3/E1 final design engineering services (White Rock Rd from Prairie City Rd to Latrobe Rd). The motion was seconded by Director Sander and approved by unanimous vote.

**Adjournment**

The meeting adjourned at 9:10 a.m.

Approved By:

Attest:

\_\_\_\_\_  
Jeff Starsky  
Chair of the Board

\_\_\_\_\_  
Tom Zlotkowski  
Board Secretary



Capital SouthEast Connector JPA Board of Directors

Item # 3  
Receive and File

October 28, 2016

### Receive Project Activities Update

**Issue:** A Project Activities Update is provided below to provide a snapshot of current JPA activities related to planning and engineering for the Connector Project.

**Recommendation:** Receive and file this report.

**Background:** In the past, staff has provided brief updates on project related activities within the Executive Director's Report and through periodic presentations. Now, with seven Connector segments, totaling 23 miles, undergoing either planning or engineering, staff believes it would be prudent to provide the Board a more focused update at each meeting. Presentations are still anticipated at key milestones.

**Discussion:** The following is a report on some of the more significant project related activities currently underway:

#### Segments A1/A2 – Kammerer Road Project

Length: 6.3 miles from Interstate 5 to State Route 99

Consultant Team: Willdan Group, Inc. with assistance from HDR Inc. and Michael Baker International.

Current Phase: Preliminary Engineering and Environmental Documentation

- This segment is being pursued independently by the County of Sacramento and the City of Elk Grove, in consultation with the Connector. The County of Sacramento is serving as the CEQA Lead Agency and Caltrans is the NEPA Lead Agency. Funding for the project is being provided by the City of Elk Grove and a federal grant from 2006. It is anticipated that the Connector JPA will be listed as a Responsible Agency under CEQA.
- The City recently submitted the required documents to Caltrans for including the road on the National Highway System and the City is also investigating phasing options such as only constructing two lanes to Interstate 5.
- The current project schedule shows a draft CEQA/NEPA document being released to the public in March 2017, and completion of the environmental phase in October 2017. Staff has received and is currently reviewing the Administrative Draft EIR/EA..

#### Segment B2 – Grant Line Road in Sacramento County/City of Elk Grove

In December 2015, the Connector JPA and the City of Elk Grove entered into a Memorandum of Understanding to exchange federal funds held by the City for Measure A funds held by the JPA, which will allow the City to begin Final Design for Segment B2 from Waterman Road to Mosher Road, relying on a CEQA-only environmental analysis previously completed, while the JPA undertakes a CEQA and NEPA analysis from Mosher Road to Bradshaw Road. The two sub-segments are addressed separately below:



### Mosher Road to Bradshaw Road

Length: 1 mile from Mosher Road to Bradshaw Road

Consultant Team: TRC Engineers, Inc.

Current Phase: Preliminary Engineering and Environmental Documentation

- The B2 Project started in earnest in June 2016 with the consultant team beginning information gathering and outreach to adjacent property owners. Since the August Board meeting the team has completed and submitted a draft Record of Survey to the County of Sacramento, draft Initial Site Assessment, and draft Farmland Impact Report, and a draft Visual Impact Assessment to Caltrans, the City of Elk Grove, and Sacramento County for review.
- The team has also begun an Arborist Report for the trees along the alignment, performed subsurface geotechnical explorations, conducted biological field work, obtained existing noise data, and begun potholing existing utilities.
- Upcoming activities include preparing the Natural Environment Study, submitting a Jurisdictional Delineation of Waters of the U.S. to the Army Corps of Engineers and completing the Section 106 Consultation with Native American Tribes.
- A more detailed presentation on the progress of this Segment will be provided during Item #9 on today's agenda.

### Waterman Road to Mosher Road

- This section of improvements is being pursued by the City of Elk Grove with Measure A funds reimbursed by the Connector JPA per the Memorandum of Understanding discussed above. JPA staff has worked with the City to develop and release a Request for Proposals and an engineering consultant has been selected. Negotiations and contract approvals are underway and staff anticipates that the City will begin final design work on this segment in early 2017.

### Segment C – Grant Line Road Sheldon-Wilton Segment

Length: 2.7 miles from Bond Road to Calvine Road

Consultant Team: Willdan Group, Inc.

Current Phase: Planning

- This study is being led by the City of Elk Grove and is intended to identify potential impacts of widening Grant Line Road in the Sheldon area.
- The City's consultant is preparing refined traffic studies, preliminary intersection modifications, trail locations, and driveway configurations to identify right of way needs for property owners along the corridor. The City's consultant is also preparing intersection alternatives for JPA review.
- It is anticipated that public meetings to present the access alternatives will begin in February 2017.

### Segment D2 – Grant Line Road in Sacramento County/City of Rancho Cordova

Length: 7.2 miles from Jackson Road to White Rock Road

Consultant Team: CH2M Hill, Inc.

Current Phase: Preliminary Engineering and Environmental Documentation

- Since the August Board meeting, staff has completed and submitted drafts of the following studies/reports to Caltrans, the City of Rancho Cordova, and Sacramento County for review: Community Impacts Assessment, Section 4(f) Resource Evaluation, Visual Impact Assessment, Natural Environment Study, Air Quality and Climate Change Technical Study, Water Quality Assessment, Paleontology Report, Farmland Impact Report, Floodplain Encroachment Study, Preliminary Drainage Report and Noise Study Report. At this point the only remaining environmental technical study still being prepared is the Biological Assessment.
- The team has also prepared a draft Phase 1 alignment and has met with Sacramento Municipal Utility District, Sacramento Area Sewer District and Sacramento County Water Agency on the layout of the adjacent utility corridor. Discussions on the Phase 1 alignment are ongoing with adjacent landowners and refinement of the alignment to further avoid wetland impacts is underway.
- Upcoming activities include preparing the Biological Assessment and associated resource agency consultation, completing the Section 106 Consultation with Native American Tribes, and preparing the draft environmental document.

