



Midpeninsula Regional
Open Space District

R-16-101
Meeting 16-18
August 10, 2016

AGENDA ITEM 8

AGENDA ITEM

Award of Contract to O.C. Jones & Sons Inc. for construction of the Mount Umunhum Road Rehabilitation Project (Project) at Sierra Azul Open Space Preserve for a Base Amount Not-to-Exceed \$5,012,758 and a Separate 15% Contingency

GENERAL MANAGER'S RECOMMENDATIONS *GM*

1. Authorize the General Manager to enter into contract with O.C. Jones & Sons of Berkeley, CA for a not-to-exceed base contract amount of \$5,012,758.
2. Authorize a 15% construction contract contingency in the amount of \$751,914 to be reserved for unanticipated issues, thus allowing the total contact amount not-to-exceed \$5,764,672.
3. Adopt a Resolution approving a budget line item adjustment in the amount of \$2,764,672 to the Fiscal Year (FY) 2016-17 District budget to fund construction of the Project.

SUMMARY

The purpose of the Project is to complete roadway upgrades and safety improvements to Mount Umunhum Road, allowing all visitors regardless of physical ability to access the summit. On May 25, 2016, (R-16-62) the Board approved the Project Design and Bid Plan Set and authorized the General Manager to advertise the Request for Bids (RFB) for the Project. The Invitation to Bid was issued on June 10, 2016. The District received three (3) bid proposals on Friday, July 15, 2016. O.C. Jones & Sons Inc., is the lowest responsive and responsible bidder. Given the magnitude of the construction contract, the General Manager directed District staff to contract with a third party cost estimating consultant, Cumming Construction Management, to provide an independent cost estimate of the Project from which to compare the bids received as well as the latest engineer's cost estimate. The third party cost estimate arrived at \$6,424,579, approximately 28.2% higher than the received bid. Therefore, the General Manager recommends awarding the contract to O.C. Jones & Sons Inc., (O.C. Jones) for a total not-to-exceed amount of \$5,764,672, which includes a 15% contingency amount of \$751,914. The Fiscal Year 2016-17 budget allocated \$3.0 million to address the road repairs and safety improvements. To fund the Project, a budget line item increase of \$2,764,672 is required.

MEASURE AA

The 5-year Measure AA (MAA) Project List approved by the Board on October 29, 2014 includes the Road Project as part of MAA Portfolio #23, Mount Umunhum Public Access and Interpretation Projects, with a total funding allocation of \$27.972 Million. This contract is well

within the remaining Measure AA funds and serves to further the goals of Portfolio #23 by providing the necessary road repairs along Mount Umunhum Road to open the road to public vehicular use to access the summit.

DISCUSSION

Background

In October, 2012, the Board approved the Mount Umunhum Environmental Restoration and Public Access Project (R-12-104), which includes the Bald Mountain Parking Area, the Mount Umunhum Trail, ecological restoration and development of visitor amenities at the summit, and roadway upgrades and safety improvements to Mount Umunhum Road to accommodate public vehicular use to allow all visitors, regardless of physical ability, to reach the summit. Access to the summit of Mount Umunhum was identified as a priority action during the District's Vision Plan process, and Measure AA funding was included for roadway improvements under Portfolio Portfolio #23.

On July 8, 2015, the District hired the civil engineering firm Pavement Engineering Inc., (PEI) to develop the construction design for the recommended upgrades to Mount Umunhum Road (R-15-103). On May 25, 2016, the Board approved the Project's Design and Bid Plan Set (R-16-62), which was developed by PEI and peer-reviewed by a second civil firm, Sandis. The plan set was released for bid on June 10, 2016. The Project elements that were approved by the Board include:

