



AGENDA

Regional Planning and Highways Committee Meeting

Committee Members

Lori Donchak, Chair
Shawn Nelson, Vice Chairman
Andrew Do
Barbara Delgleize
Mark A. Murphy
Todd Spitzer
Michelle Steel

Orange County Transportation Authority
Headquarters
550 South Main Street
Board Room – Conf. Room 07
Orange, California

Monday, November 6, 2017 at 10:30 a.m.

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the OCTA Clerk of the Board, telephone (714) 560-5676, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Committee may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

All documents relative to the items referenced in this agenda are available for public inspection at www.octa.net or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

Call to Order

Pledge of Allegiance

Director Spitzer

1. Public Comments

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 2 through 7)

All items on the Consent Calendar are to be approved in one motion unless a Committee Member or a member of the public requests separate action or discussion on a specific item.



AGENDA

Regional Planning and Highways Committee Meeting

2. Approval of Minutes

Approval of the minutes of the Regional Planning and Highways Committee meeting of October 2, 2017.

3. Amendment to the Master Plan of Arterial Highways

Carolyn Mamaradlo/Kia Mortazavi

Overview

The Orange County Transportation Authority administers the Master Plan of Arterial Highways, including the review and approval of amendments requested by local agencies. The City of Placentia has requested an amendment to the Master Plan of Arterial Highways that is recommended for approval. A status update on the active Master Plan of Arterial Highways amendments is also provided.

Recommendations

- A. Approve amendment to the Master Plan of Arterial Highways for Golden Avenue between Kraemer Boulevard and the eastern city limits from a secondary (four-lane, undivided) arterial to divided collector (two-lane, divided) arterial. The proposed amendment will become final, contingent upon the Orange County Transportation Authority receiving documentation that the City of Placentia has amended their respective general plan, and has complied with the requirements of the California Environmental Quality Act.

If the originally proposed Master Plan of Arterial Highways amendment is modified as a result of the California Environmental Quality Act and/or general plan amendment processes, the modified Master Plan of Arterial Highways amendment shall be returned to the Orange County Transportation Authority's Board of Directors for consideration.

- B. Direct the Executive Director of Planning, or his designee, to file a Notice of Exemption from the California Environmental Quality Act in support of the amendment to the Master Plan of Arterial Highways.
- C. Receive and file a status report on active Master Plan of Arterial Highways amendments.



4. Fiscal Year 2017-18 Freeway Service Patrol Program Fund Transfer Agreement
Patrick Sampson/Beth McCormick

Overview

The Orange County Freeway Service Patrol receives funding from the California Department of Transportation under the terms of an annual funding agreement. The fiscal year 2017-18 funding agreement will provide a total of \$3,188,042 to support the Freeway Service Patrol program through June 30, 2018.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-7-2019 between the Orange County Transportation Authority and the California Department of Transportation for fiscal year 2017-18 Freeway Service Patrol program funding.

5. Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 5 High-Occupancy Vehicle Improvement Project Between State Route 55 and State Route 57
Niall Barrett/James G. Beil

Overview

On July 24, 2017, the Orange County Transportation Authority Board of Directors authorized the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-7-1817, with the California Department of Transportation for construction capital and construction management support services for the Interstate 5 High-Occupancy Vehicle Improvement Project between State Route 55 and State Route 57. An amendment is required to increase construction capital and construction support funding for the construction phase of the project.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-7-1817 between the Orange County Transportation Authority and California Department of Transportation, to increase the funding by \$1,994,000 for the construction phase, from \$30,849,000 to \$32,843,000, comprised of \$654,000 for supplemental construction capital and \$1,340,000 for supplemental construction support for the Interstate 5 High-Occupancy Vehicle Improvement Project between State Route 55 and State Route 57.



AGENDA

Regional Planning and Highways Committee Meeting

5. (Continued)

- B. Authorize the use of \$654,000 in federal Congestion Mitigation and Air Quality Program funds for the construction capital amount, which will increase the construction capital funding from \$26,049,000 to \$26,703,000.
- C. Authorize the use of \$1,340,000 in State Transportation Block Grant Funds or Measure M2 for consultant construction management services, which will increase the total funding for construction support from \$4,800,000 to \$6,140,000. Should State Transportation Block Grant funding not be approved, staff is recommending to use \$1,340,000 in Measure M2 funds.
- D. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program, and execute or amend all necessary agreements to facilitate the above action.

6. Amendment to Agreement for Additional Design Services for Interstate 5 Widening Project Between State Route 73 and Oso Parkway Hamid Torkamanha/James G. Beil

Overview

On June 9, 2014, the Orange County Transportation Authority Board of Directors authorized an agreement with WKE, Inc., for preparation of plans, specifications, and estimates for the Interstate 5 Widening Project between State Route 73 and Oso Parkway. An amendment to the existing agreement is required for additional design services.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-3-2189 between the Orange County Transportation Authority and WKE, Inc., in the amount of \$449,702, for additional design services for Interstate 5 Widening Project between State Route 73 and Oso Parkway. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$9,838,041.



- 7. Amendment to Increase Agreement Value for On-Call Property Maintenance Services for Highway and Transit Projects**
Joe Gallardo/James G. Beil

Overview

On July 8, 2013, the Orange County Transportation Authority Board of Directors approved an agreement with So Cal Sandbags, Inc., to provide on-call contracted property maintenance services for the former Pacific Electric railroad right-of-way and other Orange County Transportation Authority-owned property. An amendment to the existing agreement is required to provide additional funding to perform ongoing property maintenance services through September 2018.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-3-1428 between the Orange County Transportation Authority and So Cal Sandbags, Inc., to increase the contract value in the amount of \$200,000, for property maintenance services for highway and transit projects. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$1,002,500.

Regular Calendar

- 8. Consultant Selection for Construction Management Support Services for the Interstate 5 High-Occupancy Vehicle Improvement Project Between State Route 55 and State Route 57**
Niall Barrett/James G. Beil

Overview

On July 24, 2017, the Orange County Transportation Authority Board of Directors authorized the release of a request for proposals to provide construction management support services for the Interstate 5 High-Occupancy Vehicle Improvement Project from State Route 55 to State Route 57. Board of Directors' approval is requested for the selection of a firm to perform the required work.



8. (Continued)

Recommendations

- A. Approve the selection of CALTROP Corporation as the firm to provide construction management support services for the Interstate 5 High-Occupancy Vehicle Improvement Project from State Route 55 to State Route 57.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-7-1834 between the Orange County Transportation Authority and CALTROP Corporation to provide construction management support services for the Interstate 5 High-Occupancy Vehicle Improvement Project from State Route 55 to State Route 57.

Discussion Items

9. Update on Interstate 405 Improvement Project from Interstate 5 to State Route 55

Jeannie Lee/James G. Beil

Staff will provide a project update.

10. Chief Executive Officer's Report

11. Committee Members' Reports

12. Closed Session

There are no Closed Session items scheduled.

13. Adjournment

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Monday, December 4, 2017**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.



MINUTES

Regional Planning and Highways Committee Meeting

Committee Members Present

Lori Donchak, Chair
Shawn Nelson, Vice Chairman
Andrew Do
Barbara Delgleize
Mark A. Murphy

Staff Present

Ken Phipps, Deputy Chief Executive Officer
Laurena Weinert, Clerk of the Board
Olga Prado, Assistant Clerk of the Board
David DeBerry, Acting General Counsel
OCTA Staff and Members of the General Public

Committee Members Absent

Todd Spitzer
Michelle Steel

Call to Order

The October 2, 2017 regular meeting of the Regional Planning and Highways Committee was called to order by Committee Chair Donchak at 10:33 a.m.

In light of the recent situation in Las Vegas, Nevada, Committee Chair Donchak provided an invocation.

Pledge of Allegiance

Director M. Murphy led in the Pledge of Allegiance.

1. Public Comments

No public comments were received.

Special Calendar

There were no Special Calendar matters.

Consent Calendar (Items 2 and 3)

2. Approval of Minutes

A motion was made by Director M. Murphy, seconded by Committee Vice Chairman Nelson, and declared passed by those present, to approve the minutes of the Regional Planning and Highways Committee meeting of September 7, 2017.



MINUTES

Regional Planning and Highways Committee Meeting

3. Draft 2017 Orange County Congestion Management Program Report Release for Public Review

A motion was made by Director M. Murphy, seconded by Committee Vice Chairman Nelson, and declared passed by those present, to direct staff to release the draft 2017 Orange County Congestion Management Program Report for public review, and set November 27, 2017, as a public hearing date for adoption of the final 2017 Orange County Congestion Management Program.

Regular Calendar

4. 2018 Long-Range Transportation Plan - Proposed Scenarios

Kurt Brotcke, Director, Strategic Planning, provided opening remarks on the 2018 Long-Range Transportation Plan (LRTP) proposed scenarios, and introduced Greg Nord, Principal Transportation Analyst, Planning, and Manager for the LRTP. Mr. Nord provided a PowerPoint presentation for this item as follows:

- LRTP Background;
- Recent Activities;
- Key Issues for 2018 LRTP;
- Goals and Objectives:
 - Deliver on Commitments,
 - Improve System Performance,
 - Expand System Choices,
 - Support Sustainability;
- 2018 LRTP Scenarios Approach; and
- Next Steps.

A discussion ensued regarding:

- Innovation scenario, autonomous/electric vehicles, ridesharing, and telecommuting.
- Committee Chair Donchak requested that staff return with a financially unconstrained list of conceptual projects.
- Metrolink is the one mode of transit that has excess capacity; unfortunately, there is no big push to put job centers next to Metrolink stations.
- Staff should hold discussions with the Southern California Association of Governments (SCAG) to craft a policy and seek opportunities in Anaheim, Irvine, and Santa Ana to develop office-type jobs.



MINUTES

Regional Planning and Highways Committee Meeting

4. (Continued)

- Overall land-use and how it affects mobility.
- OCTA should become involved with SCAG and the cities/local agencies to let them know the major routes that should be taken into consideration when making decisions on land-use development.
- OCTA can provide information, assist with coordination, and make the cities aware of the services OCTA can provide.
- In the future, OCTA should work in conjunction with the County of Los Angeles.
- There are certain California Environmental Quality Act streamlining provisions for projects that are adjacent to Metrolink Stations, as well as high-frequency bus routes. Staff can return and emphasize some of the policy elements that are already available as tools to local agencies.

A motion was made by Committee Vice Chairman Nelson, seconded by Director Delgleize, and declared passed by those present, to direct staff to return by February 2018 with modeling analysis for the proposed scenarios.

5. SB 1 (Chapter 5, Statutes of 2017) Competitive Programs

Adriann Cardoso, Capital Programming Manager, Planning, provided a PowerPoint presentation for this item as follows:

- SB 1 Ten-Year Revenue Timeframe;
- Sources of Revenues Ten-Year Estimate;
- Uses – Ten-Year Estimate;
- Formula Programs;
- SB 1 Competitive Programs;
- Active Transportation Program Cycle 3 SB 1 Augmentation;
- Local Partnership Program – Competitive Overview;
- Solutions for Congested Corridors;
- Trade Corridor Enhancement Program;
- Transit and Intercity Rail Capital Program; and
- Next Steps.



MINUTES

Regional Planning and Highways Committee Meeting

5. (Continued)

A discussion ensued regarding:

- Staff will look into the marketing efforts being currently done to alert the public regarding upcoming gas purchase cost increases.
- Project in Seal Beach – Lampson Avenue Bike Lane Gap Closure.
- Last month, OCTA staff met with various cities' Finance Directors to share an update on SB 1 and provided them the California Transportation Commission (CTC) Guidelines for the Local Streets and Roads Program to ensure awareness on requirements and deadlines. Sixty individuals were present at the meeting, and since then, staff has continued to make presentations at various Technical Advisory Committee meetings, and continues to forward updates from both the CTC and the California Department of Transportation to interested parties.

