

AGENDA

Meeting of the Board of Directors

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

Date: Friday, February 26, 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 January 22, 2016 Board Meeting
3. Fiscal Year 2015-16 Mid-Year Budget Status Report
 - a) Staff Report
 - b) Status Report Spreadsheet
4. Authorize the Executive Director to Request Additional Coordination with Member Jurisdictions on Projects/Encroachments within the Connector Corridor
 - a) Staff Report

5. Introduction of the Annual Updates to the Project Design Guidelines (PDGs)
 - a) Staff Report
6. Update on Ongoing Connector Construction Projects – U.S. 50/Silva Valley Parkway Interchange
 - a) Staff Report
7. Authorize the Executive Director to Negotiate and Enter into an Agreement with TRC Engineers, Inc. for Segment B2 (Mosher Road to Bradshaw Road) for Engineering Design and Environmental Documentation Services
 - a) Staff Report
 - b) Resolution

New Business Items

8. Initiate Update to Approve Proposed Fiscal Years 2016-17 and 2017-18 Staffing Plan
 - a) Staff Report
9. MMS Strategies Outreach and Advocacy Year in Review
 - 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

February 26, 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

- It is anticipated that Director Sander will not be available for today's meeting. It is expected that his alternate, Director Budge will be available to participate.
- Chair Starsky has notified staff of a last minute conflict and may not be able to attend today's meeting.
- The Executive Director will be out of the office from Wednesday, March 2nd through Monday, March 7th.

Project

- The agreement with The New Home Company Russell Ranch, LLC, for right of way dedication and acquisition along the mainline D3 Segment has been signed and is being recorded with the Sacramento County Recorder's Office. Discussions over a similar agreement for reservation of the Phase II right of way will commence this spring.
- A request for authorization to negotiate and enter into an agreement with an engineering consultant for Segment B2 is on today's agenda for approval.
- Staff participated in the Public Meeting held by the City of Elk Grove regarding the Segment C, Grant Line Road Feasibility Study within the Sheldon Area on February 2nd. Staff will continue working with the City of Elk Grove on its study as needed to discuss options for property owners fronting on Grant Line Road between Bond Road and Calvine Road.
- Preliminary engineering and environmental review work on Segment D2 is being initiated. A request for a Temporary Permission to Enter has been sent to landowners in the area to facilitate access for surveying, and traffic counts have been performed. A formal kick-off meeting with staff from Caltrans, Sacramento County, and Rancho Cordova will be scheduled as soon as Caltrans assigns personnel to the project.

- Staff is planning to release a Request for Proposals (RFP) for the necessary final design and right of way work for Segment D3 in late March. Staff will also be presenting an item to the Board of Supervisors in El Dorado County in early March to seek direction on whether JPA staff should include Segment E1 in the RFP for final design and right of way services, in conjunction with Segment D3.
- Staff continues providing input to the Kammerer Road Project Development Team on several technical studies involving traffic and noise evaluations associated with the environmental documentation for the project.

Fiscal

- The mid-year Budget Status Report for FY 2015-16 has been completed and is presented for your review as Item #3 on today's agenda. At mid-year, expenses have come in at 27% of the total budget. With the anticipated costs for the remaining 6 months of the fiscal year, total expenditures are projected to be at 62% of the total budget.

Media

- Sacramento Bee
 - February 18, 2016 - Region has transportation plan for climate-change era - By The Editorial Board
- Elk Grove Citizen
 - February 16, 2016 - The importance of funding transportation improvements - By Patrick Hume

Miscellaneous

- On February 11th, members of the JPA communications team participated in the Metro Chamber State Legislative Summit. The Connector was highlighted in the talking points as a project of significance that could be impacted by reduced funding in the State Transportation Improvement Fund.
- The Special California Legislative Session on Transportation Funding has not had any activity of significance since last month's Board meeting. It is anticipated that the conference committee is in the process of responding to the revenue proposals outlined for transportation in the Governor's new budget. Staff will keep the Board apprised of any relevant information that comes from the Special Session.
- Previously approved informational signs announcing the pending construction of Segment D3 are planned to be installed in March once permission has been granted by the respective landowners. Two signs are expected to be located along White Rock Road in the vicinity of Prairie City Road and at Placerville Road.
- Staff anticipates a quarterly Board update on the South Sacramento Habitat Conservation Plan at your March meeting.
- Staff will present a project update to the North State Building Industry Association on February 24th. This presentation will provide a good opportunity to review the current status of the various funding components of the Connector as well as the current "shovel ready" schedule and associated details.

- The expected update on construction financing for near term segments of the Project has been delayed to allow additional time for member jurisdiction staff to evaluate and discuss the details with the JPA. Staff will strive to have an update before the Board at your next meeting.
- The Sacramento Transportation Authority's (STA) Professional Advisory Group (PAG) continues to work with the STA consultant team on shaping a possible transportation sales tax measure for the November ballot. Based on PAG input, STA staff is preparing a comprehensive draft "Measure B" Ordinance/Expenditure Plan for STA Board policy consideration that will most likely begin in March or April. No determination of a final project list has yet been made, but the Connector Project remains as a prominent feature of the proposal under development.

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "Tom Zlotkowski". The signature is stylized and written in a cursive-like font.

Tom Zlotkowski
Executive Director

Capital SouthEast Connector JPA Board of Directors

**Item #2
Motion**

February 26, 2016

Action Minutes of the January 22, 2016, Meeting

The Capital SouthEast Connector JPA Board of Directors met in regular session on January 22, 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 8:35 a.m.

Roll Call: Present: Directors Starsky, Mikulaco, Nottoli, Hume, *Budge
*Director Budge attended on behalf of Director Sander

Public Comments on Non-Agenda Items

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

Item #1: Executive Director's Report

Mr. Zlotkowski, the Executive Director of the Authority, summarized his Executive Director's Report. Highlights included: The JPA and CH2M executed the agreement for preliminary engineering and environmental review services for the D2 segment and a "notice to proceed" was issued to begin work; the independent audit of the Connector JPA for Fiscal Year 2014-15 has been completed and staff is pleased to report there were no findings for the Connector JPA; Staff will be working with the City of Elk Grove on their Grant Line Road Feasibility Study over the next two years; staff anticipates a Board update on the South Sacramento Habitat Conservation Plan at the February meeting; the Sacramento Transportation Authority's (STA) Professional Advisory Group continues to work with the STA consultant team on shaping a possible transportation sales tax measure for the November ballot.