- Rehabilitation and resurfacing of the entirety of Mount Umunhum Road from the intersection of Hicks Road to the flagpole area near the Summit using a "Pulverize & Replace" process;
- Addition of a double chip seal to entire roadway surface;
- Shallow and deep road settlement repairs;
- New gabion retaining walls below roadway;
- 20-foot paved driveway aprons for the four (4) private properties whose residents use the road to access their properties;
- New guardrails, replacement of existing guardrails and end terminals;
- Roadway striping, fog lines, and botts'dots;
- Signage related to traffic calming, road sharing, pedestrian crossing, speed limit, no parking, and signage required by the Project's Mitigation Monitoring Plan;
- Roadside concrete erosion control barriers;
- Erosion and rock netting;
- Removal of roadside trees, under road roots, and upslope boulders and material at risk of failure;
- Removal and replacement of a roadside asphalt dike;
- Removal and replacement/installation of drop inlets, curb inlets, asphalt scuppers;
- New roadside V-ditch and rock-lined V-ditch;
- Removal and replacement/installation of drop inlets and headwalls;
- New sub-surface and edge drains;
- Removal and replacement of damaged culverts and drain pipes;
- Five traffic pullouts along Mount Umunhum Road; and
- Installation of new automatic gate systems.

In addition to approving the Project elements, the Board also authorized the General Manager to approve any necessary changes to the project design and plans before and during construction. Since that time, minor alterations have been made to the plans, and will be approved by the General Manager prior to the commencement of construction. Additionally, all alterations to the plans will be captured with a set of As-Built Plans at the conclusion of the Project and will subsequently be presented to the Board for final review and consideration of approval.

Contractor Selection

The Request for Bids was issued on June 10, 2016, and the bid package was sent to contractors, subcontractors, and consultants who had requested to be notified of the project, as well as local contractors known to have experience in the rehabilitation and construction of rural roadways. Legal notices were posted in the San Jose Mercury News, San Mateo County Times, Santa Cruz Sentinel, and five Builder's Exchange programs. The Invitation to Bid was also posted on the District website.

Pre-bid meetings/site tours were held at the project site on June 17, 2016, and June 24, 2016, and were attended by a total of five (5) prime contractors. Sealed bids were due on July 15, 2016, and three (3) bids were received as summarized below:

Bidder	Location	Total Bid	Percent +/- from June 2016 Revised Engineer's Estimate (\$5,187,134)
O.C. Jones	Berkeley, CA	\$5,012,758	-3.4%
D-Line Constructors Inc.	Oakland, CA	\$5,499,663	+6.0%
Graniterock Construction Company	San Jose, CA	\$6,389,457	+23.9%

On July 7, 2016, the District retained Cumming Construction Management (Cumming) to perform a third party construction cost estimate of the Project. The estimate was done without the estimator's knowledge of the bid results, used the same information that was given to potential bidders, and took into consideration the unique factors characteristic of this project. Cumming estimated a total construction cost of \$6,424,579. Cumming's estimate is 23.9% above PEI's estimate, and 28.2% above O.C. Jones' bid. The table below shows a summary and comparison.

Source	Total Estimate or Bid	Percent +/- from O.C. Jones' Bid (\$5,012,758)
O.C. Jones	\$5,012,758	0%
PEI Engineer's Estimate	\$5,187,134	+3.4%
Cumming Third Party Cost Estimate	\$6,424,579	+28.2%

The results of the third-party engineer's estimate indicate that the bid proposal received from O.C. Jones represents a fair price and may likely be below market value. O.C. Jones presented a complete and responsive bid package and has successfully completed similar projects for other public agencies, and is therefore deemed to be a responsive and responsible contractor. Additionally, O.C. Jones submitted a competitive proposal that is just under the Project

engineer's estimate for the work and aligns with current market data for road rehabilitation and improvement work within the greater Bay Area. Therefore, the General Manager recommends awarding the contract for construction services for the Project to O.C. Jones in the base amount of \$5,012,758.

Contract Contingency

A 15% contingency amount of \$751,914 is recommended for this Project to address unforeseen conditions that may be encountered during execution of the work. Unit pricing was included on the bid form to allow negotiation with the contractor should unforeseen situations arise. Unanticipated issues that may arise at this particular project site include subsurface work associated with roadway settlement repairs, hillside grading, and the installation of gabion retaining walls. This contingency is slightly higher than the amount recommended for the Summit Project because the Road Project covers a larger footprint (over 5.5 miles of road) and the amount of aforementioned unanticipated issues is greater.

