



# **AGENDA**

## ***Regional Planning and Highways Committee Meeting***

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### **Committee Members**

Mark A. Murphy, Chairman  
Barbara Delgleize, Vice Chair  
Lisa A. Bartlett  
Shawn Nelson  
Miguel Pulido  
Todd Spitzer  
Michelle Steel

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

**Monday, October 1, 2018 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](http://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 Bartlett

### **1. Public Comments**

### **Special Calendar**

### **2. Intercounty Planning Update**

Kia Mortazavi

Manjeet Ranu, Senior Executive Officer and Philbert Wong, Senior Manager, Transportation Planning from the Los Angeles County Metropolitan Transportation Authority, and Kurt Brotcke, Director, Strategic Planning, Orange County Transportation Authority will give presentations on intercounty planning efforts.





## **Consent Calendar (Items 3 through 6)**

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.

### **3. Approval of Minutes**

Approval of the minutes of the Regional Planning and Highways Committee meeting of September 6, 2018.

### **4. Active Transportation Program Local Project Prioritization Methodology** Louis Zhao/Kia Mortazavi

#### **Overview**

On May 16, 2018, the California Transportation Commission adopted the 2019 Active Transportation Program Guidelines and issued a two-tiered call for bicycle and pedestrian projects. The State of California and the Southern California Association of Governments will administer the process. A proposal for the Orange County Transportation Authority to prioritize projects selected through the Southern California Association of Governments selection process is presented for Board of Directors' approval.

#### **Recommendation**

Approve the Active Transportation Program local project prioritization methodology for the 2019 Active Transportation Program and future calls for projects.

### **5. Grant Award for the Pedestrian and Bicycle Safety Program** Jennifer Haith Farinas/Kia Mortazavi

#### **Overview**

The California Office of Traffic Safety awarded the Orange County Transportation Authority \$75,000 in competitive Pedestrian and Bicycle Safety Grant Program funding. The grant award will support implementation of bicycle and pedestrian education classes, which are intended to raise public awareness of safe pedestrian and bicycling practices.

#### **Recommendation**

Adopt Orange County Transportation Authority Resolution No. 2018-120 authorizing the Chief Executive Officer, or designee, to accept the State of California Office of Traffic Safety award, and to negotiate and execute grant-related agreements and documents with the California Office of Traffic Safety.





**6. Cooperative Agreement with the California Department of Transportation for the Interstate 5 Widening Project Between State Route 73 and Oso Parkway**

Hamid Torkamanha/James G. Beil

**Overview**

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation for construction capital and construction management support services for Segment 1 of the Interstate 5 widening project between State Route 73 and Oso Parkway.

**Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-8-1960 between the Orange County Transportation Authority and California Department of Transportation, in the amount of \$133,289,000, comprised of a construction capital share of \$112,008,000, and a construction management services share of \$21,281,000, for Segment 1 of the Interstate 5 widening project between State Route 73 and Oso Parkway.

**Regular Calendar**

**7. Contract Change Order for Additional Design and Construction Efforts for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605**

Jeff Mills/James G. Beil

**Overview**

On November 14, 2016, the Orange County Transportation Authority Board of Directors approved Agreement No. C-5-3843 with OC 405 Partners, a joint venture, for the design and construction of the Interstate 405 Improvement Project between State Route 73 and Interstate 605. A contract change order is required for additional design and construction efforts related to bridge width standards in the cities of Fountain Valley, Huntington Beach, and Westminster, right-of-way changes that minimize impacts to property owners, implementation of a revised design concept at the Ellis Avenue on-ramp to southbound Interstate 405, and other miscellaneous items.





**7. (Continued)**

**Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 13 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$8,560,556, for additional design and construction efforts for the Interstate 405 Improvement Project between State Route 73 and Interstate 605.

**8. Amendment to Agreement for Additional Program Management Consultant Services for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605**

Jeff Mills/James G. Beil

**Overview**

On March 3, 2014, the Orange County Transportation Authority entered into an agreement with Parsons Transportation Group, Inc., to provide program management consultant services for the Interstate 405 Improvement Project between State Route 73 and Interstate 605. An amendment to the existing agreement is needed for additional support services for the Interstate 405 Improvement Project, as well as the 91 Express Lanes combined toll procurements and contracts.

**Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 18 to Agreement No. C-2-1513 between the Orange County Transportation Authority and Parsons Transportation Group, Inc., in the amount of \$39,762,000, for additional program management consultant services for the Interstate 405 Improvement Project between State Route 73 and Interstate 605. The amendment will increase the maximum cumulative obligation of the agreement to a total contract value of \$132,802,186.

**Discussion Items**

**9. Project Update - Interstate 5/EI Toro Road Interchange Project**

James G. Beil

A staff member of the California Department of Transportation District 12 will provide a progress update on the Interstate 5/EI Toro Road Interchange Project





# **AGENDA**

## ***Regional Planning and Highways Committee Meeting***

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**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 **10:30 a.m. on Monday, November 5, 2018**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.



# Intercounty Planning Update



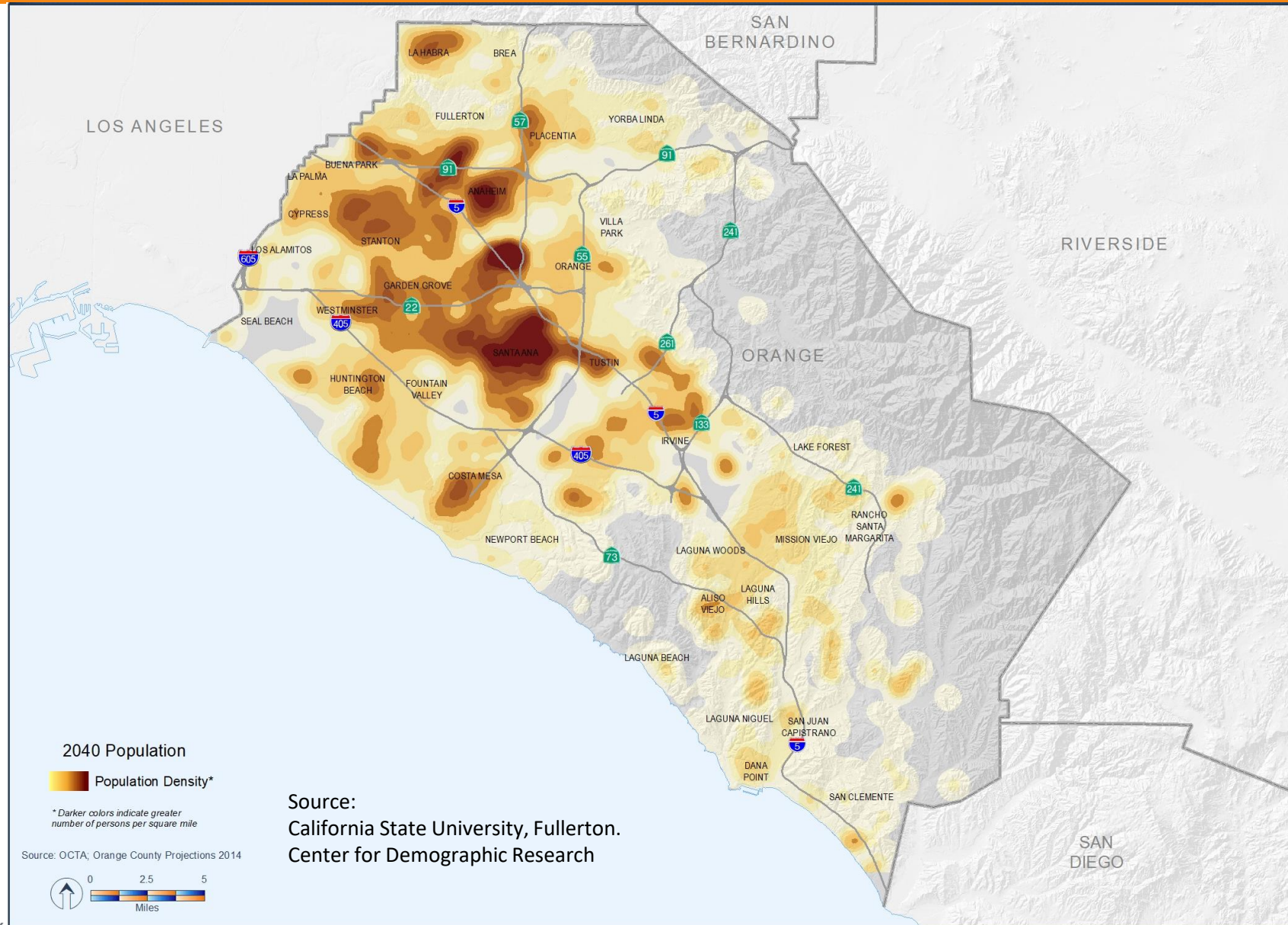
# Context

- Population forecasts
- Transit expansion plans
- Worker travel
- Current and planned projects
- Focus areas for intercounty efforts