### **Segments D3/E1 – White Rock Road in Sacramento County/City of Folsom/EI Dorado County**

Length: 5.3 miles from Prairie City Road to Latrobe Road

Consultant Team: Dokken Engineering (recommended)

Current Phase: Final Design

- On the Board agenda today is an item requesting authorization to enter into an agreement with Dokken Engineering to begin Final Design work on these Segments.
- The agreement is proposed to be separated into two phases which will allow for the design to progress to a 35% level in the first phase while funding and procurement method details are being determined. The second phase of work will complete the final design and right-of-way acquisition effort and provide the final construction documents. The JPA will make a final determination of the delivery method and construction funding one month prior to the completion of the first phase and the Executive Director's issuance of a Notice-to-Proceed for the second phase will be contingent upon this determination.
- Staff anticipates it will bring a Memorandum of Understanding (MOU) with the County of EI Dorado to the JPA Board for funding the E1 Segment work. Previously, the EI Dorado County Board of Supervisors has indicated a willingness to fund final design work for the E1 Segment and the MOU is in development by County staff and JPA legal counsel. The current scope of work for the D3 final design shows Segment E1 as an optional task to be included in the scope of work upon approval of the MOU.

Respectfully Submitted,



Tom Zlotkowski  
Executive Director



Capital SouthEast Connector JPA Board of Directors

Item # 4  
Resolution

October 28, 2016

### Approve FY 2016-17 Member Jurisdiction Contribution

**Issue:** To approve the amount of the annual contribution to be provided by the member jurisdictions.

**Recommendation:** The Executive Director recommends that the Board approve the amount of the annual contribution to be provided by the member jurisdictions.

**Background:** In January 2015, during the Plan of Finance workshop, the Executive Director of the Sacramento Transportation Authority (STA) indicated that STA would prefer that the JPA find an alternative form of funding to support JPA administrative functions, instead of continuing to rely on "Pay-Go" funds. At that time, the Board discussed gradually increasing the annual member contributions, a solution which received conceptual support from several Board members. In March 2015, the Board formally approved a schedule outlining the planned gradual increase in the member contributions over the next four fiscal years.

Consistent with this schedule, at the June 2016 Board Meeting, the Board approved the FY 2016-17 budget and adopted a resolution requesting a \$25,000 local contribution from the individual member jurisdictions. The resolution was unanimously supported by the Board members present, however, Section 6.d.5 and 7.b of the Joint Exercise of Powers Agreement requires a unanimous vote by all five member jurisdictions to adopt the contributions and Directors Nottoli and Mikulaco were absent for this item.

**Discussion:** Staff requests that the Board unanimously adopt a resolution requesting the \$25,000 local contribution from the member jurisdictions.

As in prior budgets, this local contribution will provide the JPA with the ability to maintain adequate cash availability and provide flexibility for non-STA allowed expenses.

Respectfully submitted,

Tom Zlotkowski  
Executive Director



Item # 4  
Attachment

RESOLUTION NO. 2016-18

RESOLUTION OF THE BOARD OF DIRECTORS  
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY  
ADOPTING THE MEMBER JURISDICTION CONTRIBUTION  
FOR THE 2016-17 FISCAL YEAR

**BE IT RESOLVED** by the Board of Directors ("Board") of the Capital SouthEast Connector Joint Powers Authority ("Authority") that each member jurisdiction shall contribute local funds in the amount of \$25,000 for the FY 2016-17 Annual Budget, as presented to the Board at the June 24, 2016, meeting.

This Resolution is intended to facilitate the expeditious transfer of funds from member jurisdictions to the Authority, pursuant to the Joint Powers Agreement executed by each member jurisdiction.

This Resolution shall take effect from and after the date of its passage and adoption.

\* \* \* \* \*

PASSED AND ADOPTED this 28<sup>th</sup> day of October, 2016, by the following vote:

AYES:

NOES:

ABSENT:

\_\_\_\_\_  
Chairperson

ATTEST:

\_\_\_\_\_  
Secretary



Capital SouthEast Connector JPA Board of Directors

Item # 5  
Resolution

October 28, 2016

**Adopt Revised 2016 Connector JPA Board Meeting Schedule**

**Issue:** To adopt a revised Board meeting schedule for 2016, as required by the Joint Exercise of Powers Agreement.

**Recommendation:** Staff recommends the Board approve a resolution to revise the regular meeting schedule previously adopted in December 2015, to combine the November 2016 and December 2016 meetings into one meeting which will be held December 9th.

**Background:** Section 6(b) of the Joint Exercise of Powers Agreement requires the Board to establish, by resolution, the number of regular meetings to be held each year and the date, hour, and location at which such regular meetings will be held, provided the Board shall meet at least once every three months.

**Discussion:** At this time upcoming Board meetings are scheduled for Friday, November 18<sup>th</sup> and for Friday, December 16<sup>th</sup>. Due to the short turnaround to the November meeting, the election, and the holiday schedule, staff is recommending that the Board revisit its end of year Board meeting schedule.

After polling the Board members on their availability, staff recommends that the Board approve the combination of the November and December meetings into one meeting to be held on December 9, 2016, at 8:30 a.m.

Respectfully Submitted,

Tom Zlotkowski  
Executive Director

RESOLUTION NO. 2016-20

RESOLUTION OF THE BOARD OF DIRECTORS  
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY  
ADOPTING THE REVISED 2016 BOARD MEETING SCHEDULE

**BE IT RESOLVED** that the Board of Directors of the Capital SouthEast Connector Joint Powers Authority hereby adopts a revised 2016 Regular Meeting Schedule, replacing the November 18, 2016, and December 16, 2016, meetings with one meeting on December 9, 2016.