FISCAL IMPACT

The District's Fiscal Year 2016-17 Action Plan and Budget includes \$3,566,400 to complete the Mount Umunhum Road Rehabilitation Project. The budget includes construction costs for the Project, allowances for contingencies and unforeseen conditions, consultant fees for general conditions, oversight, and construction administration, special inspections and other soft costs.

A budget line item adjustment is requested from the Board in the amount of a \$2,764,672 increase for a total of \$6,331,072 to the Fiscal Year 2016-17 Budget to fully fund the remaining construction work. If the Board approves the General Manager's recommendation, it is anticipated the project will be 100% complete in the Spring of 2017.

Given that there are two budget line item adjustments being recommended as part of the August 10, 2016 Board meeting that affect Portfolio 23, the following table is provided to outline the Measure AA Portfolio budget, costs to date, and the fiscal implications related to the Mount Umunhum Summit and Road Projects:

	Budget (in \$millions)
MAA 23 Portfolio Total	\$27.97
Spent to Date:	\$4.08
Encumbrances:	\$0.3
Mount Umunhum Summit Project:	\$8.89*
Mount Umunhum Road Project:	\$6.33*
Balance Remaining (Proposed):	\$8.37

* These amounts include the proposed construction contracts and other expected expenses to complete the project, including special inspections, construction administration, etc.

BOARD COMMITTEE REVIEW

The full Board approved Road Project Design and Bid Plan Set and authorized the District to advertise the Request for Bids for the Mount Umunhum Road Improvement Project on May 25, 2016. Due to the full Board's review, separate Board Committee review was not necessary for this contract award.

PUBLIC NOTICE

Public notice of this Agenda Item was provided per the Brown Act. Additional public notice was provided to interested parties and Mount Umunhum Road neighbors.

CEQA COMPLIANCE

The Project was evaluated as part of the Environmental Impact Report (EIR) and Mitigated Monitoring Plan (MMP) approved by the Board on October 17, 2012, for the Mount Umunhum Environmental Restoration and Public Access Project in Sierra Azul Open Space Preserve (R-12-104). In 2015, the District prepared an Addendum to the 2012 EIR to analyze minor modifications to the Summit and Road improvements that included installation of gates and fencing, and acquiring a road access easement to Mount Thayer for District vehicles, contractors, and emergency access only (no general public access). In July 2016, the District prepared a second Addendum to the 2012 EIR to analyze minor modifications to the Road Project that included: 1) installation of a total of approximately 180 linear feet of retaining walls, in three locations along Mt. Umunhum Road, to provide slope stability for road widening; and 2) increasing the number of truck haul trips for transporting excavated material from project construction activities, and routing all excavated material haul trips to Mount Thayer where the material will be used as part of the previously proposed landform restoration (R-12-91).

In summary, taken together, the EIR and its two Addenda fully analyzed the Road Project in compliance with the requirements of the California Environmental Quality Act (CEQA). Awarding the contract for construction of the Mount Umunhum Road Rehabilitation Project is consistent with the EIR and its Addenda for implementation of the Mount Umunhum Environmental Restoration and Public Access Plan. No new significant environmental effects or a substantial increase in the severity of previously identified significant effects would result from this project beyond what was analyzed in the EIR.

NEXT STEPS

Upon approval by the Board of Directors, the General Manager will enter into a contract with O.C. Jones & Sons, Inc. to construct the Mount Umunhum Road Rehabilitation Project. Project construction is scheduled to begin in August 2016 and be completed in Spring 2017.

