



AGENDA

Regional Planning and Highways Committee Meeting

Committee Members

Mark A. Murphy, Chairman
Barbara Delgleize, Vice Chair
Lisa A. Bartlett
Doug Chaffee
Joe Muller
Richard Murphy
Miguel Pulido

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

Monday, November 4, 2019 at 10:30 a.m.

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

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

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

Call to Order

Pledge of Allegiance

Director Bartlett

1. Public Comments

Special Calendar

There are no Special Calendar matters.



Consent Calendar (Items 2 through 7)

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

2. Approval of Minutes

Approval of the minutes of the Regional Planning and Highways Committee meeting of October 7, 2019.

3. California Department of Transportation Freeway Service Patrol Program Fund Transfer Agreements

Patrick Sampson/Jennifer L. Bergener

Overview

The Orange County Transportation Authority serves as the administering agency for the Freeway Service Patrol program in Orange County. Funding for the Freeway Service Patrol program is provided annually from the California Department of Transportation through the State Highway Account and the Road Repair and Accountability Act of 2017, also known as Senate Bill 1. Funding agreements are necessary each fiscal year to facilitate the transfer of funds to the Orange County Transportation Authority for the continuance of the Freeway Service Patrol program. Staff is seeking Board of Directors approval to authorize the Chief Executive Officer to negotiate and execute funding each year through fiscal year 2028-29.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-9-1620 between the Orange County Transportation Authority and the California Department of Transportation for fiscal year 2019-20 Freeway Service Patrol Program State Highway Account funding of approximately \$2,294,286.
- B. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-9-1620 between the Orange County Transportation Authority and the California Department of Transportation for fiscal year 2019-20 Freeway Service Patrol Program Senate Bill 1 funding of approximately \$1,969,345.



3. (Continued)

- C. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreements between the Orange County Transportation Authority and the California Department of Transportation each year for fiscal years 2020-21 through 2028-29 Freeway Service Patrol Program State Highway Account funding in an amount not to exceed \$20,545,608, for the nine fiscal years.
- D. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreements between the Orange County Transportation Authority and the California Department of Transportation each year for fiscal years 2020-21 through 2028-29 Freeway Service Patrol Program Senate Bill 1 funding in an amount not to exceed \$17,635,726, for the nine fiscal years.

4. Consultant Selection for the Safe Travels Education Program Campaign Charlie Larwood/Kia Mortazavi

Overview

Consultant services are required to develop the Safe Travels Education Program campaign. In collaboration with the Orange County Health Care Agency, the project aims to improve safety by hosting education and encouragement activities at 25 public elementary schools serving disadvantaged communities in Orange County. Proposals have been received and evaluated in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendations

- A. Approve the selection of Alta Planning + Design as the firm to develop the Safe Travels Education Program.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1433 between the Orange County Transportation Authority and Alta Planning + Design, in the amount of \$500,000, to develop the Safe Travels Education Program Campaign for a two-year term.



5. Cooperative Agreement with the California Department of Transportation for the Interstate 5 Widening Project Between Alicia Parkway and El Toro Road

Niall Barrett/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 3 of the Interstate 5 widening project between Alicia Parkway and El Toro Road.

Recommendations

- A. Authorize the use of \$4,728,000 in Highway Infrastructure Program funds in place of Measure M2 funds for the Interstate 5 widening project between Alicia Parkway and El Toro Road.
- B. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-9-1600 between the Orange County Transportation Authority and California Department of Transportation, in the amount of \$136,615,000, comprised of a construction capital share of \$117,000,000, and a construction management services share of \$19,615,000, for Segment 3 of the Interstate 5 widening project between Alicia Parkway and El Toro Road.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above action.

6. Amendment to Cooperative Agreement with the City of Costa Mesa for the Interstate 405 Improvement Project

Jeff Mills/James G. Beil

Overview

On March 14, 2016, the Orange County Transportation Authority Board of Directors approved Cooperative Agreement No. C-5-3612 with the City of Costa Mesa for city services required during the design-build implementation of the Interstate 405 Improvement Project. The cooperative agreement needs to be amended for additional city support services during the design and construction of the project.



6. (Continued)

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-5-3612 between the Orange County Transportation Authority and the City of Costa Mesa, in the amount of \$249,500, for additional city services for the Interstate 405 Improvement Project. This will increase the maximum obligation of the cooperative agreement to a total value of \$1,256,380.