After the discussion, no action was taken on this receive and file information item.

Discussion Items

6. Executive Officer's Report

Ken Phipps, Deputy Chief Executive Officer (DCEO), reported that:

- On August 30th, OCTA released the Resource Management Plans (RMPs), for the Aliso Canyon Preserve and the Hayashi Preserve for a 90-day public review period.
- Starting this week, OCTA will be hosting three open houses to allow the public an opportunity to view the RMPs and submit comments.
- On Thursday, October 5th, OCTA will host a Metrolink event to kick-off the implementation of Metrolink's new Tier 4 locomotives that utilize clean technology available. Committee Vice Chairman Nelson will be in attendance. Mr. Phipps extended an invitation to the Committee Members to attend the event.

7. Committee Members' Reports

Committee Chair Donchak reported that Chief Executive Officer, Darrell Johnson, was previously asked to provide information on the financial benefits from the adoption of early deliver plans for Measure M, which has been provided to the Board Members. She thanked OCTA staff for its forward thinking with the M2020 Plan and the current Next 10 Plan.



MINUTES

Regional Planning and Highways Committee Meeting

7. (Continued)

Committee Chair Donchak also reported that there were over \$123 million dollars in savings through these efforts, and provided a perspective example, stating that the savings were approximately the same cost of the Interstate 5 (Ortega Highway to Avenida Pico) High-Occupancy Vehicle Project.

8. Closed Session

A Closed Session was not conducted at this meeting.

9. Adjournment

The meeting adjourned at 11:11 a.m.

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, November 6, 2017**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

ATTEST

Olga Prado
Assistant Clerk of the Board

Lori Donchak
Committee Chair



November 6, 2017

To: Regional Planning and Highways Committee
From: Darrell Johnson, Chief Executive Officer
Subject: Amendment to the Master Plan of Arterial Highways

Overview

The Orange County Transportation Authority administers the Master Plan of Arterial Highways, including the review and approval of amendments requested by local agencies. The City of Placentia has requested an amendment to the Master Plan of Arterial Highways that is recommended for approval. A status update on the active Master Plan of Arterial Highways amendments is also provided.

Recommendations

- A. Approve amendment to the Master Plan of Arterial Highways for Golden Avenue between Kraemer Boulevard and the eastern city limits from a secondary (four-lane, undivided) arterial to divided collector (two-lane, divided) arterial. The proposed amendment will become final, contingent upon the Orange County Transportation Authority receiving documentation that the City of Placentia has amended their respective general plan, and has complied with the requirements of the California Environmental Quality Act.

If the originally proposed Master Plan of Arterial Highways amendment is modified as a result of the California Environmental Quality Act and/or general plan amendment processes, the modified Master Plan of Arterial Highways amendment shall be returned to the Orange County Transportation Authority's Board of Directors for consideration.

- B. Direct the Executive Director of Planning, or his designee, to file a Notice of Exemption from the California Environmental Quality Act in support of the amendment to the Master Plan of Arterial Highways.
- C. Receive and file a status report on active Master Plan of Arterial Highways amendments.

Background

Proposed amendments to the Master Plan of Arterial Highways (MPAH) are submitted to the Orange County Transportation Authority (OCTA) Board of Directors (Board) on a quarterly basis. Exceptions to this schedule may be made when a compelling need is demonstrated by the local agency for approval prior to the next scheduled quarterly update. Schedule exceptions for the currently proposed MPAH amendment requests are needed to expedite local project implementation and to satisfy funding requirements. Details on the proposed MPAH amendment request and a status update on active MPAH amendments are provided below.

Discussion

The City of Placentia (City) has submitted a letter requesting an amendment to the MPAH (Attachment A) and has coordinated with OCTA staff to evaluate the request. Based upon the data provided by the City, future traffic volumes are expected to be accommodated with the proposed changes and are forecasted to remain at acceptable levels of service. Therefore, the requested MPAH amendment is appropriate from a long-range planning perspective and are generally consistent with the MPAH.

The City has requested the reclassification of Golden Avenue, between Kraemer Boulevard and the eastern city limits (just east of Carbon Canyon Channel). This arterial segment is proposed to be reclassified from a secondary (four-lane, undivided) arterial to a divided collector (two-lane, divided) arterial (Attachment B). These changes are proposed as part of Placentia's Golden Avenue Bridge Replacement Project over Carbon Canyon Channel. Currently, motorists are mixing with bicyclists and pedestrians in the roadway due to the absence of sidewalks and bicycle lanes. Since funding is limited and travel demand is not expected to increase significantly, Placentia's proposal provides for the right-of-way needed for two travel lanes with new biking and walking facilities. The new bridge is proposed to be 58 feet wide and will accommodate one twelve-foot travel lane in each direction, Class II bicycle lanes, and six-foot sidewalks.

Traffic count data obtained in 2016 for this arterial segment indicate 5,335 average daily traffic (ADT), which is at a level that has remained relatively stable for the past decade. Golden Avenue is projected to carry approximately 8,000 ADT by the year 2035. These traffic projections are within range of the typical capacity for divided collector facilities. While the entire segment is within the City's jurisdiction, it is located along the border of the City of Yorba Linda, which have indicated support in the letter provided in Attachment C. As such, the proposed reclassification is expected to be feasible.

California Environmental Quality Act

Amendments to the MPAH are not projects subject to the California Environmental Quality Act (CEQA) or, alternatively, are exempt from CEQA review. As such, if the Board approves the recommendations, OCTA will file a Notice of Exemption from CEQA in support of the proposed amendment to the MPAH.

Status Update

There are currently 27 active amendments proposed for the MPAH (Attachment D). Many of these amendment requests are awaiting local action to amend their respective general plans. Others are either under review, are in the cooperative study process, are pending resolution of issues with other agencies, or are awaiting refinement of development plans.

Additionally, the MPAH map was recently administratively updated to reflect the latest roadway network for Rancho Mission Viejo. The MPAH had previously reflected conceptual alignments for proposed roadways in the development area located along easterly Cow Camp Road. Several roadways have since been constructed and their actual existing alignments are now shown in the 2017 MPAH map.

Summary

The City of Placentia has requested an amendment to the MPAH. Based upon city-provided traffic analyses, the requirements of the MPAH have been satisfied, and Board approval of staff's recommendations is requested. A summary of active MPAH amendments is also provided for the Board review.

Attachments

- A. Letter dated May 23, 2017 to Carolyn Mamaradlo, Senior Transportation Analyst, from Luis Estevez, Director of Public Works, City of Placentia, Amendment to Master Plan of Arterial Highways – Golden Avenue
- B. City of Placentia, MPAH Reclassification Request
- C. Letter dated October 4, 2017 to Luis Estevez, Director of Public Works, City of Placentia, from Mark Pulone, City Manager, City of Yorba Linda, Amendment to Master Plan of Arterial Highways – Golden Avenue within the City of Placentia
- D. Status Report on Active Master Plan of Arterial Highways Amendments

Prepared by:



Carolyn Mamaradlo
Senior Transportation Analyst
(714) 560-5748

Approved by:



Kia Mortazavi
Executive Director, Planning
(714) 560-5741

The People are the City

Mayor
CRAIG S. GREEN

Mayor Pro Tem
CHAD P. WANKE

Councilmembers:
RHONDA SHADER
WARD L. SMITH
JEREMY B. YAMAGUCHI

City Clerk:
PATRICK J. MELIA

City Treasurer
KEVIN A. LARSON

City Administrator
DAMIEN R. ARRULA

401 East Chapman Avenue – Placentia, California 92870

May 23, 2017

Orange County Transportation Authority
Attn: Carolyn Mamaradlo, Senior Transportation Analyst
550 S. Main Street
Orange, CA 92868

SUBJECT: Amendment to Master Plan of Arterial Highways – Golden Avenue

Dear Ms. Mamaradlo:

This letter shall serve as the City of Placentia's request to initiate proceedings with the Orange County Transportation Authority (OCTA) to amend the Master Plan of Arterial Highways (MPAH). Specifically, Golden Avenue between Kraemer Boulevard and the eastern City Limits is currently designated on the MPAH as a secondary, 4-lane undivided roadway. The City proposes to reclassify this segment of Golden Avenue as a two-lane divided roadway. The existing roadway configuration on Golden provides for one eastbound traffic lane, one westbound traffic lane, and Class II bicycle lanes on both sides of the street.

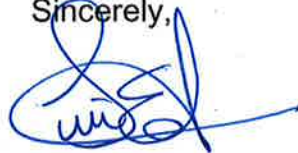
The City is currently in the final design and environmental permitting phase of the Golden Avenue Bridge Replacement Project. The Golden Avenue Bridge over Carbon Canyon Channel was originally built in 1934, and is an earth-filled reinforced concrete arch bridge supported on spread footings. The bridge is 34' long and 27' wide and carries two lanes of traffic over the channel. In 2005, Caltrans classified the bridge as functionally obsolete as it does not include any sidewalks or bicycle lanes. This condition results in situations where pedestrians, bicyclists and motorists must share the road at the same time. The City proposes to replace this bridge with a new 82' long and 58' wide bridge that will accommodate two 12' traffic lanes, Class II bicycle lanes and 6' wide sidewalks. This project is being funded by Federal Highway Bridge Program dollars and due to limited funding, the City does not have sufficient grant funding available to acquire additional right-of-way as well as obtain additional construction dollars required to build a bridge wide enough to accommodate four lanes of traffic.

The City respectfully requests consideration by OCTA to amend the MPAH by reclassifying Golden Avenue between Kraemer Boulevard and the eastern City Limits as a two lane divided roadway. For the 2035 MPAH Buildout Scenario, Golden Avenue is projected to carry approximately 8,000 ADT. Traffic count data obtained in 2016 indicates 5,335 ADT, which has been relatively stable for the past decade. The City believes that given the current and future low traffic volumes along Golden Avenue, an

amendment to the MPAH reclassifying Golden Avenue to a two-lane divided roadway could be accomplished without negatively impacting traffic circulation.

