



May 7, 2018

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Capital Programs Division - Third Quarter Fiscal Year 2017-18
Capital Action Plan Performance Metrics

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Overview

The Orange County Transportation Authority's Strategic Plan key strategies and objectives to achieve the goals for Mobility and Stewardship include delivery of all Capital Action Plan projects on time and within budget. The Capital Action Plan is used to create a performance metric to assess capital project delivery progress on highway, grade separation, rail, and facility projects. This report provides an update on the Capital Action Plan delivery and performance metrics.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) Capital Programs Division is responsible for project development and delivery of highway, grade separation, rail, and facility projects from the beginning of the environmental approval phase through construction completion. Project delivery commitments reflect defined project scope, costs, and schedules. Project delivery commitments shown in the Capital Action Plan (CAP) are key strategies and objectives to achieve the Strategic Plan goals for Mobility and Stewardship.

This report is a quarterly update on the CAP performance metrics, which are a snapshot of the planned CAP project delivery milestones in the budgeted fiscal year (FY).

Discussion

The Capital Programs Division objective is to deliver projects on schedule and within the approved project budget. Key project cost and schedule commitments

are captured in the CAP, which is regularly updated with new projects and project status (Attachment A). The CAP is categorized into four key project groupings; freeway projects, grade separation projects, rail and station projects, and facility projects. Schedule milestones are used as performance indicators of progress in project delivery. The CAP performance metrics provides a FY snapshot of the milestones targeted for delivery in the budgeted FY, and provides transparency and performance measurement of capital project delivery.

The CAP project costs represent the total cost of the project across all phases of project delivery, including support costs, and right-of-way (ROW) and construction capital costs. Baseline costs, if established, are shown in comparison to either the actual or forecast cost. Baseline costs may be shown as to-be-determined (TBD) if project scoping studies and estimates have not been developed or approved, and may be updated as project delivery progresses and milestones are achieved. Projects identified in the Orange County local transportation sales tax Measure M2 (M2) are identified with the corresponding M2 project letter. The CAP status update is also included in the M2 Quarterly Report.

The CAP summarizes the very complex capital project critical path delivery schedules into eight key milestones.

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| Begin Environmental | The date work on the environmental clearance, project report, or preliminary engineering phase begins. |
| Complete Environmental | The date environmental clearance and project approval is achieved. |
| Begin Design | The date final design work begins, or the date when a design-build contract begins. |
| Complete Design | The date final design work is 100 percent complete and approved. |
| Construction Ready | The date contract bid documents are ready for advertisement, including certification of ROW, all agreements executed, and contract constraints cleared. |
| Advertise for Construction | The date a construction contract is advertised for bids. |

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|-----------------------|---|
| Award Contract | The date the construction contract is awarded. |
| Construction Complete | The date all construction work is completed, and the project is open to public use. |

These delivery milestones reflect progression across the project delivery phases shown below.



Project schedules reflect approved milestone dates in comparison to forecast or actual milestone dates. Milestone dates may be shown as TBD if project scoping or approval documents have not been finalized and approved, or if the delivery schedule has not been negotiated with the agency or consultant implementing the specific phase of a project. Planned milestone dates can be revised to reflect new dates from approved baseline schedule changes. On a monthly basis, actual dates are updated when milestones are achieved, and forecast dates are updated to reflect project delivery status.

CAP milestones achieved in the third quarter FY 2017-18 include:

Freeway and Railroad Grade Separation Projects

- The advertise construction milestone for the addition of a second high-occupancy vehicle (HOV) lane on Interstate 5 (I-5) between State Route 55 and State Route 57 (SR-57) was achieved. Construction bids are planned to be opened on May 8, 2018.
- The advertise construction and award contract milestones for the SR-57 northbound landscape replacement planting between Orangethorpe Avenue and Lambert Road were achieved and the project is now under construction.
- The West County HOV Connectors projects landscape replacement planting construction was completed in February 2018.
- The State College Boulevard railroad grade separation construction was completed on January 31, 2018.

- Final design work began on the Anaheim Canyon Metrolink Station project which will add a second passenger rail platform and an additional station track.