Consent Agenda

The consent agenda included:

- Item #2: Approve Action Minutes of December 14, 2015, Board Meeting
- Adopt Resolution Accepting the FY 2014-15 Audit Report
- Approve Release of a Request for Proposals (RFP) for Segment B2 (Mosher Rd to Bradshaw Rd, Elk Grove) for Preliminary Engineering and Environmental Documentation Services

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

THE CAPITAL SOUTHEAST CONNECTOR AUTHORITY BOARD OF DIRECTORS APPROVES THE FOLLOWING ITEMS FROM THE CONSENT AGENDA: APPROVE ACTION MINUTES OF DECEMBER 14, 2015, BOARD MEETING; ADOPT RESOLUTION ACCEPTING THE FY 2014-15 AUDIT REPORT; APPROVE RELEASE OF A REQUEST FOR PROPOSALS (RFP) FOR SEGMENT B2 (MOSHER RD TO BRADSHAW RD, ELK GROVE) FOR ENGINEERING DESIGN AND ENVIRONMENTAL DOCUMENTATION SERVICES.

No public comment was received on the Consent Agenda.

New Business Items

Item #5: Approve Segment D3/E1 of the Capital SouthEast Connector Project – (1) Certify the Final Tiered Initial Study with Mitigated Negative Declaration and Adopt the Mitigated Negative Declaration, (2) Adopt a Mitigation Monitoring and Reporting Plan (MMRP), and (3) Approve the D3/E1 Project and Next Steps

Mr. Zlotkowski introduced the item and provided a brief summary. Mr. Zlotkowski mentioned there were two corrections needed. First, Table 12 at page 99 of the MND should be deleted, consistent with the response to Comment JJJ2 at page I-299. Second, the title to Exhibit C, Resolution 2016-05, is corrected to read: "Resolution of the Capital SouthEast Connector Joint Powers Authority Approving the Segment D3/E1 Project and Directing Staff to Begin the Final Design and Right of Way Acquisition Process."

Director Nottoli directed a question to Mr. Zlotkowski regarding who would be the complaint coordinator at the JPA responsible for responding to noise complaints received during the construction phase of the project. Mr. Zlotkowski stated that the person has not be designated yet because it would come up through the final design process but would most likely start with the Project Manager on the project then work its way through to the Construction Manager on site.

Public Comment on this item was provided by:

Karen Collins (resident of El Dorado Hills). Ms. Collins expressed concern regarding noise levels in the MND.

Sharon Lynes (resident of Elk Grove) expressed her support of Ms. Collins' concerns and recommended the Board or JPA staff visit Ms. Collins' property.

A lengthy discussion ensued regarding the noise study and the requested mitigation.

A motion was made by Director Hume to approve Resolution 2016-03, certifying the Final Tiered Initial Study with Mitigated Negative Declaration and Adopting the Mitigated Negative Declaration. The motion was seconded by Director Starsky, and approved by unanimous vote.

A motion was made by Director Hume to approve Resolution 2016-04, adopting a Mitigation Monitoring and Reporting Plan. The motion was seconded by Director Starsky, and approved by the following vote: Ayes: Directors Starsky, Hume, Mikulaco and Nottoli; Noes: Director Budge.

A motion was made by Director Hume to approve Resolution 2016-05, approving the D3/E1 Project and Directing Staff to Begin the Final Design and Right of Way Acquisition Process. The motion was seconded by Director Starsky, and approved by unanimous vote.

Item #6: Approve Agreement with The New Home Company for Right of Way Associated with Segment D3 of the Connector Project.

Mr. Zlotkowski introduced the item and reviewed the steps taken in order to finalize the agreement.

A motion was made by Director Starsky to approve the agreement with The New Home Company for Right of Way Associated with Segment D3 of the Connector Project. The motion was seconded by Director Nottoli, and approved by unanimous vote.

Adjournment

The meeting adjourned at 10:30 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

February 26, 2016

Fiscal Year 2015-16 Mid-Year Budget Status Report

Issue: A status report on the current FY 2015-16 budget has been prepared to provide information to the Board and for use in preparing the FY 2016-17 budget for adoption in June.

Recommendation: Receive and file the attached mid-year Budget Status Report for FY 2015-16 and provide feedback if desired.

Background: On June 26, 2015, the Board adopted the FY 2015-16 Capital SouthEast Connector JPA budget, which took effect on July 1, 2015. Staff has used that adopted budget to guide the operation and administration of JPA activities during the fiscal year.

The adopted budget for FY 2015-16 was approved in the amount of \$5,114,421. Accounting data for the first 6 months of the fiscal year has now become available and is summarized below for your review.

Discussion: Staff has attached a Year-to-Date (YTD) Budget Status Report outlining expenditures in all budget categories as well as a projected year-end budget status summary. The anticipated expenditure percentages for significant budget line items are indicated below:

- *Salaries & Benefits:* 93% of the budgeted amount will likely be expended by the end of the fiscal year.
- *Capital Expenditure Fund:* None of the funds budgeted for capital expenditures have been, or likely will be expended by the end of the fiscal year.
- *Professional Consulting Services:* 70% of the budgeted amount will likely be expended by the end of the fiscal year. The budgeted amount for the existing contracts with Drake Haglan & Associates, MMS Strategies, and Dokken Engineering will likely have a zero balance at fiscal year-end. The balance remaining in this budget line item will likely be \$932K, which includes an amount held for any new contracts and half the federal grant funds earmarked for work on Segment D2 (as explained below). This projection does not include potential services for design of Segment D3/E1 or Segment B2.

D2 Federal Contract: Included in the Professional Consulting Services budget is a \$1M federal funding grant for the Connector D2 Segment. 50% of the budgeted amount will likely be expended by the end of the fiscal year. This percentage would be much higher if not for the lengthy review process with Caltrans in obtaining authorization to execute a contract.