Attachments:

1. Board Report: Project's Design and Bid Plan Set (R-16-62)
2. Resolution Amending the Budget for Fiscal Year 2016-17

Responsible Department Head:

Jay Lin, Engineering and Construction Manager

Prepared by:

Zachary Alexander, Capital Project Manager II, Engineering and Construction Department

Contact person:

Zachary Alexander, Capital Project Manager II, Engineering and Construction Department



Midpeninsula Regional
Open Space District

R-16-62
Meeting 16-11
May 25, 2016

SPECIAL MEETING AGENDA ITEM 1

AGENDA ITEM

Approval of the Bid Plan Set for the Mount Umunhum Road Improvement Project and Authorization to Release the Request for Bids

GENERAL MANAGER'S RECOMMENDATIONS

1. Approve the Mount Umunhum Road Improvement Project Design and Bid Plan Set.
2. Delegate to the General Manager the authority to approve any necessary changes to the Project Design and Plans, and Direct that the "As Built" Designs Come Back to the Board for Final Approval.
3. Authorize the General Manager to advertise the Request for Bids for the Mount Umunhum Road Improvement Project.

SUMMARY

The Midpeninsula Regional Open Space District (District) entered into a contract with the civil engineering firm Pavement Engineering Inc., (PEI) on July 8, 2015 (R-15-103) to develop construction plans detailing the recommended upgrades to Mount Umunhum Road. PEI has developed a bid plan set of construction documents that have been peer-reviewed by a second civil engineering firm, Sandis, and deemed ready to include in a Request for Bids (RFB) to implement the Mount Umunhum Road Improvement Project. Sufficient funds remain in the Fiscal Year (FY)2015-16 budget to complete the bidding process and award a repair contract by end of June. Funds for construction have been requested in the proposed FY2016-17 budget, with a targeted start of early July. In order for the District to construct road improvements during the 2016/2017 construction season, condemnation proceedings for Mount Umunhum Road rights have been initiated with the Santa Clara County Superior Court to obtain possession of the necessary rights. Issuance of the RFB is not dependent on securing the property rights; however, construction of the roadway improvements requires the District's possession of the road rights before proceeding.

MEASURE AA

The project is part of Measure AA (MAA) Portfolio #23, Mount Umunhum Public Access and Interpretation Projects: Open Mt. Umunhum for multi-use public access to the summit via the road and a trail; open Bay Area Ridge Trail and nearby trail connections; and preserve additional open space and complete wildlife corridor, in the amount of \$27.972 million of which \$3.965 million has been allocated for the Mount Umunhum Road Improvement Project. In addition, the project is included in the Board-approved Measure AA 5-year Project List.

BACKGROUND

Mount Umunhum Road was built by the federal government to provide vehicular access to the former Almaden Air Force Station (AFS), which was constructed in the late 1950s and dedicated for operation in 1958. The AFS was in use for 22 years, closing in 1980. At its peak, the AFS housed approximately 120 people, including employees and their families. On average, the facility employed approximately 30 stationed military personnel, and 50 to 100 civilian personnel. Historical records indicate that in 1971 the roadway had a daily two-way traffic volume of roughly 190 vehicles. The current road is 29,800 linear feet (LF) (approximately 5.6 miles) from the summit of Mount Umunhum to the Hicks Road intersection, and ranges in width from approximately 15.7 to 28 feet wide, with an average roadway width of 21.7 feet.

Historically, the two-lane rural road was used to access the former AFS. In order to provide general public access to the Summit, property rights need to be perfected for the roadway and the necessary improvements completed along the road, which include resurfacing and installing turnouts, curbs, guardrails, and other safety infrastructure. Engineered slope stabilization measures are also needed to address a number of geologic issues associated with the roadway, including slip-outs and slope failures above and below the roadway that are potential sources of sediment. In general, the substructure of the roadway is in very good condition, and a majority of the required improvements focus on the upper portion of the roadway structure that is in disrepair due to general use and lack of maintenance. After roadway improvements are completed, Mount Umunhum Road will remain a two-lane, rural road for visitors to access the Summit during open Preserve hours and at the same time benefiting the neighbors who use the road to access their properties.