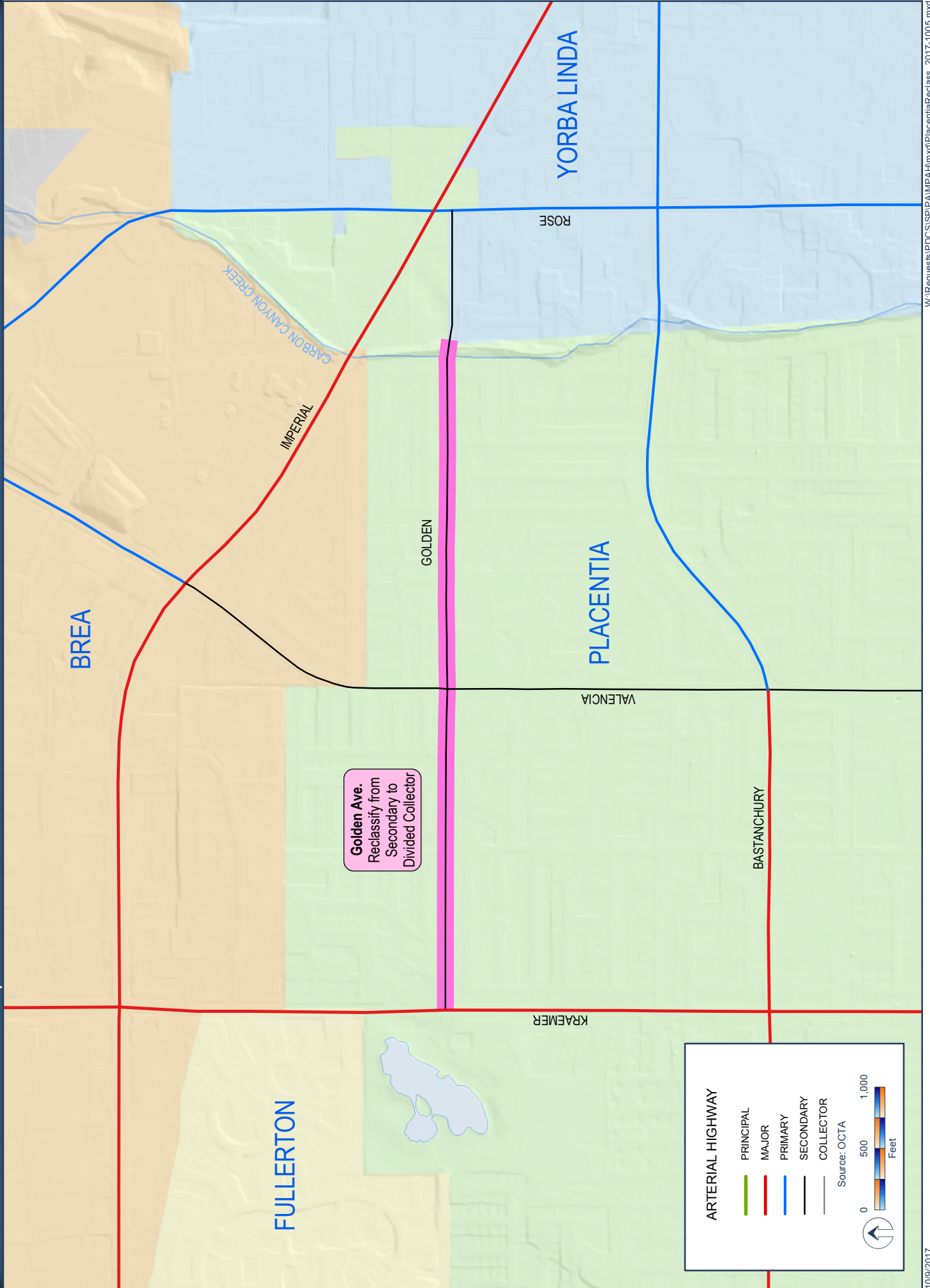
The City is eager to work with OCTA and the City of Yorba Linda on this MPAH amendment process and we are available to lend any assistance in that endeavor. The City of Placentia appreciates OCTA's assistance in this matter and should you have any questions regarding the City's proposal, please feel free to contact me any time at (714) 993-8120.

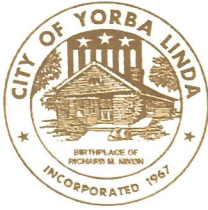
Sincerely,

A handwritten signature in blue ink, appearing to read 'Luis Estevez', with a stylized flourish extending to the right.

Luis Estevez,
Director of Public Works

cc: City Engineer



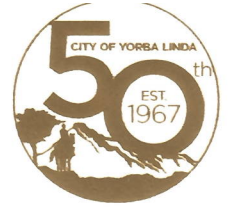


CITY OF YORBA LINDA

4845 CASA LOMA AVENUE
YORBA LINDA, CALIFORNIA 92886

(714) 961-7110
FAX (714) 993-7530

OFFICE OF THE CITY MANAGER



October 4, 2017

Luis Estevez
Director of Public Works
City of Placentia
401 East Chapman Avenue
Placentia, CA 92870

Subject: Amendment to Master Plan of Arterial Highways – Golden Avenue within the City of Placentia

Dear Mr. Estevez:

The City of Yorba Linda is pleased to support the City of Placentia's request to the Orange County Transportation Authority (OCTA) for approval of an amendment to the Master Plan of Arterial Highways. We understand that Placentia's amendment request is to reclassify Golden Avenue between Kraemer Boulevard and the City of Placentia's eastern city limits from a secondary, 4-lane undivided roadway to a two-lane divided roadway. We appreciate the opportunity to comment, as this roadway segment proposed to be amended is fully within the City of Placentia, but extends into the City of Yorba Linda.

We understand the proposed MPAH amendment is being requested in conjunction with the replacement of the existing Golden Avenue Bridge over Carbon Canyon Channel. Our staff has reviewed the data provided by Placentia for Golden Avenue and has no objections supporting the reclassification of Golden Avenue to a two-lane divided roadway.

Please feel free to contact me at (714) 961-7110 should you have any questions.

Sincerely,

Mark Pulone
City Manager
City of Yorba Linda

Status Report on Active Master Plan of Arterial Highways Amendments

	City	Street	From	To	Type of Amendment	Status
1	Costa Mesa	Bluff Road	19th Street	Victoria Street	Delete	On hold pending final consensus on Banning Ranch Circulation Plan.
2	County of Orange	Santiago Canyon Road	SR-241 NB ramp	Live Oak Canyon	Reclassify from Primary to Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
3	County of Orange	Jeffrey Road	SR-241	Santiago Canyon Road	Delete	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
4	County of Orange	Black Star Canyon	Silverado Canyon Road	Orange/Riverside County line	Delete	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
5	Garden Grove	West Street	Garden Grove Boulevard	Orangewood Avenue	Reclassify from Secondary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
6	Garden Grove	Gilbert Street	Chapman Avenue	Katella Avenue	Reclassify from Secondary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
7	Huntington Beach	Delaware Street	Atlanta Avenue	Pacific View Avenue	Delete as a Secondary	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
8	Huntington Beach/ County of Orange	6th Street	Main Street	Lake Street	Reclassify from Secondary to Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
9	Huntington Beach/ County of Orange	Graham Street	South of Slater Avenue	Current Terminus	Delete	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.

10	Huntington Beach/ County of Orange	Talbert Street	West of Springdale Street	Current Terminus	Delete	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
11	Newport Beach	Bluff Road	17th Street	19th Street	Reclassify from Major to Primary	On hold pending final consensus on Banning Ranch Circulation Plan.
12	Newport Beach	17th Street	West of Bluff Road	State Route 1	Delete	On hold pending final consensus on Banning Ranch Circulation Plan.
13	Newport Beach	15th Street	Placentia Avenue	Bluff Road	Reclassify from Secondary to Primary	On hold pending final consensus on Banning Ranch Circulation Plan.
14	Newport Beach	15th Street	Bluff Road	17th Street	Delete	On hold pending final consensus on Banning Ranch Circulation Plan.
15	Placentia	Crowther Avenue	Placentia Avenue	Kraemer Boulevard	Reclassify from Secondary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
16	Placentia	Golden Avenue	Kraemer Boulevard	Eastern City limits	Reclassify from Secondary to Divided Collector.	The amendment is being presented for Board consideration.
17	San Clemente	North El Camino Real	Avenida Pico	Camino Capistrano	Reclassify from Secondary to Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
18	San Clemente	Camino Del Rio	Camino De Los Mares	Avenida La Pata	Reclassify from Secondary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
19	San Clemente	Camino De Los Mares	Camino Vera Cruz	Camino Del Rio	Reclassify from Secondary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
20	San Juan Capistrano	Ortega Highway	Del Obispo Street	Camino Capistrano	Delete	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
21	Santa Ana	Fourth Street	French Street	Grand Avenue	Reclassify from Secondary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.

22	Santa Ana	Santa Ana Boulevard	Raitt Street	Bristol Street	Reclassify from Major to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
23	Santa Ana	Santa Ana Boulevard	Bristol Street	Ross Street	Reclassify from Major to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
24	Santa Ana	Santa Ana Boulevard	French Street	Santiago Street	Reclassify from Primary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
25	Santa Ana	Citywide	N/A	N/A	N/A	Coordinating with City of Santa Ana staff on potential changes.
26	Tustin	Main Street	Western Limits	Newport Avenue	Reclassify from Primary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
27	Tustin	First Street	Western Limits	Newport Avenue	Reclassify from Primary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
Memorandum of Understanding						
<p>Costa Mesa/ Fountain Valley/ Huntington Beach</p> <p>Garfield Avenue/ Gisler Avenue Crossing over the Santa Ana River</p> <p>Santa Ana River Westbank</p> <p>Santa Ana River Eastbank</p> <p>Reclassify from Secondary to Right-of-Way Reserve Status</p> <p>The cities of Costa Mesa, Fountain Valley, Huntington Beach, and OCTA entered a Memorandum of Understanding (C-6-0834). Reasonable progress has been made on implementation of 19 of the 25 mitigation measures that were specified. All improvements are required to be completed by 2020, at which time OCTA will revisit the designation of the Garfield Avenue/Gisler Avenue Bridge.</p>						

SR-241 - State Route 241

NB - Northbound

Board - Board of Directors

CEQA - California Environmental Quality Act
N/A - Not applicable

OCTA - Orange County Transportation Authority



November 6, 2017

To: Regional Planning and Highways Committee
From: Darrell Johnson, Chief Executive Officer
Subject: Fiscal Year 2017-18 Freeway Service Patrol Program Fund Transfer Agreement

Overview

The Orange County Freeway Service Patrol receives funding from the California Department of Transportation under the terms of an annual funding agreement. The fiscal year 2017-18 funding agreement will provide a total of \$3,188,042 to support the Freeway Service Patrol program through June 30, 2018.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-7-2019 between the Orange County Transportation Authority and the California Department of Transportation for fiscal year 2017-18 Freeway Service Patrol program funding.

Discussion

The Orange County Freeway Service Patrol (FSP) program is a partnership between the California Department of Transportation (Caltrans), California Highway Patrol (CHP), and the Orange County Transportation Authority (OCTA). In November 1992, the FSP program began providing peak-hour assistance to stranded motorists along Orange County freeways in order to reduce congestion. The FSP program is designed to provide timely assistance to motorists with disabled vehicles, as well as timely response to other incidents that leave debris on the freeways. In addition to peak-hour service on all freeways, the FSP program provides midday service on Interstate 5 (I-5), Interstate 405, State Route 22 (SR-22), State Route 55 (SR-55), State Route 57 (SR-57), and State Route 91 (SR-91) in central Orange County.

The program also provides weekend service on SR-91 from SR-55 to the Riverside County line, on SR-22 from Harbor Boulevard to SR-55, including the I-5/SR-57 interchange, and on I-5 in south Orange County, as well as off peak-hour service in certain designated construction zones.

OCTA is the contract administrator for the FSP program, procuring services necessary for the operation of the program. Annually, Caltrans budgets for the state share of the FSP program statewide, which includes funding for CHP oversight. The remaining funds are allocated by formula to each FSP program. In accordance with the annual funding agreement with Caltrans, local programs are required to provide a 25 percent match to the state program funding. OCTA provides a higher match to fund the service levels operated.

The Caltrans allocation to the Orange County FSP program for fiscal year (FY) 2017-18 is \$2,550,433, requiring a match of \$637,609 from OCTA in local Service Authority for Freeway Emergency (SAFE) funds. The Orange County FSP program allocation for FY 2017-18 is \$64,579 less than the allocation for FY 2016-17. Allocation percentages change from year to year based on calculations used to measure congestion within the region, the number of active FSP programs, and FSP program ability to provide sufficient matching funds to accept the entire allocation.

Total program funding, including the local match, under the agreement is \$3,188,042; OCTA will have until June 30, 2020, to be reimbursed for expenditures in FY 2017-18.

Fiscal Impact

Funds for operation of the FSP program are included in the FY 2017-18 budget of the Orange County SAFE, Fund 0013.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-7-2019 between the Orange County Transportation Authority and California Department of Transportation, for FY 2017-18 Freeway Service Patrol program funding.

Attachment


None.