- *Legal Services:* 100% of the budgeted amount will likely be expended by the end of the fiscal year.
- *Facilities, Furniture and Equipment:* 124% of the budgeted amount will likely be expended by the end of the fiscal year. This is due to the potential acquisition of furniture, computers and equipment that was not anticipated when preparing the FY 2015-16 budget.

- *Support Services*: 100% of the budgeted amount will likely be expended by the end of the fiscal year.
- *Allocated Costs*: 100% of the budgeted amount will likely be expended by the end of the fiscal year.
- *Other*: 69% of the budgeted amount will likely be expended by the end of the fiscal year. The savings is due to a reduction of expenditures in the following areas: Business Conference expenses, Education/Training, meeting supplies, office supplies, and copier expenses.
- *Miscellaneous*: 52% of the budgeted amount will likely be expended by the end of the fiscal year. The savings is, in part, in the following areas:
 - SSHCP: \$125K budgeted, \$85K expended
 - Open Space Inventory: \$200K budgeted, \$50K projected expenditure
 - Local Match for Segment D2: \$114K budgeted, \$97K projected expenditure

In summary, as the attached chart indicates, only 27% of our budget has been expended through the end of December 2015. With the anticipated future costs to be incurred over the remaining 6 months of the fiscal year, total expenditures for the year are projected to be at 62% of our total budget. This year's budget, at just over \$5M, is the JPA's largest budget to date. The following chart shows the percentage of the total budget expended over the previous 5 years:

Fiscal Year	Budget	% Expended
2010/11	\$ 2,609,800	91%
2011/12	\$ 2,666,688	54%
2012/13	\$ 3,004,902	64%
2013/14	\$ 2,064,286	76%
2014/15	\$ 2,954,608	72%
2015/16*	\$ 5,114,421	62%

*projected

JPA staff is available at today's hearing to answer any questions you may have regarding this report. The Executive Director will present the Board with his annual work plan and schedule in May. At that time the Board may provide additional direction to the development of the FY 2016-17 budget.

Respectfully Submitted,



Tom Zlotkowski
Executive Director

Capital SouthEast Connector JPA						
FY 2015-16						
Mid-Year Budget Status Report / Projected Year-End						
	Final Budget	Actual Year-to-Date Expenditures	Percentage Expended	Projected Year-End Expenditures	Percentage Expended	Balance Remaining
Salaries & Benefits	\$ 430,819	\$ 193,594	45%	\$ 399,188	93%	\$ 31,631
Services & Supplies						
Capital Expenditure Fund	772,160	0	0%	0	0%	772,160
Professional Consulting Services <i>(includes \$1M for Segment D2)</i>	3,095,715	882,956	29%	2,163,465	70%	932,250
Legal Services	150,000	66,008	44%	150,000	100%	-
Facilities, Furniture, & Equipment	45,659	21,014	46%	56,429	124%	(10,770)
Support Services (Audit, MAS)	69,106	50,180	73%	69,106	100%	-
Allocated Costs (IT / personnel / general services)	44,286	19,406	44%	44,286	100%	-
Other (insurance, copier, supplies, bus. conf.)	49,377	19,912	40%	34,189	69%	15,188
Misc. (SSHCP, Open Space Inventory, Unforeseen Charges)	457,299	117,626	26%	237,508	52%	219,791
Total Services & Supplies	\$ 4,683,602	\$ 1,177,102	25%	\$ 2,754,983	59%	\$ 1,928,619
Total Expenditures	\$ 5,114,421	\$ 1,370,696	27%	\$ 3,154,171	62%	\$ 1,960,250

February 26, 2016

Authorize the Executive Director to Request Additional Coordination with Member Jurisdictions on Projects/Encroachments within the Connector Corridor

Issue: Whether to authorize staff to correspond with the member jurisdictions to restate the prior request for coordination with Connector staff regarding development proposals and other encroachments into the Connector Corridor, consistent with prior resolutions adopted by each of the member jurisdictions in 2012.

Recommendation: Authorize staff to send a letter to staff from the member jurisdictions requesting further coordination with the Connector staff regarding development proposals and other encroachments into the Connector Corridor, consistent with prior resolutions adopted by each of the member jurisdictions.

Background: In 2012, following the certification of the Program EIR, and approval of the "General Alignment" for the Connector Project, each member jurisdiction adopted a resolution approving the General Alignment and directing staff from its jurisdiction to: (1) participate in the development of guidelines for the design and functioning of the Connector Project; (2) coordinate with JPA staff regarding any development proposals from property owners in the General Alignment corridor; and (3) consider updates to the jurisdiction's General Plan to reflect the selected alignment.

Since the adoption of those resolutions in 2012, JPA and member jurisdiction staffs have worked closely to develop the Project Design Guidelines for the Connector Project, and to amend the General Plans in all the member jurisdictions. These processes were undertaken to ensure that the regional nature of the Project is maintained, and to allow for the preservation of the Corridor, consistent with the Project Design Guidelines. To the extent that a jurisdiction considers a use that is inconsistent with the Project Design Guidelines for the Connector Project, there is an approved "Design Exception Process" which allows for coordination between the JPA and the member jurisdiction and JPA input.

Over the past several months, staff has been made aware of several situations in which the JPA could have provided additional information to member jurisdiction staff on both private and public projects along the Connector alignment. Over time, the details of project coordination with new permitting staff and public works employees may have gone "stale." Since the project is unique in its administration as a JPA, it is somewhat difficult to grasp as having independent policies and features.

Discussion: While the JPA has had the opportunity to weigh in on a number of development projects over the years, now that the JPA is undertaking project-level studies in a number of segments, it has become apparent that there are several developments and encroachments that have been approved, which affect the Connector Corridor, but have not included any coordination with the JPA's staff.

It seems that, due to the various intake departments at the member jurisdictions, it has been difficult to ensure that the JPA is made aware of applications for projects and/or encroachments into the Connector Corridor. If the Board concurs, JPA staff will send a letter to staff at each member jurisdiction, requesting that certain systems be established to ensure that the JPA receives notice of applications with the potential to impact the Connector Corridor, irrespective of whether the application comes in as a simple encroachment permit or as part of a larger development proposal.