The following CAP milestones missed the planned delivery through the third quarter of FY 2017-18.

Freeway Projects

- The complete environmental milestone for the State Route 241 direct connector to the 91 Express Lanes has been delayed to assess shifting traffic patterns and to account for modifications to corridor transportation plans.
- The complete design milestone for the I-5 widening between State Route 73 (SR-73) and Oso Parkway has been delayed. The California Department of Transportation (Caltrans) continues ROW acquisition activities to obtain possession of the needed ROW and make the project construction ready by February 2019. Although OCTA's consultant has completed design, ROW acquisition is the project delivery schedule critical path. Caltrans has requested the final design not be submitted to Caltrans for final construction contract packaging until approximately six months prior to the planned February 2019 construction ready milestone. This will allow any Caltrans requested design updates due to changes to standards and/or specifications to be incorporated into the final design submittal while Caltrans is completing the ROW acquisition.

Rail and Station Projects

- The Laguna Niguel/San Juan Capistrano railroad passing siding complete design, construction ready, and advertise construction milestones are delayed. Design has been delayed because the City of San Juan Capistrano (City) requested that all work within OCTA railroad ROW comply with the City National Pollution Discharge Elimination System permitting requirements. For all projects within OCTA railroad ROW, OCTA typically obtains and complies with the State and Regional Water Quality Control Board construction general permit requirements and associated post-construction operating conditions. After approximately a three-month delay, the City has concurred with OCTA's use of the construction general permit within OCTA railroad ROW and final design reviews, concurrences, and permitting are underway. The complete design and construction ready milestones will be completed in the fourth quarter, and the advertise construction milestone has been moved into the first quarter of FY 2018-19.

- The Placentia Metrolink Station construction ready, advertise construction, and award contract milestones have been missed. As reported last quarter, final approval of the station, City of Placentia acquisition of required BNSF ROW, and finalization of the BNSF railroad construction and maintenance agreement remain to be completed. The project schedule is being re-assessed, and the planned advertisement for construction has been moved into FY 2018-19.

Recap of FY 2017-18 Performance Metrics

The CAP and performance metrics snapshot provided at the beginning of FY 2017-18 includes 28 planned major project delivery milestones to be accomplished through the third quarter. The performance metrics update reflects milestones achieved and missed through the third quarter (Attachments A and B). Six milestones were completed in the third quarter, and 21 milestones have been achieved through three quarters of FY 2017-18 (75 percent of the planned milestones). Six of the seven missed milestones are attributable to the Laguna Niguel/San Juan Capistrano railroad passing siding and Placentia Metrolink Station.

FY 2017-18 Cost and Performance Metric Look Ahead and Risks

The combined cost value for the three segments of I-5 widening between SR-73 and El Toro Road require that a Cost Estimate Review (CER) be prepared by Caltrans and the Federal Highway Administration (FHWA). Caltrans and FHWA have conducted the CER which employed an annual 4.2 percent construction escalation rate to the planned construction schedule midpoint, which results in significant cost estimate increases. Staff is continuing to assess local market unit prices and appropriate use of escalation rates, and is providing comments on the draft CER assumptions and results to Caltrans.

The OC Streetcar construction bid date has been extended to June 19, 2018, and a contract award recommendation is planned to be brought to the Board of Directors in August 2018. Feedback from the construction industry indicated additional time was needed to prepare responsive bids given both the complexity of scope, as well as limited availability of contractor estimating and bidding resources to prepare bids. Extending the contract award date will also provide additional time needed by the Federal Transit Administration to process and approve the OC Streetcar Full Funding Grant Agreement. These changes did not impact the planned October 1, 2018 notice to proceed for construction.

Summary

Significant capital project delivery progress continues to be made and reflected in the CAP. Staff will continue to manage project costs, schedules, and risks across all project phases to meet project delivery commitments and report quarterly.

Attachments

- A. Capital Action Plan, Status Through March 2018
- B. Capital Programs Division, Fiscal Year 2017-18 Performance Metrics Through March 2018

Prepared by:

A handwritten signature in blue ink, appearing to read "James G. Beil".

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