DISCUSSION

In October, 2012, the Board approved the Mount Umunhum Environmental Restoration and Public Access Project (R-12-104), which includes the Bald Mountain Parking Area, the Mount Umunhum Trail, ecological restoration and development of visitor amenities at the summit, and roadway upgrades and safety improvements to Mount Umunhum Road to accommodate public vehicular use to allow all visitors regardless of physical ability to reach the summit. Access to the summit of Mount Umunhum was identified as a priority action during the District's Vision Plan process, and funding for roadway improvements was included in Measure AA, under Priority Action (Portfolio) #23, which passed in June, 2014.

In July, 2015, the District selected PEI to design and develop the construction plans for the proposed roadway improvements. PEI has developed the requested bid plan set, which is now ready for issuance as part of a public bid process to implement the recommended upgrades to Mount Umunhum Road and provide safe public vehicular access to the summit.

In May, 2016, PEI's road design was peer-reviewed by Sandis. In general, Sandis concurred with PEI's design but recommended additional information and details to the plans and specifications. Sandis also recommended installation of new guardrail to the road in addition to replacing existing guardrail. PEI will update project plans and specifications by May 31, 2016 to address the comments provided by Sandis.

The road construction project is being closely coordinated with the Summit Project that is focused on public access improvements and site restoration on the mountaintop. The two design teams and Project Managers have worked closely together in an effort to ensure integration and

coordination of these designs, contract documents, construction timelines, and administration to ensure successful delivery of the Mount Umunhum Road Improvement Project and the Summit Project.

The Mount Umunhum Road Improvement Project’s bid plan set includes the following proposed improvements and upgrades to Mount Umunhum Road and associated infrastructure:

Proposed Road Surface Improvements

- Resurface the entirety of Mount Umunhum Road from the intersection of Hicks Road to the flagpole area near the Summit using either a Cold In-place Recycling (CIR) or Pulverize & Replace Process (P&R) (remainder of roadway to the summit area of the mountain will be repaired as part of the Summit Project);
 - The Request for Bids will solicit for both resurfacing techniques, as they have a similar cost, performance, and life expectancy (20 years).
 - Both techniques recycle and utilize 100% of existing roadway material during the resurfacing process.
 - Each process requires different types of machinery; also typically, General Contractors can perform the P&R process, whereas special licensing is required for the CIR process.
- Addition of a double chip seal to entire roadway surface;
 - Chip seal increases the life of the road by 10 to 15 years and provides for increased traction.
- Shallow and deep road settlement repairs;
- New Gabion retaining walls below roadway; and,
- 20-foot paved driveway aprons for the four (4) private properties whose residents use the road to access their properties.

Proposed Surface Improvements	Quantity
Resurface Entire Roadway, 18’ Wide	532,260 square feet (SF)
Shallow & Deep Road Settlement Repairs	30,888 SF
Gabion Retaining Walls	89 linear feet (LF)

Proposed Road Safety Improvements

Mount Umunhum Road is designated as a multi-modal roadway allowing for vehicular and bicycle traffic. The sharing of the narrow and steep roadway by the two transportation methods required additional attention during the Project design and development process, resulting in roadway safety design elements that address both the safety needs of vehicular drivers and bicyclists. Additionally, the Project EIR and Mitigation Monitoring Report were developed with the understanding of an expected increase in vehicular and bicycle traffic on the roadway, and outlined the required safety measures for incorporation into the Project plans in order to provide a means for bicyclists to share the roadway with vehicles in a safe manner. These include:

- New guardrails, replacement of existing guardrails and end terminals;

- Roadway striping, fog lines, and botts' dots;
- Signage related to traffic calming, road sharing, pedestrian crossing, speed limit, no parking, and signage required by the Project's Mitigation Monitoring Plan;
- Roadside concrete erosion control barriers;
- Erosion and rock netting;
- Removal of roadside trees, under road roots, and upslope boulders and material at risk of failure;
- Removal and replacement of a roadside asphalt dike.