This Resolution shall take effect from and after the date of its passage and adoption.

\* \* \* \* \*

PASSED AND ADOPTED this 28<sup>th</sup> day of October, 2016, by the following vote:

AYES:

NOES:

ABSENT:

\_\_\_\_\_  
Chairperson

ATTEST:

\_\_\_\_\_  
Secretary

2016



## 2016 Capital SouthEast Connector JPA Board Schedule

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All Board meetings are scheduled to take place the fourth Friday of each month except November, & December as noted.



## Capital SouthEast Connector JPA Board of Directors

Item # 6  
Receive and File

October 28, 2016

### Update on Proposed Sacramento County Transportation Sales Tax (“Measure B”)

**Issue:** To provide the JPA Board of Directors with an update on the Sacramento County Transportation Sales Tax Measure that is on the November 8, 2016, election ballot.

**Recommendation:** Receive and file this report and provide feedback if desired.

**Background:** On June 9, 2016, the Sacramento Transportation Authority (STA) requested that Sacramento County place Ordinance STA 16-01, which would levy a one-half of one percent retail transaction and use tax for local transportation purposes, on the November ballot. The STA administers the countywide self-help transportation funds approved by voters in 2004, known as “Measure A”. These revenues are allocated for transportation/transit capital improvements and ongoing roadway, traffic, and transit maintenance and operational programs.

Prior to the STA Board requesting that the ordinance be placed on the ballot, state law required that the ordinance and associated Transportation Expenditure Plan first be approved by "the board of supervisors and the city councils representing both a majority of the cities in the county and a majority of the population residing in the incorporated areas of the county." (Cal. Public Utilities Code, § 180206).

Consistent with state law, in May and June of 2016, the Ordinance and Transportation Expenditure Plan were approved by the Sacramento County Board of Supervisors and the City Councils representing both a majority of the cities in the County and a majority of the population residing in the incorporated areas of the County. Given these approvals, STA then requested that the Sacramento County Board of Supervisors place the Ordinance on the ballot. Two-thirds of the voters in Sacramento County must approve the Ordinance on November 8<sup>th</sup> before the tax can be imposed.

The ballot statement approved by STA, the County Board of Supervisors, and all the cities in the County reads:

*“To: Fill potholes and repave streets; Repair deteriorating bridges; Relieve traffic on roads and freeways; Build a new expressway between Elk Grove, Rancho Cordova and Folsom; Extend Light Rail toward the Airport and Elk Grove; Support Light Rail and bus operations, maintenance, and security; and Improve bicycle and pedestrian safety; Shall the ordinance enacting a 30-year countywide one half cent sales tax, raising approximately \$100 million annually, with independent oversight and audits, be adopted?”*

If approved by two-thirds of Sacramento County voters, Measure B would impose the ½ cent sales tax in Sacramento County for 30 years, raising an estimated \$3.6 billion to fund a range of transportation projects including additional funding for the Connector. The tax would be dedicated exclusively to transportation planning, design, construction, operations, and maintenance in Sacramento County, and cannot be used for other governmental purposes or programs.



The approved Transportation Expenditure Plan identifies revenue allocation percentages, expenditure categories, and particular capital projects that will receive funding from the sales tax measure. It also prioritizes “fix-it-first” projects for infrastructure repairs, transportation/transit capital improvements, and ongoing roadway, traffic, and transit maintenance and operational programs.

**Discussion:**

STA staff and its educational outreach team have been working to meet with as many neighborhood associations, community and business groups as possible to educate them about the need for additional transportation funding. To date, close to 80 outreach meetings have occurred and another 30 presentations are already scheduled to occur before Election Day.

As the election approaches, there has also been significant news coverage on Measure B, including but not limited to news articles and editorials in the Sacramento Bee, the Sacramento Business Journal and the Sacramento News and Review. Links to several articles in favor of Measure B are provided below:

Sacramento Bee

- 10/24/16 – Transportation sales tax mailers stir questions – Tony Bizjak  
<http://digital.olivesoftware.com/Olive/ODN/SacBee/default.aspx>
- 10/19/2016 – The most important Sacramento issue on November's ballot is one you may have overlooked – Marcos Breton  
<http://www.sacbee.com/news/local/news-columns-blogs/marcos-breton/article109078262.html>
- 10/15/2016 – Are Sacramento voters willing to pay to repave streets, upgrade transit? – Tony Bizjak  
<http://www.sacbee.com/news/local/article108517362.html>
- 9/27/2016 – Bite the bullet for Measure B sales tax – Editorial Board  
<http://www.sacbee.com/opinion/editorials/article104498091.html>
- 9/16/2016 – Steinberg spending leftover money from mayor's race to push transportation – Anita Chabria  
<http://www.sacbee.com/news/local/transportation/article102627357.html>

Sacramento Business Journal

- 10/6/2016 – Measure B is vital to Sacramento's future – Barry Broome  
<http://www.bizjournals.com/sacramento/news/2016/10/06/measure-b-isvital-to-sacramento-s-future.html>

Sacramento News and Review

- 10/13/2016 – Vote like our future depends on it – Jeff vonKaenel  
<https://www.newsreview.com/sacramento/vote/content?oid=22461931>

A number of organizations have also endorsed Measure B, including:

Highway 50 Corridor Transportation Management Association  
American Medical Response  
Associated General Contractors of California  
Breathe California  
Budget Watchdogs  
California Alliance for Jobs  
Cleaner Air Partnership  
Folsom Chamber of Commerce  
Friends of Light Rail  
Galt Chamber of Commerce  
Greater Sacramento Area Economic Council  
Kaiser  
North Sacramento Chamber of Commerce  
North State Building Industry Association

Professional Engineers in California Government Region Business  
Rancho Cordova Chamber of Commerce  
SABA – Sacramento Area Bicycle Advocates  
Sacramento Area Firefighters Local 522  
Sacramento Central Labor Council, AFL-CIO  
Sacramento County Deputy Sheriff's Association  
Sacramento Police Officers Association  
Sacramento Regional Builder's Exchange  
Sacramento Construction & Building Trades Council  
Sacramento Metro Chamber of Commerce  
Sacramento Association of Realtors  
Walk Sacramento  
Oak Park and Midtown Business Associations  
The Sacramento Bee

JPA staff has continued to provide STA with educational materials specific to the Connector, as requested. Staff has also added an informational Measure B page on the Connector website and fielded phone calls and online questions from residents as they are received.