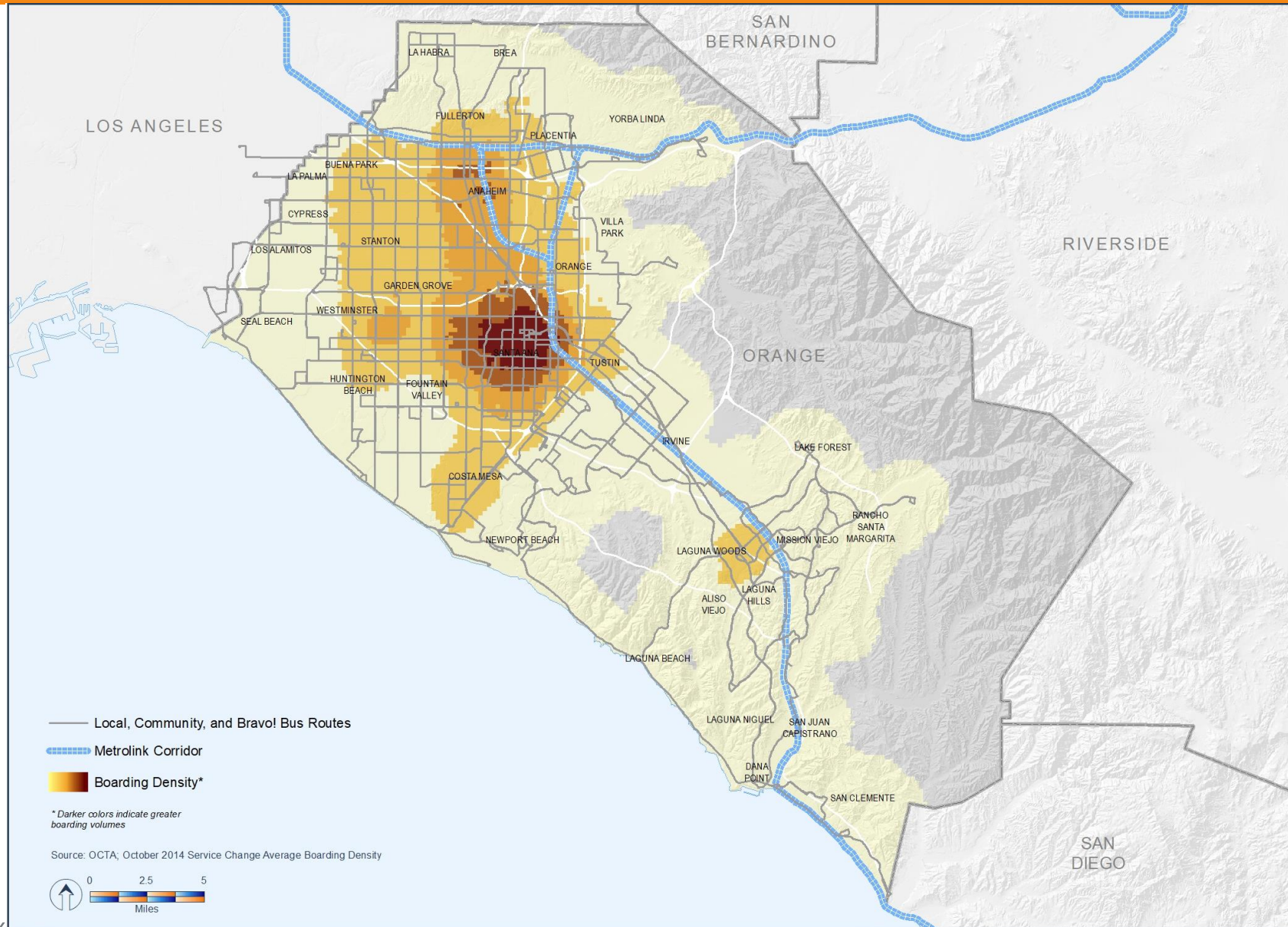


# 2040 Orange County Population Density



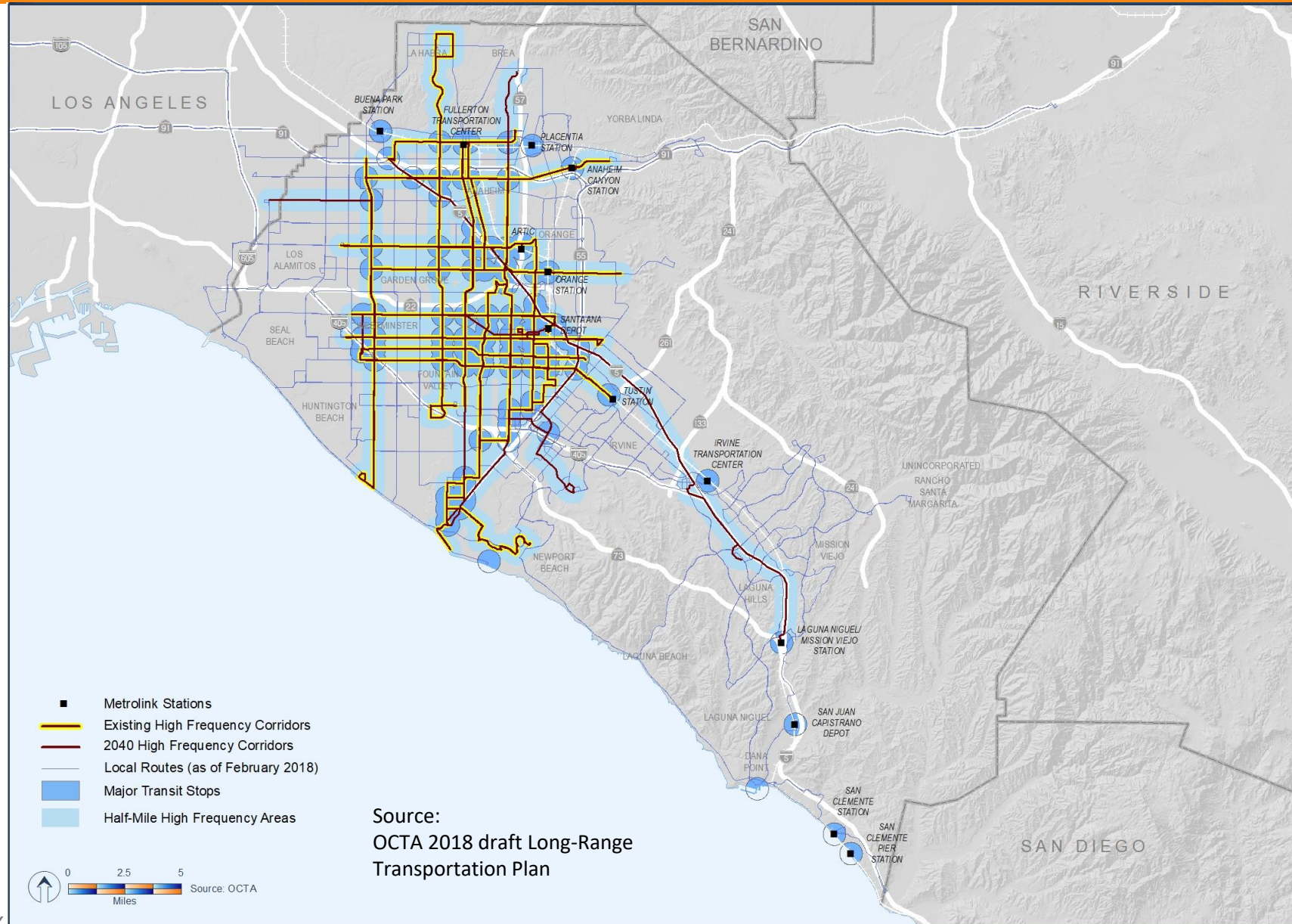


# Bus Passenger Boarding Density



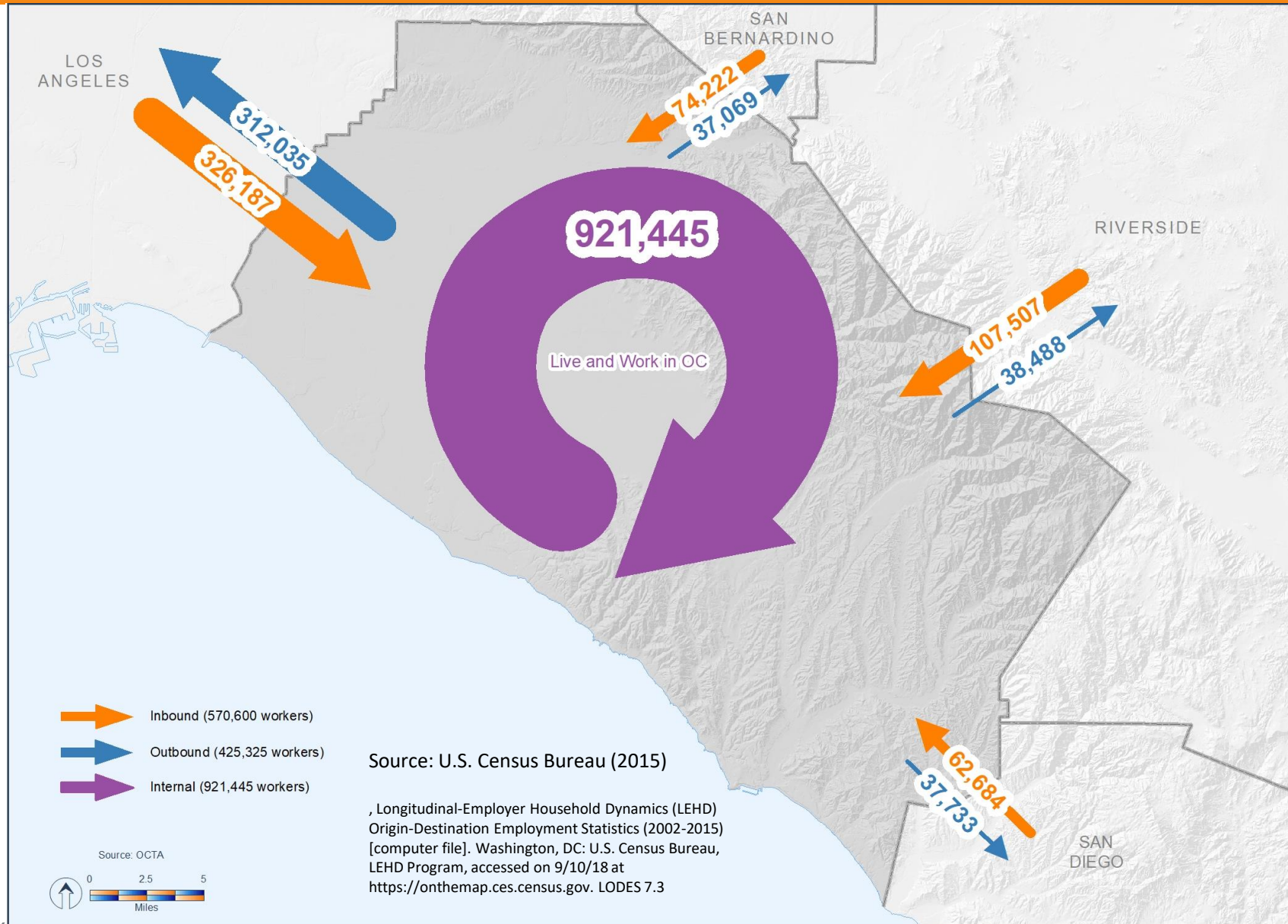


# 2040 High-Frequency Transit Network



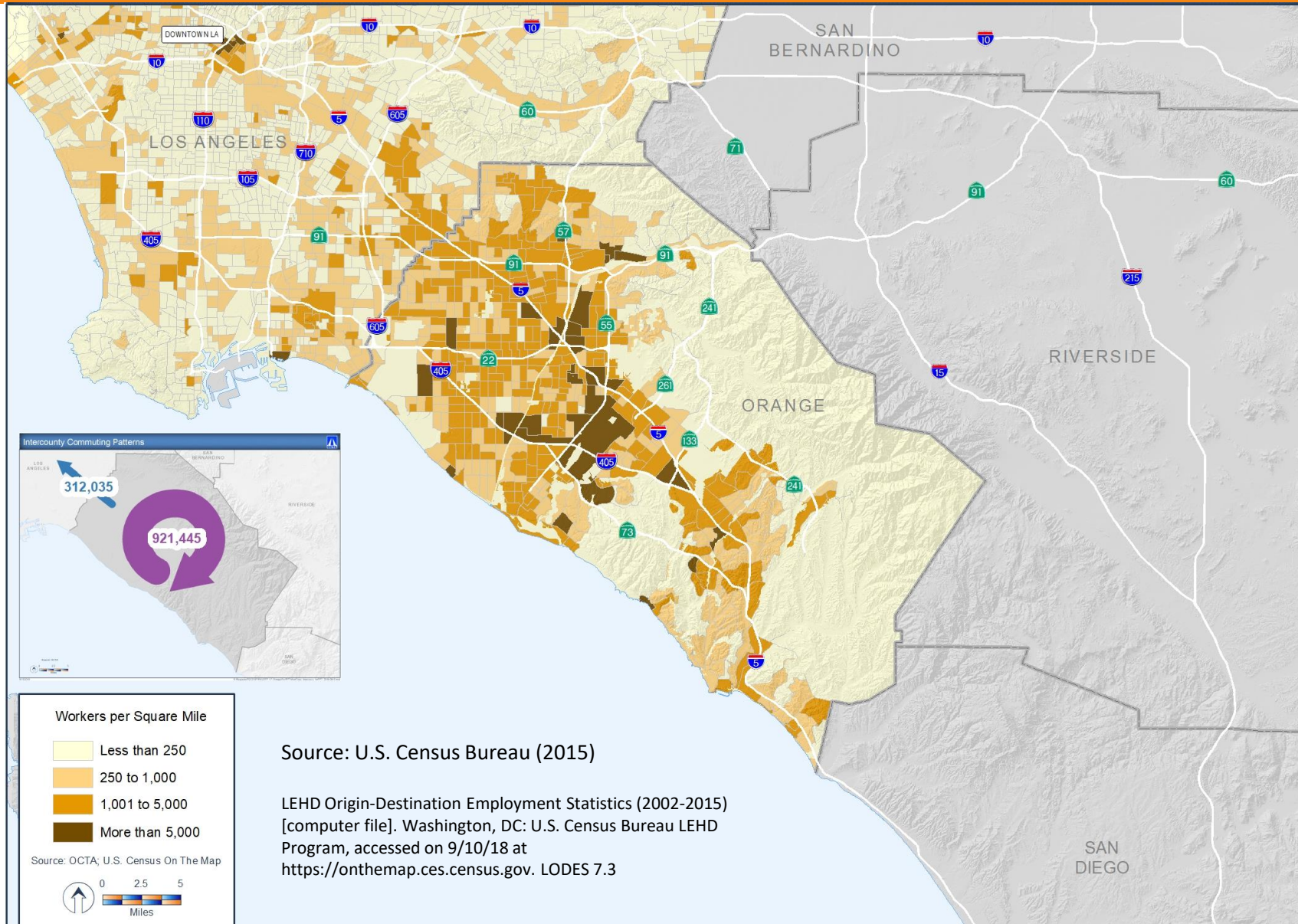


# 2015 Intercounty Commuting



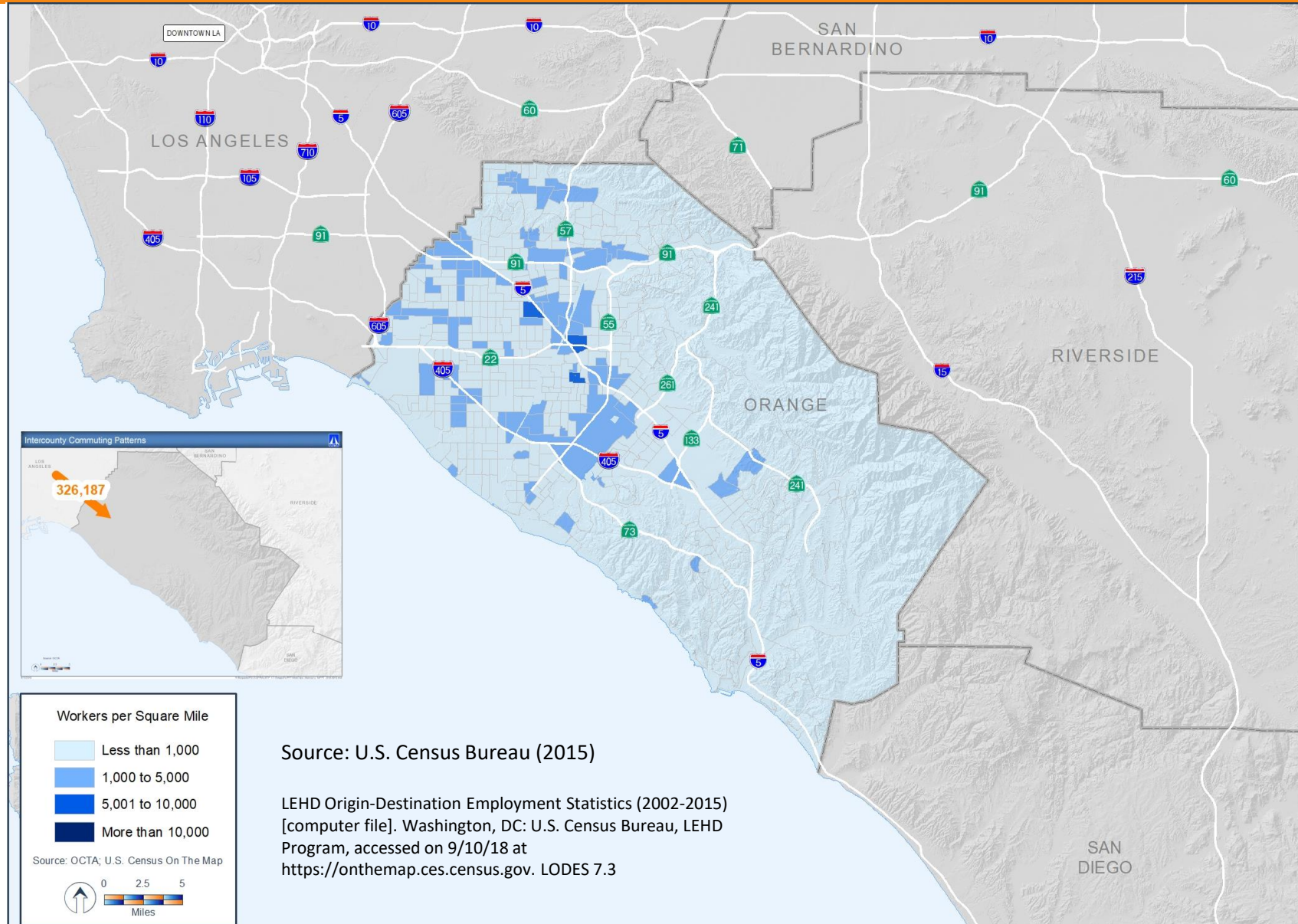


# 2015 Work Destinations of OC Residents to LA and within OC



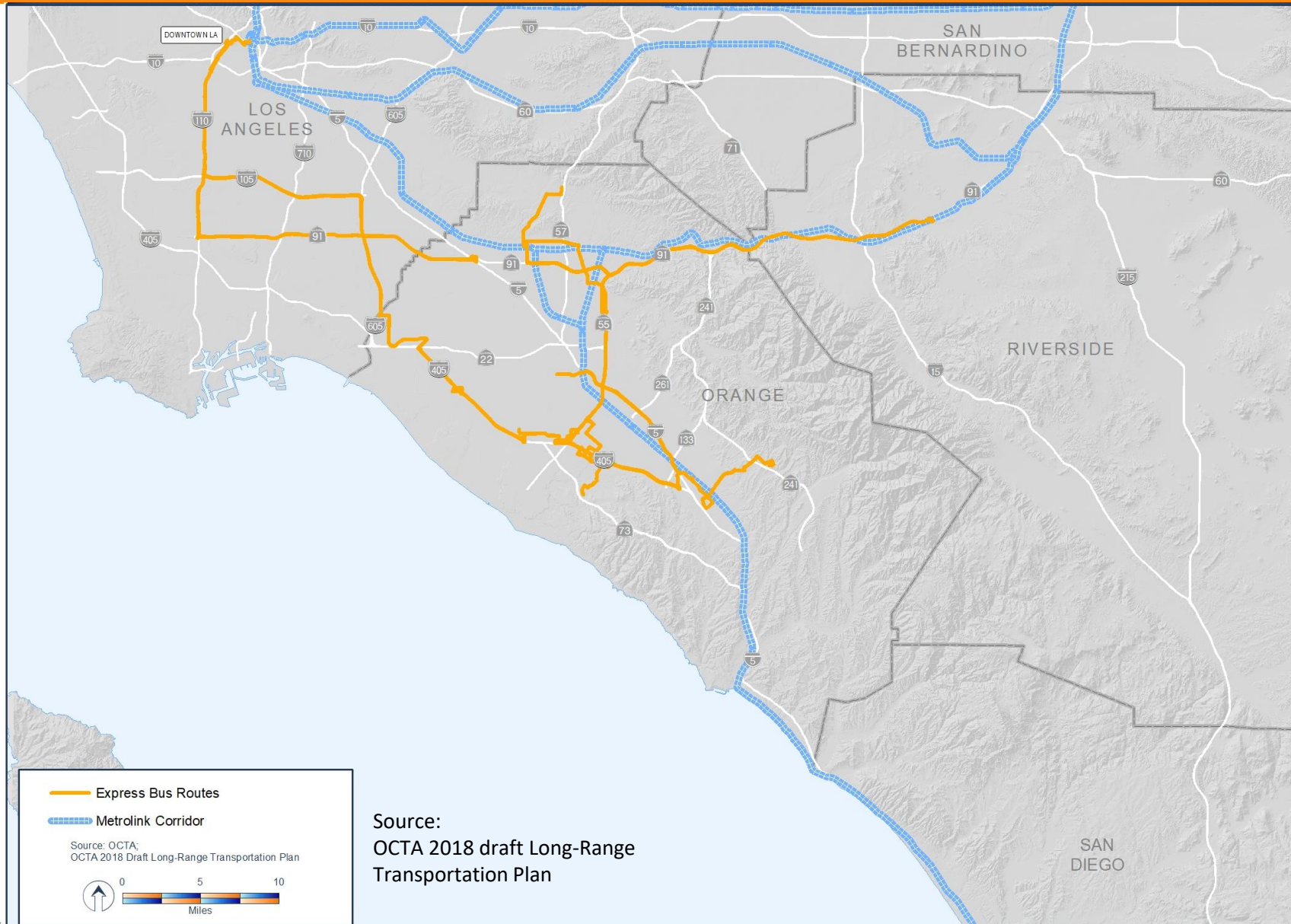


# 2015 Work Destinations of LA Residents to OC



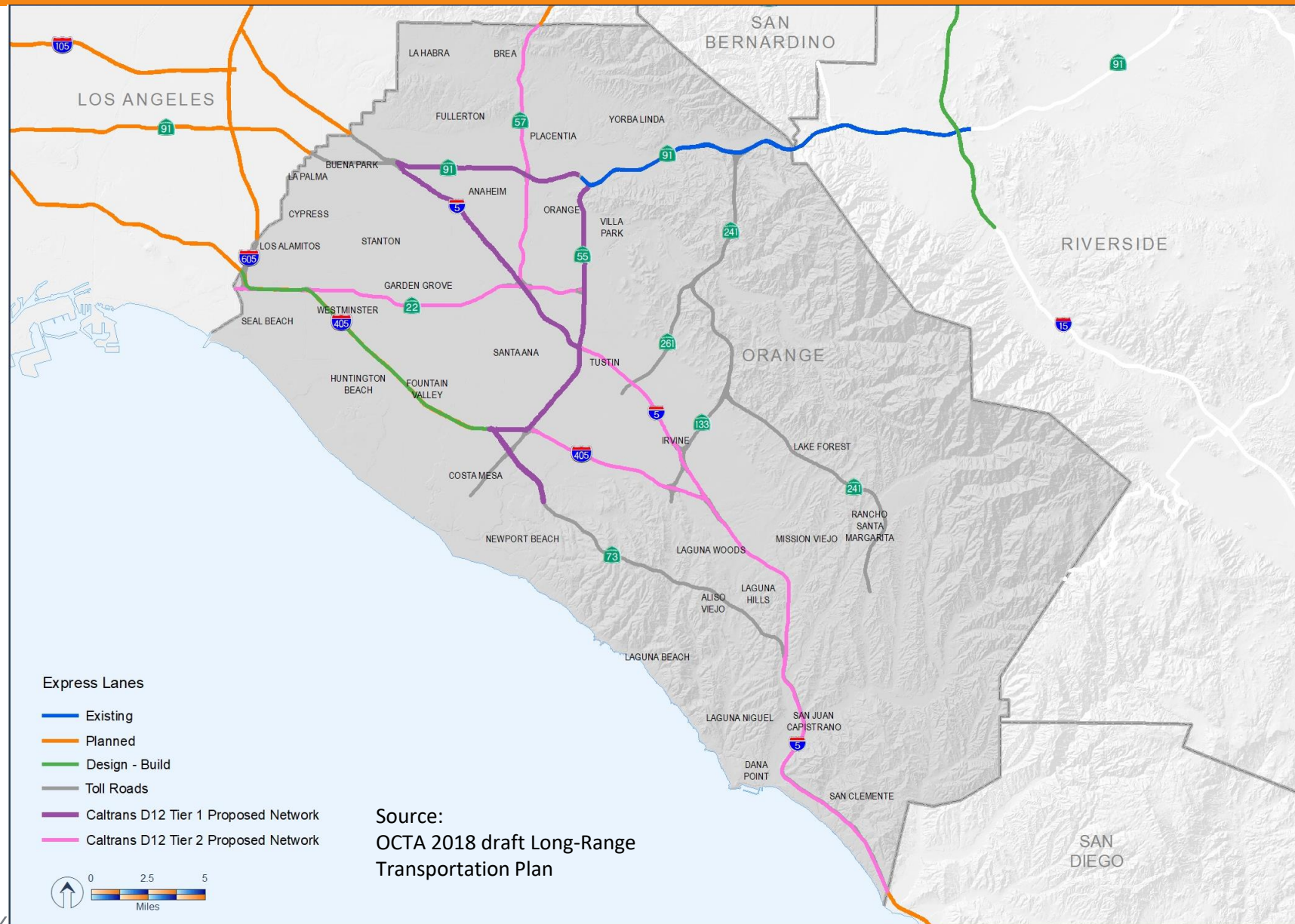


# Metrolink Rail and Express Bus Routes





# Regional Express Lanes Plans





# Intercounty Planning Areas

Planning Activity	Description
2020 RTP/SCS	Participate in the development of the 2020 RTP/SCS and initiate dialogue with SCAG and local jurisdictions.
2028 Olympics	Coordinate with Metro on preparations for the 2028 Olympics.
Metro Countywide ExpressLanes Strategic Plan	Continue dialogue with Metro and appropriate agencies to identify impacts to, and opportunities for, connectivity with Orange County's transportation network.
West Santa Ana Branch/ Pacific Electric Right-of-Way	Continue dialogue with Metro and appropriate agencies to identify impacts to, and opportunities for, connectivity with Orange County's transportation network.
Gold Line Eastern Extension – Phase 2	Continue dialogue with Metro and appropriate agencies to identify impacts to, and opportunities for, connectivity with Orange County's transportation network.
LOSSAN /Green Line Connection	Participate in SCAG's effort to identify impacts to and opportunities for connectivity. Metro is the lead agency for planning, constructing, and operating major transit capital investments in Los Angeles County such as this connection.
Managed Lane Studies	Identify operational enhancements to the HOV network, and criteria for potential expansion of priced managed lanes.
Corridor Studies and Improvements	Conduct studies evaluating the feasibility of multi-modal corridor enhancements.
Coordination with Regional Partner Agencies	Continue dialogue with SCAG, SANDAG, County Transportation Commissions, SCAQMD, Caltrans, and other regional agencies as needed to further inter-county connectivity.