Proposed Safety Improvements	Quantity
Replacement of Existing Guardrails	3,256 LF
New Guardrail End Terminals	1,450 LF
Erosion Control Barriers	2,520 LF
Erosion Control Netting	362 LF
Asphalt Dike	14,204 LF
Root Removal	2,493 SF
Tree, Stump, and Root Removal	26 each (EA)
Boulder & Material Removal	860 LF

Proposed Road Drainage Improvements

- Removal and replacement/installation of drop inlets, curb inlets, asphalt scuppers;
- New roadside V-ditch and rock-lined V-ditch;
- Removal and replacement/installation of drop inlets and headwalls;
- New sub-surface and edge drains; and
- Removal and replacement of damaged culverts and drain pipes.

Proposed Drainage Improvements	Quantity
Drop Inlets	62 EA
Curb Inlets	4 EA
Asphalt Scuppers	402 LF
V-Ditch	21,981 LF
Head Walls	32 EA
Sub and Edge Drains	110 LF
New Drainage Pipe	343 LF

Additional Roadway Improvements

- Installation of a new roadway gate on Mount Umunhum Road between the Hicks Road intersection and Jacques Ridge parking lot; and
 - The gate will be a solar powered electric automatic double leaf gate, similar to the existing gate at the entrance to the Bald Mountain Parking Area.
 - Additionally, two fully shielded, downturned solar powered motion-triggered security lights will be installed at the gate location to improve nighttime access for District staff and neighboring property owners, as well as provide an added level of security. The lights will be mounted on a new light pole, with one light pointed down towards Hicks Road, and the other positioned down towards the Jacques Ridge parking area and up Mount Umunhum Road.

- Five traffic pullouts along Mount Umunhum Road.
 - Each pullout will have a five-foot paved apron from the edge of the roadway, with the remaining pullout area consisting of compacted gravel.
 - All pullout locations will have “No Parking” signs, and are intended for temporary refuge from Mount Umunhum Roadway traffic.

Approval of the Project bid plan set and the issuance of a Request for Bids (RFB) is the first step in selecting a qualified contractor to construct the new roadway upgrades. The District is in the process of resolving multiple, long-standing real property and right-of-way issues that need to be addressed to ensure that the District can provide and protect public access to the summit of Mount Umunhum. As of January 2016, special counsel initiated condemnation proceedings in Santa Clara County Superior Court to obtain possession of the necessary rights so that the District can construct road improvements during the 2016/2017 construction season. Issuance of the RFB is not dependent on securing the property rights; however, construction of the roadway improvements requires the District’s appropriate possession of the road before proceeding.

In order to promote efficiency in and professional oversight of the design and construction process, the General Manager recommends that the Board delegate to the General Manager the authority to approve any necessary changes to the project design and plans moving forward. s These changes could include modifications to the plans and specifications, and increases or decreases in the quantity of work to be performed or materials, equipment, or supplies furnished. The General Manager, through the Engineering and Construction Manager, would only approve changes if the modifications are consistent with previously stated Board direction and design approvals, and the total cost remains both within the Board-approved project budget and the contract “not-to-exceed” amount as approved by the Board (presently scheduled to come before the Board in July). Any changes that require additional funds beyond those previously authorized by the Board will be brought first to the Board for review and consideration of approval. To keep the Board apprised of these changes, the General Manager would provide updates as needed under the Biweekly Reports. Moreover, the Board will be asked, at the conclusion of the project, to formally accept the improvements and approve the final As Builts.

FISCAL IMPACT

Funds in the amount of \$3.6 million will be requested in the proposed FY2016-17 budget to complete the construction of the Mount Umunhum Road Improvement Project as described above. Project expenses are eligible for Measure AA reimbursement.

BOARD COMMITTEE REVIEW

Given the high level of Board interest in the Summit Project and associated public access and roadway improvements, this item is being brought directly to the full Board.

PUBLIC NOTICE

Public notice of this Agenda Item was provided as required by the Brown Act. Additional public notice was provided to interested parties and Mount Umunhum Road neighbors.