Respectfully Submitted,



Tom Zlotkowski  
Executive Director

October 28, 2016

**Approve the Evaluation and Potential Use of CM/GC as a Procurement/Delivery Method for the Connector**

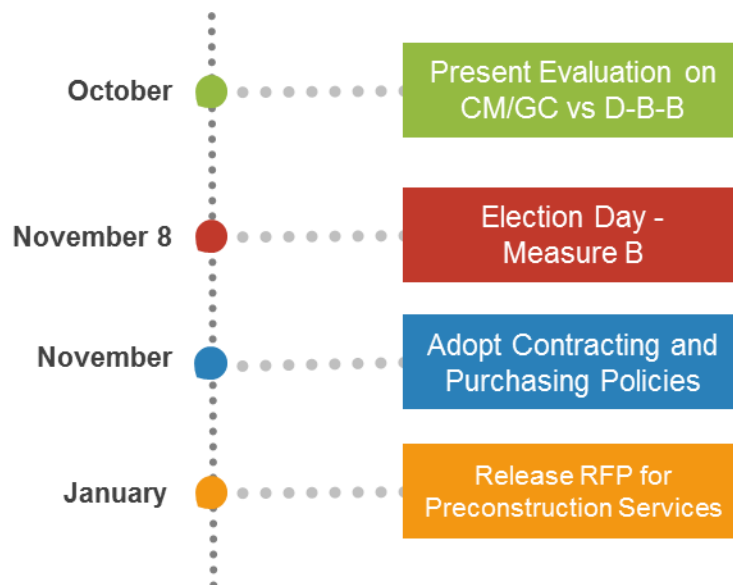
**Issue:** To review the attached evaluation of the Construction Manager/General Contractor (CM/GC) Delivery Method for the Capital SouthEast Connector Project and direct staff to pursue the necessary approvals for its use as the preferred construction method for Connector as prescribed by State law.

**Recommendation:** Staff recommends the Board review staff’s evaluation of construction methods, approve the use of CM/GC for the Connector, and request that SACOG consent to the JPA’s use of CM/GC so that the JPA may enter into CM/GC contracts for specific Project segments, as appropriate.

**Background:** As discussed at the August 2016 Board meeting, AB 1171 (Linder) signed by Governor Brown in 2015, authorized joint powers agencies, such as the Connector JPA, to use the CM/GC project delivery method provided that certain requirements are met, including:

- 1) The expressway is developed in accordance with an expenditure plan approved by voters.
- 2) The agency evaluates the traditional Design-Bid-Build method of construction and of the CM/GC method.
- 3) The agency’s Board adopts the CM/GC procurement strategy method in a public meeting.
- 4) The Regional Transportation Planning Agency (RTPA) consents the agency’s use of the CM/GC delivery method.

At the August Board meeting, Staff presented the following anticipated schedule of key milestones:



**Discussion:** Staff has prepared the attached Evaluation to examine the traditional Design-Bid-Build (DBB) method of construction versus CM/GC, as required by AB 1171. This evaluation presents a number of strategic considerations regarding the two delivery methods for Connector segments, including but not limited to risk management, cost, and schedule considerations. The evaluation assesses the relative advantages of each method for the Connector Project overall. Before entering into a segment specific CM/GC contract, JPA staff will examine the relative costs and benefits and present that evaluation to the Board, given that the weights for certain evaluation categories vary based on the characteristics of the specific Connector Project segment in question which could change the recommended method of delivery for that segment.

The Evaluation concludes that CM/GC delivery has advantages over design-bid-build in numerous categories and should be utilized as a delivery method for the Connector should project revenues allow. However it also indicates that design-bid-build has an advantage over CM/GC in the category of cash flow flexibility. If funds are available for certain aspects of the project such as final design, but not others such as construction, design-bid-build may offer an advantage in expediting the work while waiting for construction funding.

Consistent with the requirements of AB 1171, staff is presenting the attached Evaluation to the Board and requesting that the Board approve CM/GC as a procurement strategy for the Connector Project overall.

**Next Steps:** Should the Board agree with the recommendation in the Evaluation, and approve the two proposed resolutions, JPA staff will work with SACOG staff to obtain SACOG's consent to the use of CM/GC, and will prepare an update to the JPA's Contracting and Purchasing Procedures Manual to incorporate CM/GC policies and bring a revised manual to the Board for review and approval.

With seven Connector segments, totaling 23 miles, undergoing either planning or engineering, staff believes it is prudent to obtain the necessary approvals to utilize CM/GC now, in conjunction with upcoming final design engineering work. With the approval of the contract for Segment D3/E1 on today's agenda, final design will be underway. Final design is also anticipated in 2017 for Segment B2 and in 2018 for Segment D2.

The Segment D3/E1 contract has been separated into two phases which will allow for the design to progress to a 35% level in the first phase while funding details are being determined. Should Measure B be approved by voters in Sacramento County this November, the Connector JPA will be in a position to utilize the 35% design that Dokken Engineering will prepare in the first phase of work to advertise a Request for Proposals from CM/GC firms. Prior to releasing a request for proposals for a CM/GC firm for Segment D3/E1, staff will report to the Board on the status of construction funding, and the Board will have an opportunity to evaluate the use of CM/GC for that segment in light of the specific characteristics of that Project Segment.