RTP – Regional Transportation Plan  
 SCS – Sustainable Community Strategy  
 SCAG – Southern California Association of Governments  
 Metro – Los Angeles County Metropolitan Transportation Authority  
 LOSSAN – San Diego - Los Angeles - San Luis Obispo  
 HOV – High-Occupancy Vehicle  
 SANDAG – San Diego Association of Governments  
 SCAQMD – South Coast Air Quality Management District  
 Caltrans – California Department of Transportation

Source:  
 OCTA 2018 draft  
 Long-Range  
 Transportation Plan

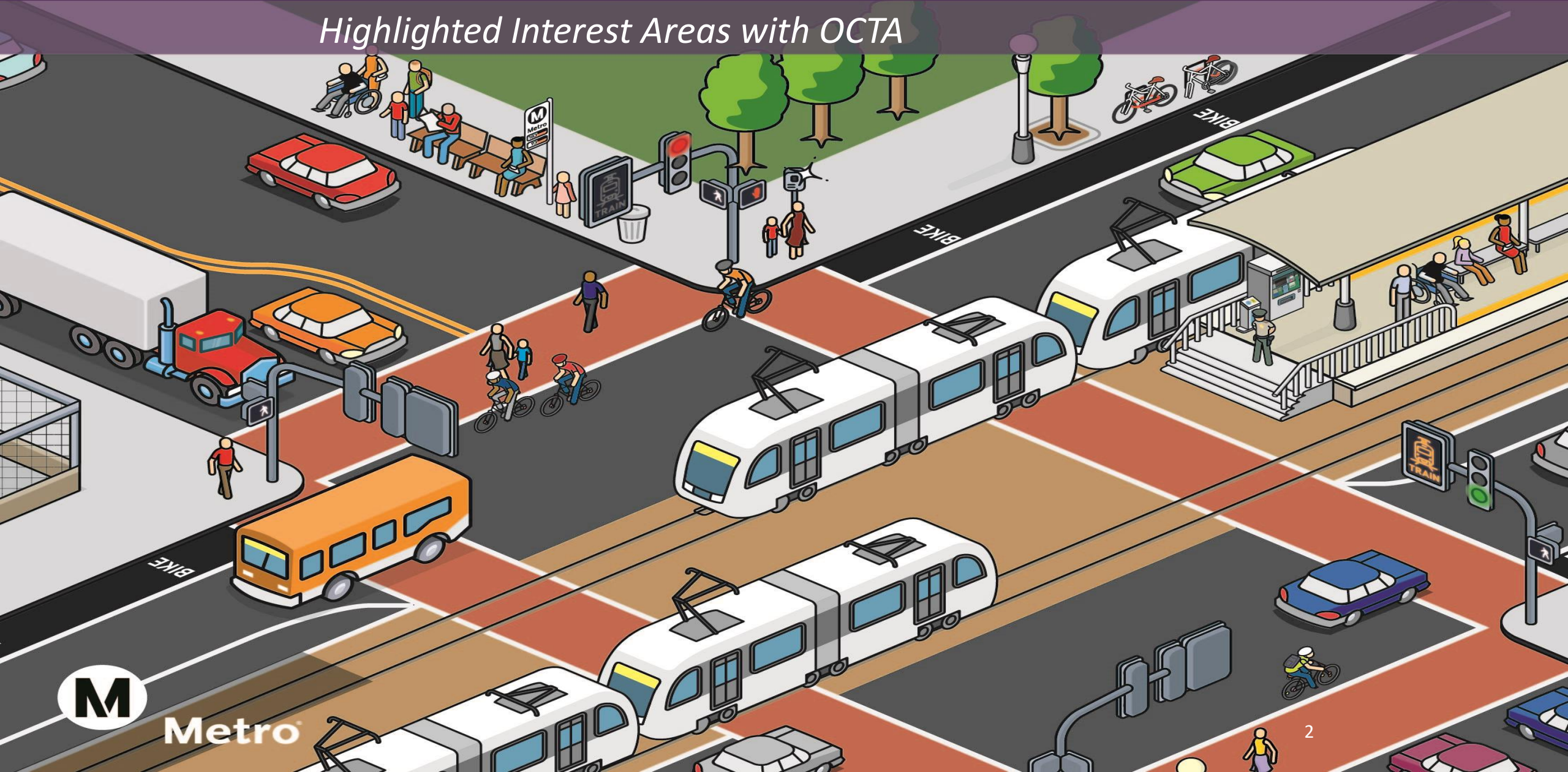


# Intercounty Planning Update



# LA Metro's Transportation Policy & Planning

*Highlighted Interest Areas with OCTA*



Metro



# Overview

- **Introduction**
- **Policy Initiatives**
  - Metro Vision 2028
  - Long Range Transportation Plan Update
  - Bus Rapid Transit Vision & Principles Study
  - Twenty-Eight by '28 Initiative
- **Future Transit Corridors**
  - West Santa Ana Branch
  - Gold Line Phase 2 Branched Extension
- **Interstate 5 Freeway Improvements**
- **ExpressLanes Strategic Plan**
- **Questions & Discussion**



# Introduction

- Advance regional multi-modal planning efforts
- Ensure transportation planning for region maximizes investments
- Regional and seamless benefits across county lines
- Partnership with Caltrans and SCAG
- Metro Board authorizes MOUs with OCTA and RCTC in July 2018



# Policy Initiatives

- Metro Vision 2028
- Long Range Transportation Plan Update
- BRT Vision & Principles Study
- Twenty-Eight by '28 Initiative



# Metro Vision 2028: Goals

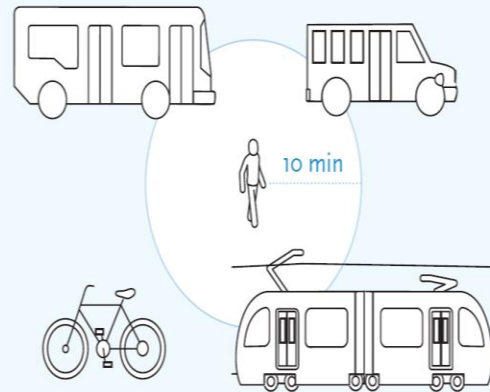
- GOAL **1** Provide high-quality mobility options that enable people to spend less time traveling
- GOAL **2** Deliver outstanding trip experiences for all users of the transportation system
- GOAL **3** Enhance communities and lives through mobility and access to opportunity
- GOAL **4** Transform LA County through regional collaboration and national leadership
- GOAL **5** Provide responsive, accountable, and trustworthy governance within the Metro organization



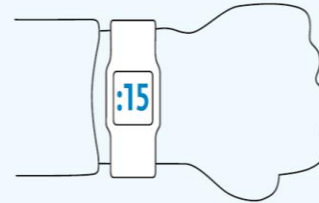
# Metro Vision 2028: Specific Outcomes

## Metro's Visionary Outcomes by 2028

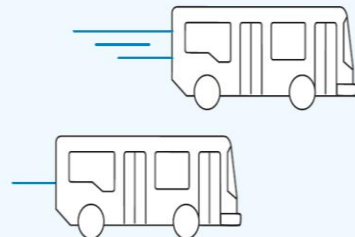
10-minute walk or roll to high-quality mobility options



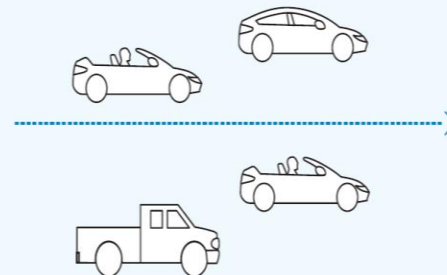
15-minute maximum wait, any time of day



30% faster bus speeds



Options to bypass congestion



Metro



# Long Range Transportation Plan Update

- Guided by Metro Vision 2028
- Passage of Measure M sets the stage for new, innovative Long Range Transportation Plan (LRTP)
- Address an ever-evolving county and priorities (e.g., equity)
- Fiscally constrained plan
- Close coordination with timing of SCAG's 2020 RTP/SCS Update

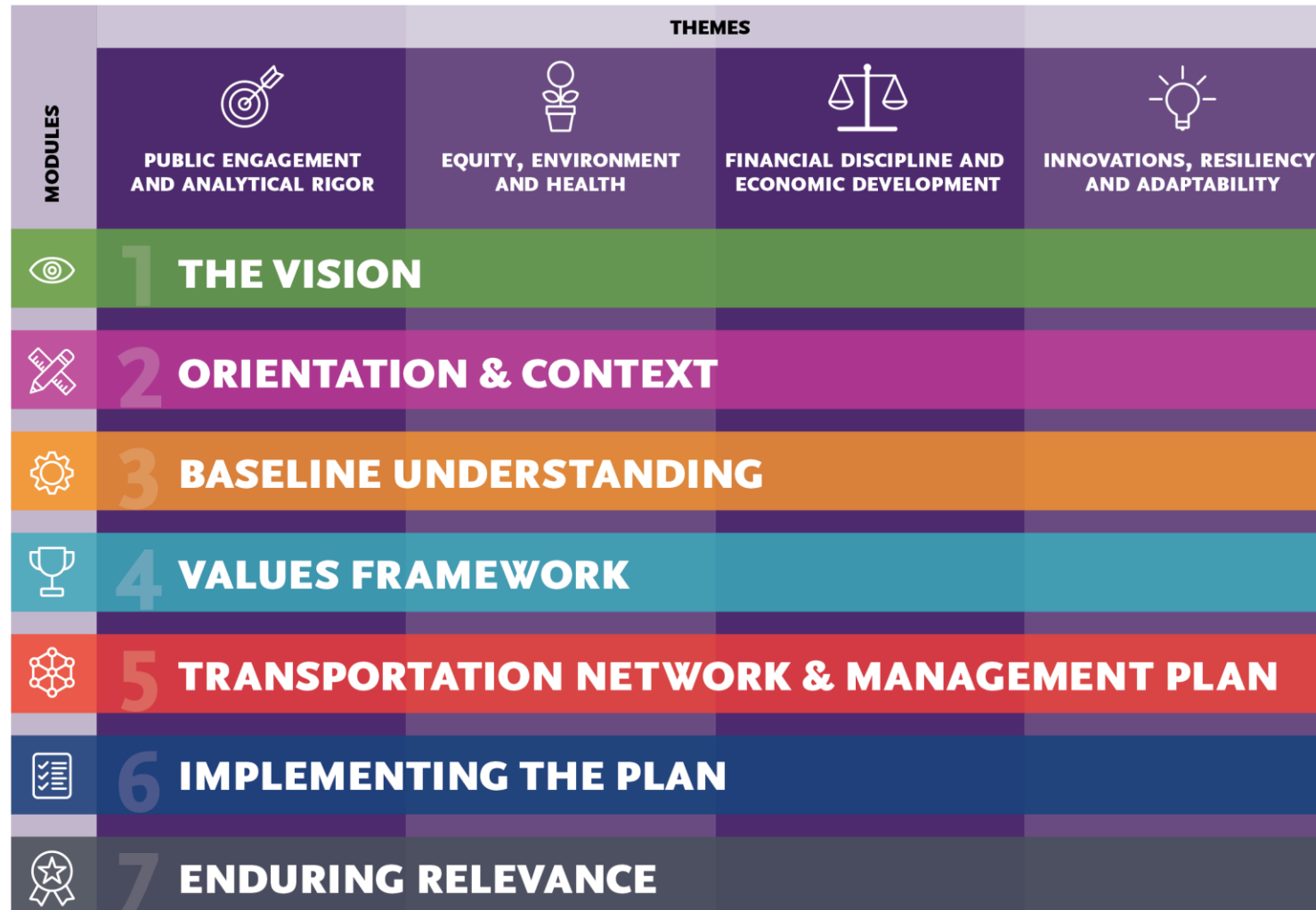




# Long Range Transportation Plan Framework

Los Angeles County Metropolitan Transportation Authority (Metro)

Near Term and...



...Long Range



M



# BRT Vision & Principles Study

- Metro Vision 2028 seeks additional BRT lines
- Measure M provides funding for specific and TBD lines
- Suggest potential network
- Establish design criteria



# The Twenty-Eight by '28 Initiative

- The 2028 Games is an opportunity to advocate for accelerated resources, to achieve early project delivery
- **By identifying projects with aspirational schedules alongside projects already planned to be delivered by 2028, the Board would be highlighting—but not committing—those projects for early project delivery**
- Inclusion on list does not supersede commitments made in Measure M





# Future Transit Corridors

- West Santa Ana Branch
- Eastside Phase 2 Extension: Whittier and South El Monte



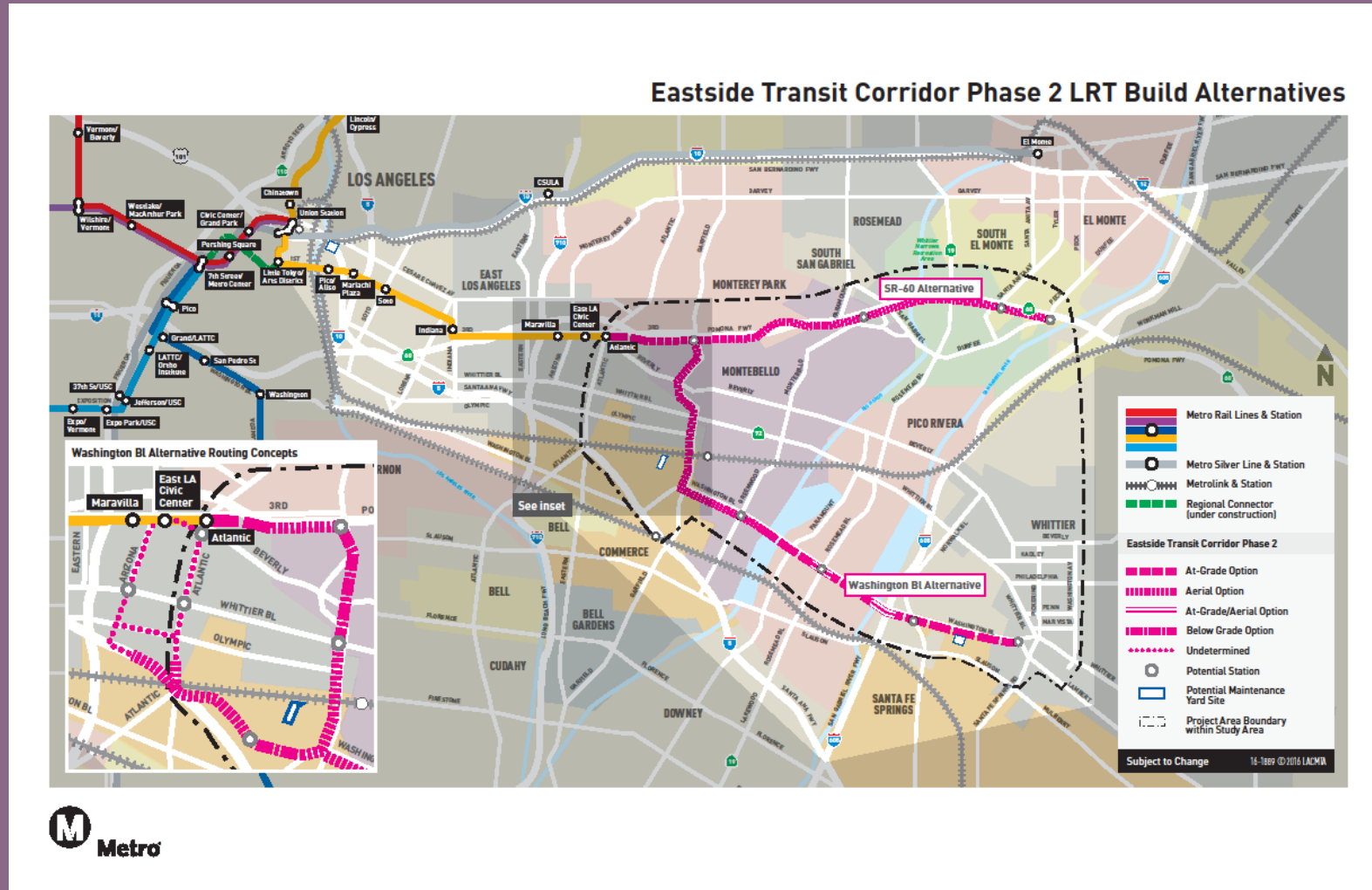
# West Santa Ana Branch Light Rail Transit



Metro



# Gold Line Phase 2 LRT Branched Extension: Whittier and South El Monte



Metro

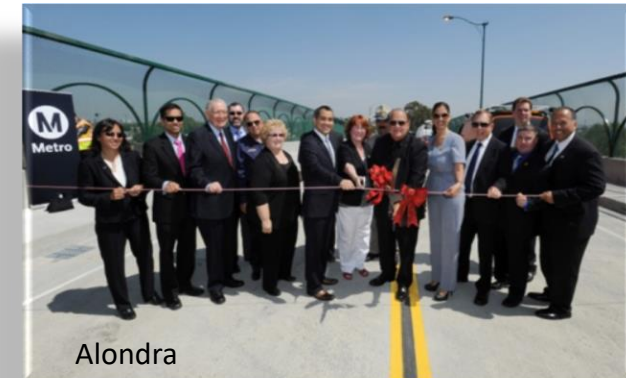


# Interstate 5 Freeway Improvements





# I-5 South Construction Projects



Gateway Cities Transportation Summit  
September 10, 2018



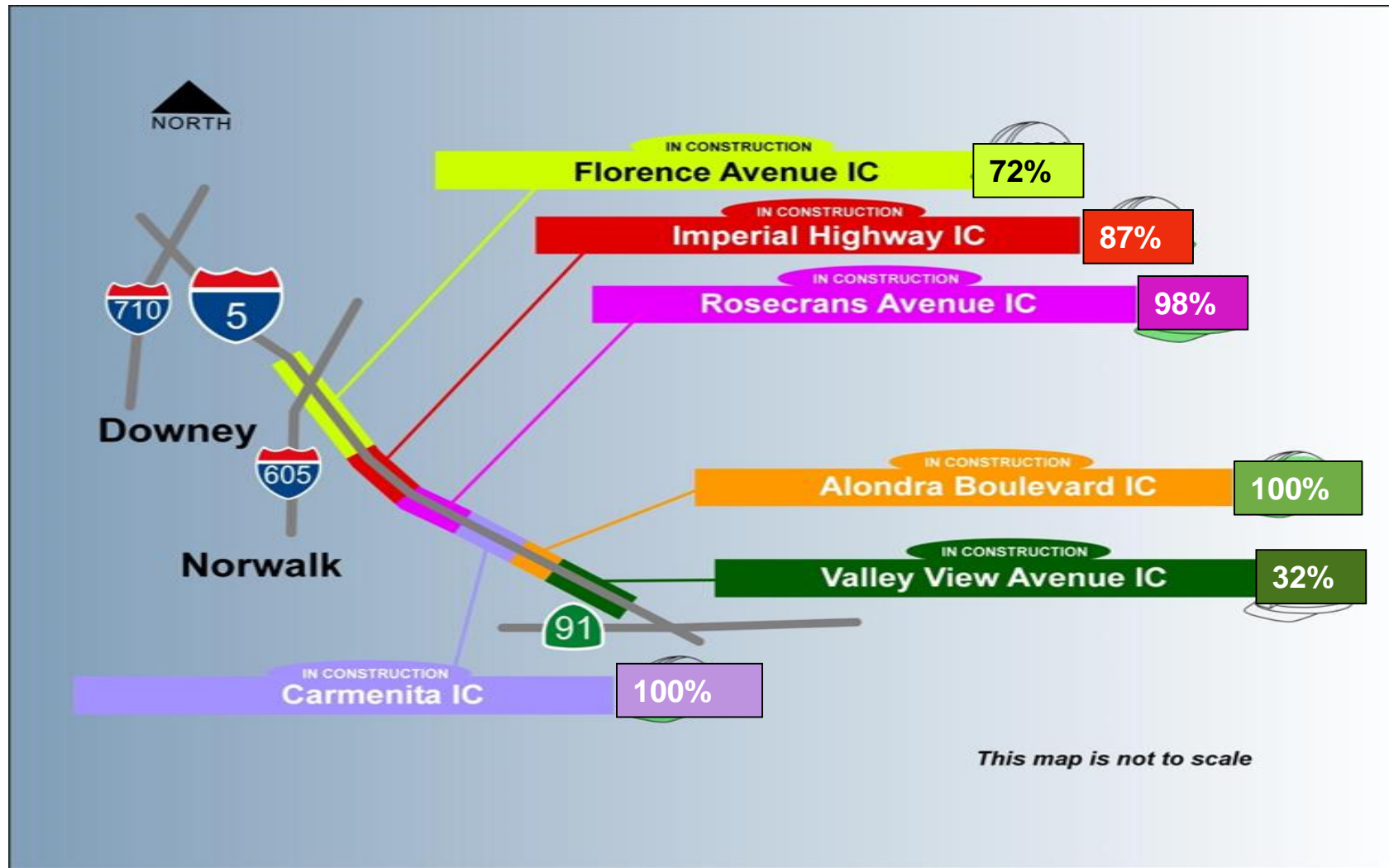
# I-5 South Construction Projects



- Improve access, efficiency, and integration of multi-modal transportation system
- Improve safety and system performance
- Substantially increase capacity to handle forecasted traffic demands
- Expand the HOV system along Interstate 5 from the Orange County line to I-605
- Enhance community sustainability and livability by improving air and noise quality