Prepared by:



Patrick Sampson
Manager, Motorist Services
714-560-5425

Approved by:



Beth McCormick
General Manager, Transit
714-560-5964



Pia Veesapen
Department Manager, Procurement
714-560-5619



November 6, 2017

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer 

Subject: Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 5 High-Occupancy Vehicle Improvement Project Between State Route 55 and State Route 57

Overview

On July 24, 2017, the Orange County Transportation Authority Board of Directors authorized the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-7-1817, with the California Department of Transportation for construction capital and construction management support services for the Interstate 5 High-Occupancy Vehicle Improvement Project between State Route 55 and State Route 57. An amendment is required to increase construction capital and construction support funding for the construction phase of the project.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-7-1817 between the Orange County Transportation Authority and California Department of Transportation, to increase the funding by \$1,994,000 for the construction phase, from \$30,849,000 to \$32,843,000, comprised of \$654,000 for supplemental construction capital and \$1,340,000 for supplemental construction support for the Interstate 5 High-Occupancy Vehicle Improvement Project between State Route 55 and State Route 57.
- B. Authorize the use of \$654,000 in federal Congestion Mitigation and Air Quality Program funds for the construction capital amount, which will increase the construction capital funding from \$26,049,000 to \$26,703,000.

Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 5 High-Occupancy Vehicle Improvement Project Between State Route 55 and State Route 57 **Page 2**

- C. Authorize the use of \$1,340,000 in State Transportation Block Grant Funds or Measure M2 for consultant construction management services, which will increase the total funding for construction support from \$4,800,000 to \$6,140,000. Should State Transportation Block Grant funding not be approved, staff is recommending to use \$1,340,000 in Measure M2 funds.
- D. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program, and execute or amend all necessary agreements to facilitate the above action.

Discussion

The Orange County Transportation Authority (OCTA), in partnership with the California Department of Transportation (Caltrans), is implementing the Interstate 5 (I-5) High-Occupancy Vehicle (HOV) Improvement Project between State Route 55 and State Route 57 (Project). The 6.4 mile long Project includes: the addition of a second HOV lane in each direction; removal of the existing concrete barriers between the HOV lanes and the general purpose lanes, except at locations where bridge columns necessitate leaving the barriers in place, which will improve access to the HOV lanes; and demolition of the existing I-5 HOV drop ramp at Main Street in the City of Santa Ana.

On July 24, 2017, the OCTA's Board of Directors (Board) authorized OCTA to enter into a cooperative agreement with Caltrans in order to define the specific roles and funding responsibilities for each agency to implement the construction phase and to provide the construction capital and construction management (CM) support services for the Project.

On August 14, 2017, the OCTA Board approved replacing the \$28,949,000 in State Transportation Improvement Program funds with Congestion Mitigation and Air Quality Program (CMAQ) funds. Of this amount, \$26,049,000 was for construction capital and \$2,900,000 for construction support. Staff is now requesting authorization to execute Amendment No. 1 to Cooperative Agreement No. C-7-1718, to address the changes in construction capital and support funding needs.

Since the OCTA Board approved authorization to negotiate and execute Cooperative Agreement No. C-7-1718, OCTA and Caltrans have finalized the Construction Cost Estimate, as part of the process of achieving Ready-to-List status so that the Project can be advertised for construction bids. This has resulted in the construction cost estimate increasing by \$654,000. The reason

for the cost estimate increase is primarily due to higher bids recently received by Caltrans on bid items such as roadway excavation, structure excavation, and concrete removal. The total construction capital funding required for the Project is now revised from \$26,049,000 to \$26,703,000.

A more recent analysis of staffing required for CM support services has resulted in an increase in the cost estimate for construction support by \$1,340,000. The reasons for this increase include increases in the overall CM cost as a percentage of the construction capital cost, which is primarily due to larger increases in professional labor rates compared to lesser increases in raw materials. In addition, due to the relatively small size of this project compared to larger capital projects, the percentage of construction support is higher relative to the construction capital cost.

The total construction support funding is currently \$4,800,000, comprised of \$2,900,000 in CMAQ and \$1,900,000 in Measure M2 (M2). Staff is seeking Board approval for an additional \$1,340,000 in federal State Transportation Block Grant (STBG) funds, contingent on Caltrans and the Federal Highway Administration (FHWA) approval. Should funding not be approved, staff is recommending the use of \$1,340,000 in M2 funds to fund the CM support services for the OCTA CM consultant. The proposed total construction support funding will be \$6,140,000, comprised of \$2,900,000 in CMAQ, \$1,340,000 in STBG, and \$1,900,000 in M2 funds.

The construction capital and support funding is summarized in Attachment A. OCTA's total maximum obligation of M2 funding in this cooperative agreement will be \$1,900,000 for construction support, contingent upon FHWA approval to use additional STBG funds. If FHWA denies this request, then an additional \$1,340,000 will be added to OCTA's total maximum obligation, for a total of \$3,240,000 in M2 funding. The balance of construction capital and support will be funded with CMAQ and STBG funds. The use of CMAQ and STBG funds for this project is consistent with the Board-approved Capital Programing Policy regarding using federal funds for Next 10 Projects. A Capital Funding Program reflecting the proposed changes is included as Attachment B.

As the implementing agency for the construction phase of the Project, Caltrans will be responsible for advertisement, bid opening, award, approval, and administration of the construction contract. As outlined in the cooperative agreement approved by the Board on July 24, 2017, Caltrans and OCTA have agreed to share in the CM support services for the Project. Caltrans will directly draw down from the \$2,900,000 in federal CMAQ funds to provide CM support services.

Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 5 High-Occupancy Vehicle Improvement Project Between State Route 55 and State Route 57 *Page 4*

Fiscal Impact

The Project is included in OCTA's approved Fiscal Year 2017-18 Budget, Capital Programs Division, accounts 0017-9084-FA101-0NY and 0017-9085-FA101-0NY, and is funded with a combination of CMAQ, STBG, and M2 funds.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-7-1817 between the Orange County Transportation Authority and California Department of Transportation to increase funding, in the amount of \$654,000, for supplemental construction capital, and \$1,340,000 for supplemental construction support, for the Interstate 5 High-Occupancy Vehicle Improvement Project between State Route 55 and State Route 57. This will increase the total cooperative agreement value from \$30,849,000 to \$32,843,000. Staff is also requesting the use of additional federal and local funds to meet the increase in construction capital and support costs for the Project.

Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 5 High-Occupancy Vehicle Improvement Project Between State Route 55 and State Route 57 *Page 5*

Attachments

- A. California Department of Transportation, Cooperative Agreement No. C-7-1817 Fact Sheet
- B. Capital Funding Program Report

Prepared by:



Niall Barrett, P.E.
Program Manager
(714) 560-5879

Approved by:



James G. Beil, P.E.
Executive Director, Capital Programs
(714) 560-5646



Virginia Abadessa
Director, Contracts Administration and
Materials Management
(714) 560-5623

**California Department of Transportation
Cooperative Agreement No. C-7-1817 Fact Sheet**

1. July 24, 2017, Cooperative Agreement No. C-7-1817, \$30,849,000, approved by the Board of Directors (Board).
 - Defines the terms, conditions, and funding responsibilities between the California Department of Transportation (Caltrans) and the Orange County Transportation Authority for construction of Interstate 5 High-Occupancy Vehicle Improvement Project between State Route 55 and State Route 57.
 - Includes construction capital, or state-furnished material, in the amount of \$26,049,000.
 - Includes construction support, or construction management, in the amount of \$4,800,000.
2. November 13, 2017, Amendment No. 1 to Cooperative Agreement No. C-7-1817, \$1,994,000, pending Board approval.
 - To add \$654,000 for supplemental construction capital.
 - To add \$1,340,000 for additional construction support.

Total committed to Caltrans after approval of Amendment No. 1 to Cooperative Agreement No. C-7-1817: \$32,843,000



Capital Funding Program Report

Pending Board Approval - November 13, 2017

State Highway Project

Project Title		M Code	Total Funding	State Funds		Federal Funds		Local Funds		
				STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
I-5 from SR-55 to SR-57, Add 1 HOV lane each direction ¹		A	\$39,052			\$33,743			\$5,309	
I-5 (I-405 to SR-55) capacity enhancement		B	\$33,000	\$20,000		\$8,000			\$5,000	
I-5 HOV lane each direction s/o PCH to San Juan Creek Rd.		C	\$70,658		\$20,789	\$11,796			\$38,073	
I-5 HOV lanes: s/o Avenida Pico to s/o Vista Hermosa		C	\$90,441	\$43,735		\$31,741	\$1,600		\$13,365	
I-5 HOV, HOV lanes from s/o Av. Vista Hermosa to s/o PCH		C	\$71,100	\$46,779		\$13,472			\$10,849	
I-5 Widening (Alicia to El Toro) Seg 3		C	\$166,523	\$58,911		\$49,897			\$57,715	
I-5 Widening (Oso to Alicia) Segment 2		C	\$196,167			\$47,631			\$148,536	
I-5 Widening (SR-73 to Oso) Segment 1		C	\$190,516	\$107,901		\$28,167			\$54,448	
I-5 at Los Alisos / El Toro: add ramps		D	\$4,400			\$4,400				
SR-55 (I-5 to SR-91)		F	\$5,000			\$5,000				
SR-55 widening (I-5 to I-405)		F	\$410,932	\$155,000		\$103,805	\$46,800		\$105,327	
SR-57 Orangewood to Katella		G	\$2,500			\$2,500				
SR-57 Truck Climbing Aux Lane: Lambert -LA County Line		G	\$4,300	\$4,050					\$250	
SR-91 WB connect existing auxiliary lanes, I-5 to SR-57		H	\$62,977		\$27,227				\$35,750	
SR-91 (SR-57 to SR-55) Operational Improvements		I	\$9,000			\$7,000			\$2,000	
SR-91 WB (SR-55 - Tustin Interchange) Improvements		I	\$46,270	\$18,270	\$14,000				\$14,000	
I-405 from SR-73 to I-605 Improvements		K	\$1,900,000	\$82,000	\$7,771	\$35,000	\$10,648		\$1,135,651	\$628,930
I-405 (I-5 to SR-55)		L	\$8,000			\$8,000				
I-405 s/b Aux. Lane - University to Sand Canyon and Sand Canyon to SR-133		L	\$2,328	\$2,328						
I-605/ Katella Interchange		M	\$1,200						\$1,200	
SR-57 n/b widening, Katella Avenue to Lincoln Avenue		M1/G	\$34,428		\$24,127				\$10,301	
241/91 Express Lanes (HOT) Connector			\$183,557							\$183,557
SR-74 widening, Calle Entradero-City/County line			\$42,694	\$5,513						\$37,181
SR-74 widening, City/County line to Antonio Parkway			\$40,905	\$10,000		\$5,285				\$25,620
State Highway Project Totals			\$3,615,948	\$554,487	\$93,914	\$395,437	\$59,048		\$1,637,774	\$875,288

State Funding Total	\$648,401
Federal Funding Total	\$454,485
Local Funding Total	\$2,513,062
Total Funding (000's)	\$3,615,948

State Highway Project Completed

Project Title	M Code	State Funds		Federal Funds		Local Funds			
		STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other	
I-5/Route 74 Interchange Landscaping/Replacement Planting	D	\$478	\$1,230		\$752				
I-5/SR-74 Interchange Improvements	D	\$48,683	\$80,300			\$2,500		\$5,008	
SR- 57 n/b widening, Katella Avenue to Lincoln Avenue- Landscaping	G		\$4,650						
SR- 57 N/B widening, SR-91 to Yorba Linda Boulevard- Landscaping	G		\$1,070				\$1,070		
SR-57 n/b widening, Yorba Linda to Lambert Road landscaping	G		\$2,688				\$2,688		