We would also ask that the planning departments of the member jurisdictions update their General Plan circulation diagrams that are released to the public to indicate a separate and unique designation for the Connector. A footnote on that plan requesting coordination with JPA staff would also provide further assurance that interested parties are aware that a unique situation exists on the alignment that requires additional coordination and contact.

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "Tom Zlotkowski". The signature is stylized and cursive.

Tom Zlotkowski
Executive Director

Capital SouthEast Connector JPA Board of Directors

**Item #5
Receive and File**

February 26, 2016

Introduction of the Annual Updates to the Project Design Guidelines (PDGs)

Issue: To initiate Project Design Guidelines revisions as part of an annual update.

Recommendation: Staff recommends the Board receive this report and provide input and direction to staff to work with member jurisdiction staff, and interested parties, on updating the Project Design Guidelines for adoption in April, 2016.

Background: In February 2015, the Board adopted Version 4.0 of the Project Design Guidelines (PDGs) which was then circulated to member agencies for signature. Since the February 2015 update, staff has continued to receive input from member jurisdictions and interested parties on refining the PDGs. The annual update to the PDGs is identified in the FY 2015-16 Work Program adopted by the Board in May.

The Project Design Guidelines (PDGs) is a living document and is a technical tool used for development of a facility to provide clarity in scope, shape, and appurtenant features. The level of detail included is commensurate with the phase of project development. The guidelines are intended to be updated periodically as additional clarification is made and future phases of the project(s) begin.

Discussion: As identified in the annual Work Program, it is the intention of staff to update the Project Design Guidelines on an annual basis as the project becomes better defined and new information comes to light. Staff will begin this process for 2016, pending Board input and direction.

Potential refinements for Version 5.0 include new standards developed during the course of the year as well as items that will assist the next phase of project development such as project-level environmental documentation activities. Examples of some of the refinements anticipated in this revision include:

- Guidelines for processing interim traffic improvements within the Corridor
- Clarifications of various design elements
- Right-of-way provisions for construction

These refinements to the PDGs will be vetted through the Project Development Team prior to any request for approval from the Board.

Consistent with the Joint Powers Agreement, the JPA will maintain ownership of the PDGs and the revision will require review and approval by the JPA Board of Directors before implementation on the Project. Proposed adoption of the revised PDGs is anticipated to be before the Board by the end of the fiscal year. Since the adoption requires a four-fifths vote, staff will coordinate this request with the Board members' schedules in advance to ensure the Board is available to consider this item.

Respectfully Submitted,



Tom Zlotkowski
Executive Director



Capital SouthEast Connector JPA Board of Directors

Item #6
Receive and File

February 26, 2016

Update on Ongoing Connector Corridor Construction Projects - U.S. 50/Silva Valley Parkway Interchange

Issue: To receive an update on the progress of construction of the U.S. 50/Silva Valley Parkway Interchange.

Recommendation: Receive this construction update and provide comments to staff if desired.

Background: In October 2013, the El Dorado County Board of Supervisors approved a \$30 Million construction contract with Myers & Sons Construction for the construction of the U.S. 50/Silva Valley Parkway Interchange. The interchange is the eastern terminus of the Connector (Segment E3). The interchange is a local El Dorado County project and the JPA commends the County for its leadership and ongoing efforts.

Discussion: The following is a brief status report on the construction of the U.S. 50/Silva Valley Parkway Interchange. A detailed report can be found on the County's website: <http://www.edcgov.us/SilvaValley.aspx>

As of February, 2016:

- The County and the Contractor have made significant progress on this interchange. Almost all major earthwork operations, bridge and retaining walls are complete for the project.

Remaining:

- Installation of various electrical items, metal beam guard railing, and overhead sign foundations.
- Completion of drainage facilities and permanent stabilization of rock slopes.
- Pending weather, paving will occur in May/June 2016.

The interchange is slated to be opened during the summer of 2016.

JPA staff appreciates the cooperation of the member jurisdiction staff and their efforts on projects within the corridor and looks forward to a continued partnership on projects along the Connector alignment.



Picture 1 – Final paving conforms at the White Rock Road / Clarksville Crossing Road intersection



Picture 2 – Installation of traffic signal poles



Picture 3 – Traffic signal controllers

Respectfully Submitted,

A blue ink signature of Tom Zlotkowski.

Tom Zlotkowski
Executive Director



Capital SouthEast Connector JPA Board of Directors

Item #7
Resolution

February 26, 2016

Authorize the Executive Director to Negotiate and Enter into an Agreement with TRC for Segment B2 Engineering Design and Environmental Documentation Services for the Capital SouthEast Connector

Issue: To present the Board with a recommended consultant for Segment B2 Engineering Design and Environmental Documentation Services following the issuance of the Request for Proposals (RFP) and to request authorization to negotiate and enter into an agreement for said services.

Recommendation: Staff recommends that the Board authorize the Executive Director to negotiate terms and enter into a contract with TRC Engineering, Inc. (TRC) for Segment B2 Engineering Design and Environmental Documentation Services for an amount not-to-exceed \$1.675M.

Background: At your December 14, 2015, meeting, the Board authorized the Executive Director to execute a Memorandum of Understanding (MOU) with the City of Elk Grove to exchange funding for Segment B2. Pursuant to the MOU, the JPA would allocate \$3.8M in Measure A funds for interim Connector improvements between Waterman Road and Mosher Road, to be implemented by the City. In return, the City would transfer the SACOG-awarded federal grant funds of \$5.3M to the JPA. As a result of this MOU, the JPA is now responsible for delivering Segment B2 pursuant to the federal grant requirements, and the JPA has agreed to serve as the lead agency for project delivery of this segment.

At your January 2016 meeting, the Board of Directors authorized the Executive Director to release a Request for Proposals (RFP) for Segment B2 for Engineering Design and Environmental Documentation Services.

On January 27, 2016, the JPA released an RFP to an extensive list of consultants with the experience and technical skills to perform preliminary engineering and environmental documentation services. An advertisement for the solicitation requesting proposals was also placed in the Sacramento Bee on January 28th and January 31st as prescribed by JPA policy. In addition, the RFP notice was posted on the JPA's website.

Requested post-release correspondence from potential proposers to the JPA indicated the solicitation would likely draw attention from the Sacramento area engineering community. However, a significant number of solicitations for similar types of work in the region were also released in January.