# I-5 South Construction Projects



September 10, 2018



# I-5 South Construction Projects



Segment	Length (Miles)	Scope of Work
Carmenita Rd. Interchange	1.5	<ul style="list-style-type: none"> <li>❖ Freeway widening to 10 lanes including an HOV lane in each direction</li> <li>❖ New 10-lane Carmenita bridge with a new railroad grade separation</li> <li>❖ Realignment of frontage roads: Firestone Boulevard, Freeway Drive, Carmenita Road, Arctic Circle, Molette Street and Excelsior Drive.</li> </ul>
Alondra Blvd (Segment 1) North Fork Coyote Creek to Marquardt Avenue	1	<ul style="list-style-type: none"> <li>❖ Freeway widening to 10 lanes including an HOV lane in each direction</li> <li>❖ Reconstruct Alondra Boulevard overcrossing bridge</li> </ul>
Valley View Ave (Segment 2) Artesia Boulevard to North Fork Coyote Creek	1	<ul style="list-style-type: none"> <li>❖ Freeway widening to 10 lanes including an HOV lane in each direction</li> <li>❖ Reconstruct Valley View Avenue Interchange</li> </ul>
Rosecrans Ave (Segment 3) Shoemaker Avenue to Silverbow Avenue	1	<ul style="list-style-type: none"> <li>❖ Freeway widening to 10 lanes including one HOV in each direction</li> <li>❖ Reconstruct Rosecrans and Bloomfield Avenue Bridges</li> </ul>
Imperial Hwy (Segment 4) Silverbow Avenue to Orr and Day Road	2	<ul style="list-style-type: none"> <li>❖ Freeway widening to 10 lanes including one HOV in each direction</li> <li>❖ Widen Imperial Highway, Pioneer Boulevard, and Norwalk Blvd bridges</li> </ul>
Florence Ave (Segment 5) Orr and Day Road overhead crossing to the San Gabriel River Freeway (Interstate 605) bridge	1	<ul style="list-style-type: none"> <li>❖ Freeway widening to 10 lanes including one HOV in each direction</li> <li>❖ Widen structures at Florence Avenue and Orr and Day Road and reconfigure Florence Avenue Interchange.</li> </ul>
	7.5	



# Intercounty Planning Update





# ***METRO EXPRESSLANES***

Orange and Los Angeles County  
Intercounty Planning Presentation  
October 1, 2018

Philbert Wong  
Senior Manager



**Metro**





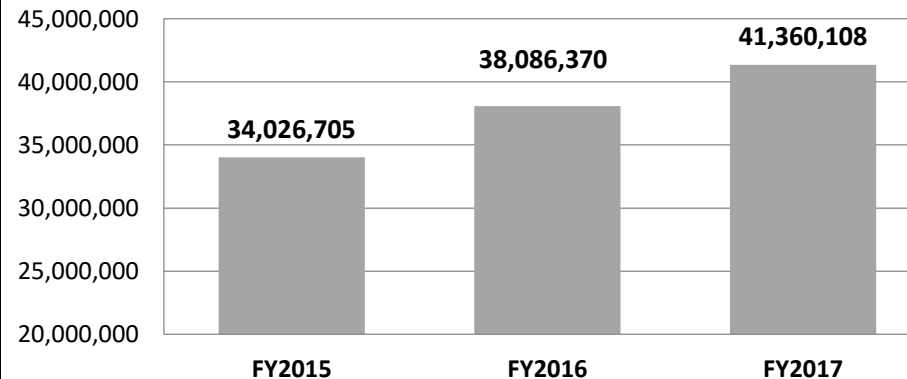
# ExpressLanes - Background



- Initiated as a one-year demonstration project to convert existing HOV lanes to ExpressLanes
  - > I-110 opened in November 2012
  - > I-10 opened in February 2013
- SOVs pay a toll at all times
  - Current toll range is \$0.10-\$2.00 per mile
- I-110 – HOV2+ is free
- I-10 – HOV3+ free during AM and PM peak, HOV 2+ free at all other times



**Total ExpressLanes Trips by Year**





# ExpressLanes Performance



## Average Travel Speeds in ExpressLanes– AM Peak (FY17)

- I-110 NB: 51.7
- I-10 WB: 54.4

## Average travel time savings – AM Peak (FY17)

- I-110 NB: 13.3 minutes
- I-10 WB: 15 minutes



**“Customer satisfaction remains high for Metro ExpressLanes...”**

## Metro ExpressLanes – 2018 Annual Customer Survey Report:

**Customer Responses - 81,748**

**Customer Satisfaction - 80%**

**Safety Satisfaction - 92.83 %**

**Satisfaction Higher than 2017**



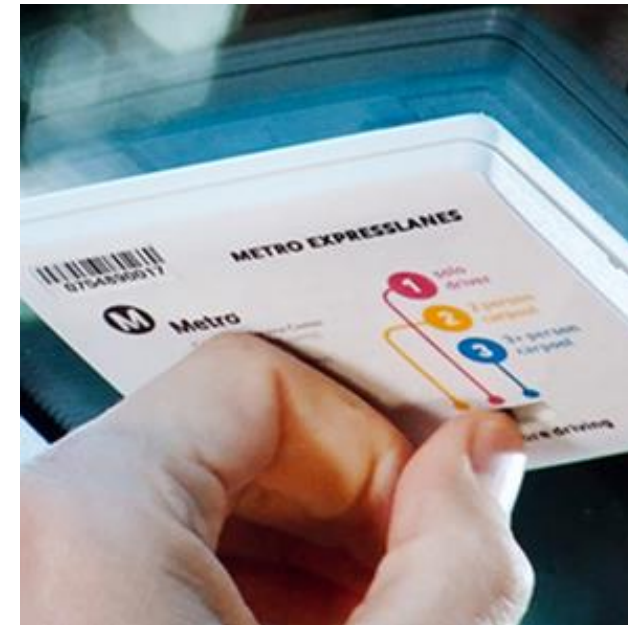
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## ExpressLanes - Benefits



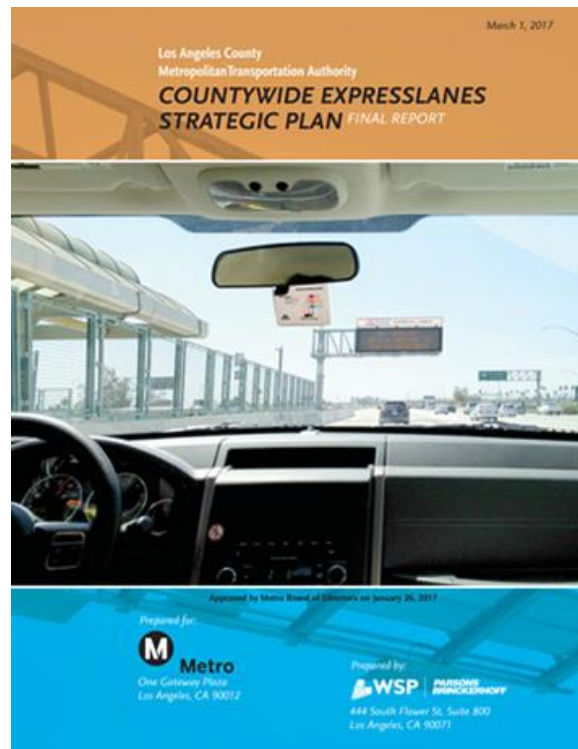
- > Provides travel choice to Single Occupant Vehicles
- > Improves trip reliability and travel times through active traffic management
- > Invests Net toll revenue to fund additional transit service and grants to cities in the corridor





# ExpressLanes Strategic Plan

## Network Expansion

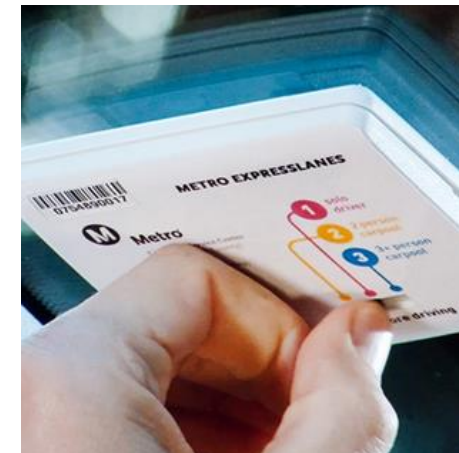


**Metro<sup>+</sup>**



# Next Steps

- Continue Collaborating
- Complete Planning and Environmental Studies
- Develop Funding Plan
- Obtain Tolling Authority from CTC
- Design/Construction



M





# MINUTES

## *Regional Planning and Highways Committee Meeting*

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### **Committee Members Present**

Mark A. Murphy, Chairman  
Barbara Delgleize, Vice Chair  
Shawn Nelson  
Miguel Pulido  
Michelle Steel

### **Staff Present**

Darrell E. Johnson, Chief Executive Officer  
Ken Phipps, Deputy Chief Executive Officer  
Laurena Weinert, Clerk of the Board  
Olga Prado, Assistant Clerk of the Board  
James Donich, General Counsel  
OCTA Staff and Members of the General Public

### **Committee Members Absent**

Lisa A. Bartlett  
Todd Spitzer

## **Call to Order**

The September 6, 2018 regular meeting of the Regional Planning and Highways Committee was called to order by Committee Chairman M. Murphy at 10:35 a.m.

## **Pledge of Allegiance**

Director Nelson 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 through 6)**

### **2. Approval of Minutes**

A motion was made by Director Nelson, seconded by Vice Chair Delgleize, and declared passed by those present, to approve the minutes of the Regional Planning and Highways Committee meeting of August 6, 2018.

Director Steel was not present to vote on this item.





### **3. 2019 Bicycle Corridor Improvement Program Call for Projects**

A motion was made by Director Nelson, seconded by Vice Chair Delgleize, and declared passed by those present, to:

- A. Approve the guidelines for the 2019 Bicycle Corridor Improvement Program call for projects.
- B. Authorize staff to issue the 2019 Bicycle Corridor Improvement Program call for projects using up to \$25 million in Congestion Mitigation and Air Quality Program funds.

Director Steel was not present to vote on this item.

### **4. Cooperative Agreements for Regional Traffic Signal Synchronization Program Projects**

A motion was made by Director Nelson, seconded by Vice Chair Delgleize, and declared passed by those present, to:

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-8-1797 for the Garden Grove Boulevard Regional Traffic Signal Synchronization Project, with an agency match of \$529,168.
- B. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-8-1798 for the Katella Avenue Regional Traffic Signal Synchronization Project, with an agency match of \$1,012,347.
- C. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-8-1799 for the Los Alisos Boulevard Regional Traffic Signal Synchronization Project, with an agency match of \$444,446.
- D. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-8-1800 for the Main Street Regional Traffic Signal Synchronization Project, with an agency match of \$764,544.

Director Steel was not present to vote on this item.





### **5. Consultant Selection for the Beach Boulevard Corridor Study**

A motion was made by Director Nelson, seconded by Vice Chair Delgleize, and declared passed by those present, to:

- A. Approve the selection of Kittelson & Associates, Inc. as the firm to conduct the Beach Boulevard Corridor Study.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1683 between the Orange County Transportation Authority and Kittelson & Associates, Inc., in the amount of \$439,999, for an 18-month term through April 30, 2020, to conduct the Beach Boulevard Corridor Study.

Director Steel was not present to vote on this item.

### **6. Comprehensive Transportation Funding Programs - Measure M2 Environmental Cleanup Program Revised 2018 Tier 1 Projects**

A motion was made by Director Nelson, seconded by Vice Chair Delgleize, and declared passed by those present, to approve the revised 2018 Tier 1 Environmental Cleanup Program programming recommendations to fund 12 projects, in the amount of \$2,460,363.

Director Steel was not present to vote on this item.

## **Regular Calendar**

### **7. Interstate 405 Improvement Project Update**

Jeff Mills, Program Manager, Interstate 405 Improvement Project, introduced Chris Boucly, Section Manager, Capital Projects Outreach, and provided a joint PowerPoint presentation for this item as follows:

Mr. Mills presented:

- Project Location and Key Features;
- Background;
- Project Update;
- Construction Update;
- Roadway Construction Look Ahead;





### **7. (Continued)**

- Upcoming Bridge Work; and
- Bridge Construction Map.

Mr. Boucly presented:

- Open House Meetings; and
- Neighborhood Meetings.

Vice Chair Delgleize complimented staff for its public outreach and inquired on the Bolsa Chica and Slater bridges and if staff will have additional public outreach meetings as a lot of residents from Huntington Beach and Fountain Valley use the Slater bridge.

Mr. Boucly responded that staff will have neighborhood meetings. In addition, he reported that staff will come back to the community approximately the middle of 2019 for larger discussions and to provide status updates on the project.

No action was taken on this receive and file information item.

### **8. Update on State Route 57 Northbound Improvement Project from Orangewood Avenue to Katella Avenue**

Niall Barrett, Program Manager of Highway Programs, provided a PowerPoint presentation for this item as follows:

- Project Improvements;
- Alternative 2;
- Alternative 2A;
- Alternative 2B;
- Project Benefits;
- Public Noticing and Outreach; and
- Environmental Phase Schedule.

Vice Chair Delgleize inquired if the public has indicated a preferred Alternative, and Mr. Barrett responded that there is no preferred alternative so far from the public.

Committee Chairman M. Murphy asked if there is a time for the October 25, 2018 Public Hearing/Open House, and Mr. Barrett responded that the Public Hearing will take place between 6:00 p.m. and 8:00 p.m.

No action was taken on this receive and file information item.





# MINUTES

## *Regional Planning and Highways Committee Meeting*

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### **9. Chief Executive Officer's Report**

Darrell E. Johnson, Chief Executive Officer reported on the following:

- Metrolink
  - Next Wednesday, September 12<sup>th</sup>, Metrolink will be hosting an event to honor and remember the lives that were lost and changed in the Chatsworth incident of September 12, 2008.
  - Following the ceremony, a memorial will be dedicated at the Los Angeles Union Station at the North Patio at 10:00 a.m.
- Orange County Transportation Authority (OCTA) Annual Rodeo
  - OCTA's Annual Rodeo will be held on Saturday, September 15<sup>th</sup> at 8:00 a.m. at the Santa Ana Base.
  - One Board Member has been practicing for the Executive competition and if any other Members wish to participate in any format, to please contact him.

### **10. Committee Members' Reports**

Director Steel thanked OCTA staff who met with the 2<sup>nd</sup> District and provided an updated on the Interstate 405 Improvement Project and OCTA's long term future.

### **11. Closed Session**

A Closed Session was not conducted at this meeting.





# MINUTES

## *Regional Planning and Highways Committee Meeting*

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### 12. Adjournment

The meeting adjourned at 10:55 a.m.

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, October 1, 2018**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

ATTEST

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Olga Prado  
Assistant Clerk of the Board

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Mark A. Murphy  
Committee Chairman





**October 1, 2018**

**To:** Regional Planning and Highways Committee

**From:** Darrell E. Johnson, Chief Executive Officer 

**Subject:** Active Transportation Program Local Project Prioritization Methodology

### **Overview**

On May 16, 2018, the California Transportation Commission adopted the 2019 Active Transportation Program Guidelines and issued a two-tiered call for bicycle and pedestrian projects. The State of California and the Southern California Association of Governments will administer the process. A proposal for the Orange County Transportation Authority to prioritize projects selected through the Southern California Association of Governments selection process is presented for Board of Directors' approval.

### **Recommendation**

Approve the Active Transportation Program local project prioritization methodology for the 2019 Active Transportation Program and future calls for projects.

### **Background**

The Active Transportation Program (ATP) was approved as part of SB 99 (Chapter 359, Statutes of 2013) on September 26, 2013, and includes federal and state funds for bicycle and pedestrian call for projects (call) statewide. The 2019 ATP call will provide funding for projects in fiscal years 2019-20 through 2022-23.

On May 16, 2018, the California Transportation Commission (CTC) adopted the 2019 ATP Guidelines (Guidelines) and issued a call. A fact sheet outlining the CTC Guidelines is provided in Attachment A.



The purpose of ATP is to encourage increased use of active (non-motorized) modes of transportation by achieving the following goals.

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals,
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

On July 31, 2018, Orange County agencies submitted applications to the state for the first tier of the call, with \$245 million in funding. A list of the Orange County project submittals is provided in Attachment B. Projects not selected in the first tier can be reconsidered for the second tier of the call through the Southern California Association of Governments (SCAG) project selection process, with \$13.962 million for Orange County projects.

On August 15, 2018, the CTC approved SCAG's 2019 regional project selection process, which adheres to the state guidelines and accepts the state established scoring for each project, with a few minor deviations, per SB 99.

- SCAG regional funds will be distributed to each county based on population, and will be programmed to the highest scoring projects up to the funding provided in each county, and
- Each county transportation commission may assign up to an additional 20 points to infrastructure and non-infrastructure projects, consistent with adopted local and regional plans.
- Planning projects that are not funded through the statewide call will be considered separately through the SCAG sustainability planning grants supplemental call, which is a separate process.

### ***Discussion***

The CTC Guidelines require the statewide call and the SCAG 2019 ATP regional project selection process to occur sequentially. The California Department of Transportation (Caltrans) will rank projects for the first tier of the call. The CTC is expected to approve and program funding for these projects in January 2019.



Projects in the SCAG region, which are not selected for the first tier are then considered for the second tier of funding through the SCAG regional project selection process. This process allows for local prioritization methodology developed by each of the county transportation commissions. By statute, the methodology must be based on adopted regional plans

On October 10, 2016, the OCTA Board of Directors (Board) approved the 2017 ATP project prioritization methodology to distribute up to ten points to projects for the previous call. Consistent with SCAG's guidelines, OCTA's approved local project prioritization methodology is based upon the project's inclusion in regional and local plans that focus on bicycle and pedestrian gap closures and corridors, local community needs related to activities such as Safe Routes to Schools, active transportation and complete streets. Staff is proposing to use the same methodology with the following changes, as shown in Attachment C:

- Total points to be assigned is proposed to be increased from ten to 20, consistent with the SCAG Regional Guidelines;
- Inclusion of OC Active, currently under development, is added as an alternative to the Orange County Commuter Bikeways Strategic Plan. This plan is expected to be completed by the end of 2018; and
- "Project is included in a local agency bicycle or pedestrian master plan or active transportation plan" is expanded to, "Project is included in a state or local agency bicycle or pedestrian master plan, active transportation plan, or complete streets plan." This change allows for more projects to be eligible for the points.