Capital Funding Program Report

State Highway Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
SR-91 eastbound widening, SR-241 to SR-71	J	\$57,611				\$47,888			\$9,723
SR-91 w/b Rte 91/55 - e/o Weir Replacement Planting	J	\$2,898	\$2,898						
SR-91 WB connecting existing auxiliary lanes, I-5 to SR-57- Landscaping	J	\$2,290						\$2,290	
SR-91 Widening, SR-55 to Gypsum Canyon (Weir/SR-241)	J	\$77,510	\$59,573	\$17,937					
SR-57 N/B widening, SR-91 to Yorba Linda Boulevard	M1/G	\$50,659		\$40,925				\$9,734	
SR-57 N/B widening, Yorba Linda to Lambert Road	M1/G	\$52,709		\$41,250				\$11,459	
I-405/SR-22/I-605 HOV Connector- Landscaping		\$4,600						\$4,600	
I-5 at Jamboree off ramp and auxiliary lane		\$8,485	\$8,485						
I-5 S/B AT OSO PKWY EXIT LANE & INTRCHANGE IMPROV		\$22,872	\$22,773						\$99
I-5 San Clemente Avenida Vaquero Soundwall		\$2,754	\$2,754						
I-5 soundwall, at El Camino Real		\$4,995	\$4,995						
I-5, Camino Capistrano Interchange Improvements		\$19,151	\$19,151						
SR-55 Continuous Access HOV restriping environmental		\$1,500							\$1,500
SR-55 southbound aux. lanes, Dyer Rd to MacArthur (env)		\$2,397	\$2,397						
SR-90 Imperial Hwy Enhancement & Mitigation Planting		\$1,669	\$1,669						
HOV Connectors from I-405 and I-605	M1	\$173,091		\$135,430	\$14,787	\$49,625	\$16,200		\$6,674
HOV Connectors from SR-22 to I-405	M1	\$115,878			\$64,375		\$1,878		
I-5at Gene Autry Way (west) - HOV Drop ramps	M1	\$68,199			\$35,644	\$9,883	\$8,601		\$14,071
State Highway Project Totals		\$759,206	\$173,856	\$264,301	\$114,806	\$108,148	\$29,179	\$31,841	\$37,075

State Funding Total	\$438,157
Federal Funding Total	\$222,954
Local Funding Total	\$98,095
Total Funding (000's)	\$759,206

Board Notes:

1. Amendment to Cooperative Agreement - Updated for the use of an additional \$0.654 million in CMAQ and \$1.34 million in STBG. Consistent with current estimates increases the authorized funding by \$1.994 million from \$37.058 million to \$39.052 million. The use of STBG funds is contingent upon approval regarding the eligible use of these funds. Should funding not be approved, Staff is recommending \$1.34 million in Measure M2 funds.

Acronyms:

Board - Board of Directors

M Code - Project Codes in Measure M1 and M2

STIP - State Transportation Improvement Program

RSTP - Regional Surface Transportation Program

CMAQ - Congestion Mitigation and Air Quality Improvement Program

M1 - Measure M1

M2 - Measure M2

I-5 - Interstate 5

SR-55 - State Route 55

SR-57 - State Route 57

HOV - High-Occupancy Vehicle

I-405 - Interstate 405

S/O - South of

PCH - Pacific Coast Highway

SR-73 - State Route 73

SR-91 - State Route 91

W/B - Westbound

I-605 - Interstate 605

S/B - Southbound

SR-133 - State Route 133

N/B - Northbound

HOT - High-Occupancy Toll

SR-74 - State Route 74

SR-241 - State Route 241

SR-71 - State Route 71

E/O - East of

SR-22 - State Route 22


SR-90 - State Route 90

STBG - Surface Transportation Block Grant



November 6, 2017

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer 

Subject: Amendment to Agreement for Additional Design Services for Interstate 5 Widening Project Between State Route 73 and Oso Parkway

Overview

On June 9, 2014, the Orange County Transportation Authority Board of Directors authorized an agreement with WKE, Inc., for preparation of plans, specifications, and estimates for the Interstate 5 Widening Project between State Route 73 and Oso Parkway. An amendment to the existing agreement is required for additional design services.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-3-2189 between the Orange County Transportation Authority and WKE, Inc., in the amount of \$449,702, for additional design services for Interstate 5 Widening Project between State Route 73 and Oso Parkway. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$9,838,041.

Discussion

The Interstate 5 (I-5) Widening Project between State Route 73 (SR-73) and Oso Parkway (Project) is part of the Measure M2 freeway program, Project C, and is being advanced through the Next 10 Delivery Plan approved by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2016.

The Project will add general purpose lanes in each direction on I-5 between SR-73 and Oso Parkway, re-establish existing auxiliary lanes, reconstruct the Avery Parkway interchange, and convert existing carpool lanes to continuous access. Additional project scope has been identified which requires further

Amendment to Agreement for Additional Design Services for *Page 2*
Interstate 5 Widening Project Between State Route 73 and
Oso Parkway

design effort. An amendment to the project design contract is recommended, and the additional design services will include the following:

In accordance with Agreement No. C-3-2189 and as required by the California Department of Transportation (Caltrans), the freeway widening will be designed to meet standards, procedures, and requirements in the Caltrans Highway Design Manual (HDM). The HDM is revised periodically to provide updated standards and guidance. In December 2016, the HDM was updated to revise certain design standards governing freeway design. Caltrans initially required that the project plans be revised to meet the new standards which affected 18 locations within the Project limits. Upon further coordination with Caltrans, it was agreed that no changes should be made to 15 of these locations due to excessive right-of-way costs and impacts. However, in compliance with Caltrans procedures, the justification for maintaining the non-standard design at these locations will have to be documented in an Exception to Design Standards report. For the remaining three locations, WKE, Inc., (WKE) will have to update the project plans to reflect the new design standards.

The Project includes aesthetic features, which were developed in close coordination with Caltrans and the cities along I-5, on the vertical face of retaining walls. During the design development, it was determined that design modifications are required to address constructability and long-term maintenance. The total design effort required is more than originally anticipated in the contract scope of work.

Included with the freeway widening are the reconstruction of several local and ramp intersections. As the construction staging design plans were developed, it was determined that the intersections would need to be constructed in various stages to avoid closures. To facilitate traffic operations and provide safety through the intersections, temporary traffic signals are required and need to be designed. The number of temporary signals required is more than originally anticipated in the contract scope of work.

The freeway widening will require the realignment of the northbound I-5 on ramp at Crown Valley Parkway. Since the existing ramp is adjacent to a sloped area and commercial building, a large retaining wall is required to fit the ramp realignment and protect the building. To reduce the temporary construction easement limits at the commercial building, a temporary shoring system will be developed and coordinated with OCTA staff before the design can be finalized.

Amendment to Agreement for Additional Design Services for Interstate 5 Widening Project Between State Route 73 and Oso Parkway *Page 3*

Procurement Approach

This procurement was handled in accordance with OCTA Board-approved procedures for architectural and engineering services which conform to both state and federal laws. The original firm-fixed price agreement was issued on March 2, 2015, in the amount of \$8,449,511. The agreement was amended previously as shown in Attachment A. It has become necessary to amend the existing agreement to include additional design services so that the plans, specifications, and estimates can be finalized.

OCTA staff negotiated the required level of effort with WKE to provide the additional design services. OCTA found WKE's price proposal, in the amount of \$449,702, to be fair and reasonable relative to the negotiated level of effort. Proposed Amendment No. 5 to Agreement No. C-3-2189 will increase the total contract value to \$9,838,041.

Fiscal Impact

Funding for the Project is included in the OCTA Fiscal Year 2017-18 Budget, Capital Programs Division, Account 0017-7519-FC102-06W, and is funded with federal Surface Transportation Block Grant and local Measure M2 funds.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-3-2189 between the Orange County Transportation Authority and WKE, Inc. to increase funding, in the amount of \$449,702, for additional design services for the Interstate 5 Widening Project from State Route 73 to Oso Parkway.

**Amendment to Agreement for Additional Design Services for Page 4
Interstate 5 Widening Project Between State Route 73 and
Oso Parkway**

Attachment

A. WKE, Inc., Agreement No. C-3-2189 Fact Sheet

Prepared by:



Hamid Torkamanha, P.E.
Project Manager
(714) 560-5436

Approved by:



James G. Beil, P.E.
Executive Director, Capital Programs
(714) 560-5646



Virginia Abadessa
Director, Contracts Administration and
Materials Management
(714) 560-5623

**WKE, Inc.
Agreement No. C-3-2189 Fact Sheet**

1. June 9, 2014, Agreement No. C-3-2189, \$8,449,511, approved by the Board of Directors (Board).
 - Agreement was executed on March 2, 2015, to prepare plans, specifications, and estimates for the Interstate 5 Widening Project between State Route 73 and Oso Parkway (Project).
2. June 9, 2016, Amendment No. 1 to Agreement No. C-3-2189, \$195,202, approved by Contracts Administration and Materials Management (CAMM) Department.
 - Additional retaining walls design to accommodate widening within the project limits.
 - Additional geotechnical investigation to map current stability conditions of the slope area located on the east side of I-5/Crown Valley Parkway Interchange and for design of new retaining walls.
 - Additional traffic analysis to evaluate modifications to lane configuration at Avery Parkway and Camino Capistrano.
3. January 5, 2017, Amendment No. 2 to Agreement No. C-3-2189, \$243,854, approved by CAMM Department.
 - Design of new retaining walls to reduce impact on right-of-way.
 - Additional surveying and design services at Avery Parkway and Marguerite Parkway.
4. April 3, 2017, Amendment No. 3 to Agreement No. C-3-2189, \$249,920, approved by CAMM Department.
 - Design a California Department of Transportation Communication facility per California Building Codes.
5. June 13, 2017, Amendment No. 4 to Agreement No. C-3-2189, \$249,852, approved by CAMM Department.
 - Additional design and geotechnical services to accommodate the second lane truck turn on Crown Valley and I-5 north bound off ramp.
 - Additional traffic analysis.
 - Installation of two groundwater monitoring wells.
 - Additional potholing and surveying for identification and validation of underground utilities.

ATTACHMENT A

6. November 13, 2017, Amendment No. 5 to Agreement No. C-3-2189, \$449,702, pending Board approval.
 - Provide additional design services to complete plans, specifications, and estimates for the Project.

Total funds committed to WKE, Inc., after approval of Amendment No. 5 to Agreement No. C-3-2189: \$9,838,041.



November 6, 2017

To: Regional Planning and Highways Committee
From: Darrell Johnson, Chief Executive Officer
Subject: Amendment to Increase Agreement Value for On-Call Property Maintenance Services for Highway and Transit Projects

Overview

On July 8, 2013, the Orange County Transportation Authority Board of Directors approved an agreement with So Cal Sandbags, Inc., to provide on-call contracted property maintenance services for the former Pacific Electric railroad right-of-way and other Orange County Transportation Authority-owned property. An amendment to the existing agreement is required to provide additional funding to perform ongoing property maintenance services through September 2018.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-3-1428 between the Orange County Transportation Authority and So Cal Sandbags, Inc., to increase the contract value in the amount of \$200,000, for property maintenance services for highway and transit projects. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$1,002,500.

Discussion

In order to comply with federal, state, and local regulations for the maintenance of its property, the Orange County Transportation Authority (OCTA) utilizes contracted property maintenance services.

The property maintenance services work included in this agreement is utilized on the vacant portions of the Pacific Electric railroad right-of-way, freeway widening projects, OC Streetcar Project, and remaining OC Bridges Program excess parcels.

These services include, but are not limited to, excessive weed abatement, brush clearance, herbicide application, debris removal, drainage repairs, graffiti removal, tree trimming, fence installation and repair, signage installation and repair, maintenance and repair of property improvements, and pest/insect control.

Procurement Approach

The original procurement was handled in accordance with Board of Directors' (Board)-approved procedures for professional and technical services which conform to both state and federal laws. The original agreement was approved by the Board on July 8, 2013, and was issued in the amount of \$650,000. The agreement was awarded on a time and expense, as-needed basis, for a three-year term, with one two-year option to extend the period of the agreement.