7. Contract Change Orders for the Interstate 405 Improvement Project from State Route 73 to 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 from State Route 73 to Interstate 605. Contract change orders are needed to design and construct additional improvements to support the installation of a permanent traffic signal at the intersection of Warner Avenue and Greenleaf Street, provide additional utility work to support Southern California Edison relocations on Milton Avenue, extend water lines at the Talbert Avenue and Brookhurst Street overcrossing bridges, and install additional water valves at the Talbert Avenue, Warner Avenue, and Brookhurst Street overcrossing bridges in the City of Fountain Valley.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute supplemental Contract Change Order No. 13.1 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$460,327, to design and construct additional improvements to support the installation of a permanent traffic signal at the intersection of Warner Avenue and Greenleaf Street in the City of Fountain Valley.
- B. Authorize the Chief Executive Officer to negotiate and execute supplemental Contract Change Order No. 27.1 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$353,106, to provide additional utility work to support Southern California Edison relocations on Milton Avenue in the City of Westminster.



7. (Continued)

- C. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 46 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$389,978, to extend water lines adjacent to the Talbert Avenue and Brookhurst Street overcrossing bridges in the City of Fountain Valley.
- D. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 47 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$266,828, to install additional water valves at the Talbert Avenue, Warner Avenue, and Brookhurst Street overcrossing bridges in the City of Fountain Valley.

Regular Calendar

There are no Regular Calendar items scheduled.

Discussion Items

8. Measure M2 Interstate 5 Corridor Improvements

Kia Mortazavi

Improving the Interstate 5 corridor is one of the corner stones of the Measure M2 Expenditure Plan. Significant improvements to the corridor have been underway since 2011 to address congestion in the corridor. An overview of corridor improvement projects is presented.

9. Chief Executive Officer's Report

10. Committee Members' Reports

11. Closed Session

12. Adjournment

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, December 2, 2019**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.



MINUTES

Regional Planning and Highways Committee Meeting

Committee Members Present

Mark A. Murphy, Chairman
Barbara Delgleize, Vice Chair
Lisa A. Bartlett
Doug Chaffee
Joe Muller
Richard Murphy

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

Miguel Pulido

Call to Order

The October 7, 2019 regular meeting of the Regional Planning and Highways Committee was called to order by Committee Chairman M. Murphy at 10:32 a.m.

Pledge of Allegiance

Director R. Murphy led in the Pledge of Allegiance.

1. Public Comments

No public comments were received.

Special Calendar

There were no Special Calendar matters.

Consent Calendar (Items 2 through 5)

2. Approval of Minutes

A motion was made by Director R. Murphy, seconded by Committee Vice Chair Delgleize, and declared passed by those present, to approve the minutes of the Regional Planning and Highways Committee meeting of September 5, 2019.

Director Chaffee was not present to vote on this item.



3. Contract Change Orders for the Interstate 405 Improvement Project from State Route 73 to Interstate 605 - Water Line Extensions and Collection and Disposal of Unknown Hazardous Materials

This item was pulled by Director Bartlett who expressed concerns about authorizing additional dollars to the OC 405 Partners as at one point, there were some financial issues with the parent company of one off the partners. Director Bartlett inquired if everything was back on track.

Andrew Oftelie, Chief Financial Officer, Finance & Administration, responded that the parent company sought bankruptcy protection in Italy which is still ongoing, no impacts to the project so far, and a positive resolution is expected.

Director Bartlett inquired what types of unknown hazardous materials were removed from the homeless encampments, and what number of individuals were removed from the encampments.

Jeff Mills, Program Manager for the Interstate 405 Improvement Project, responded that staff worked with local police, the California Highway Patrol, and Orange County Public Works to remove drug paraphernalia, needles, etcetera, from the encampments. Mr. Mills added that approximately 30 individuals were removed, would verify the number, and provide the information to Director Bartlett.

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

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 45 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$256,244, to extend the City of Fountain Valley water lines adjacent to the Warner Avenue overcrossing bridge.
- B. Authorize the Chief Executive Officer to negotiate and execute supplemental Contract Change Order No. 8.2 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of up to \$400,000, to collect and dispose of unknown hazardous materials.



4. Amendments to the Master Plan of Arterial Highways

This item was pulled by Director Bartlett who stated that several of the amendment requests are in District 5 and asked for clarification on what reclassifying an undivided collector to a divided collector meant, and if there will be actual infrastructure work involved.

Stephanie Chhan, Transportation Analyst, Planning, responded that the request is only for restriping and there are no infrastructure changes involved.

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

- A. Approve the following amendments to the Master Plan of Arterial Highways, contingent upon the Orange County Transportation Authority receiving documentation that the City of San Clemente has amended its general plan and has complied with the requirements of the California Environmental Quality Act:

- Reclassify Camino Mira Costa (Camino de Estrella to Camino Capistrano) from a secondary (four-lane, undivided) arterial to a divided collector (two-lane, divided) arterial; and
- Reclassify Camino Capistrano (Del Gado Road and North El Camino Real) from a secondary (four-lane, undivided) arterial to a collector (two-lane, undivided) arterial.

If the City of San Clemente does not update its general plan within three years to reflect the Master Plan of Arterial Highway amendments, the contingent amendments will expire, but can be returned to the Orange County Transportation Authority's Board of Directors for reconsideration and action.