On February 17, 2016, the JPA received one proposal for the services requested. An evaluation of the proposal was undertaken to ensure the firm/team demonstrated experience and knowledge in the fields of surveying, geotechnical and drainage studies, traffic analysis, geometric roadway design, utility coordination, right-of-way mapping, cost estimates and project approval under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The qualified firm/team that submitted a proposal was TRC, Engineering, Inc.

Discussion: As stated, the JPA received several inquiries from qualified firms regarding the Segment B2 RFP. While only one proposal was received, staff believes that TRC is highly qualified to perform the services requested and based on staff's inquiries, there is no basis to believe that re-advertising the RFP would result in the submission of additional proposals.

After a thorough review of the proposal, and the reasons provided by firms that opted not to submit proposals, the Executive Director has determined that competition was adequate. This conclusion was based on the following considerations:

- Staff reviewed the proposal to confirm that the specifications and terms were not unduly restrictive, and that changes could not be made that would encourage the submission of more proposals.
- Staff contacted various engineering firms on the RFP mailing list that chose not to submit proposals. They indicated that they were not currently in position to compete for the requested services for reasons beyond the JPA's control, confirming that their decisions not to propose were unrelated to the terms of the solicitation.
- The RFP process conformed to the JPA's adopted contracting and purchasing procedure and federal requirements.

Since only one proposal was received, no interview with the proposer was deemed necessary. However, staff has requested that staff from the member jurisdictions of the City of Elk Grove and County of Sacramento review TRC's proposal and provide input.

Funding for this contract has been provided through a SACOG grant pursuant to the provisions within the Memorandum of Understanding with the City of Elk Grove approved by the Board in December 2015. Staff will use the JPA's standard consultant services agreement for federally funded projects in a form acceptable to the JPA's counsel. As this is a federal-aid contract, staff will ensure that all necessary documentation and procedures will comply with Caltrans guidelines and policies.

Respectfully Submitted,



Tom Zlotkowski
Executive Director



Item #7
Attachment

RESOLUTION NO. 2016-06

**RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CAPITAL SOUTHEAST CONNECTOR AUTHORITY
AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE AND ENTER INTO AN
AGREEMENT BETWEEN THE CAPITAL SOUTHEAST CONNECTOR AND TRC ENGINEERING, INC. (TRC)
FOR ENGINEERING DESIGN AND ENVIRONMENTAL DOCUMENTATION SERVICES
FOR SEGMENT B2 OF THE CAPITAL SOUTHEAST CONNECTOR**

BE IT RESOLVED by the Board of Directors of the Capital SouthEast Connector Authority that the Executive Director is hereby authorized to negotiate and enter into an agreement with TRC for an amount not to exceed \$1,675,000 for Segment B2 engineering design and environmental documentation services for the Capital SouthEast Connector.

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

* * * * *

PASSED AND ADOPTED this 26th day of February, 2016, by the following vote:

AYES:

NOES:

ABSENT:

Chairperson

ATTEST:

Secretary



Capital SouthEast Connector JPA Board of Directors

Item #8
Motion

February 26, 2016

Initiate Update to Approve Proposed Fiscal Years 2016-17 and 2017-18 Staffing Plan

Issue: To discuss the JPA's changing role from a planning agency to a project delivery agency and to introduce potential changes to the JPA's staffing structure and budget for Fiscal Years 2016-17 and 2017-18 to address the upcoming engineering need.

Recommendation: Discuss the scope of the JPA's upcoming projects and approve the Executive Director recommendation regarding his proposal to address these changing needs.

Background: As the Board knows, the JPA has been aggressively pursuing the Phase I Shovel Ready Strategy (Shovel Ready Strategy) introduced to the Board in August 2014, and most recently updated on December 14, 2015.

At your January 22, 2016, meeting, consistent with the Shovel Ready Strategy, the JPA Board took the following actions: (1) approved the IS/MND for Segment D3/E1 and directed staff to initiate the final design and right of way acquisition process; and (2) approved the release of a Request for Proposals (RFP) for Engineering Design and Environmental Documentation Services for Segment B2.

Given this direction, staff is planning to release an RFP for the necessary final design and right of way work for Segment D3 in March, 2016. Staff will also be presenting an item to the Board of Supervisors in El Dorado County in early March to seek direction on whether JPA staff should include Segment E1 in the RFP for final design and right of way services, in conjunction with Segment D3. Currently, Segment D3 is on track to be "shovel ready" in 2018. Once the design consultant has been selected through the RFP process, a final decision on a delivery method will be brought to the Board for authorization. Since previous work by a JPA consultant team recommended a CM/GC method for the D3 segment, it is anticipated that a contractor selection process will be developed by mid-summer with a selection to be recommended by early-fall.

In addition, the RFP for Segment B2 was published on January 27, 2016, and it is estimated that a Notice to Proceed will be issued to the selected contractor on or about June 1, 2016, following approval by the JPA Board and then Caltrans.

The JPA also issued a Notice to Proceed to CH2M Hill in January 2016 for the preliminary engineering and environmental review services for Segment D2.

In addition to these projects, the JPA is coordinating with the City of Elk Grove on its ongoing project on Kammerer Road, as well as participating in the City of Elk Grove's feasibility study, initiated earlier this month, for Segment C through the Sheldon community.

In total, the JPA is actively working on 21 miles of the 34-mile Connector Project. The only Connector Project segments that the JPA is not scheduled to actively begin developing during this fiscal year are Segments B3, D1

and E2. However, the Shovel Ready Strategy identifies January 2018 as the start time for initiating Preliminary Engineering and Environmental Review work on Segments B3 and D1 as well.

At this time, the JPA employs a full-time Executive Director and full-time Administrative Services Officer through the County of Sacramento. In addition, the JPA contracts with Drake Haglan & Associates (DHA) for a part-time (32 hrs/week) Project Manager and a part-time (32 hrs/week) Technical Administrative Assistant. Under the existing agreement with DHA, other services and DHA staff are available to assist the JPA on a task order basis, within the not-to-exceed amount of the contract. However, the JPA's contract with DHA expires at the end of June 2016, and no extensions are available.