OCTA staff will work with local agencies to identify eligible plans that include the proposed projects and assign points consistent with the approved methodology.

#### **Next Steps**

With Board approval, staff will apply the methodology to assign points to the 2019 ATP projects. In order to meet SCAG's December 31, 2018 deadline for county transportation commission point assignments, staff will return to the Board for approval before the end of the calendar year.



***Summary***

Caltrans received 36 ATP applications from Orange County agencies, including Caltrans District 12, requesting \$221.659 million in ATP funds. Any Orange County project applications that do not receive statewide funding will be considered for funding in the SCAG regional project selection metropolitan planning organizations call (\$13.962 million for Orange County), along with the additional points to be assigned by OCTA to each application. Staff is proposing a revised project prioritization methodology for approval.

***Attachments***

- A. 2019 Active Transportation Program Fact Sheet
- B. 2019 Active Transportation Program, Orange County Projects (in 000's)
- C. Existing and Proposed Orange County Transportation Authority Active Transportation Program Project Prioritization Methodology

**Prepared by:**



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**Approved by:**



Kia Mortazavi  
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**2019 Active Transportation Program Fact Sheet****Background**

The Active Transportation Program (ATP) was created by SB 99 (Chapter 359, Statutes of 2013) and AB 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. Fifty percent of funds will be awarded on a statewide basis. Forty percent of funds will be awarded to large metropolitan planning organizations (MPO) with populations greater than 200,000. Ten percent of funds will be awarded to small and rural regions with populations less than 200,000.

The purpose of the ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals,
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

**Summary of Requirements**

Eligible Applicants	<ul style="list-style-type: none"> <li>• Orange County cities</li> <li>• County of Orange</li> <li>• Orange County Transportation Authority (OCTA)</li> <li>• California Department of Transportation (Caltrans)</li> <li>• Transit agencies</li> <li>• Schools and school districts</li> <li>• Public land and natural resource agencies</li> <li>• Tribal governments</li> <li>• Non-profits</li> </ul>
Projected Funding Estimate <sup>1</sup>	<ul style="list-style-type: none"> <li>• State and federal fund source</li> <li>• \$245 million – State of California call for projects (call)</li> <li>• \$53 million – Southern California Association of Governments (SCAG) call (estimated \$13.962 million to Orange County projects)</li> <li>• Funds must be programmed in fiscal years 2019-20 through 2022-23</li> <li>• \$250,000 minimum request (infrastructure projects)</li> <li>• 25 percent of funds to disadvantaged communities<sup>2</sup></li> <li>• No match required through statewide call</li> </ul>

<sup>1</sup> Projected fund estimate is based on SCAG funding targets.

<sup>2</sup> Disadvantaged community eligibility is determined based on one of the following criteria: census tract median income, Cal Enviro Screen score, and the National School Lunch Program.



## 2019 Active Transportation Program Fact Sheet

Eligible Projects	<p>Federally eligible projects selected through a competitive process:</p> <ul style="list-style-type: none"> <li>• Bicycle and/or pedestrian infrastructure projects, including environmental, design, right-of-way (ROW), and construction</li> <li>• Bicycle and/or pedestrian non-infrastructure projects, including education, enforcement, some planning activities, Safe Routes to Schools outreach</li> </ul>
Additional Requirements/ Considerations	<ul style="list-style-type: none"> <li>• A minimum of 25 percent of funds will be provided to disadvantaged communities</li> <li>• Qualified Conservation Corps partnership</li> <li>• Semi-annual reporting</li> <li>• Compliance with the National Environmental Policy Act, Caltrans ROW certification, and Federal Highways Administration authorization to proceed</li> </ul>
Timeline	<ul style="list-style-type: none"> <li>• May 17, 2018 – California Transportation Commission (CTC) 2019 ATP Cycle 3 Guidelines</li> <li>• May 17, 2018 – CTC issues call</li> <li>• July 31, 2018 – 2019 ATP applications due to CTC</li> <li>• October 1, 2018 – Local project prioritization methodology to the Regional Planning and Highways Committee for consideration</li> <li>• October 8, 2018 – Local project prioritization methodology to the Board of Directors (Board) for approval</li> <li>• November 5, 2018 – Local project prioritization point assignment to regional program to the Regional Planning and Highways Committee for consideration</li> <li>• November 12, 2018 – Local project prioritization point assignment to regional program (20 points) to the Board for approval</li> <li>• December 31, 2018 – deadline to submit OCTA point assignments to SCAG</li> <li>• December 31, 2018 – CTC staff recommendation for statewide and small urban and rural portions of the program posted</li> <li>• January 30, 2019 – CTC adopts statewide and rural/small urban component</li> <li>• January 31, 2019 – CTC distributes projects not programmed in statewide and rural/small urban components to SCAG</li> <li>• February 15, 2019 – deadline to submit MPO regional program of projects to CTC</li> <li>• June 26, 2019 – CTC adopts MPO selected projects</li> </ul>

### Additional Information

Caltrans ATP

<http://www.dot.ca.gov/hq/LocalPrograms/atp/>

SCAG ATP

<http://www.scag.ca.gov/programs/Pages/ActiveTransportation.aspx?opentab=1>



2019 Active Transportation Program  
Orange County Projects (in 000's)

Agency	Project	Total Request	PA&ED	PSE	ROW	CON	NI	Plan	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23
Anaheim	Nohl Ranch Open Space Trail	\$ 4,356	\$ -	\$ 289	\$ 386	\$ 3,651	\$ 30	\$ -	\$ 675	\$ -	\$ 3,681	\$ -
Anaheim	Citywide Safe Routes to Schools Sidewalk Gap Closure	\$ 4,149	\$ 104	\$ 550	\$ 424	\$ 3,021	\$ 50	\$ -	\$ 104	\$ 974	\$ 50	\$ 3,021
Caltrans	State Route 22 and Brookhurst Street Active Transportation Improvements	\$ 1,500	\$ 80	\$ 185	\$ 35	\$ 1,200	\$ -	\$ -	\$ 80	\$ 220	\$ -	\$ 1,200
Costa Mesa	Merrimac Way Multipurpose Street, Sidewalk and Bicycle Facility Project	\$ 1,105	\$ -	\$ -	\$ -	\$ 1,105	\$ -	\$ -	\$ 1,105	\$ -	\$ -	\$ -
Costa Mesa	Adams Avenue and Pinecreek Drive Intersection Project	\$ 950	\$ 25	\$ 100	\$ -	\$ 825	\$ -	\$ -	\$ 125	\$ 825	\$ -	\$ -
Costa Mesa	Adams Avenue Multipurpose Trail	\$ 2,998	\$ -	\$ -	\$ -	\$ 2,998	\$ -	\$ -	\$ 2,998	\$ -	\$ -	\$ -
Fullerton	Bridging the Gap: Bicycle and Pedestrian Facility Enhancements at State Route 57	\$ 11,217	\$ 203	\$ 892	\$ 34	\$ 10,088	\$ -	\$ -	\$ 203	\$ -	\$ 926	\$ 10,088
Irvine	Jeffrey Open Space Trail Interstate 5 Bicycle-Pedestrian Bridge	\$ 10,938	\$ -	\$ -	\$ -	\$ 10,938	\$ -	\$ -	\$ -	\$ -	\$ 10,938	\$ -
La Habra	Cities of La Habra and Brea, County Bikeway Loop Connection	\$ 28,642	\$ -	\$ 251	\$ 4,127	\$ 24,264	\$ -	\$ -	\$ 4,378	\$ 24,264	\$ -	\$ -
Laguna Beach	State Route 133 Bike and Pedestrian Lane Improvements	\$ 4,375	\$ 4,375	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,375	\$ -	\$ -	\$ -
Laguna Hills	La Paz Road Southerly Sidewalk Widening Safe Routes to Schools	\$ 909	\$ -	\$ -	\$ 111	\$ 798	\$ -	\$ -	\$ 111	\$ 798	\$ -	\$ -
Laguna Hills	La Paz Class 1 Bike and Walking/Hiking Trails Project	\$ 9,901	\$ 272	\$ 655	\$ -	\$ 8,974	\$ -	\$ -	\$ 272	\$ 655	\$ 8,974	\$ -
OCTA	Pacific Electric ROW Active Transportation Link	\$ 2,580	\$ 2,580	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,580	\$ -	\$ -	\$ -
OCTA	STEP Campaign	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ 500	\$ -	\$ -	\$ -
Orange	Santiago Creek Multipurpose Trail Extension	\$ 9,698	\$ 250	\$ 750	\$ 1,770	\$ 6,928	\$ -	\$ -	\$ 250	\$ 2,520	\$ -	\$ 6,928
Placentia	Old Town Placentia Multi-Modal Infrastructure Project	\$ 4,204	\$ 115	\$ 305	\$ -	\$ 3,784	\$ -	\$ -	\$ 115	\$ 305	\$ 3,784	\$ -
Santa Ana	1 Freemont Elementary and Spurgeon Intermediate Safe Routes to Schools	\$ 5,776	\$ 84	\$ 843	\$ -	\$ 4,849	\$ -	\$ -	\$ 927	\$ 4,849	\$ -	\$ -
Santa Ana	2 Carr Intermediate and Godinez High Safe Routes to Schools	\$ 1,849	\$ 27	\$ 270	\$ -	\$ 1,552	\$ -	\$ -	\$ 297	\$ 1,552	\$ -	\$ -
Santa Ana	3 Santa Ana High School and Heninger Elementary	\$ 6,887	\$ 101	\$ 1,005	\$ -	\$ 5,781	\$ -	\$ -	\$ 1,106	\$ 5,781	\$ -	\$ -
Santa Ana	4 Kennedy Elementary and Villa Fundamental Intermediate Safe Routes to Schools	\$ 1,482	\$ 23	\$ 168	\$ -	\$ 1,291	\$ -	\$ -	\$ 191	\$ 1,291	\$ -	\$ -
Santa Ana	5 New Monroe Elementary and Edison Elementary Safe Routes to Schools	\$ 6,475	\$ 95	\$ 945	\$ -	\$ 5,435	\$ -	\$ -	\$ 1,040	\$ 5,435	\$ -	\$ -
Santa Ana	6 Muir Fundamental Safe Routes to Schools	\$ 8,788	\$ 128	\$ 1,283	\$ -	\$ 7,377	\$ -	\$ -	\$ 1,411	\$ 7,377	\$ -	\$ -
Santa Ana	7 New Jefferson Elementary Safe Routes to Schools	\$ 4,444	\$ 65	\$ 649	\$ -	\$ 3,730	\$ -	\$ -	\$ 714	\$ 3,730	\$ -	\$ -
Santa Ana	8 5th Street Complete Streets	\$ 4,814	\$ 70	\$ 703	\$ -	\$ 4,041	\$ -	\$ -	\$ 773	\$ 4,041	\$ -	\$ -
Santa Ana	9 Bishop Street Complete Streets	\$ 4,824	\$ 70	\$ 704	\$ -	\$ 4,050	\$ -	\$ -	\$ 774	\$ 4,050	\$ -	\$ -
Santa Ana	10 McFadden Avenue Complete Streets	\$ 6,999	\$ 102	\$ 1,022	\$ -	\$ 5,875	\$ -	\$ -	\$ 1,124	\$ 5,875	\$ -	\$ -
Santa Ana	11 Orange Avenue Complete Streets	\$ 5,774	\$ 84	\$ 843	\$ -	\$ 4,847	\$ -	\$ -	\$ 927	\$ 4,847	\$ -	\$ -
Santa Ana	12 Raitt Street Complete Streets	\$ 5,013	\$ 73	\$ 732	\$ -	\$ 4,208	\$ -	\$ -	\$ 805	\$ 4,208	\$ -	\$ -
Santa Ana	13 St Andrews Place Complete Streets	\$ 2,072	\$ 30	\$ 303	\$ -	\$ 1,739	\$ -	\$ -	\$ 333	\$ 1,739	\$ -	\$ -
Santa Ana	14 Standard Avenue Complete Streets	\$ 7,000	\$ 102	\$ 1,173	\$ -	\$ 5,725	\$ -	\$ -	\$ 1,275	\$ 5,725	\$ -	\$ -
Santa Ana	15 Central Santa Ana Complete Streets	\$ 36,923	\$ 538	\$ 5,382	\$ -	\$ 31,003	\$ -	\$ -	\$ 5,920	\$ 31,003	\$ -	\$ -
Santa Ana	16 Safe Mobility Santa Ana	\$ 5,282	\$ 77	\$ 771	\$ -	\$ 4,434	\$ -	\$ -	\$ 848	\$ 4,434	\$ -	\$ -
Santa Ana	17 Ross Street Complete Streets	\$ 2,925	\$ 42	\$ 463	\$ -	\$ 2,420	\$ -	\$ -	\$ 505	\$ 2,420	\$ -	\$ -
Santa Ana	18 Memory Lane Bikeway	\$ 3,523	\$ 51	\$ 557	\$ -	\$ 2,915	\$ -	\$ -	\$ 608	\$ 2,915	\$ -	\$ -
Stanton	Stanton Rails to Trails Project	\$ 2,555	\$ -	\$ 230	\$ 64	\$ 2,261	\$ -	\$ -	\$ 2,555	\$ -	\$ -	\$ -
Westminster	Westminster Citywide Safe Routes to Schools Master Plan	\$ 232	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 232	\$ 232	\$ -	\$ -	\$ -
TOTAL	36 projects	\$ 221,659	\$ 9,766	\$ 22,023	\$ 6,951	\$ 182,107	\$ 580	\$ 232	\$ 40,236	\$ 131,833	\$ 28,353	\$ 21,237

Acronyms  
PA&ED - Project Approvals and Environmental Document  
PSE - Plans, Specifications, and Engineering  
ROW - Right-of-Way  
CON - Construction  
NI - Non-Infrastructure  
FY - Fiscal Year  
STEP - Safe Travels Education Program



**Existing and Proposed Orange County Transportation Authority  
Active Transportation Program Project Prioritization Methodology**

On October 10, 2016, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved a local prioritization methodology to prioritize projects submitted for Active Transportation Program (ATP) funding, consistent with plans adopted by local and regional governments within the county. Prioritization of ATP projects is also consistent with Board direction through the state and federal programming guidelines for bicycle projects that list a project's readiness as a priority for funding. For the 2019 ATP and future cycles, staff is proposing to use the same methodology with the following changes:

- Total points to be assigned are proposed to increase from ten to 20, consistent with the Southern California Association of Governments (SCAG) call for projects;
- Providing points to projects included in OC Active, currently under development; and
- "Project is included in a local agency bicycle or pedestrian master plan or active transportation plan" is expanded to "Project is included in a state or local agency bicycle or pedestrian master plan, active transportation plan, or complete streets plan."

<b>Plan</b>	<b>Approved<sup>1</sup> (Maximum of Ten Points)</b>	<b>Proposed<sup>2</sup> (Maximum of 20 Points)</b>
A planned bikeway in the Orange County Commuter Bikeways Strategic Plan (or OC Active currently under preparation)	5	10
Project is included in the Orange County district bikeway strategies	5	10
Project is included in the OCTA non-motorized Metrolink Accessibility Strategy	5	10
Project is a sidewalk on the Master Plan of Arterial Highways	5	5
Project is included in a state or local agency bicycle or pedestrian master plan, active transportation plan, or complete streets plan	3	5
Project is included in a local Safe Routes to Schools Plan	2	5
Project is included in a specific plan or corridor plan	2	2
Project is included in local agency general plan or circulation element	1	2

<sup>1</sup> Per the SCAG guidelines, through the 2017 ATP, the maximum points that can be assigned by the county transportation commission is ten points. These local prioritization points were added to the score provided by the state.

<sup>2</sup> Per the SCAG guidelines, through the 2019 ATP, the maximum points that can be assigned by the county transportation commission is 20 points. These local prioritization points will be added to the score provided by the state.



## **Existing and Proposed Orange County Transportation Authority Active Transportation Program Project Prioritization Methodology**

The plans that are referenced above were developed consistent with OCTA's mission to develop and implement transportation solutions to enhance the quality of life and keep Orange County moving. The projects included in the plans tend to focus on gap closure and regional bike corridors. Further, they are the most directly relevant plans that have been developed in Orange County which meet the goals of the state ATP.

OCTA-led projects will be eligible for the additional points in the same manner as the local agency projects. The regional plans listed in the methodology were developed in coordination with all the local Orange County agencies. Basing the assignment of points solely upon a project being included in various regional and local plans that focus on gap closures, community issues, Safe Routes to Schools, and regional bicycle and pedestrian corridors, ensures that projects submitted by OCTA can receive equitable consideration.

### **Disadvantaged Communities Methodology**


To maximize funding for Orange County projects, staff will evaluate the points assigned to each project to confirm that 25 percent of the regional funding goes to projects that will benefit disadvantaged communities as required by SB 99 (Chapter 359, Statutes of 2013). Staff will consider reprioritization of points to projects if the highest scoring projects in Orange County do not meet the requirement.





**October 1, 2018**

**To:** Regional Planning and Highways Committee

**From:** Darrell E. Johnson, Chief Executive Officer 

**Subject:** Grant Award for the Pedestrian and Bicycle Safety Program

### **Overview**

The California Office of Traffic Safety awarded the Orange County Transportation Authority \$75,000 in competitive Pedestrian and Bicycle Safety Grant Program funding. The grant award will support implementation of bicycle and pedestrian education classes, which are intended to raise public awareness of safe pedestrian and bicycling practices.

### **Recommendation**

Adopt Orange County Transportation Authority Resolution No. 2018-120 authorizing the Chief Executive Officer, or designee, to accept the State of California Office of Traffic Safety award, and to negotiate and execute grant-related agreements and documents with the California Office of Traffic Safety.

### **Background**

The California Office of Traffic Safety (OTS) makes grants available to local and state public agencies for programs that help enforce traffic laws, educate the public about traffic safety, and provide varied and effective means of reducing fatalities, injuries, and economic losses stemming from collisions. Best practice strategies are developed to reduce the number of persons affected in crashes involving pedestrians and bicyclists. The strategies typically include classroom education, bicycle rodeos, community events, presentations, and workshops.

In 2017, OTS awarded the Orange County Transportation Authority (OCTA) \$75,000 in Pedestrian and Bicycle Safety Program funding for a similar effort which funded classroom instruction and bicycle skills training, distribution of bicycle lights, helmets, reflectors for pedestrians, and training of safety instructors.



In October 2017, OTS released a statewide competitive call for projects, which made available \$25 million in federal and state funding. In response to this opportunity, OCTA submitted two proposals. One proposal requested \$100,000 to lead bicycle safety education classes, and the other requested \$200,000 to create bicycle and pedestrian safety videos.

***Discussion***

OTS awarded OCTA \$75,000 of the \$100,000 requested in Pedestrian and Bicycle Safety Grant Program Project (Project) funds to lead bicycle and pedestrian safety education classes, distribute safety materials, and conduct community traffic skills classes. OCTA staff worked with OTS to revise the scope of the Project to meet the reduced level of funding provided. OTS did not fund the Bicycle and Pedestrian Safety Video Project portion of the submitted grant (\$200,000) due to new OTS policies in place that will not support funding media and marketing efforts.

With the current award, OCTA will develop and implement bicycle safety education classes to raise public awareness of safe bicycling and pedestrian practices. The OTS grant award will fully fund the Project and does not require a local match contribution or cost-sharing arrangement. The Project will take approximately 12 months to complete.