Respectfully Submitted,



Tom Zlotkowski  
Executive Director



October 28, 2016

To: File

From: Derek Minnema, Project Manager

Subject: Evaluation of Construction Manager/General Contractor versus Design-Bid-Build

## **INTRODUCTION, BACKGROUND AND PURPOSE**

In order to deliver the Connector Project as efficiently as possible, staff has considered several different methods of construction procurement, including but not limited to Design-Bid-Build and alternative delivery methods such as Design-Build or Construction Manager/General Contractor.

Alternative project delivery methods offer benefits beyond traditional Design-Bid-Build such as better cost certainty, early identification of construction risks, and accelerated delivery, by fast-tracking construction startup and mobilization.

Pursuant to Public Contract Code Section 6970, *et seq.* ("AB 1171"), regional transportation agencies are authorized to use the CM/GC project delivery method to design and construct certain projects, such as the Connector Project.

Before a joint powers agency, such as the Connector JPA, can utilize CM/GC, AB 1171 requires that certain requirements be met, including:

1. The project is developed in accordance with an expenditure plan approved by voters.
2. There is an evaluation of the traditional Design-Bid-Build method and of the CM/GC method.
3. The agency adopts the procurement strategy method in a public meeting.
4. The local Regional Transportation Planning Agency (RTPA) consents to the use of the CM/GC delivery method.

The purpose of this Evaluation is to satisfy requirement number 2 above, comparing the costs and benefits of utilizing a traditional Design-Bid-Build procurement strategy versus a Construction Manager/General Contractor procurement strategy, and documenting the findings.

## **BRIEF DESCRIPTION OF PROCUREMENT METHODS**

### **Traditional Design-Bid-Build Construction Procurement Method**

Design-Bid-Build is the traditional method for public agency project delivery in which the owner contracts with separate entities for the design and construction of a project. An owner first contracts with an engineer to deliver full construction documents. Once the engineer has prepared the project design and bid documents, those documents are then released in the marketplace to obtain formal bids from potential general contractors. The general contractor who is the lowest responsive responsible bidder is then selected. The winning contractor then contracts with the public agency owner to build what was designed and published in the bid specifications.

The design firm and general contractor have separate contracts with the owner and their interaction is directly with the owner, not each other. There is limited interaction between the designer and the contractor prior to the actual initiation of construction.

### Construction Manager/General Contractor (CM/GC) Construction Procurement Method

Under the CM/GC delivery method, the public agency owner solicits for a General Contractor (GC) early in the design of the project who acts in a Construction Manager (CM) capacity with the JPA's engineer while the engineer prepares the final design for the project. The CM/GC is selected through a more qualifications based selection process, not the traditional lowest responsive responsible bidder selection typically utilized in public construction contracting. Under AB 1171, the public agency owner must comply with the same CM/GC procurement procedures that apply to Caltrans.

Initially, the selected CM/GC firm will provide "Preconstruction Services," such as plan reviews for constructability, pricing, scheduling, staging, methods, efficiency, material procurement strategies, risk identification/management, and other areas related to the construction of the project. Such Preconstruction Services typically cost the owner approximately 10% of the engineer's fee for final design.

At approximately 60% to 90% design completion, the public agency owner and the CM/GC enter into negotiations regarding a 'Guaranteed Maximum Price' (GMP) for the construction of the project. The GMP must also be independently verified as accurate and appropriate, and if the verified price is acceptable to both parties, they can execute a contract and construction of the project can begin.

During the construction phase, the CM/GC performs the same functions as a typical General Contractor would provide under the traditional DBB delivery method.

### **COMPARISON OF DESIGN-BID-BUILD AND CONSTRUCTION MANAGER / GENERAL CONTRACTOR**

There are a number of strategic considerations that influence the preferred delivery method for the Connector Project, including risk management, cost, and schedule. A table comparing the costs and benefits of DBB versus CM/GC is presented below. In the table, staff has assigned a number score for each category to indicate the level of benefit one method may provide versus the other.

Note: The scores for each category have not been added up to determine the highest score, as that would allocate equal weighting to each category. Instead, the table is meant to serve as a tool to document the relative costs and benefits of each method for the Connector Project overall. Before entering into a segment specific CM/GC contract, JPA staff will evaluate the relative costs and benefits, as some Connector Project Segments may not be as attractive for CM/GC based on the specific characteristics of the segment.

### Overall Connector Project Delivery Method Evaluation

1 = Slight Advantage, 2 = Moderate Advantage, 3 = Significant Advantage

Criteria*	Design-Bid-Build	Construction Manager/ General Contractor
1. Overall Time Savings		2
2. Opportunity for Contractor Innovation		3
3. Community Interaction		1
4. Responsiveness to Changes Design	1	
5. Responsiveness to Changes Construction		1
6. Quality Product	-	-
7. Delays in Right-of-way	1	
8. Utility Impacts	1	
9. Environmental Compliance Exposure		1
10. Cash-flow Flexibility	2	
11. Construction Change Orders		3
12. Overall Cost savings		1
13. Momentum		3
<b>Conclusion</b>		<b>Advantage</b>

\* A detailed description of each criteria is attached hereto in Appendix A.

#### CONCLUSION/RECOMMENDATION

As shown in the Evaluation table above, CM/GC delivery has the potential to provide numerous advantages over traditional design-bid-build delivery. Staff recommends that the Board determine that CM/GC should be utilized as a preferred delivery method for the Connector Project, and direct staff to take the necessary steps under AB 1171 to allow the JPA to take advantage of CM/GC for appropriate Project Segments.