Discussion: Looking ahead to the significant escalation in JPA activity in the Project Corridor which is planned to begin this summer, and continue through 2021, JPA staff believes it is necessary to expand the JPA's current management team beyond the Executive Director and part-time Project Manager in order to remain on schedule.

In fiscal year 2016-17, the JPA will be engaged in preliminary design and environmental review work for two federally-funded segments. The JPA management team will be required to engage with Caltrans and federal resource agencies on both of these projects, in addition to working with landowners to address any issues that may arise during the preliminary engineering phase. The JPA will also be working on the final design and right of way acquisition for Segment D3 and possibly Segment E1. Considerable effort will be required to negotiate the acquisition of necessary right of way and access rights with affected landowners. In addition, the likely introduction of the CM/GC delivery method will also require consultation and expertise from outside the JPA that must be coordinated by the management team.

Recommended Management Team Structure

At this time, I am recommending that the JPA seek additional consulting services to manage the upcoming projects, rather than hiring additional staff through one of the JPA's member agencies. As we have discussed in the past, I recommend obtaining consulting services to meet the JPA's needs given the anticipated term of the JPA's role - to plan and construct the Connector Project - and the evolving needs of the agency as we pursue different phases of the Connector Project.

While the current JPA management team includes the Executive Director and one part-time Project Manager, I believe that it is necessary over the next two fiscal years to add an additional two new positions to assist in the technical oversight of the various work programs to be undertaken. As indicated on the attached work distribution analysis, the additional positions can be introduced over the course of the next 18 months, in response to the anticipated work plan and schedule. As indicated, a total of 2.4 full time positions are required to support the workload as early as June, 2016 and throughout the remainder of the calendar year. In 2017, with the expected additional oversight responsibilities of the CMGC delivery process for the D3 segment, that total may increase. However, at this time, staff is not recommending any additional positions be authorized until the CMGC is fully developed and underway in early 2017.

The initial position to be offered is envisioned to complement the existing Project Manager position with a "Program Manager" (32 hours/week) to provide more comprehensive services to the overall program such as liaison with Caltrans, STA, and SACOG. Other program activities will include assisting the Executive Director in the development of a revised Plan of Finance, a revised developer fee proposal, development of administrative and legal policies to support upcoming right of way acquisition and construction activities amongst others. Initially, the Program Manager can also supplement unanticipated project segment needs. This will allow the Project Manager

position to focus more attention on the demanding technical reviews and requirements of the project level work of the various segments. As the NEPA/CEQA processes on Segments B2 and D2 begin to accelerate and additional consultation with Caltrans and federal resource agencies is required during FY 2016-17 and into FY 2017-18, an additional Project Manager (40 hours/week) will be necessary to share the technical workload of the current Project Manager position. A general list of the proposed major roles and responsibilities for the Program Manager and the two Project Managers are set forth below. Adjustments to the individual tasks listed may be interchanged as needed to accommodate deadlines and workloads, but the list provided also attempts to represent a clear division of responsibility for the three positions and the expected assignments.

Program Manager:

- *Overall assistance with CM/GC process*
- *Work with Counsel on the Development of Administrative and Legal Documentation for Construction Contracting and Right of Way Acquisition*
- *Support for revisions to Plan of Finance, including revised developer fee proposal*
- *Support for development of amendments to Design Guidelines*
- *Support for development of the RUFA documentation with member agencies*
- *Assistance with STA and SACOG-related activities and grants*
- *Liaison with Caltrans and Member Jurisdictions on technical activities*
- *General outreach management*

Project Manager A:

- *Management of Segment D3/E1 Final Design Contract & Construction Manager Development*
- *Development of CM/GC Contractor Statement of Qualifications process*
- *Support of Segment D3 Right of Way Acquisition process*
- *Management of Segment D3 adjacent property interface*
- *Development of Segment D3/E1 Contractor Solicitation and Phase I Award*
- *Supervision of CM/GC Design Consultation process*
- *Development of Independent Cost Estimate consultant*
- *Development of Segment D3/E1 Contractor Phase II Award*
- *Management of Segment D3/E1 Groundbreaking and Initial Construction*

Project Manager B:

- *Management of Segment D2 Preliminary Engineering and Environmental Document Phase*
- *Support for all Technical Studies and Phase II planning for Segment D2*
- *Management of NEPA process with Caltrans for Segment D2*
- *Support for certification of both NEPA and CEQA documents for Segment D2*
- *Management of Segment B2 Preliminary Engineering and Environmental Document Phase*
- *Support for all Technical Studies for Segment D2*
- *Management of Segment B2 Final Design Phase*
- *Management of Segment B2 delivery options selection*
- *Support for Segment C studies and adjacent property consultation w/ City of Elk Grove*
- *Support for Segment A Preliminary Engineering and Environmental Document Phase*

Availability of Funding for Additional Management Services

The most recent JPA Board approved Phase 1 Shovel Ready Strategy has 21 miles of project activity along the Connector in 2016. That includes Segments through all five member jurisdictions. More segments come on-line as the project progresses towards 2018 with a total of eight individual segments undergoing work during the next 3 years. Funding for this work totals \$44M in capital expenditures over the next three years from these sources: Measure A: \$25.6M, Member Jurisdiction contributions: \$820K, SACOG Local/Regional Grants: \$9.5M, Elk Grove Funding Swap: \$5.2M. Grants from SACOG in support of the development activities of Segments D3, D2, and B2 provide an allowance for the engineering support outlined. Historical allocations from the Connector's Measure A Sales Tax Capital Expenditure plan for project development support, as well as partial construction funding for Segment D3 also provide support for the recommended positions.

Recommended Next Steps

If the Board concurs with my recommendation above, in March, I will provide the Board with an outline of the Scopes of Work for a Request for Qualifications and Proposal (RFP), and will request authorization to release the RFP to allow sufficient time to select consultant teams and enter into contracts prior to July 1, 2016. The RFP will be structured to request services for Program Management, Project Management and Technical/Administrative services. While it is desirable to seek a single firm to provide qualifications/proposal for both new and existing services being provided to the JPA, it is recognized that such services may require a team to be formed to avail the JPA of the requested services. The RFP will be structured to allow such partnering with the expectation of a single qualified firm having sole responsibility for the performance of all personnel.