OCTA Board of Directors Resolution No. 2018-120 is presented for consideration (Attachment A). OCTA has similar authorizing resolutions on file with OTS and other grant agencies, including the Federal Transit Administration, State of California Governor's Office of Emergency Services, and California Department of Transportation.

***Summary***

OTS awarded OCTA \$75,000 to develop and implement bicycle safety education classes to raise public awareness of safe bicycling and pedestrian practices, and reduce injuries involving bicyclists and pedestrians. An authorizing resolution to accept the grant award and enter into grant-related agreements with the OTS is presented for adoption as required by the grant program.



***Attachment***

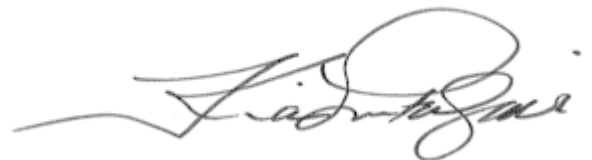
- A. Resolution No. 2018-120 of the Orange County Transportation Authority,  
2018 California Office of Traffic Safety Grant Program Authorization

**Prepared by:**



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**Approved by:**



Kia Mortazavi  
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**RESOLUTION 2018-120  
OF THE  
ORANGE COUNTY TRANSPORTATION AUTHORITY**

**2018 CALIFORNIA OFFICE OF TRAFFIC SAFETY GRANT PROGRAM  
AUTHORIZATION**

**WHEREAS**, the California Office of Traffic Safety makes available grant funds to local and state public agencies for programs that help enforce traffic laws and educate the public in traffic safety to reduce fatalities, injuries, and economic losses from collisions, and;

**WHEREAS**, the Orange County Transportation Authority applied for, and was awarded, grant funds to support implementation of bicycle and pedestrian education classes as an eligible grantee of the California Office of Traffic Safety, and;

**WHEREAS**, the California Office of Traffic Safety requires the grantee to certify, by resolution, the acceptance of awarded grant funds and authority to enter into and execute grant-related agreements;

**THEREFORE, BE IT RESOLVED** that the Orange County Transportation Authority Board of Directors authorizes the Chief Executive Officer, or designee, to file and execute grant applications and agreements, certifications, assurances, and other documents for and on behalf of the Orange County Transportation Authority with the California Office of Traffic Safety.

ADOPTED, SIGNED, AND APPROVED this \_\_\_\_\_ day of \_\_\_\_\_, 2018.

AYES:

NOES:

ABSENT:

ATTEST:

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Laurena Weinert  
Clerk of the Board

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Lisa A. Bartlett, Chairwoman  
Orange County Transportation Authority





**October 1, 2018**

**To:** Regional Planning and Highways Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** Cooperative Agreement with the California Department of Transportation for the Interstate 5 Widening Project Between State Route 73 and Oso Parkway

### **Overview**

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation for construction capital and construction management support services for Segment 1 of the Interstate 5 widening project between State Route 73 and Oso Parkway.

### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-8-1960 between the Orange County Transportation Authority and California Department of Transportation, in the amount of \$133,289,000, comprised of a construction capital share of \$112,008,000, and a construction management services share of \$21,281,000, for Segment 1 of the Interstate 5 widening project between State Route 73 and Oso Parkway.

### **Discussion**

The Orange County Transportation Authority (OCTA), in partnership with the California Department of Transportation (Caltrans), is implementing the Interstate 5 (I-5) widening project between State Route 73 (SR-73) and El Toro Road (Project). The Project is part of Projects C and D in the Measure M2 (M2) freeway program and is being advanced through the updated Next 10 Delivery Plan approved by the OCTA Board of Directors (Board) in November 2017.

The Project will add general purpose lanes in each direction on I-5 between Avery Parkway and Alicia Parkway, extend the second high-occupancy vehicle lane from El Toro Road to Alicia Parkway in each direction, re-establish existing auxiliary lanes, and construct new auxiliary lanes at various locations. In



addition, the Project will reconstruct the Avery Parkway and La Paz Road interchanges, improve several existing on- and off-ramps, and convert existing and proposed carpool lanes to continuous access.

Final design for the Project is nearing completion in three segments with the following Project limits:

- Segment 1 extends from SR-73 to south of Oso Parkway
- Segment 2 extends from south of Oso Parkway to south of Alicia Parkway
- Segment 3 extends from south of Alicia Parkway to El Toro Road

On July 14, 2014, the Board authorized Cooperative Agreement No. C-4-1667 with Caltrans to provide oversight of the plans, specifications, and estimates, and to advertise and award the construction contracts for the Project. On October 12, 2015, the Board authorized Cooperative Agreement No. C-5-3661 with Caltrans to complete the Project's right-of-way acquisition. OCTA and Caltrans propose to enter into a cooperative agreement to define the specific roles and funding responsibilities for each agency to provide the construction capital and construction management support services for Segment 1, between SR-73 and Oso Parkway.

Bid documents for Segment 1 are being prepared for the construction contract, which is expected to be advertised by mid-2019. The total construction capital funding previously approved by the Board and required for Segment 1 is \$112,008,000, comprised of \$15,340,000 in Local Partnership Program (LPP) funds, \$65,171,000 in State Transportation Improvement Program (STIP) funds, and \$31,497,000 in M2 funds. The total construction support funding for the Project is \$21,281,000, comprised of \$3,984,000 in Surface Transportation Block Grant (STBG) funds, \$8,564,000 in STIP, \$2,902,000 in LPP funds, and \$5,831,000 in M2 funds.

As the implementing agency for construction of the Project, Caltrans will be responsible for advertisement, solicitation, award, approval, and administration of the construction contract. Under the proposed cooperative agreement, Caltrans and OCTA have agreed to share in the construction management support services for the Project.

Caltrans, as the construction phase implementing agency, will provide the resident engineer and structures representative, and minimal other field personnel, along with construction administrative support and environmental and paleontology monitoring for the Project, at an estimated cost of \$11,466,000, comprised of \$2,902,000 in LPP funds, and \$8,564,000 in STIP funds. Caltrans will draw down these state funds directly. OCTA will retain a consultant firm to



**Cooperative Agreement with the California Department of Transportation for the Interstate 5 Widening Project Between State Route 73 and Oso Parkway** **Page 3**

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augment Caltrans field staff with electrical, structural and roadway inspection, office engineering, materials testing, and claims support services. OCTA's consultant will also provide a field office to house construction staff on the Project. The total estimated cost of OCTA consultant construction support is \$9,815,000, comprised of \$3,984,000 in federal STBG funds, and \$5,831,000 in M2 funds. Through separate contracts, OCTA will lead the public outreach and freeway service patrol efforts.

**Fiscal Impact**

The Project will be included in the OCTA Fiscal Year (FY) 2019-20 Budget and subsequent FYs budget, Capital Programs Division, accounts 0017-9084-FC102-06W and 0017-9085-FC102-06W, and will be funded with a combination of federal, state, and local funds.

**Summary**

Staff requests Board approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-8-1960 between OCTA and Caltrans, in the amount of \$133,289,000, comprised of a construction capital share of \$112,008,000, and a construction management services share of \$21,281,000, for Segment 1 of the Project.

**Attachment**

None.

**Prepared by:**



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**Approved by:**



James G. Beil, P.E.  
Executive Director, Capital Programs  
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**October 1, 2018**

**To:** Regional Planning and Highways Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** Contract Change Order for Additional Design and Construction Efforts for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

### **Overview**

On November 14, 2016, the Orange County Transportation Authority Board of Directors approved Agreement No. C-5-3843 with OC 405 Partners, a joint venture, for the design and construction of the Interstate 405 Improvement Project between State Route 73 and Interstate 605. A contract change order is required for additional design and construction efforts related to bridge width standards in the cities of Fountain Valley, Huntington Beach, and Westminster, right-of-way changes that minimize impacts to property owners, implementation of a revised design concept at the Ellis Avenue on-ramp to southbound Interstate 405, and other miscellaneous items.

### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 13 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$8,560,556, for additional design and construction efforts for the Interstate 405 Improvement Project between State Route 73 and Interstate 605.

### **Discussion**

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans), is implementing the Interstate 405 (I-405) Improvement Project between State Route 73 (SR-73) and Interstate 605 (I-605) (Project). The Project will add one general purpose lane from Euclid Street to I-605, consistent with Measure M2 (M2) Project K, and will add an additional lane in each direction that would combine with the existing high-occupancy vehicle lane to provide dual express lanes in



**Contract Change Order for Additional Design and Construction Efforts for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605** Page 2

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each direction on I-405 from SR-73 to I-605, otherwise known as the 405 Express Lanes.

On November 14, 2016, the OCTA Board of Directors (Board) approved Agreement No. C-5-3843 with OC 405 Partners (OC405), a joint venture, for the design and construction of the Project. The contract was executed and Notice to Proceed (NTP) No. 1 was issued to OC405 on January 31, 2017. NTP No. 2, for the full design and construction of the Project, was issued to OC405 on July 27, 2017.

A contract change order (CCO) is required for additional design and construction efforts related to several changes to the contract that have been identified in the 20 months since the contract was executed with OC405. These changes are summarized in the table below and then described in more detail.

<b>Change Description</b>	<b>Dollar Amount</b>
Cities of Fountain Valley, Huntington Beach, and Westminster (City) bridge widths	\$ 4,865,564
Construction changes to minimize right-of-way (ROW) impacts	\$ 2,134,436
Revised design concept at Ellis Avenue on-ramp to southbound I-405	\$ 1,138,228
SR-73 overhead sign structures	\$ 112,152
Sendero Apartments left-turn pocket on Magnolia Street	\$ 33,947
Newland Street waterline extension	\$ 211,928
Signal improvements at Ellis Avenue/Bushard Street	\$ 64,301
<b>Total</b>	<b>\$ 8,560,556</b>

#### City Bridge Widths

The contract documents provided OC405 with documents and standards by which to design the Project. This included documents and design standards for the six City bridges that have no ramp connections to the freeway. These bridges are Ward Street, Slater Avenue, Bushard Street, Newland Street, McFadden Avenue, and Edwards Street.

The contract documents included some inconsistencies regarding the appropriate width of these six City bridges. For instance, the contract documents assigned the American Association of State Highway and Transportation Officials (AASHTO) standards as the governing standard for these six City bridges. In some cases, AASHTO allows narrower bridges than OCTA intended for these bridges, and OC405 included the narrower bridges in its bid.



The M2 ordinance requires that these bridges be built to the ultimate Master Plan of Arterial Highways width. As such, a directive letter was sent to OC405 requiring the ultimate bridge width, which resulted in additional time and effort to redesign each of the six City bridges to match the larger width requirement. The changed design for the wider bridges also requires additional time, labor, and materials during construction.

#### **Construction Changes to Minimize ROW Impacts**

The contract documents provided OC405 with documents reflecting the planned ROW limits and property interests to be made available for each parcel. As typically done in a design-build (DB) project, staff continued to examine the ROW impacts associated with the parcels identified in the contract documents after contract execution. In a DB project, the design is progressed after contract execution and the ROW limits are refined as necessary. The review identified 77 parcels for which adjusting the ROW interests or limits could minimize or eliminate ROW impacts to property owners for a majority of the parcels. Project staff analyzed the adjusted ROW limits to confirm that OC405 would continue to have sufficient ROW to construct the Project. As a result, OC405 needed to alter its construction operations in certain locations to adjust to these ROW changes.

Although OCTA will have to compensate OC405 for impact costs due to reduced ROW limits available to construct the Project, this cost is more than offset by a reduction in ROW capital acquisition costs anticipated to be significantly more than \$10 million.

#### **Revised Design Concept at Ellis Avenue On-Ramp to Southbound I-405**

The original design concept in the contract documents proposed a new on-ramp bridge over the Santa Ana River from eastbound Ellis Avenue to southbound I-405. The original design concept also included improvements to the south side of Ellis Avenue, including the relocation of the entrance to the Orange County Sanitation District (OCSD) property. These improvements would have required property rights to be acquired from the OCSD. Due to impacts identified by OCSD to its facilities, an alternative ramp design was developed by OCTA to provide similar traffic operational benefits on Ellis Avenue without impacts to OCSD property. The alternative ramp design eliminates the new on-ramp bridge and reconstructs the existing Ellis Avenue on-ramp to southbound I-405 in the same location in which it currently exists. On November 15, 2017, OCTA issued a directive letter to OC405 to implement the alternative ramp design.

The total cost negotiations with OC405 related to the alternative ramp design have not been completed since negotiations for construction impacts have not



concluded. However, the contract documents allow design and construction costs to be covered by separate CCOs. OCTA staff has worked with OC405 to reach agreement on the design costs only. Since design efforts have been underway since November 2017, staff proposes to execute a CCO for design cost impacts only, as allowed by the contract documents, in the amount of \$1,138,228. Staff will prioritize working with OC405 to determine the construction cost impacts which will be addressed through a separate future CCO.

Although OCTA will have to compensate OC405 for the noted design costs due to the revised design concept at this location, this cost is more than offset by a reduction in ROW capital acquisition costs of over \$15 million.

#### **SR-73 Overhead Sign Structure**

The Manual on Uniform Traffic Control Devices (MUTCD), a Project standard, requires advance warning signs to be placed at a sufficient distance from the off-ramp to provide motorists sufficient time and space to make a decision and maneuver appropriately. At one location in the Project corridor, there was insufficient ROW to construct an overhead sign along the northbound SR-73 for the Harbor Boulevard off-ramp pursuant to MUTCD requirements.

A solution was developed and then approved by Caltrans to build a new sign bridge at the existing Fairview Avenue advanced warning sign location that would combine the signs needed for Harbor Boulevard, Fairview Avenue, and I-405. This solution will avoid ROW impacts; however, this solution includes out-of-scope costs for additional design work, existing Fairview Avenue sign demolition, and additional construction costs for the new sign bridge.

#### **Sendero Apartments Left-Turn Pocket on Magnolia Street**

The property owner and the City of Huntington Beach requested to preserve the existing left-turn access from northbound Magnolia Street to the Sendero Apartments.

The contract documents required OC405 to extend the dual left-turn pockets on southbound Magnolia Street at the intersection with Warner Avenue, which would eliminate any room to preserve the left-turn pocket into Sendero Apartments. After further traffic analysis was performed and agreed to with the City of Huntington Beach, OCTA directed OC405 to include (preserve) the left-turn pocket into Sendero Apartments and shorten the extension of the dual left-turn pockets at the Magnolia Street intersection with Warner Avenue. This resulted in additional design and construction costs for OC405.



#### Newland Street Waterline Extension

The contract documents showed a City of Fountain Valley waterline in Newland Street ending at Barry Place. The City of Fountain Valley informed OCTA that OC405's proposed relocation design consistent with the contract documents would cause additional stress on its system at Barry Place due to the existing pipe sizes at that intersection. The Barry Place system was not designed to handle the flow from the larger newly relocated system on Newland Street. OCTA directed OC405 to extend the waterline on Newland Street approximately 300 feet to connect to a larger system in Heil Avenue. This resulted in additional design and construction costs for OC405 due to the extension of the waterline, a more complex tie-in to the Heil Avenue system, and more complex traffic control strategies at the intersection of Heil Avenue and Newland Street due to significantly higher traffic volumes at this location.

#### Signal Improvements at Ellis Avenue/Bushard Street

The City of Fountain Valley required protected/permissive left-turn pocket signal heads at the intersection of Ellis Avenue and Bushard Street related to the approval of the Transportation Management Plan (TMP) for the Project. This was not included in the contract documents, but deemed appropriate as part of the TMP.

#### ***Procurement Approach***

The procurement was handled in accordance with the best-value selection process authorized by AB 401 (Chapter 586, Statutes of 2013) for DB projects, and with OCTA's Board-approved procedures for public works projects, which conform to both federal and state requirements. On November 14, 2016, OCTA approved Agreement No. C-5-3843 with OC405 for the design and construction of the Project through a DB contract.

Board approval is required for this proposed CCO, in the amount of \$8,560,556, to provide compensation to OC405 for the additional design and construction efforts related to the aforementioned out-of-scope efforts.

Attachment A lists the CCOs that have been executed to date, and the pending CCOs that are currently under negotiation with OC405.



**Contract Change Order for Additional Design and Construction    Page 6**  
**Efforts for the Interstate 405 Improvement Project Between**  
**State Route 73 and Interstate 605**

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**Fiscal Impact**

The cost for the additional design and construction efforts described in CCO No. 13 is funded from the Project contingency and will not increase the total Project estimate of \$1.9 billion. The amendment amount is offset by a reduction in ROW capital acquisition costs anticipated to be more than \$25 million. The funding for this work was approved in OCTA's Fiscal Year 2017-18 Budget, Capital Programs Division, accounts 0017-9084-FK101-0GM and 0037-9017-A9510-0GM, and is funded with a combination of federal, state, and local funds. M2 funds will be used for improvements specific to M2 Project K, and non-M2 funds will be used for improvements specific to the 405 Express Lanes.

**Summary**

Staff recommends Board of Directors' authorization for the Chief Executive Officer to negotiate and execute Contract Change Order No. 13 to Agreement No. C-5-3843 with OC 405 Partners, a joint venture, in the amount of \$8,560,556, for additional design and construction efforts for the Interstate 405 Improvement Project between State Route 73 and Interstate 605.

**Attachment**

A.     OC 405 Partners, Agreement No. C-5-3843, Contract Change Order Log

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**OC 405 Partners  
Agreement No. C-5-3843  
Contract Change Order Log**

<b>Contract Change Order (CCO) No.</b>	<b>Title</b>	<b>Status</b>	<b>Date Executed</b>	<b>Cost</b>
001	Technical Provisions – Execution Version	Approved	06/14/2017	\$0.00
002	Notice to Proceed No. 1 Payment Cap Increase and Substantial Completion Deadline Modifications	Approved	06/21/2017	\$0.00
003	Extra Maintenance Work (Provisional Sum)	Approved	07/28/2017	\$200,000.00
003.1	Amendment to Change Order to Add Additional Funds for Extra Maintenance Work	Pending		\$1,300,000.00
004	Design-Builder Personnel Changes (Appendices 7 and 23)	Approved	12/20/2017	\$0.00
005	Dispute Review Board (Provisional Sum)	Approved	9/13/2017	\$50,000.00
006	Partnering (Provisional Sum)	Approved	9/13/2017	\$50,000.00
007	Implementation of California Department of Transportation (Caltrans) Guidance on Six-Inch Wide Longitudinal Traffic Lines and Non-Reflective Raised Pavement Markers	Approved	3/15/2018	\$0.00
008	Collection and Disposal of Unknown Hazardous Materials (Provisional Sum)	Pending		\$100,000.00
009	Repair of Caltrans' Fiber Optic Line	Approved	5/16/2018	\$31,753.69
010	Five Project Funding Identification Signs (Provisional Sum)	Approved	7/2/2018	\$32,644.25
011	Revised Right-of-Way (ROW) Availability Date of Caltrans Parcel No. 102919 Used By Mike Thompson's RV Super Store	Approved	6/28/2018	\$0.00
012	Credit to OCTA for Elimination of the Street Widening Improvements Along Eastbound Edinger Avenue	Pending		<b>-\$237,982.39</b>



013	Additional Design and Construction Cost Compensation Related to: City Bridge Width; Construction Changes to Minimize ROW Impacts; Revised Design Concept at Ellis Avenue On-Ramp to Southbound I-405; State Route 73 Overhead Sign Structures; Sendero Apartments Left-Turn Pocket on Magnolia Street; Newland Street Waterline Extension; and Signal Improvements at Ellis Avenue/ Bushard Street	Pending		\$8,560,556.00
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Original Contract Price	\$1,217,065,000.00
Contingency Fund	<u>\$98,935,000.00</u>
Total Contract Allotment	\$1,316,000,000.00

Subtotal Approved CCO	\$364,397.94
Subtotal Pending CCOs	<u>\$9,722,573.61</u>
Total CCOs	\$10,086,971.55

Proposed Revised Contract Price	\$1,227,151,971.55
Remaining Contingency Fund	\$88,848,028.45





**October 1, 2018**

**To:** Regional Planning and Highways Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** Amendment to Agreement for Additional Program Management Consultant Services for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

### **Overview**

On March 3, 2014, the Orange County Transportation Authority entered into an agreement with Parsons Transportation Group, Inc., to provide program management consultant services for the Interstate 405 Improvement Project between State Route 73 and Interstate 605. An amendment to the existing agreement is needed for additional support services for the Interstate 405 Improvement Project, as well as the 91 Express Lanes combined toll procurements and contracts.

### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 18 to Agreement No. C-2-1513 between the Orange County Transportation Authority and Parsons Transportation Group, Inc., in the amount of \$39,762,000, for additional program management consultant services for the Interstate 405 Improvement Project between State Route 73 and Interstate 605. The amendment will increase the maximum cumulative obligation of the agreement to a total contract value of \$132,802,186.

### **Discussion**

On March 4, 2013, the Orange County Transportation Authority (OCTA) entered into an agreement with Parsons Transportation Group, Inc., (Parsons), to provide program management consultant (PMC) services to support OCTA in the implementation of the Interstate 405 Improvement Project between State Route 73 and Interstate 605 (Project). As part of the services provided under this agreement, Parsons has been assisting with the development, procurement, and oversight of the design-build (DB) contract. These services include project management and administration, design services and preliminary project development, right-of-way (ROW) support services, DB procurement,



toll procurements and contracts, third-party agreements, and oversight of DB construction.

On November 14, 2016, the OCTA Board of Directors (Board) awarded the DB contract to OC 405 Partners, a joint venture (OC405). OCTA executed the DB contract with OC405 and issued Notice to Proceed (NTP) No. 1 on January 31, 2017. On July 27, 2017, OCTA issued NTP No. 2 to OC405. NTP No. 2 was a full NTP for all activities, including construction.

A number of activities are ongoing as the final design continues and construction has been initiated. The final design is approximately 70 percent complete overall. OC405 began construction on March 6, 2018. Initial construction activities included restriping portions of the freeway, setting up concrete barriers on the outside of the freeway to protect work areas, tree removals, and rough grading activities. More significant roadway construction activities, such as paving operations, are anticipated to begin later this fall. Beginning with the closure and demolition of the McFadden Avenue bridge last month, the bridge construction will continue to ramp up this fall.

To support OCTA in procuring and managing the DB contract, OCTA procured the services of a PMC several years prior to hiring the DB contractor. The original PMC agreement's level of effort was estimated and included very limited efforts for certain scope items, as these were not fully developed or understood at the time of the original agreement. At this time, staff has a better understanding of the level of effort needed for the PMC to effectively provide the program management support necessary for successful delivery of the Project.

The original scope of work (SOW) considered limited PMC support for project management, construction management, and contract compliance to address contractual items such as response to, and resolution of, potential claims, cost estimating, processing of change orders, and overall contract compliance. Based on the change resolution process outlined in the contract, OC405 has filed a high number of potential change orders beyond what was originally anticipated in determining the original PMC level of effort. PMC support of OCTA's change management activities is critical to advancing the Project in a timely and cost-effective manner. Additional PMC support is also needed to support the communities and cities along the Project corridor through public outreach activities, as well as coordination efforts with the California Department of Transportation and other stakeholders.

The original SOW assumed the design period would span approximately 15 months, and the Project would be divided into large design segments for the purposes of design submittals. OC405's design period is currently 30 months



based on OC405's design resources and contractual requirements related to submittal metering, which is 15 months longer than originally assumed. Submittal metering is a contractual requirement based on lessons learned from other DB projects and allows OC405 to only submit a limited number of design submittals per week. This generally results in higher quality in the design submittal and a higher quality review, which results in fewer issues during construction. Due to the complexity of the Project, OC405 also elected to divide the Project into smaller design packages to allow an earlier start date for certain construction elements, as allowed by the contract. This has resulted in the need for additional PMC engineering support in terms of increased labor and time periods needed to review the increased number of design packages. In addition, increased PMC document controls and project controls support is needed to process the increased number of design and construction submittals. With the longer design period and increased number of design packages, the PMC is providing additional support to coordinate and expedite stakeholders' reviews and resolution of comments in order to avoid schedule delays.

The original SOW also assumed limited engineering support during design development. During the development of final design plans, the PMC provided various value engineering studies on the Project. These studies were targeted at complex risk areas of the Project, potentially resulting in significant schedule reduction and Project cost savings. In addition, the PMC took on engineering studies seeking solutions in areas of potential claims where the design-builder was not able to achieve the design within its SOW. The following are examples of the studies completed and the associated schedule and/or estimated cost benefits to OCTA:

Description	Benefits to OCTA	Schedule Savings	Cost Savings
Goldenwest Street/ Bolsa Avenue Interchange	Avoided significant additional ROW acquisition	Yes	\$16 million
Talbert Avenue Interchange	Avoided significant additional ROW acquisition	Yes	\$3 million
Euclid Street/Ellis Avenue Interchange	Avoided significant ROW acquisition from Orange County Sanitation District	No	\$21 million
Long Beach Gas and Oil/Southern California Edison gas line relocations on Navy property	Simplified complex utility relocations on Navy property	Yes	\$8 million

The four examples noted in the table above were all incorporated into the Project and provided significant benefits to OCTA. The amendment amount is offset by



cost savings that culminated from value engineering efforts performed by the PMC, which have resulted in savings and preserved Project contingency funding.

The original SOW was based on limited efforts for environmental commitment record compliance, environmental permit requirements, storm water and pollution prevention plan compliance, and environmental revalidations. The PMC is also providing additional support to ensure the Project's environmental compliance.

Finally, PMC services are needed to perform engineering studies in support of the 405 Express Lanes being constructed as part of the Project, along with the 91 Express Lanes. Specifically, the PMC will provide the design for the 405 Express Lanes Traffic Operations Center and server room located at the Santa Ana Bus Base.

The proposed amendment is in the amount of \$39,762,000, and with this amendment, the total PMC contract amount will be \$132,802,186.

Under a separate contract with OCTA for the Project, Jacobs Project Management Company is currently providing construction management consultant (CMC) support services, in the amount of \$34,056,297. As shown in the table below, with this proposed amendment to the PMC agreement, the combined PMC and CMC fees of \$166,858,483, as a percentage of total Project costs, is less than the average of similar DB highway projects in Southern California, such as the Riverside County Transportation Commission's State Route 91 (SR-91) and Interstate 15 (I-15) corridor improvement projects, and OCTA's previous DB project on State Route 22 (SR-22).

Project Name	PMC/CMC Fee	Total Project Cost	PMC/CMC Fee as Percentage (%) of Total Project Cost
I-405 (OCTA)	\$167	\$1,900	8.8%
SR-91 (RCTC)	\$140	\$1,300	10.8%
I-15 (RCTC)	\$51	\$490	10.4%
SR-22 (OCTA)	\$55	\$610	9.0%
Average PMC/CMC Fee			9.8%
Note: All fees and costs are in millions.			

The additional services described in Amendment No. 18 to Agreement No. C-2-1513 are included in and proposed to be funded out of the Project contingency and will not increase the total Project estimate of \$1.9 billion.



The breakdown of the proposed amendment value of \$39,762,000, by each category of additional services, is provided in the following table:

Scope Description	Approximate Value
Additional Project Management	\$3,000,000
Additional Construction Oversight and Coordination	\$2,330,000
Additional Contract Compliance Support	\$7,000,000
Additional Project Controls and Document Controls Support	\$6,460,000
Additional Engineering Support – Extended Design Period	\$12,200,000
Value Engineering Studies	\$5,200,000
Additional Engineering Support – Stakeholder Support	\$1,000,000
Additional Environmental Compliance Support	\$2,100,000
Additional Engineering Studies – Express Lanes	\$472,000
Total	\$39,762,000

### ***Procurement Approach***

The procurement was handled in accordance with OCTA Board-approved procedures for architectural and engineering professional services which conform to both state and federal laws. The original time and expense agreement, executed on March 4, 2013, was based on a SOW adding one general purpose lane in each direction, and was issued in the amount of \$57,059,657. This agreement was amended previously as shown in Attachment A. To date, 17 amendments have been executed. Two of these amendments, Amendment No. 6 and Amendment No. 12, added funding as approved by the Board, which resulted in an increase to the maximum obligation of the agreement to a total current value of \$93,040,186. These two amendments were to support an expanded SOW for the Project preferred alternative, extend the term of the agreement for an additional 24 months to allow for the completion of the additional work, and provide support to the combined toll procurements for the existing 91 Express Lanes and the future 405 Express Lanes.

OCTA program and project management staff negotiated the required level of effort and scope of work with Parsons to provide for additional PMC services.

Staff found Parsons's price proposal, in the amount of \$39,762,000, to be fair and reasonable relative to the negotiated level of effort. Proposed Amendment No. 18 to Agreement No. C-2-1513, in the amount of \$39,762,000, will bring the total contract value to \$132,802,186.



### **Fiscal Impact**

The additional services described in Amendment No. 18 are included in and proposed to be funded out of the Project contingency and will not increase the total Project estimate of \$1.9 billion. The amendment amount is offset by cost savings that culminated from value engineering efforts performed by the PMC, which have added monies to the contingency. The additional services described in this amendment are included in the approved OCTA Fiscal Year (FY) 2018-19 Budget, Capital Programs Division, accounts 0017-9085-FK101-TZF and 0037-9018-A9510-TZF, and are funded with a combination of federal, state, and local funds. Local Measure M2 (M2) funds will be used for improvements specific to M2 Project K, and non-M2 funds will be used for improvements specific to the 405 Express Lanes. The additional costs for the 91 Express Lanes in this amendment are included in the approved OCTA FY 2018-19 Budget, Finance and Administration Division, Account 0036-7519-B0001-0D4, and are funded with 91 Express Lanes toll revenues.

### ***Summary***

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Amendment No. 18 to Agreement No. C-2-1513 with Parsons Transportation Group, Inc., in the amount of \$39,762,000, for additional program management consultant services for the Interstate 405 Improvement Project between State Route 73 and Interstate 605, bringing the total contract amount to \$132,802,186.



***Attachment***

- A.      Parsons Transportation Group, Inc., Agreement No. C-2-1513 Fact Sheet

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**Approved by:**



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Executive Director, Capital Programs  
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Virginia Abadessa  
Director, Contracts Administration and  
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**Parsons Transportation Group, Inc.  
Agreement No. C-2-1513 Fact Sheet**

1. December 10, 2012, Agreement No. C-2-1513, \$57,059,657, approved by the Board of Directors (Board).
  - Agreement was executed March 4, 2013 to provide program management consultant (PMC) services for the Interstate 405 Improvement Project (Project).
2. May 7, 2014, Amendment No. 1 to Agreement No. C-2-1513, \$0, approved by Contracts Administration and Materials Management (CAMM) Department.
  - To revise key personnel and update hourly rate schedule.
3. July 13, 2014, Amendment No. 2 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
  - To revise hourly rates for the prime consultant and subconsultants to list field and office hourly billing rates where applicable and additional classifications.
  - To clarify agreement terms and conditions relative to preparation and payment of invoices.
4. October 1, 2014, Amendment No. 3 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
  - To revise hourly rates for prime consultant and subconsultants.
5. October 2, 2014, Amendment No. 4 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
  - To add Delcan Corporation (Delcan) as a subconsultant to prime consultant to assist with Intelligent Transportation Systems work requirements of the Project.
6. February 9, 2015, Amendment No. 5 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
  - To revise hourly rate schedule to add personnel for subconsultants.
7. July 13, 2015, Amendment No. 6 to Agreement No. C-2-1513, \$29,980,529, approved by the Board.
  - To provide additional PMC services to support the Project preferred alternative.
  - To extend the term of the agreement to July 31, 2022, to allow for completion of the expanded scope of work.



8. July 7, 2016, Amendment No. 7 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
  - To revise hourly rate schedules to add and replace key personnel for the prime consultant.
9. January 17, 2017, Amendment No. 8 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
  - To revise hourly rate schedules for a subconsultant.
  - To incorporate Delcan under prime consultant due to the acquisition of Delcan by prime consultant, as of January 2015.
10. February 9, 2017, Amendment No. 9 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
  - To add a subconsultant to provide scheduling services for the Project.
11. June 28, 2017, Amendment No. 10 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
  - To modify key personnel for the prime and subconsultant HNTB.
  - To add disadvantaged business enterprise subconsultant The Alliance Group.
12. July 17, 2017, Amendment No. 11 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
  - To update the Indemnification Language (Article 15) regarding Parsons Transportation Group, Inc.,’s support of the Transportation Innovation Finance and Innovation Act (TIFIA) loan requirements.
13. June 12, 2017, Amendment No. 12 to Agreement No. C-2-1513, \$6,000,000, approved by the Board.
  - To provide additional PMC services to reduce project risks and costs associated with the right-of-way impacts and utility relocations.
  - To provide the financial and document control systems required to support the financial and document control systems required to support the TIFIA loan.
  - To provide procurement management oversight, using a combined toll systems and operations approach for the 91 Express Lanes and 405 Express Lanes.
  - To add new subconsultant Ares Prism to provide cost management system.
  - To add new subconsultant Rosendin Electric to provide fiber testing support for the 91 Express Lanes.



14. October 12, 2017, Amendment No. 13 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
  - To modify key personnel and add other personnel for prime consultant and subconsultant.
15. November 16, 2017, Amendment No. 14 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
  - To modify key personnel for prime consultant.
16. June 7, 2018, Amendment No. 15 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
  - To revise personnel schedules for prime consultant and subconsultants.
17. July 23, 2018 (anticipated), Amendment No. 16 to Agreement No. C-2-1513, \$0, pending approval by CAMM Department.
  - To add new subconsultant Progressive Transport Solutions, LLC, for maintenance of traffic and public outreach services.
18. August 6, 2018 (anticipated), Amendment No. 17 to Agreement N. C-2-1513, \$0, pending approval by CAMM Department.
  - To revise personnel schedules for prime consultant and subconsultants.
19. August 13, 2018, Amendment No. 18 to Agreement No. C-2-1513, \$39,762,000, pending approval by the Board.
  - To provide design-build contract compliance services.
  - To provide additional support to ensure Project environmental compliance.
  - To provide additional construction management services.
  - To provide project controls and document controls services.
  - To provide value engineering studies.
  - To provide engineering support and Project stakeholder support.
  - To provide toll-related engineering services for the design of the 405 Express Lanes Traffic Operations Center and server room and tenant improvements, and 91 Express Lanes westbound toll road site.

Total funds committed to Parsons Transportation Group, Inc., after approval of Amendment No. 18 to Agreement No. C-2-1513: \$132,802,186.