Under the Chief Executive Officer's designated authority, OCTA has since amended the agreement four times. On June 29, 2015, OCTA staff authorized and executed Amendment No. 1 to add subcontractors to the agreement. On July 21, 2016, OCTA staff authorized and executed Amendment No. 2 to exercise the two-year option to extend the agreement period from October 1, 2016 through September 30, 2018.

The original contract value of \$650,000 was based on a three-year term. Additional funding is required to continue services through the two-year option period. To date, OCTA staff has authorized and executed agreements to increase the contract value by \$152,500, as shown in Attachment A. Based on the maintenance services expensed to date, which included a large unforeseen expense to remove trees, and the anticipation of potential new properties to be serviced, it is necessary to amend the agreement to add additional funding for ongoing property maintenance services through September 30, 2018.

Board authorization is now required to amend and increase the contract value in the amount of \$200,000. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$1,002,500.

A new procurement for property maintenance services is being prepared and is planned to be procured and executed by October 1, 2018.

Fiscal Impact

The project is budgeted in OCTA's Fiscal Year 2017-18 Budget, Capital Programs Division, accounts 0018-T1000-F01-7517, 1722-D2601-AR7-7517, 0017-FK101-SKQ-7629, 0051-TS001-999-7629, 0001-F1110-F01-7517, and is funded through local transportation and commuter rail urban endowment funds.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-3-1428 between the Orange County Transportation Authority and So Cal Sandbags, Inc., to increase funding, in the amount of \$200,000, for as-needed property maintenance services for highway and transit projects.

Attachment

- A. So Cal Sandbags, Inc., Agreement No. C-3-1428 Fact Sheet

Prepared by:



Joe Gallardo
Manager, Real Property
(714) 560-5546

Approved by:



James G. Beil, P.E.
Executive Director, Capital Programs
(714) 560-5646



Virginia Abadessa
Director, Contracts Administration and
Materials Management
(714) 560-5623

**So Cal Sandbags, Inc.
Agreement No. C-3-1428 Fact Sheet**

1. July 8, 2013, Agreement No. C-3-1428, \$650,000, approved by the Board of Directors (Board).
 - To provide on-call services required to maintain the Pacific Electric railroad right-of-way and other Orange County Transportation Authority-owned properties.
2. June 29, 2015, Amendment No. 1 to Agreement No. C-3-1428, \$0, approved by Contracts Administration and Materials Management (CAMM) Department.
 - To add A Plus Sweeping & Property Maintenance, American Alarm Systems, Amtech Elevator Services, Covenant Air Systems, Inc., and Wicketts International Plumbing Company as subcontractors with no change to the maximum obligation.
3. July 21, 2016, Amendment No. 2 to Agreement No. C-3-1428, \$0, approved by CAMM Department.
 - To exercise the option term extending the agreement through September 30, 2018.
4. February 28, 2017, Amendment No. 3 to Agreement No. C-3-1428, \$97,500, approved by CAMM Department.
 - To provide continued as-needed property maintenance services.
 - To add California Tree Service, Inc., as a subcontractor.
 - To allow for additional property maintenance services for the Interstate 405 Widening Project and the OC Streetcar Project.
5. June 21, 2017, Amendment No. 4 to Agreement No. C-3-1428, \$55,000, approved by CAMM Department.
 - To provide continued as-needed property maintenance services.
6. November 13, 2017, Amendment No. 5 to Agreement No. C-3-1428, \$200,000, pending Board approval.
 - To provide continued as-needed property maintenance services.

Total funds committed to So Cal Sandbags, Inc., after approval of Amendment No. 5 to Agreement No. C-3-1428: \$1,002,500.



November 6, 2017

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Consultant Selection for Construction Management Support Services for the Interstate 5 High-Occupancy Vehicle Improvement Project Between State Route 55 and State Route 57

Overview

On July 24, 2017, the Orange County Transportation Authority Board of Directors authorized the release of a request for proposals to provide construction management support services for the Interstate 5 High-Occupancy Vehicle Improvement Project from State Route 55 to State Route 57. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendations

- A. Approve the selection of CALTROP Corporation as the firm to provide construction management support services for the Interstate 5 High-Occupancy Vehicle Improvement Project from State Route 55 to State Route 57.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-7-1834 between the Orange County Transportation Authority and CALTROP Corporation to provide construction management support services for the Interstate 5 High-Occupancy Vehicle Improvement Project from State Route 55 to State Route 57.

Discussion

The Interstate 5 (I-5) High-Occupancy Vehicle (HOV) Improvement Project (Project) between State Route 55 and State Route 57 (SR-57) will add a second HOV lane in each direction on the I-5 freeway and remove existing median barriers between the HOV lanes and the general purpose lanes, except from locations where bridge columns necessitate leaving the barriers in place, which will improve access to the HOV lanes. The Project also entails demolition

of the existing I-5 HOV drop ramp at Main Street in the City of Santa Ana. This Project is Project A in the Measure M2 freeway program.

Cooperative Agreement No. C-7-1817 between the California Department of Transportation (Caltrans) and Orange County Transportation Authority (OCTA) outlines the responsibilities of both agencies toward the Project. The cooperative agreement was approved by the Board of Directors (Board) on July 24, 2017. Caltrans will be the implementing agency responsible for advertisement, award, and administration of the construction contract. Caltrans will also provide the resident engineer and structures representative, along with a limited number of field personnel. OCTA will retain a consultant firm to augment Caltrans staff with roadway, structural, and electrical inspection, as well as surveying and construction staking, office engineering, materials testing, and claims support services. OCTA's consultant will also provide a field office to house construction staff working on the Project. OCTA will lead the public outreach and freeway service patrol efforts through separate contracts.

Procurement Approach

This procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering (A&E) services that conform to both federal and state laws. Proposals are evaluated and ranked in accordance with the qualifications of the firm, staffing and project organization, and work plan. As this is an A&E procurement, price is not an evaluation criterion pursuant to state and federal laws. Evaluation of the proposals was conducted on the basis of overall qualifications to develop a competitive range of offerors. The highest-ranked firm is requested to submit a cost proposal, and the final agreement is negotiated. Should negotiations fail with the highest-ranked firm, a cost proposal will be solicited from the second-ranked firm in accordance with the approved procurement policies.

On July 24, 2017, the Board authorized the release of Request for Proposals (RFP) 7-1834, which was electronically issued on CAMM NET. The Project was advertised on July 24 and 31, 2017, in a newspaper of general circulation. A pre-proposal conference was held on August 3, 2017, with 28 attendees representing 21 firms. Two addenda were issued to make available the pre-proposal conference registration sheets, provide responses to questions received, and handle administrative issues related to the RFP.

On August 29, 2017, eight proposals were received. An evaluation committee consisting of staff from the Contracts Administration and Materials Management and Highway Programs departments, as well as representatives from Caltrans District 12, and the City of Santa Ana met to review all submitted proposals.

The proposals were evaluated based on the following evaluation criteria and weights:

- Qualifications of the Firm 25 percent
- Staffing and Project Organization 40 percent
- Work Plan 35 percent

The evaluation criteria and weights are consistent with those developed for similar A&E procurements. In developing these weights, several factors were considered. The greatest importance was given to the staffing and project organization of the firm, as the qualifications of the project manager and senior roadway inspector, as well as other key personnel are critical to the successful completion of the Project. Similarly, high importance was given to the work plan criterion to emphasize the importance of the team demonstrating its understanding of the Project and its challenges, as well as the approach to implementing the various elements of the scope of work. The final criterion, qualifications of the firm, evaluated the firm's experience in performing work of a similar scope and size.

The evaluation committee reviewed and discussed all proposals based on the evaluation criteria and found three firms most qualified to perform the required services. The most qualified firms are listed below in alphabetical order:

Firm and Location

CALTROP Corporation (CALTROP)
Irvine, California

HDR Construction Control Corporation (HDR)
Irvine, California

TranSystems Corporation (TranSystems)
Santa Ana, California

On October 5, 2017, the evaluation committee interviewed the three short-listed firms. The interviews consisted of a presentation allowing each firm to discuss its qualifications and respond to the evaluation committee's questions. In general, each team's presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed the firm's commitment to the success of the Project. Also highlighted were staffing plans, work plans, and perceived Project issues. The teams were asked some general questions regarding their experience with similar projects and how the firm would manage the complex elements of the Project, including coordination with OCTA

and Caltrans, managing traffic handling measures, inspecting bridge removal plans, and avoiding claims. After considering the responses to the questions asked during the interview, the evaluation committee adjusted the scores for all three firms; however, CALTROP remained as the top-ranked firm with the highest cumulative score.

Based on the evaluation of proposals and interviews, staff recommends CALTROP as the firm to provide construction management support services for the Project. This firm ranked highest among the proposing firms because of its experience with similar projects and familiarity with Caltrans' requirements. The firm displayed a very clear understanding of the Project requirements and presented a work plan addressing key issues that are critical to the success of the Project. The following is a brief summary of the proposal evaluation results.

Qualifications of the Firm

The three short-listed firms are qualified to perform the services required by the RFP. All three firms are established firms with relevant resources and experience.

The firms demonstrated experience and understanding of the scope of work and the Project's needs in the areas of coordination and communication with stakeholders, traffic management, safety, quality control, as well as Caltrans' standards and requirements. All three firms proposed teams comprised of highly experienced subconsultant firms with previous relationships working together.

CALTROP submitted a comprehensive proposal and presented an in-depth interview. The firm demonstrated a clear understanding of the overall Project needs and issues. The firm elaborated on the goals for the Project and relevant experience working with OCTA, Caltrans, and other government agencies on construction management, inspection, materials testing, and scheduling on major highway and bridge demolition projects. Relevant experience on complex highway projects similar to the Project includes construction management services on the Interstate 405/Interstate 605 HOV West County Connectors, I-5 Gateway, and the I-5 HOV Segment 2 Improvement projects. CALTROP also provided construction management services on other projects, such as the State Route 91 corridor improvement, Crown Valley Parkway/I-5 widening, and Paseo De Colinas bridge seismic retrofit. The subcontractors proposed on the Project have extensive experience within their respective fields and working with CALTROP on prior projects.

HDR and TranSystems also demonstrated good understanding of the overall Project and the required experience. The firms displayed good overall qualifications with regards to the construction management of highway projects.

HDR has managed the construction of the SR-57 northbound widening project, 91 Express Lanes, Sand Canyon Railroad Grade Separation project, and the Perris Valley commuter rail extension. TranSystems has managed the construction of several projects, including the SR-57 northbound improvement, Lakeview Avenue grade separation, I-5/La Paz Road improvements, 91 Express Lanes design-build, and Interstate 10 westbound widening.

Staffing and Project Organization

The short-listed firms proposed qualified staff with relevant experience to adequately handle the work described in the scope of work and meet the RFP requirements.

CALTROP designated key personnel in each required specialty and submitted a detailed staffing plan. The proposed project manager and senior roadway inspector are both highly-qualified and well-versed with the challenges entailed in the Project since having worked on similar complex projects. The project manager has over 23 years of project management and construction management experience on transportation and public works projects, including eight years of experience working with Caltrans District 12. The proposed senior construction inspector has more than 20 years of construction and construction management experience, including ten years as a resident engineer on roadway and facility projects built for Caltrans. CALTROP's team demonstrated the depth of the firm's resources and extensive experience in highway, bridge, and complex interchange construction, all of which are critical to the success of the Project. During the interview, CALTROP's team exhibited strong team cohesion when responding to questions related to the challenges associated with the Project, and the senior roadway inspector's response regarding his roles and responsibilities on prior projects with Caltrans was thorough and detailed. The firm also introduced an additional value-added function to benefit the Project by providing technical assistance on the inspection of the bridge construction.