Prepared by:



Derek Minnema, P.E.

Approved by:



Tom Zlotkowski, P.E.

## APPENDIX A

### Overall Time Savings

This category relates to the overall project schedule from the decision to proceed with preliminary engineering to final acceptance.

**CM/GC = 2, Moderate Advantage.** It is widely recognized that CM/GC offers the potential to reduce the project delivery schedule. This is achieved by reducing overall procurement schedules, overlapping design and construction and contractor-developed construction sequencing and phasing. At approximately 60% to 90% design completion, the owner and the CM/GC negotiate a 'Guaranteed Maximum Price' (GMP) for the construction of the project. If the GMP can be independently verified as accurate and appropriate, and the price is acceptable to both parties, the JPA can execute a contract and construction of the project can begin immediately without several months of bidding and contract execution that DBB requires.

### Opportunity for Innovation

This category refers to innovations that may reduce costs or project schedule, project risks, reduced impacts to traffic or neighboring properties, or may otherwise result in a better project.

**CM/GC = 3, Significant Advantage.** The CM/GC delivery method incorporates consultation of a solicited General Contractor (GC) early in the design of the Connector Project acting in a Construction Manager (CM) capacity with the JPA's designer. Early contractor involvement on the Connector can offer significant opportunities for innovation. These can result from designs customized to a particular contractor's capabilities, from contractor proposed innovations based on experience gained on other projects, and from material savings by using the Contractor's knowledge of local material sources when developing construction specifications. In some cases, these innovations can be quite significant. Integrating the design and construction activities will reduce the potential for design errors between the plans and construction efforts which will result in fewer change orders for the Connector.

### Community Interaction

This category refers to the effectiveness of each delivery method in dealing with affected communities, businesses and residents.

**CM/GC = 1, Slight Advantage.** Generally, outcomes are similar for well-managed projects regardless of delivery method. CM/GC is slightly advantageous along the Connector as an accelerated construction schedule would result in less overall time of disruption to adjacent businesses and residents. This would be particularly important along Segments with developed residential areas.

### Responsiveness to Changes in Design/Construction

This category refers to the inherent flexibility to respond to changes during entire project delivery process.

**Neutral.** Generally, changes arising during the design and construction phases are both readily addressed with conventional design-bid-build and CM/GC projects. With the Connector, local agency coordination and responsiveness to requested changes is important for accountability to the member jurisdictions.



Traditional DBB offers a more familiar review process during design, however during construction changes are often more efficiently addressed in a CM/GC environment since both designer and contractor are more aligned to promptly resolve issues.

### Quality Product

This category refers to the inherent quality of the constructed facilities.

**Neutral.** Experience has shown that construction quality and overall client satisfaction is independent of the delivery method for well-managed projects. The Connector has established design guidelines and each member jurisdiction has adopted construction specifications that are well known locally to the contracting community. In other words, construction quality is generally about the same regardless of delivery method.

### Delays in Right-of-way or Advance Utility Relocation

This category refers to the ability to secure the right-of-way rights necessary to begin construction activities.

**Design-Bid-Build = 1, Slight Advantage.** Right of Way acquisition will likely be on the critical path for the Connector regardless of the delivery model used. In some cases, an advance utility relocation by the utility is intended to be completed prior to contractor mobilization. Given the uncertainties associated with the right-of-way acquisition process and utility relocations, this is often a high risk for public owners, particularly in cases where lack of access adversely impacts the overall efficiency of construction. For the Connector, acquisition of real property and easements for the numerous utility providers is a delay risk and traditional DBB allows more time for those activities to get better defined.

### Utility Impacts

This category refers to overall effectiveness in addressing utility relocations, abandonments or protections.

**Design-Bid-Build = 1, Slight Advantage.** In both conventional design-bid-build and CM/GC projects utility relocations are addressed during the design development process. For contractor-performed work, detailed plans are developed and included in the final bid package. For utility-performed work, the owner either attempts to complete the work prior to notice to proceed to the contractor, or attempts to get schedule commitments from the utility for the performance of the work. This is typically a high risk area for all delivery methods. For the Connector, numerous utility providers require coordination as the facility is planned to be a "backbone" for the south county. Traditional DBB offers a more familiar utility coordination process during design and allows more time for those activities to get better defined.

### Environmental Compliance Exposure

This category refers to effectiveness in addressing environmental commitments and managing environmental aspects of projects.

**CM/GC = 1, Slight Advantage.** For well-defined, prescriptive environmental mitigations and commitments, performance is not dependent on delivery methods. The Connector is a plan partner in the South Sacramento Habitat Conservation Plan and the overall project footprint has been adopted into SSHCP technical materials. However specific mitigation measures due to detailed impacts require knowledge of

construction methods which CM/GC can provide. In this case mitigations will be dependent on final design or specific construction methods that are not readily defined through traditional DBB delivery.

### Cash-flow Flexibility

This category refers to the ability for the agency to manage its cash flow for a construction contract.

**Design-Bid-Build = 2, Moderate Advantage.** The ranking in this category is largely dependent on the source of funding and the desired goals in managing cash flow. If funds are available for certain aspects of the project such as final design, but not others such as construction, design-bid-build may offer an advantage in expediting the work while waiting for construction funding. For the Connector, this has typically been the case which is why the Board has adopted a "Shovel Ready" strategy. CM/GC requires a commitment of construction funds so that the Connector JPA and the CM/GC can negotiate a 'Guaranteed Maximum Price' (GMP) for the construction of the project. A GMP is typically associated with a start date of construction and cannot be delayed until sufficient revenues are secured.

### Construction Change Orders

This category relates to the potential for "back-end" costs to occur during construction.