Related to this item, a neighborhood meeting was held on February 25, 2016 at the Los Gatos Adult Recreation Center where District staff presented the draft roadway designs and plans to

neighboring private property owners, residents whose driveways are connected to Mount Umunhum Road, and a representative from San Jose Water Company. The District will coordinate closely with these residents and neighbors prior to and during construction of the roadway improvements. Eight neighbors and members of the public attended the meeting, where comments focused on potential security issues on the roadway and neighboring properties once public vehicular traffic is allowed to the summit of Mount Umunhum. These comments have been incorporated into the Project where appropriate.

CEQA COMPLIANCE

The Project was evaluated as part of the Environmental Impact Report (EIR) and Mitigated Monitoring Plan (MMP) approved by the Board on October 17, 2012, for the Mount Umunhum Environmental Restoration and Public Access Project in Sierra Azul Open Space Preserve (R-12-104). In 2015, the District prepared an Addendum to the 2012 EIR to analyze minor modifications to the Summit and Road improvements that included installation of gates and fencing, and acquiring a road access easement to Mount Thayer for District vehicles, contractors, and emergency access only (no general public access). The EIR Addendum analyzed these modifications to the Project to fulfill the requirements of the California Environmental Quality Act (CEQA)

NEXT STEPS

If approved, the General Manager will direct staff to move forward with the public bidding process for construction of the Mount Umunhum Road Improvement Project as set out herein. Once the bidding process is completed, in approximately mid-July, staff will present the results to the Board for consideration of award of contract for construction of the road improvements. Award of the contract for construction and the construction itself will be subject to the District's successful resolution of its concurrent judicial proceedings to obtain possession of the necessary road rights.

Attachments

1. Proposed Mount Umunhum Road Improvement Bid Plan Set
2. Sandis Preliminary Peer-Review of Proposed Mount Umunhum Road Bid Plan Set

Responsible Department Head:

Jane Mark, AICP, Planning Manager, Planning Department

Jason Lin, Engineering and Construction Manager, Engineering & Construction Department

Prepared by:

Zachary Alexander, Capital Project Manager II, Engineering and Construction Department

RESOLUTION NO. 16-___

RESOLUTION OF THE BOARD OF DIRECTORS OF THE MIDPENINSULA REGIONAL OPEN SPACE DISTRICT AMENDING THE BUDGET FOR FISCAL YEAR 2016-17

WHEREAS, on June 22, 2016 the Board of Directors of the Midpeninsula Regional Open Space District adopted the Fiscal Year 2016-17 Budget and Action Plan; and

WHEREAS, unanticipated expenses associated with the **Mt Umunhum Road Rehabilitation Project** have arisen and additional funds are required to complete the project; and

WHEREAS, the General Manager recommends amending the FY 2016-17 Budget and Action Plan to reflect the increased costs of the project;

NOW, THEREFORE, The Board of Directors of the Midpeninsula Regional Open Space District does resolve as follows:

SECTION ONE. Amend the Budget and Action Plan for the Midpeninsula Regional Open Space District for the Fiscal Year 2016-17 as follows:

Project Name	Current Budget	Revised Budget
Mt Umunhum Road Rehabilitation Project	\$3,566,400	\$6,331,072

SECTION TWO. Monies are hereby appropriated in accordance with said budget.

SECTION THREE. Except as herein modified, the FY 2016-17 Budget and Action Plan, Resolution No. 16-25 as amended, shall remain in full force and effect.

* * * * *

PASSED AND ADOPTED by the Board of Directors of the Midpeninsula Regional Open Space District on ____, 2016, at a Regular Meeting thereof, by the following vote:

- AYES:**
- NOES:**
- ABSTAIN:**
- ABSENT:**

ATTEST:

APPROVED:

Secretary
Board of Directors

President
Board of Directors

APPROVED AS TO FORM:

General Counsel

I, the District Clerk of the Midpeninsula Regional Open Space District, hereby certify that the above is a true and correct copy of a resolution duly adopted by the Board of Directors of the Midpeninsula Regional Open Space District by the above vote at a meeting thereof duly held and called on the above day.

District Clerk