HDR and TranSystems submitted a detailed staffing plan. The project managers and senior roadway inspectors are experienced in delivering similar projects, and both teams displayed a good understanding of the Project and its challenges. Staff members demonstrated expertise when responding to questions during the interview; however, the teams did not present a cohesive interview and responses.

Work Plan

All three of the short-listed firms met the requirements of the RFP, and each firm discussed its approach to construction management. The firms addressed all elements of the scope of work and project issues.

CALTROP provided a detailed approach to construction management in the proposal and during the interview. The proposed work plan addressed all requirements of the scope of work, including safety, monitoring project risks, schedule and budget, construction staging, communication, community outreach and coordination with stakeholders, traffic control, utility coordination, bridge and retaining wall demolition, construction, surveying, materials testing, critical path method scheduling and establishing a field office, as well as managing change orders, claims control, and labor compliance. The work plan proposed technical enhancements and discussed in detail the Project challenges, as well as proposed solutions. CALTROP also presented a project risk register identifying the Project's perceived risks with mitigation measures.

HDR presented a detailed and comprehensive understanding of the technical aspects of the Project, including coordination with adjacent projects, dust and noise control, and traffic management. HDR's work plan included a clear approach to construction management, Project issues and solutions, and the construction staging plan.

TranSystems proposed a detailed and comprehensive plan with key issues identified along with proposed solutions. The work plan included a detailed personnel responsibility chart and project risk register, as well as acknowledgement of community concerns.

Procurement Summary

Based on the evaluation of the written proposals and information obtained during the interviews, the evaluation committee recommends the selection of CALTROP as the top-ranked firm to provide construction management support services for the Project. CALTROP demonstrated excellent relevant experience and submitted a comprehensive proposal that was responsive to all the requirements of the RFP. CALTROP presented a detailed and cohesive interview, highlighting the firm's experience, staffing, work plan, and a thorough understanding of the overall Project.

Fiscal Impact

The Project is included in OCTA's Fiscal Year 2017-18 Budget, Capital Programs Division, Account 0017-9084-FA101-0NY, and is funded with Measure M2 and federal funds.

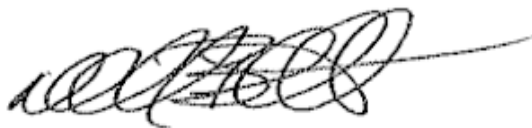
Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Agreement No. C-7-1834 with CALTROP Corporation as the firm to provide construction management support services for the Interstate 5 High-Occupancy Vehicle Improvement Project from State Route 55 to State Route 57.

Attachments

- A. Review of Proposals, RFP 7-1834 Construction Management Support Services for the Interstate 5 High-Occupancy Vehicle Improvement Project Between State Route 55 and State Route 57
- B. Proposal Evaluation Criteria Matrix (Short-Listed), RFP 7-1834 Construction Management Support Services for the Interstate 5 High-Occupancy Vehicle Improvement Project Between State Route 55 and State Route 57
- C. Contract History for the Past Two Years, RFP 7-1834 Construction Management Support Services for the Interstate 5 High-Occupancy Vehicle Improvement Project Between State Route 55 and State Route 57

Prepared by:



Niall Barrett, P.E.
Program Manager
(714) 560-5879

Approved by:



James G. Beil, P.E.
Executive Director, Capital Programs
(714) 560-5646



Virginia Abadessa
Director, Contracts Administration and
Materials Management
(714) 560-5623

Review of Proposals

RFP 7-1834 Construction Management Support Services for the Interstate 5 High-Occupancy Vehicle Improvement Project Between State Route 55 and State Route 57

Presented to Regional Planning and Highways Committee - November 6, 2017

8 proposals were received, 3 firms were interviewed, 1 firm is being recommended

Overall Ranking	Overall Score	Firm & Location	Subcontractors	Evaluation Committee Comments
1	88	CAL TROP Corporation Irvine, California	DHS Consulting, Inc. Leighton Consulting, Inc. California Testing and Inspection, Inc. Guida Surveying, Inc. CL Surveying and Mapping, Inc.	Firm has excellent relevant construction management experience, including inspection, materials testing, and scheduling on major highway and bridge demolition projects for both the Orange County Transportation Authority and the California Department of Transportation. Very good teaming arrangement and organizational structure. Highly-experienced project manager and senior roadway inspector. Proposed team personnel demonstrated availability, commitment levels, and experience working together. Excellent discussion of project key issues, challenges and enhancements, risks and mitigation measures. Comprehensive and in-depth work plan and thorough understanding of scope of work. Excellent presentation of project's technical approach. Excellent interview with detailed responses to all questions.
2	83	HDR Construction Control Corporation Irvine, California	AndersenPenna Partners Guida Surveying, Inc. Leighton Consulting, Inc.	Highly-qualified team with excellent relevant construction management experience. Team has very good qualifications in delivering similar work. Experienced project manager and senior roadway inspector. Comprehensive and in-depth work plan and thorough understanding of scope of work. Very good discussion of project key issues and solutions. Very good interview with responses to all questions.
3	80	TranSystems Corporation Santa Ana, California	AECOM Analyzer International, Inc. Carbinha, Hearn & Associates Leighton Consulting, Inc.	Highly-qualified team with excellent relevant construction management experience. Team has very good qualifications in delivering similar work. Experienced project manager and senior roadway inspector. Comprehensive and in-depth work plan and thorough understanding of scope of work. Very good discussion of project key issues and solutions. Good interview with responses to all questions.

Evaluation Panel: Six Members

Internal:

Contract Administration and Materials Management (1)
Highway Programs (2)

External:

City of Santa Ana (1)
California Department of Transportation District 12 (2)

Evaluatoin Criteria:

Qualifications of the Firm
Staffing/Project Organization
Work Plan

Weight Factors

25 percent
40 percent
35 percent

ATTACHMENT B

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed)

RFP 7-1834 Construction Management Support Services for the Interstate 5 High-Occupancy Vehicle Improvement Project Between State Route 55 and State Route 57

Firm: CALTROP Corporation							Weights	Criteria Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.50	4.50	4.00	4.50	4.50	5.00	5.00	22.5
Staffing/Project Organization	4.50	4.50	4.00	4.50	4.50	4.50	8.00	35.3
Work Plan	4.50	4.50	4.00	4.50	4.00	4.50	7.00	30.3
Overall Score	90.0	90.0	80.0	90.0	86.5	92.5		88
Firm: HDR Construction Control Corporation							Weights	Criteria Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.00	4.50	4.00	4.00	4.50	4.50	5.00	21.3
Staffing/Project Organization	4.00	4.00	4.00	3.50	4.00	4.00	8.00	31.3
Work Plan	4.50	4.50	4.00	4.00	4.50	4.50	7.00	30.3
Overall Score	83.5	86.0	80.0	76.0	86.0	86.0		83
Firm: TranSystems Corporation							Weights	Criteria Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.00	4.00	3.50	4.00	4.00	4.50	5.00	20.0
Staffing/Project Organization	3.50	3.50	3.50	3.50	4.00	4.00	8.00	29.3
Work Plan	4.50	4.00	4.00	4.50	4.50	4.50	7.00	30.3
Overall Score	79.5	76.0	73.5	79.5	83.5	86.0		80
Range of scores for non-short-listed firms is 54 to 73								

CONTRACT HISTORY FOR THE PAST TWO YEARS
RFP 7-1834 Construction Management Support Services for Interstate 5 High-Occupancy Vehicle Improvement Project
Between State Route 55 and State Route 57

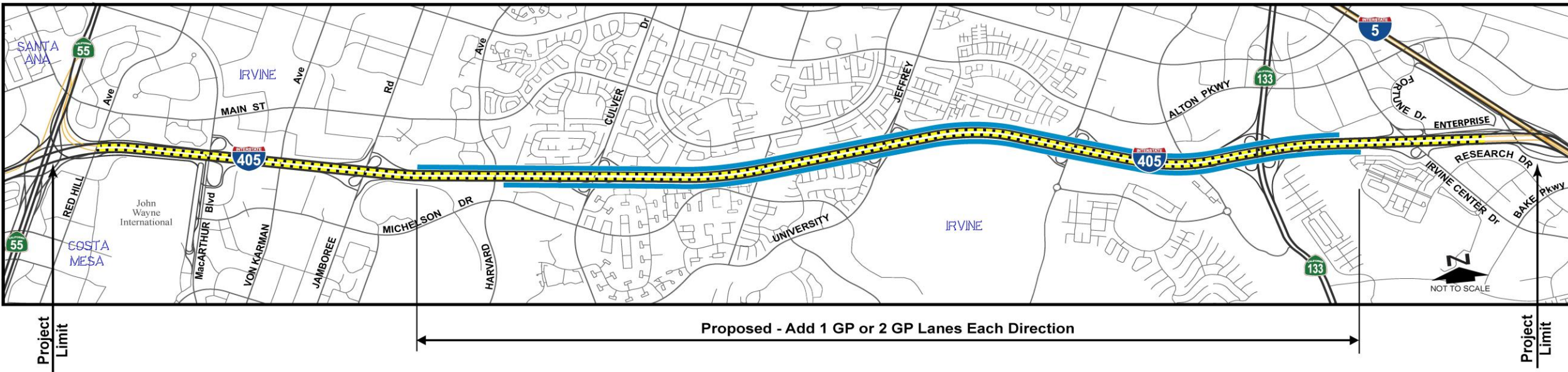
Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
CALTROP CORPORATION						
Contract Type: Time and Expense	C-1-3062	Develop and implement a comprehensive public outreach program for central county Interstate 5 (I-5) High-Occupancy Vehicle (HOV) Improvement Project	January 23, 2012	December 31, 2015		\$ 210,000
Subconsultants:						
21st Century Communications Strategies/37						
Cloudcrest						
MBI Media						
The Wild Horse Group						
Intertwined, Inc.						
Walking Man Services, Inc.						
Kennedy Communications						
Contract Type: Time and Expense	C-9-0363	Construction management services for the Interstate 405/Interstate 605 West County Connector Project	November 11, 2010	June 30, 2016		\$ 15,437,103
Subconsultants:						
Simon Wong Engineering						
Mendoza & Associates						
TransSystems						
PacRim Engineering, Inc.						
Sustainable Civil Engineering Solutions, Inc.						
Leighton Consulting, Inc.						
Psomas						
Parsons						
MTS Engineers, Inc.						
Contract Type: Time and Expense	C-3-1555	Construction management services for Segment 2 of the I-5 HOV Improvement Project from Avenida Vista Hermosa to Pacific Coast Highway	July 3, 2014	December 1, 2017		\$ 5,661,053
Subconsultants:						
Arcadis, U.S., Inc.						
Coat Surveying, Inc.						
Dynamic Engineering Services						
Leighton Consulting, Inc.						
WSP						
Subtotal						\$ 21,308,156