**CM/GC = 3, Significant Advantage.** Generally, "Change Orders" make headlines when project budgets balloon beyond what was promised to the public. Change Orders also have strong potential to delay construction completion, to the ire of the traveling public. CM/GC offers a fundamental shift in the adversarial nature of transportation construction contracting, particularly for high visibility projects like the Connector where cooperation between agencies and their design and construction contractors is essential to project success. By integrating the design and construction activities the potential for change orders is reduced significantly.

### Overall Cost savings

This category refers to the overall project cost from the decision to proceed with preliminary engineering to final acceptance.

**CM/GC = 1, Slight Advantage.** There is less history with CM/GC, but savings associated with contractor innovation and the efficiencies of designer and contractor working together should accrue in CM/GC. To date owners have been satisfied with cost advantages of CM/GC project delivery, and this is particularly true where schedule advantages translate to cost savings. There is some concern whether CM/GC pricing will be competitive as the threat to re-bid work may be difficult to enforce. Caution should be exercised in evaluating this category, since actual results are highly dependent on factors such as what risks materialize and the timing and competitiveness of the market at the time of bid. Also, the nature of project funding can greatly affect the benefits of one method over another.

### Momentum

This category refers to the less tangible aspect of project delivery which is the momentum to get things done.

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**CM/GC = 3, Significant Advantage.** There is often a tangible generation of early project momentum associated with alternative delivery models. Alternative delivery tends to publically grab attention and indicate progress in a way that conventional project delivery does not. This can help to create a sense of urgency in decision-making and aid in securing third-party approvals and funding commitments. It can also help to position a project more competitively for new funding sources and generate political support for early job creation. The Connector is already a high profile project and by leveraging CM/GC momentum it will help resolve issues more quickly by focusing discussions on the cost and schedule impacts associated with further delays, whereas these issues may be more easily discounted with a conventional delivery process.



Item # 7 (b)  
Attachment

RESOLUTION NO. 2016-21

RESOLUTION OF THE BOARD OF DIRECTORS  
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY  
ADOPTING THE CONSTRUCTION MANAGER/GENERAL CONTRACTOR (CM/GC)  
METHOD OF PROCUREMENT/DELIVERY AS AN OPTION FOR THE CONNECTOR PROJECT

**BE IT RESOLVED** that the Board of Directors ("Board") of the Capital SouthEast Connector Joint Powers Authority ("Authority") hereby adopts the Construction Manager/General Contractor (CM/GC) method of procurement, consistent with Public Contract Code, section 6972, subsection (b), as an option for the Connector Project, and directs the Executive Director to prepare updated Contracting and Purchasing policies for the Board's approval at a future meeting.

This Resolution shall take effect from and after the date of its passage and adoption.

\* \* \* \* \*

PASSED AND ADOPTED this 28<sup>th</sup> day of October, 2016, by the following vote:

AYES:

NOES:

ABSENT:

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Chairperson

ATTEST:

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Secretary



Item # 7 (c)  
Attachment

RESOLUTION NO. 2016-22

RESOLUTION OF THE BOARD OF DIRECTORS  
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY  
REQUESTING THAT THE SACRAMENTO AREA COUNCIL OF GOVERNMENTS CONSENT TO THE  
AUTHORITY'S USE OF THE CONSTRUCTION MANAGER/GENERAL CONTRACTOR (CM/GC)  
METHOD OF PROCUREMENT/DELIVERY

**BE IT RESOLVED** that on October 28, 2016, the Board of Directors ("Board") of the Capital SouthEast Connector Joint Powers Authority ("Authority") adopted the Construction Manager/General Contractor method of procurement (CM/GC), pursuant to Public Contract Code, Section 6972, subsection (b), for use by the Connector Project; and

**BE IT FURTHER RESOLVED** that the Board hereby requests that the Sacramento Area Council of Governments (SACOG), as the regional transportation planning agency for the jurisdiction in which the Connector Project is being developed, consent to the Authority's use of CM/GC, as determined by the Authority's Board, consistent with Public Contract Code, Sections 6970, *et seq.*

This Resolution shall take effect from and after the date of its passage and adoption.

\* \* \* \* \*

PASSED AND ADOPTED this 28<sup>th</sup> day of October, 2016, by the following vote:

AYES:

NOES:

ABSENT:

\_\_\_\_\_  
Chairperson

ATTEST:

\_\_\_\_\_  
Secretary



Capital SouthEast Connector JPA Board of Directors

Item # 8  
Resolution

October 28, 2016

**Authorize the Executive Director to Enter into an Agreement with Dokken Engineering for Final Design Engineering Services for Segment D3/E1 (White Rock Rd from Prairie City Rd to Latrobe Rd)**

**Issue:** To present the Board with a recommendation to enter into an agreement for Final Design Engineering Services for Segment D3/E1 (White Rock Rd from Prairie City Rd to Latrobe Rd).

**Recommendation:** Staff recommends that the Board authorize the Executive Director to enter into an Agreement with Dokken Engineering for an amount not-to-exceed \$4.22M.

**Background:** At the Board's May 2016 meeting, it approved the release of a Request for Proposals (RFP) for Final Design Engineering Services for Segment D3/E1 (White Rock Rd from Prairie City Rd to Latrobe Rd). On July 8, 2016, the JPA released an RFP to an extensive list of consultants with experience in locally funded transportation projects. An advertisement for the solicitation was also placed in the Sacramento Bee as prescribed by JPA policy. In addition, the RFP notice was posted on the JPA website.

On July 29, 2016, the JPA received one proposal for the services requested. An evaluation of the proposal was undertaken to confirm that the proposer was responsive to the requirements in the RFP, and demonstrated experience and knowledge in the fields of engineering design (specifically of expressway and thoroughfare roadways), environmental permitting, and experience with alternative delivery procurements. The qualified firm was Dokken Engineering, Inc. which is also the same firm that completed the Preliminary Engineering and Environmental Documentation for Segment D3/E1.