Respectfully Submitted,



Tom Zlotkowski
Executive Director

Capital Southeast Connector Manpower Estimates

Workload Forecast Inputs

Subtotal of Average Hours Available each Month:	173.33	
Average Holiday Hours per Month (11 Holidays)	7.33	
Average Vacation Hours per Month (2 weeks/year)	6.67	
Average Board Meeting Hours per Month	4.00	
Average Board Mtg Prep Hours per Month	24.00	Non Project
Average Public Coordination Hours per Month	8.00	Related PM
Average Member Jurisdiction Coordination Hours per Month	8.00	Work
Average JPA Administration / Other JPA Work Hours per Month	16.00	
Average hours per month available for TECHNICAL PROJECT MANAGEMENT	99.33	60.00
Utilization Percentage (PM Hours/Subtotal Available Hours)	57%	

Average Project Manager Billable Rate \$ 185



Segment	Active	PM	Current Phase	Begin	Shovel Ready	# Months	Ph 1 Capital Outlay Estimate	Ph 1 Capital Support Estimate	Project Management Budget	Monthly Budget Requirement for JPA Project Management												
										Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	
A1/A2 (Kammerer)	Yes	DM	PA&ED	Jan-06	Dec-18	158	\$ 65,700,000	\$ 14,100,000	\$ 705,000	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500
B1	No					0	\$ -	\$ -	\$ -													
B2	Yes	DM	PA&ED	Jun-16	Dec-19	44	\$ 13,200,000	\$ 3,900,000	\$ 195,000						\$ 4,472	\$ 4,472	\$ 4,472	\$ 4,472	\$ 4,472	\$ 4,472	\$ 4,472	\$ 4,472
B3	No			Jan-18	Dec-21	49	\$ 19,300,000	\$ 4,300,000	\$ 215,000													
C (Sheldon)	Yes	DM	PLAN	Jan-16	Jun-22	79	\$ 29,300,000	\$ 5,600,000	\$ 280,000	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500
D1	No			Jan-18	Dec-21	49	\$ 39,000,000	\$ 8,300,000	\$ 415,000													
D2	Yes	DM	PA&ED	Jan-16	Dec-19	49	\$ 57,000,000	\$ 11,900,000	\$ 595,000	\$ 12,226	\$ 12,226	\$ 12,226	\$ 12,226	\$ 12,226	\$ 12,226	\$ 12,226	\$ 12,226	\$ 12,226	\$ 12,226	\$ 12,226	\$ 12,226	\$ 12,226
D3/E1	Yes	DM	PS&E	Jan-15	Dec-17	37	\$ 44,600,000	\$ 9,500,000	\$ 475,000				\$ 13,014	\$ 13,014	\$ 13,014	\$ 13,014	\$ 13,014	\$ 13,014	\$ 13,014	\$ 13,014	\$ 13,014	\$ 13,014
E2	No			Jan-17	Jun-20	43	\$ 8,500,000	\$ 1,500,000	\$ 75,000													
Segment E3 (SVP Interchange)	Yes	DM	Constr			0	\$ -	\$ -	\$ -													
Non-Project Related Work (Average 60 hours per Month)									\$ 666,000	\$ 11,100	\$ 11,100	\$ 11,100	\$ 11,100	\$ 11,100	\$ 11,100	\$ 11,100	\$ 11,100	\$ 11,100	\$ 11,100	\$ 11,100	\$ 11,100	
							\$ 276,600,000	\$ 59,100,000	\$ 3,621,000	\$ 26,326	\$ 26,326	\$ 26,326	\$ 39,340	\$ 39,340	\$ 43,812							
							\$ 335,700,000		1.31%													

Total PM Hours Needed, Calculated by Billable Rate	142	142	142	213	213	237	237	237	237	237	237	237	237	237	237	237	237	237	237	237	237
Full Time PMs Required, as Calculated by Total Hours/Average hours available per month	1.4	1.4	1.4	2.1	2.1	2.4															
Existing PM	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Additional Full Time PMs Needed:	0.6	0.6	0.6	1.3	1.3	1.6															
Projected Monthly Cost of Additional PM to JPA	\$ 20,285	\$ 20,285	\$ 20,285	\$ 42,993	\$ 42,993	\$ 50,797	\$ 50,797	\$ 50,797	\$ 50,797	\$ 50,797	\$ 50,797	\$ 50,797	\$ 50,797	\$ 50,797	\$ 50,797	\$ 50,797	\$ 50,797	\$ 50,797	\$ 50,797	\$ 50,797	\$ 50,797
Total Monthly Cost of PM Workload	\$ 46,611	\$ 46,611	\$ 46,611	\$ 82,333	\$ 82,333	\$ 94,610	\$ 94,610	\$ 94,610	\$ 94,610	\$ 94,610	\$ 94,610	\$ 94,610	\$ 94,610	\$ 94,610	\$ 94,610	\$ 94,610	\$ 94,610	\$ 94,610	\$ 94,610	\$ 94,610	\$ 94,610

\$ 966,766



Capital SouthEast Connector Board of Directors

Item #9
Presentation

February 26, 2016

2015 MMS Strategies Outreach and Advocacy Year in Review

Issue: To present the Board of Directors an annual report on public outreach, strategic planning, and website management for the Connector Project.

Recommendation: Hear a brief presentation from the public outreach consultant on significant accomplishments in 2015 and provide comment as desired.

Background: Consistent with past practices, at the start of 2015, the Government Affairs team led by MMS Strategies outlined strategic priorities for the JPA based upon the current status and projected status of the Project.

After evaluating the communications plan and goals outlined, the team opted to expand on previous accomplishments by putting more of a focus on individualized outreach and government relations. The team focused heavily on communications with the Sacramento Transportation Authority (STA) and the Sacramento Area Council of Governments (SACOG), the two primary transportation funding agencies. The team also spent a considerable amount of time meeting with stakeholders, working on state legislation, and supporting environmental reports that were in process.

Consistent with the negotiated contract, the Government Affairs team continues to provide services on a fixed fee basis. Over the course of 2015, this saved the JPA nearly \$1,300 each month, or over \$16,000 for the year. Not restricting its hours to conform to a budget allowed the team to engage in the region at all levels, including Chambers of Commerce, community gatherings, homeowner's association meetings, CPAC/APAC, SACOG meetings, and so on.