Update on Interstate 405 Improvement Project from Interstate 5 to State Route 55

Project Limits and Area of Improvements

Interstate 405 (I-405) Improvement Project from Interstate 5 to State Route 55



LEGEND

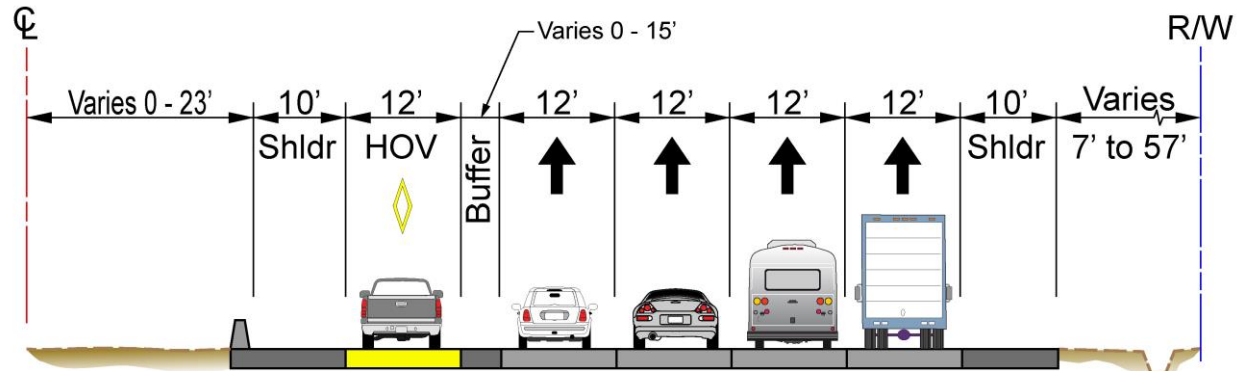
- Proposed GP Lanes
- Continuous HOV Access

- Project L in Measure M2 plan
- Average daily traffic is expected to grow 19 percent from 250,000 to 310,000 by 2050
- Adds new lanes, generally within existing right-of-way

Comparison of Alternatives

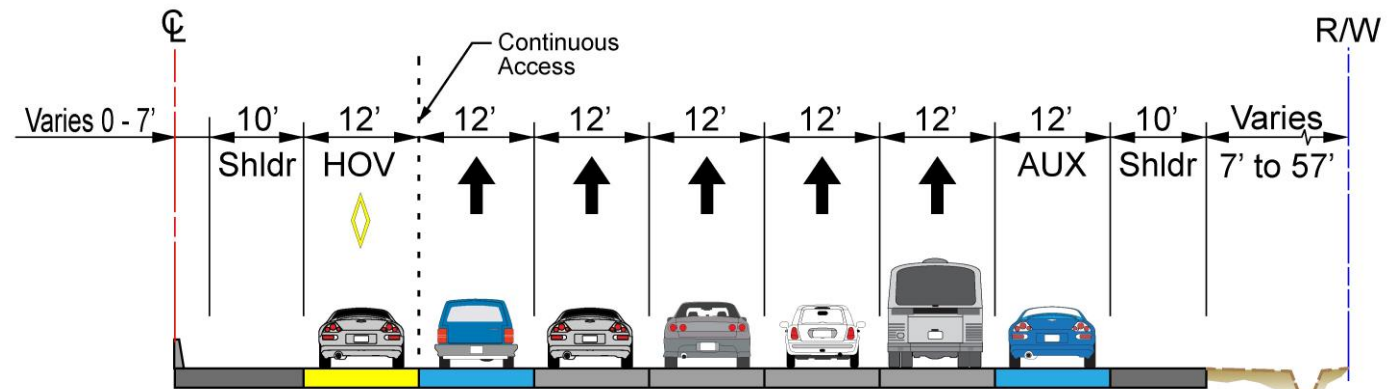
Alternative 1 – No Build:

Existing: 1 high-occupancy vehicle (HOV) lane and four general purpose (GP) lanes in each direction



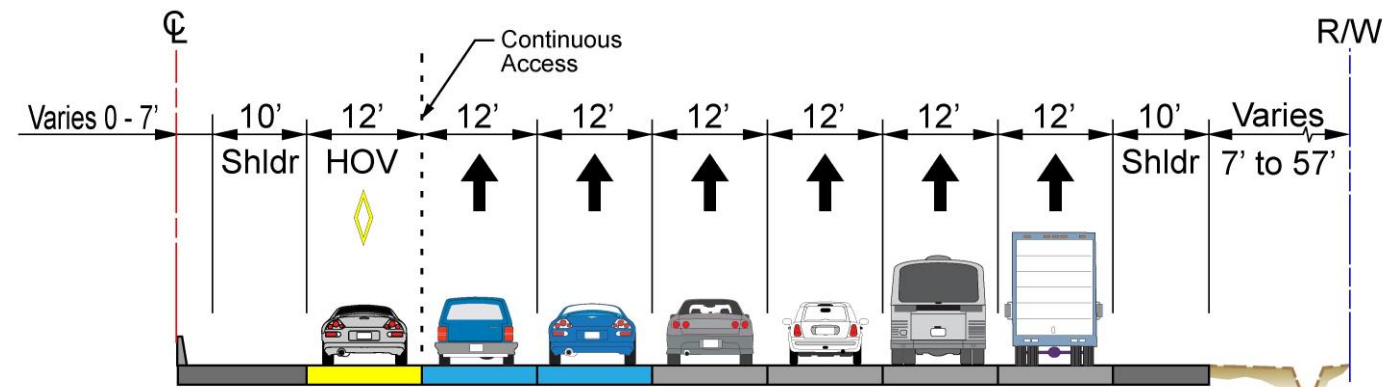
Alternative 2:

One HOV lane, five GP lanes, and one auxiliary lane in each direction



Alternative 3:

One HOV lane and six GP lanes in each direction



Traffic Benefits

Average Daily Traffic Volumes				
I-405 South	Existing	2050 – Alt 1 (No build)	2050 – Alt 2	2050 – Alt 3
Northbound	128,070	142,718	148,309	151,194
Southbound	125,379	148,466	152,249	154,806
Total	253,749	291,184	300,558	306,000

I-405 Freeway Mainline Average Speed (mph) *				
Peak Hour – 2050		Alternative 1 – No Build	Alternative 2	Alternative 3
Northbound	AM	37	51	53
	PM	40	51	54
Southbound	AM	46	57	61
	PM	45	55	57

* Area of GP lane addition from State Route 133 to Jamboree Road

Public Noticing and Outreach



SIGN-UP FOR PROJECT EMAIL UPDATES AT www.octa.net/getconnected

I-405 SOUTH IMPROVEMENT PROJECT FROM I-5 TO SR-55

CALTRANS AND OCTA SEEK PUBLIC COMMENTS

PUBLIC HEARING OPEN HOUSE FORMAT

**TUESDAY, DEC. 5, 2017
5 – 8 PM**

University Community Park
Multipurpose Room 2
1 Beech Tree Lane
Irvine, CA 92612



Caltrans and OCTA are proposing improvements to the I-405 between I-5 and SR-55. Project alternatives include the addition of one or two regular lanes in each direction to reduce congestion and make your commute more efficient.

Please join us on Tuesday, Dec. 5, 2017 to learn about the proposed improvements, the environmental study process, and to share your comments.

STUDY RESULTS AVAILABLE FOR PUBLIC REVIEW

The draft environmental document evaluates the project's potential benefits and effects, and we'd like your input. This document is available for review and comments through Dec. 15, 2017.

Environmental studies indicate that the proposed project will not significantly affect the quality of the environment.

View a copy of the document online, at the public hearing, or visit the project webpage for a list of locations where the printed document is available to the public.

DEADLINE TO COMMENT IS DEC. 15, 2017

Your comments are very important in identifying a preferred alternative. Comments received will be included and responded to in the proposed final environmental document. You have three ways to comment:

- ➔ **SUBMIT** your written comments at the public hearing
- ➔ **EMAIL** your written comments to Caltrans at scott.shelley@dot.ca.gov
- ➔ **MAIL** your written comments to Caltrans to Scott Shelley, Environmental Planning, Caltrans District 12, "ATTN: I-405 Comment Period", 1750 E 4th Street, Suite 110, Santa Ana, CA 92705

FOR MORE INFORMATION

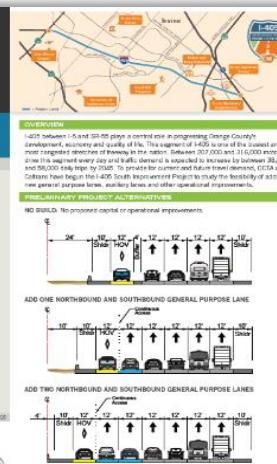
octa.net/OC405south | 714-560-5573 | ahanmann@octa.net | [facebook.com/OC405south](https://www.facebook.com/OC405south) | [@OC405south](https://twitter.com/OC405south)



I-405 SOUTH IMPROVEMENT PROJECT I-5 TO SR-55

LEAD/CTA
Approximately 8.5 miles
AFFECTED CITIES
Newport Beach, Irvine, Orange, and Santa Ana

AT A GLANCE
TOTAL ESTIMATED COST: \$110 - \$270 million
FUNDING SOURCE: Measure M & Federal
DEVELOPMENT PHASE: Project Approval, Environmental Document (PA/ED)
SPONSORING AGENCY: OCTA
CEQA/NEPA LEAD: Caltrans
COMMUNITY OUTREACH: Karin.Chaudry@dot.ca.gov (714) 560-5573, kshelley@dot.ca.gov (714) 560-5573
PROJECT HELP LINE: octa.net/OC405south
WEBSITE: octa.net/OC405south
FACEBOOK: [facebook.com/OC405south](https://www.facebook.com/OC405south)
TWITTER: [@OC405south](https://twitter.com/OC405south)



Orange County Transportation Authority
200 E. Main Street
P.O. Box 1414
Orange, CA 92668-1414
(714) 560-5573
www.octa.net

I-405 SOUTH IMPROVEMENT PROJECT FROM I-5 TO SR-55

FREQUENTLY ASKED QUESTIONS

- 1. WHAT IS THE I-405 SOUTH IMPROVEMENT PROJECT?**
The I-405 South Improvement Project from I-5 to SR-55 is a proposed freeway improvement project currently in the Project Approval and Environmental Document (PA/ED) phase, commonly referred to as the environmental review phase. The Orange County Transportation Authority (OCTA) and the California Department of Transportation (Caltrans) are studying how to address congestion and enhance freeway operations between the I-5 and SR-55 freeways, by adding one or two general purpose lanes in each direction, adding auxiliary lanes and making various operational improvements to I-405, in the city of Irvine.
- 2. WHAT AGENCIES ARE RESPONSIBLE FOR THE PROPOSED PROJECT?**
OCTA is funding and managing the environmental review phase, and Caltrans is the Lead Agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) as the lead agency. Caltrans and is responsible for oversight and ultimately approving the alternative to move forward for design and construction.
- 3. WHY IS THE PROPOSED PROJECT NECESSARY?**
The I-405 freeway through Irvine plays a central role in progressing Orange County's mobility, economy and quality of life. This section of I-405 is already at capacity and in need of operational improvements. Between 207,000 and

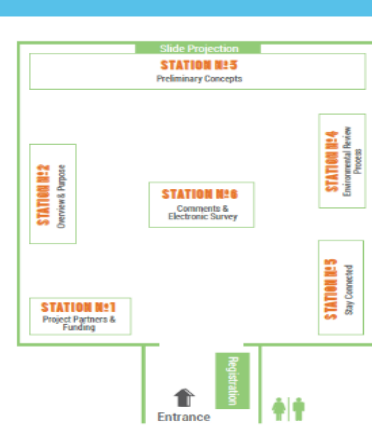


316,000 motorists drive this 8.5 mile stretch every day, and studies forecast that traffic will increase by between 39,000 and 58,000 daily trips by 2045. So, improving operations necessary to keep this segment of I-405 and Orange County moving.

4. WHAT IS THE ENVIRONMENTAL REVIEW PROCESS AND WHY IS IT NECESSARY?
The environmental review process was created to protect the quality of human and natural environments, and is mandated by the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). In accordance with these laws, agencies must follow a protocol of analysis and public disclosure in their decision making process for any proposed project which may potentially impact the environment. In this process, OCTA and Caltrans will analyze effects on physical, biological and human environments. If it is determined that the proposed project may have potentially significant effects, measures to avoid, minimize, and/or mitigate such impacts must be considered and implemented.



EXHIBIT GUIDE



Environmental Phase Schedule

