

# REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
10	01/14/13	Open	Action	01/07/13

Subject: Authorize Solicitation of Bids for the Construction of South Sacramento Corridor Phase 2 Project - Civil, Track, Structures, Stations, and Systems

## ISSUE

Whether or not to authorize solicitation of bids for the Construction of South Sacramento Corridor Phase 2 Project – Civil, Track, Structures, Stations, and Systems.

## RECOMMENDED ACTION

Adopt Resolution No. 13-01-\_\_\_\_, Authorize Solicitation of Bids for the Construction of South Sacramento Corridor Phase 2 Project – Civil, Track, Structures, Stations, and Systems.

## FISCAL IMPACT

The above action does not involve the expenditure of funds. The contract award, which will involve the expenditure of funds, will be presented to the Board as a future action. The current engineer’s estimate is within the South Sacramento Corridor Phase 2 Project budget.

## DISCUSSION

The Blue Line to Cosumnes River College project (Project), also known as the South Sacramento Corridor Phase 2 project, will extend Sacramento Regional Transit District’s (RT’s) light rail service from its existing terminus at Meadowview Road south and east 4.3 miles to Cosumnes River College (CRC). The extension will link the South Corridor, the fastest-growing portion of Sacramento County, with Downtown, the northeast Sacramento corridor and Rancho Cordova or Folsom in the east corridor. The project includes four stations located at Morrison Creek, Franklin Boulevard, Center Parkway, and Cosumnes River College.

Over the past several years, the following consultants have prepared the plans, specifications and estimates to deliver the Project:

- Lockwood, Andrews & Newnam, Inc. - Civil and Track Design Services
- Systra Consulting, Inc. – Systems Design Services
- AECOM – Aerial Structures Design Services
- MFDB Architects, Inc. - CRC Station Design Services
- HLA Group Landscape Architects and Planners, Inc. - Morrison Creek, Franklin, and Center Parkway Stations Design Services

The preliminary engineering phase of the work included the development of the light rail alignment, coordinating utility relocations, obtaining the required right of way, addressing several

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Approved:

Presented:

Final 1/9/13

General Manager/CEO

Director, Civil and Track Design

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federal, state and local jurisdiction issues/permits and integrating the plan set with the various design disciplines.

On May 29, 2012, Regional Transit (RT) received authorization from the Federal Transit Administration (FTA) to enter into Final Design. The consultants have completed the plans, specifications and estimates and the bid documents have been checked, integrated and assembled.

Construction activities included in the bid documents will include construction of light rail track, retaining and soundwalls, drainage facilities, utility work, grade crossings, roadway reconstruction, traffic signaling, overhead catenary system, traction power, train signaling and communications, stations and park-n-ride lots, and landscape and irrigation.

Staff expects to release the Invitation to Bid immediately following the Board’s approval of the authorization being requested tonight. Bids will be due at the end of February with an award anticipated in late March 2013 to allow for the mandatory 10-day protest period. The contract will be awarded to the lowest responsive and responsible bidder.

In another item on the agenda, the Board is being asked to consider adopting an Owner-Controlled Insurance Program (OCIP) for the Project. If the Board chooses to move forward with an OCIP, the bid documents the Board is being asked to release under this item will include all of the necessary language to implement the OCIP. If the Board chooses not to move forward with the OCIP, the bid documents will contain RT’s standard insurance provisions.

RT staff has addressed the Full Funding Grant Agreement (FFGA) requirements, which include execution of all major utility agreements, an update to the Disadvantaged Business Enterprise program to include the Small Business Enterprise component, staffing technical capacity and capability concerns, civil rights Triennial Review responses, Morrison Creek Station Phasing, cost reconciliation, mitigation monitoring, and financial capacity issues. As a result, the FFGA was executed on December 27, 2012.

The Small Business Enterprise (SBE) goal will be set at 25% SBE participation.

On December 14, 2009, the Sacramento Regional Transit Board (“RT Board”) authorized the General Manager/CEO to negotiate and execute a Project Labor Agreement (“PLA”) that would apply to the construction of the SSCP2 project. Following extensive negotiations with the Building and Trades Council, a final PLA was issued to the labor unions for execution. After several attempts by RT to get the necessary signatures, the labor unions elected to not execute the PLA. Consequently, a PLA has not been included in the bid documents.

Staff recommends that the Board authorize solicitation of bids for the construction of the South Sacramento Corridor Phase 2 Project – Civil, Track, Structures, Stations, and Systems.

RESOLUTION NO. 13-01-\_\_\_\_\_

Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

January 14, 2013

**AUTHORIZE SOLICITATION OF BIDS FOR THE CONSTRUCTION OF SOUTH SACRAMENTO CORRIDOR PHASE 2 PROJECT - CIVIL, TRACK, STRUCTURES, STATIONS, AND SYSTEMS**

BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, the Bid Documents for the construction of South Sacramento Corridor Phase 2 Project – Civil, Track, Structures, Stations, and Systems are hereby approved and authorized for release.

THAT, the Invitation to Bid be advertised pursuant to the provisions of the RT Procurement Ordinance.

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BONNIE PANNELL, Chair

A T T E S T:

MICHAEL R. WILEY, Secretary

By: \_\_\_\_\_  
Cindy Brooks, Assistant Secretary