The team designed a communications and strategic plan, incorporating the JPA's 2015 goals as key milestones. As a result, the team was able to focus on project development and advancement, rather than just communications and public outreach. Working with the Executive Director, the team strategized on developing a stronger and more inclusive set of communications tactics, which were tied together by the common goal of advancing the Connector Project.

Discussion: At today's meeting, staff has requested that the Government Affairs consultant team provide the Board with a brief presentation of some of the highlights of the work performed during 2015 and some of the lessons learned that will help improve the Connector's outreach program in 2016 and beyond. A copy of the 2015 year in review, prepared by the team, has also been provided for your review and comment. As the annual contract period for the public outreach closes, it is important that the Board provide feedback to assist in the development of the 2016 and beyond work plan.

Respectfully Submitted,

Tom Zlotkowski
Executive Director



MMS STRATEGIES

2015 Outreach, Strategic Planning & Communications:

Proactive Program Yields Tangible Results

PROACTIVE PROGRAM YIELDS TANGIBLE RESULTS



Presentation Outline

- ✓ 2015 Strategic Goals
- ✓ Public Outreach
- ✓ Communications
- ✓ Media Relations
- ✓ Legislative Action
- ✓ Website
- ✓ Project Management



2015 Strategic Goals

2015 was one of, if not the most successful years for the JPA. With all five of our key objectives being met.

- 1) The Board authorized environmental work to commence on two segments (D2 and D3/E1) and a portion of a third segment (B2)
- 2) The JPA was successful in obtaining \$7.5M in grant funding from SACOG for the D3 segment.
- 3) The Sacramento Transportation Authority Board authorized an additional \$7M advanced to help ensure construction a near term reality for section D3.
- 4) Passage of CM/GC legislation
- 5) Completion of General Plan updates

Additionally, much public outreach was done throughout the region to elevate the project identity and work with communities such as Sheldon and the Agricultural community to ensure their interests are heard and implemented. Overall an incredibly busy and successful year!



Public Outreach

- Approval of the Elk Grove and Rancho Cordova General Plan Amendments
- Presentations throughout the region
- Incorporation of messaging for Cap to Cap and State Leg Summit
- Outreach to 50 Corridor employers regarding participation in website video project, legislative support and requests for meetings or presentations to provide project updates.
- Updating and ongoing maintenance of stakeholder database
- Meetings with key land owners along the Connector route
- Meetings with corridor business associations
- Meetings with public information officers in all 5 member jurisdictions



Communications

Tactics were developed and implemented to guide the Connector project team through day-to-day communications with stakeholders and the public throughout the region. Strategies identified were used together to effectively reach audiences through various avenues including email blasts, fact sheets, social media, media relations and member agency partnerships.



Communications

- Developed communications plan
- Produced key messages documents
- Produced fact sheet documents
- Assisted staff in responding to email inquiries
- Augmented electronic database for email distribution
- Worked with PIOs to integrate Connector information into regular communications



Communications

- Significant increase in updates on Connector social media accounts, with a corresponding increase in Facebook likes and Twitter followers:
 - Facebook likes increased from 272 to 320, an 18% increase
 - Twitter followers increased from 159 to 238, a 50% increase
- Launched updated Connector quarterly e-newsletter
- Produced and distributed “What’s Happening” e-blasts
- Developed updated text for Connector brochure
- Produced and posted videos on project website



Media Relations

Throughout the year, we sought to leverage JPA and jurisdiction developments for media visibility, which produced coverage throughout the year.

- Coordination with member jurisdictions on development and distribution of Connector news releases
- Monitored regional and national media
- Developed op-ed articles
- Produced weekly reports showing all relevant news articles



Legislative Action

During the last session of the California State Legislature our team worked to change state law in order to provide the JPA additional project delivery tools.

AB 1171 extended the use of Construction Manager/General Contractor (CM/GC) procurement to regional transportation agencies, such as the JPA. CM/GC is an alternative contracting method to Design-Bid-Build or Design-Build.

The CM/GC delivery method provides many benefits, including time savings, upfront value engineering and fewer change orders or cost overruns.

Legislative Process:

- Select an appropriate state legislative author, which was Assembly Member Eric Linder
- Work with Legislative Council on legal language/ coordinate draft language with bill author
- Introduce the final legislative draft as Assembly Bill 1171



Legislative Action

- Generated local of support for AB1171
- Prepared JPA staff, legislative author and lobby Committee staff and Members for Committee hearings as follows:
 - Assembly Transportation Committee, Assembly Appropriations Committee, Assembly Floor, Senate Transportation Committee, Senate Appropriations Committee and Senate Floor, and back for concurrence in Senate amendments on the Assembly Floor.
- Prepared the letter to Governor Brown from Assembly Member Linder requesting his signature on AB1171
- Met with Secretary of Transportation and Caltrans staff to support the Governor at billing signing

Governor Jerry Brown signed AB 1171 into law on October 1, 2015!



Website

The Connector website is the face of the project and serves as a one-stop shop for all project information. Our team performed design and content enhancements along with continuous, real-time website management, security and updates.



Website

In 2015, the Connector website had 260,000 hits from 60,000 visitors. The top three trending pages for view were

- Board Materials (43,000 hits)
 - Request for Proposals for D3/E1 (35,000 hits)
 - The Interactive Map (19,000).
-
- Referrals come from people clicking a link on another website to enter the Connector website. This can include search engines searches as well as links on other agency sites.

The tops three referring sites were Google (3,900 referrals), Bing (400 referrals), and SACOG (300 referrals). The top three referral search engines included yahoo in the third spot.

- E-mail open rates were well above the industry average of 24.55%. The largest open rates were the third Quarter Connecting Communities Newsletter, the announcement on Governor Brown signing Connector legislation, and the announcement on the Rancho Cordova General Plan Amendments.

Project Management

Our team was cognizant at the start of the year of the ongoing continued relationship and coordination with our member agencies; as such we ensured our presence was made on a consistent basis. Ever so mindful of the interconnectedness, we monitored agenda and background reports on a weekly basis.



Questions?