On August 26, 2016, the Board approved the selection of Dokken Engineering and authorized the Executive Director to negotiate terms for the agreement for the Board's consideration at the October meeting.

**Discussion:** Under Item #7 on today's meeting agenda the Board will consider approving the use of Construction Manager/General Contractor (CM/GC) as an alternative delivery procurement method for the Connector Project overall, and may direct staff to take the necessary steps for the JPA to be poised to utilize CM/GC in the future, including obtaining the consent of SACOG and/or EDCTC, and preparing CM/GC procurement policies, consistent with the process followed by Caltrans.

However, this approval does not require the JPA to utilize CM/GC for every segment of the Connector Project if staff determines that another delivery method would be preferred. Given this, staff has worked with Dokken Engineering to structure the contract in a way that provides for either a traditional Design-Bid-Build (DBB) delivery or CM/GC, which will allow the JPA Board to make a final determination prior to entering into a contract for CM/GC services.

The contract has also been separated into two phases which will allow for the design to progress to a 35% level in the first phase while funding and procurement method details are being determined. The second phase of work will

complete the final design and right-of-way acquisition effort and provide the final construction documents. With the approval of this contract, the Executive Director will give Notice-to-Proceed to Dokken Engineering for the first phase, which is anticipated to be completed by March 2017. The JPA will make a final determination of the delivery method and construction funding no later than one month prior to the completion of the first phase and the Executive Director's issuance of a Notice-to-Proceed for the second phase will be contingent upon this determination.

For the D3/E1 segment, the construction cost alone is estimated to be \$40M. Dokken's initial fee proposal for final design work was approximately \$4.5M which is 11.3% of the estimated construction cost. After the Board's selection of Dokken Engineering at the August Board meeting, staff worked to refine the scope and negotiate costs. This effort has resulted in a fee reduction of \$300,000 and a final proposed contract of \$4.22M, which is 10.5% of the estimated construction cost. Design fees for typical Design-Bid-Build projects range from 10%-15% of the construction cost.

Since the Phase two work plan will depend on the timing of available construction funds, it is possible that prior to initiating the scope of work for Phase two of the contract, the not-to-exceed amount of the contract will be negotiated further downward.

In addition, the negotiated scope of work also assumes the JPA will undertake the design of the El Dorado County E1 segment in conjunction with the design of Segment D3. But the Segment E1 work is contingent on the approval of a Memorandum of Understanding (MOU) between the JPA and El Dorado County for design funds. That MOU is currently in development with El Dorado County staff and will be presented to the Board at your next meeting for approval.

Funding for this contract has been accounted for in the current JPA Budget and Measure A allocation expenditure plan and is in compliance with previous estimates and any requirements and/or restrictions applicable to the JPA's Measure A allocation. The final contract will be in the form of the JPA's standard consultant services agreement, which has been reviewed and approved by the JPA's legal counsel.

Respectfully Submitted,



Tom Zlotkowski  
Executive Director



Item # 8  
Attachment

RESOLUTION NO. 2016-23

RESOLUTION OF THE BOARD OF DIRECTORS  
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY  
AUTHORIZING THE EXECUTIVE DIRECTOR TO ENTER INTO AN AGREEMENT  
WITH DOKKEN ENGINEERING  
FOR FINAL DESIGN ENGINEERING SERVICES  
FOR CONNECTOR SEGMENT D3/E1

**BE IT RESOLVED** by the Board of Directors ("Board") of the Capital SouthEast Connector Joint Powers Authority ("Authority") that the Executive Director is hereby authorized and directed to execute a contract for Final Design Engineering Services for Segment D3/E1 with Dokken Engineering, with the assistance of counsel, in an amount not to exceed \$4,220,000.

This Resolution shall take effect from and after the date of its passage and adoption.

\* \* \* \* \*

PASSED AND ADOPTED this 28<sup>th</sup> day of October, 2016, by the following vote:

AYES:

NOES:

ABSENT:

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Chairperson

ATTEST:

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Secretary



Capital SouthEast Connector JPA Board of Directors

Item # 9  
Presentation

October 28, 2016

**Receive Update on Segment B2 (Grant Line Rd from Mosher Rd to Bradshaw Rd) Preliminary Engineering and Environmental Documentation Progress**

**Issue:** To provide the Board with an update on the progress of the engineering and environmental work underway on Segment B2 (Grant Line Rd from Mosher Rd to Bradshaw Rd) of the Connector Project.

**Recommendation:** Hear a presentation on the Segment B2 progress and provide input as desired.

**Background:** In March, 2016 the Board authorized the JPA Executive Director to enter into an agreement with TRC Engineers, Inc. (TRC) for Preliminary Engineering and Environmental Documentation Services for Connector Segment B2 (Grant Line Rd from Mosher Rd to Bradshaw Rd). This effort consists of the following major items of work to be performed:

- Base Mapping and Surveying
- Project-level Traffic Analysis
- Project-level Environmental Documentation
- Geometric Civil Design of the Connector
- Geotechnical and Drainage Studies
- Utility Coordination
- Signal and Lighting Design
- Landscape Design
- Right-of-Way mapping and acquisition
- Environmental Permitting
- Final Design and estimates

It is the JPA's intent to perform sufficient preliminary engineering design to clear the project environmentally through the NEPA/CEQA process and to identify right-of-way impacts and accurate project cost estimates. TRC is tasked with ultimately completing final design and acquiring the right-of-way and regulatory permits needed to go to construction.

**Discussion:** At today's meeting, staff has requested that the consultant team provide the Board with a brief presentation of some of the highlights of the work performed to date. Staff will continue to work with TRC on project level engineering and environmental issues that advance this segment towards Shovel Ready status.

Respectfully Submitted,



Tom Zlotkowski  
Executive Director