# PROJECT UPDATE



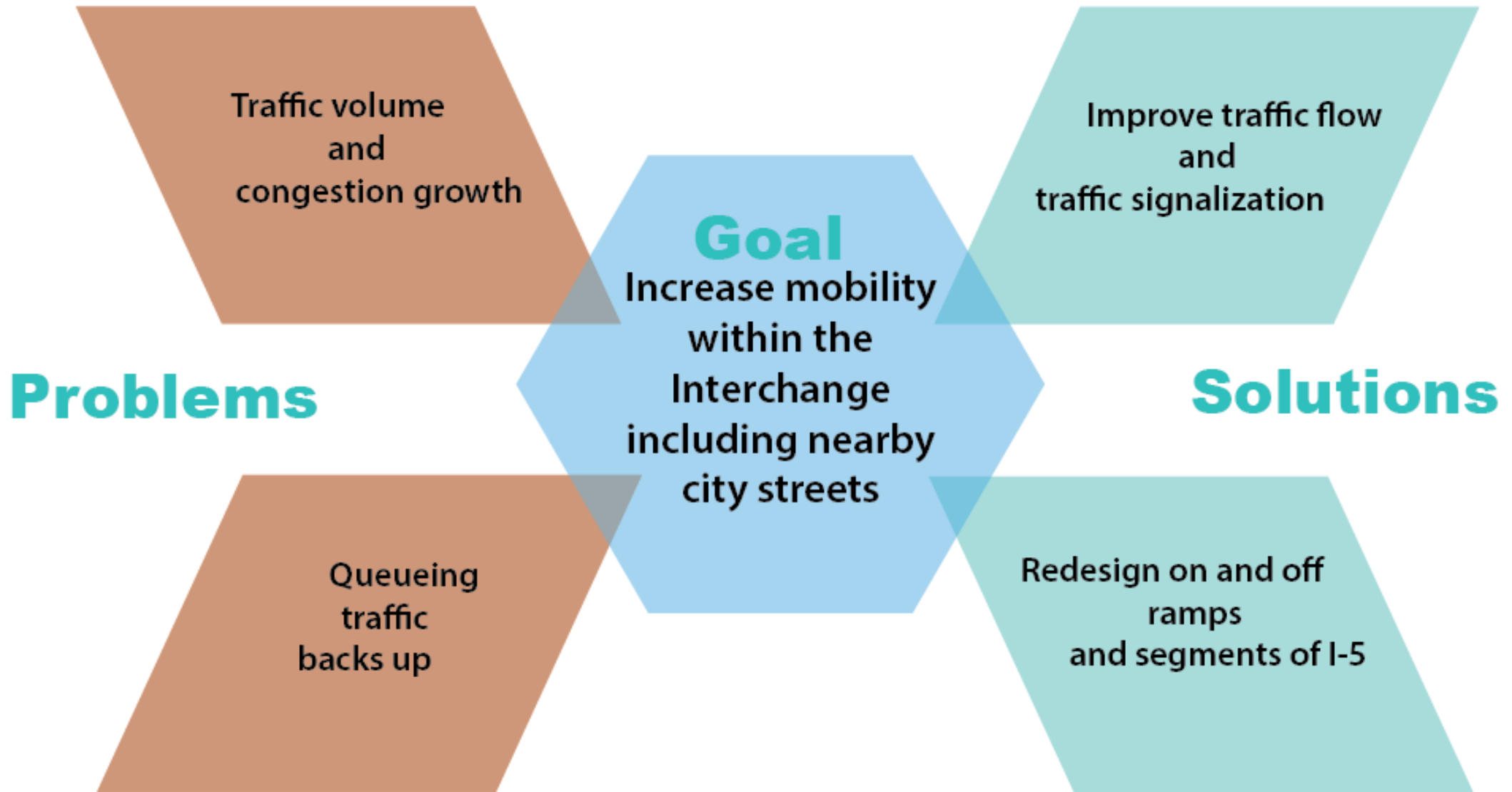


# PROJECT LOCATION



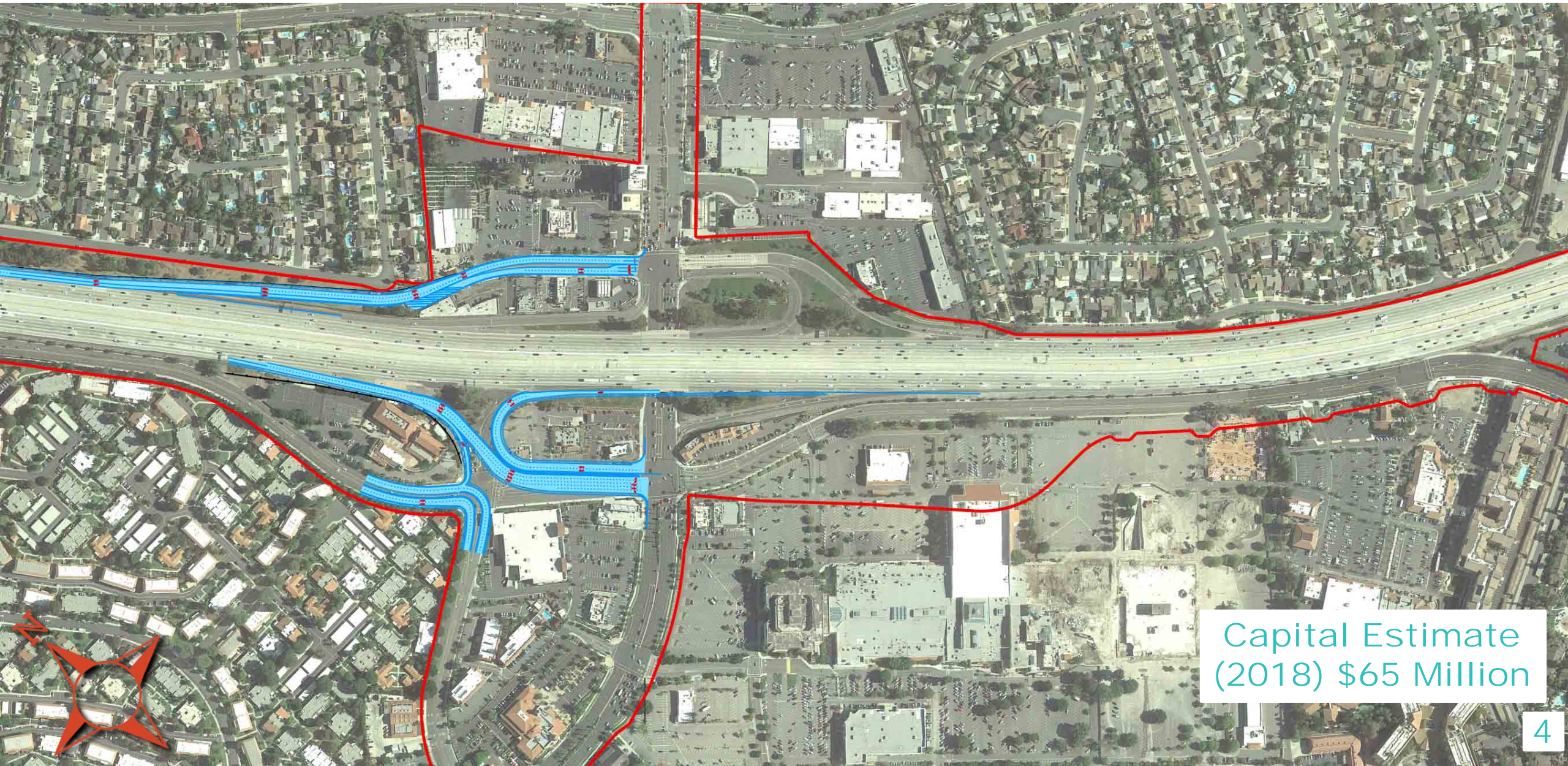


# PROBLEMS & SOLUTIONS





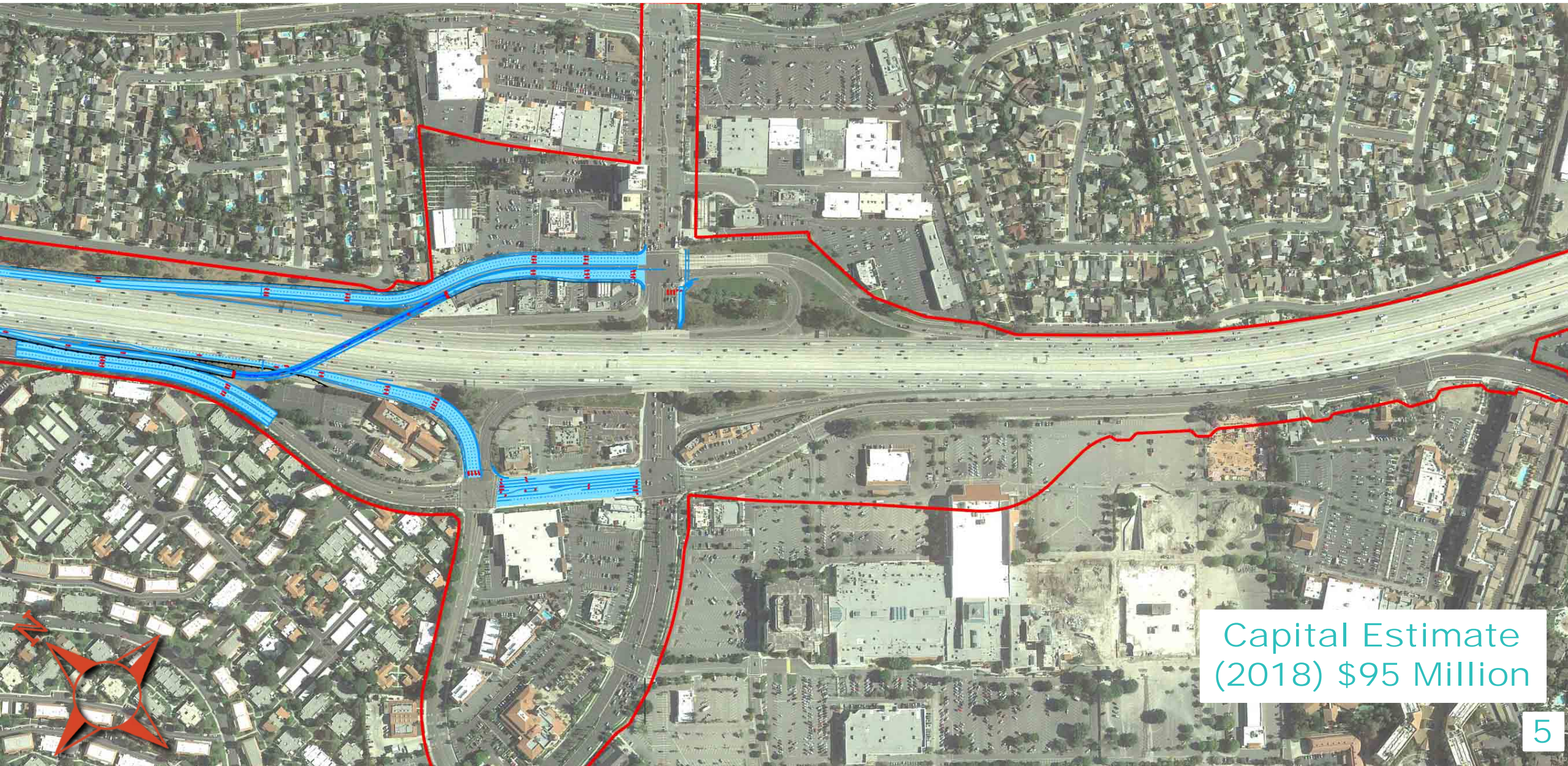
# OPTION 1 INTERSECTION MODIFICATION



Capital Estimate  
(2018) \$65 Million



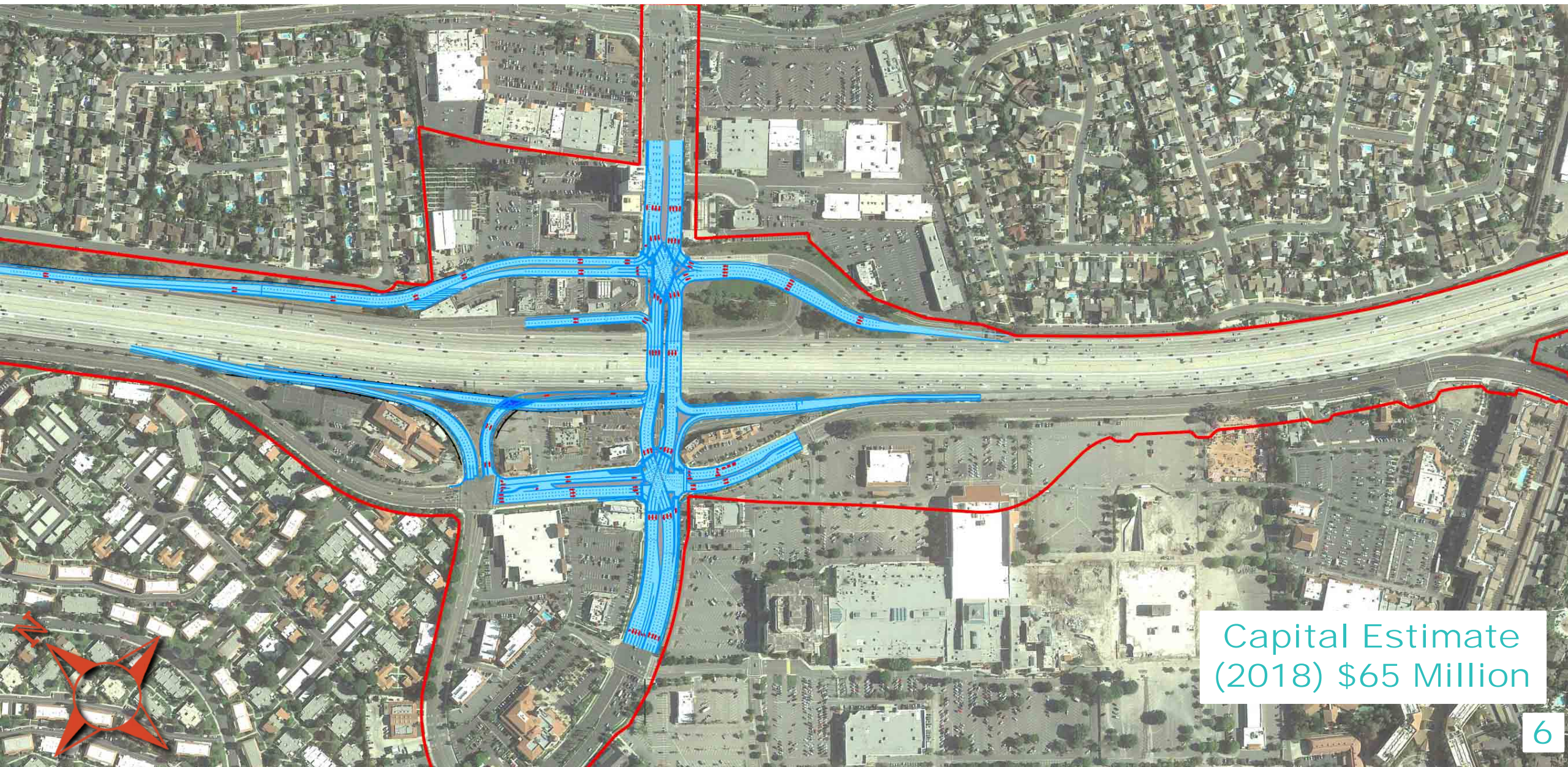
# OPTION 2 FLYOVER



Capital Estimate  
(2018) \$95 Million



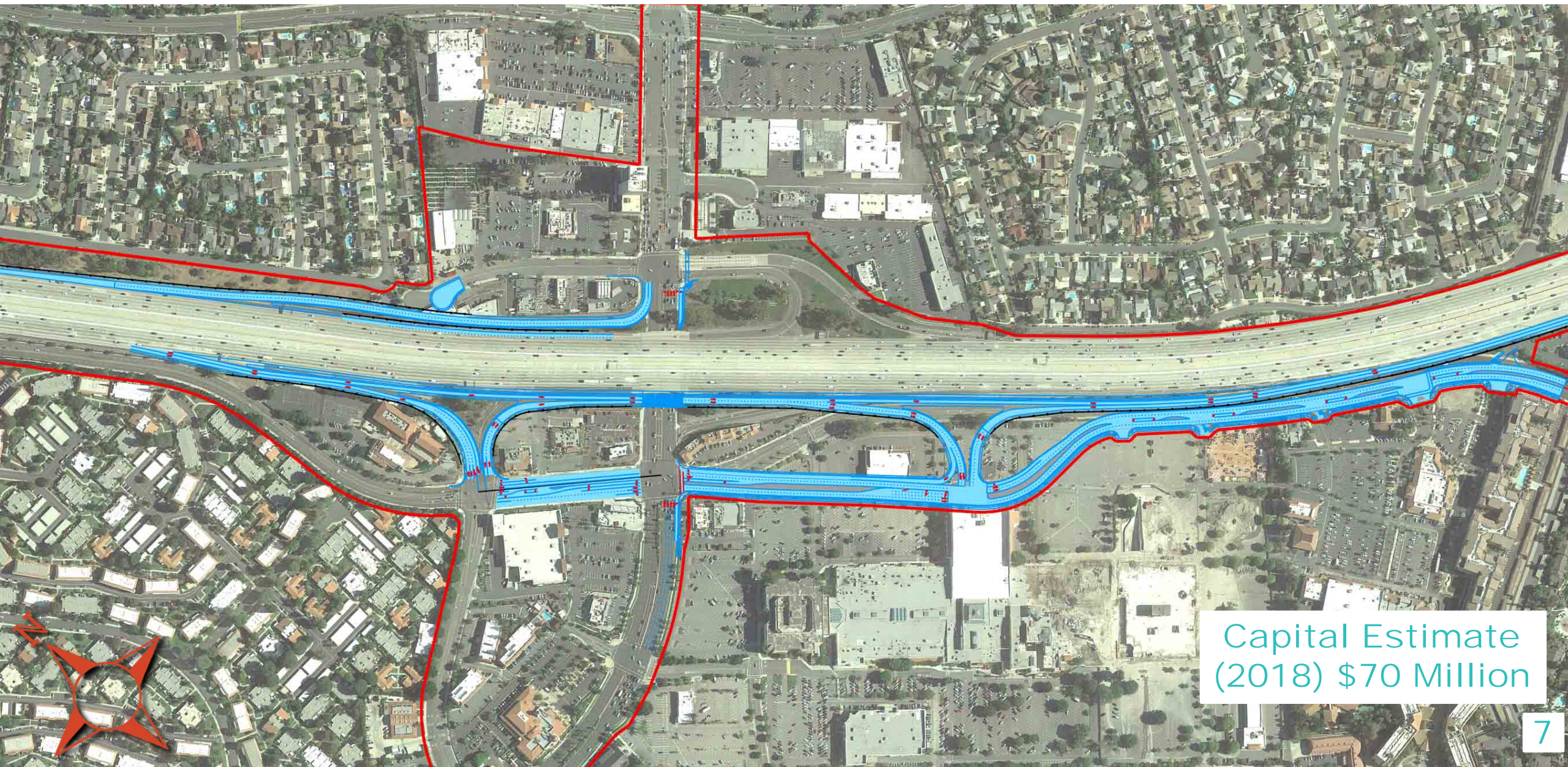
# OPTION 3 DIVERGING DIAMOND



Capital Estimate  
(2018) \$65 Million

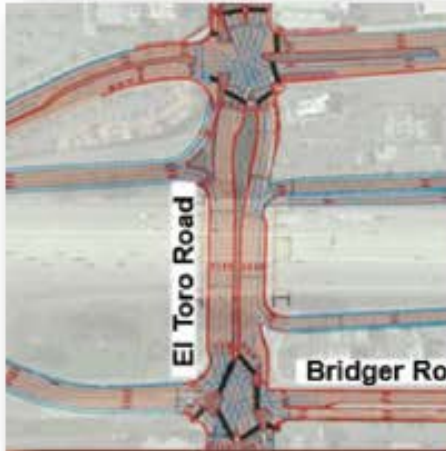


# OPTION 4 HOOK RAMP





# PROGRESS



Preliminary  
Design  
Analysis  
January 2018

Preliminary  
Traffic Volume  
Analysis  
February 2018



Public Information  
Meeting  
Laguna Woods  
City Hall  
July 2018



# PUBLIC OUTREACH & NOTICING



- Public hearing (open house format) estimated for April 2019
- Thirty-day comment period
- Pro-active, comprehensive, and multimedia outreach
- Notices published online, newspapers, and direct mail
- Stakeholder briefings, community presentations, and neighborhood canvassing
- Government and Media Relations
- Project webpage, e-blasts, and social media

**YOU'RE INVITED!**

**EL TORO RD. INTERCHANGE PROJECT**

**PUBLIC INFORMATION MEETING/OPEN HOUSE**  
WEDNESDAY JULY 25, 2018  
5:30-7:30 p.m.

**I-5/EI Toro Road Interchange Improvement Project**

**PROJECT OVERVIEW**

The I-5/EI Toro Road Interchange Improvement Project is a multi-phased project that will improve traffic flow, optimize signal operations, reduce traffic congestion, and reduce travel time on and off-ramp in the environmental study and preliminary engineering and 2017 and is expected to be completed in late 2019.

**STATION 1: INTRODUCTION**

The proposed project is in the early stages of the Project Approval/Environmental Document (PA/ED) phase, commonly referred to as the environmental study phase. In accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), the proposed project is undergoing environmental analysis to:

- Determine what effect, if any, the proposed project would have on the environment.
- Develop measures to avoid, minimize and/or mitigate these effects; and
- Identify potential travel benefits of the proposed project within the study limits.

The results will be incorporated into the project's Draft Environmental Document (DED), called an Initial Study/Environmental Assessment (IS/EA).

**PURPOSE OF PUBLIC MEETING**

INFORM	PROVIDE
the public of the I-5/EI Toro Road Interchange Improvement Project	a forum for public discussion
LISTEN	RECAP
to public concerns	the existing and future project need
HIGHLIGHT	SUMMARIZE
significance of the I-5/EI Toro Road Interchange locally and regionally	the environmental study process
OUTLINE	INVITE
the project schedule	the public to stay connected with the project

Logos for Caltrans, OCTA, and GO (Orange County) are displayed at the bottom.



# ENVIRONMENTAL PHASE SCHEDULE

May 2017	Begin Environmental
June 2017	Purpose & Need
May – December 2017	Alternatives Development
Nov 2017 – Feb 2018	Value Analysis Study
<b>Jan 2018 – March 2019</b>	<b>Alternatives Analysis</b>
<b>July 2018</b>	<b>Public Information Meeting</b>
April 2019 – May 2019	Public Circulation
April 2019	Public Hearing
July 2019	Preferred Alternative Selected
November 2019	Final Project Approval/Environmental Documents