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

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



5. Grant Award and Baseline Agreement for Solutions for Congested Corridors Program

A motion was made Director R. Murphy, seconded by Committee Vice Chair Delgleize, and declared passed by those present, to:

- A. Authorize the Chief Executive Officer, or his designee, to accept the Solutions for Congested Corridors Program grant award and execute grant-related agreements and documents with the California Transportation Commission and California Department of Transportation.
- B. Authorize the Chief Executive Officer, or his designee, to negotiate and execute any other cooperative agreements with the Orange County cities and the County of Orange for implementation of the above grant-funded projects.
- C. Authorize the Chief Executive Officer, or his designee, to amend the Federal Transportation Improvement Program and process all necessary amendments to facilitate the recommendation above.

Director Chaffee was not present to vote on this item.

Regular Calendar

6. South County Traffic Relief Effort Update

Kurt Brotcke, Director, Strategic Planning, introduced Greg Nord, Section Manager, Strategic Planning, and provided a PowerPoint presentation for this item as follows:

- Background;
- Implemented/Planned Projects and Services;
- Transportation Corridor Agencies (TCA): South County Traffic Relief Effort – Project Study Report – Project Development Support;
- Conflicts with Current & Planned Projects (Areas A, B, C, and D);
- New Concepts:
 - Draft Alternative 22,
 - Draft Alternative 23;
- TCA: South County Traffic Relief Effort – Scoping; and
- Next Steps.



MINUTES

Regional Planning and Highways Committee Meeting

6. (Continued)

A discussion ensued as follows:

- Director Muller stated the following:
 - Requested clarification on what the conflict is for Area B on Slide 5 of the PowerPoint. TCA dollars were spent to help build Los Patrones Parkway and why a conflict?
 - Has the Orange County Transportation Authority (OCTA) reached out to TCA to present these issues and try to get some answers?
 - TCA is not going to be as concerned about the Master Plan of Arterial Highways (MPAH) as they do not have that responsibility.
 - Conflict areas on Slide 6 of the PowerPoint indicate the express lanes are going to be studied, and OCTA needs to be involved in those conversations.
 - Can the work that OCTA has already done between Avenida Pico to the County line be repurposed into the TCA documents?
- Director Bartlett stated the following:
 - Noted, for the record, that draft Alternative 22 on Slide 7 of the PowerPoint mirrors the County of Orange (County) alignment. The County's position for the proposed alignment from Cow Camp Road to La Pata Avenue would be a non-tolled facility and differs from the TCA proposal.
 - Conflict Area B on Slide 5 of the PowerPoint:
 - The Oso Parkway bridge is the project the TCA paid \$32 million to the County to construct.
 - Los Patrones Parkway was paid for in different ways, the Rancho Mission Viejo development impact fee credits provided most of the funds.
 - Los Patrones Parkway, as it exists today, is a County road, and it is not a road that the TCA could potentially toll. The TCA would have to condemn the road, then turn it over to Caltrans to make it part of the state highway system.
 - The County is looking at potentially extending Los Patrones Parkway from Cow Camp Road to La Pata Avenue.
- Committee Vice Chair Delgleize inquired if there a mechanism for the funds to be repaid.



MINUTES

Regional Planning and Highways Committee Meeting

6. (Continued)

- Darrell E. Johnson, Chief Executive Officer (CEO), and Mr. Brotcke responded to the Committee Members concerns as follows:
 - Area B on Slide 5 of the PowerPoint is the existing Los Patrones Parkway (from Oso Parkway to Cow Camp Road), and the TCA's proposal is to toll the whole portion.
 - The section of Los Patrones Parkway, between Oso Parkway to Cow Camp Road, is an arterial roadway and it is on the MPAH, which is an OCTA document.
 - Los Patrones Parkway is a public road, therefore, if it becomes a tolled facility there could be issues.
 - There are some implications as it relates to what future demand forecasting and modeling have indicated, and if there is a change, the assumptions around the overall network change.
 - Some Measure M2 competitive funding was used on Cow Camp Road, and it made certain assumptions about how it would connect between Antonio Parkway and Los Patrones Parkway, and changes would be inconsistent with the current MPAH.
 - The end of 2016 saw TCA's settlement agreement, and OCTA was not party to those discussions nor did OCTA have an understanding of what it contained.
 - Beginning in March 2017, OCTA started expressing, in writing, areas of concern and conflict, and some have modified over time, and examples were provided.
 - OCTA pursued a project study report (PSR) for high-occupancy vehicle (HOV) lanes from Avenida Pico to the San Diego (SD) County line with the California Department of Transportation (Caltrans) through a cooperative agreement:
 - This started in advance of the work proposed by the TCA for the larger set of activities.
 - This year, Caltrans informed OCTA that it would not sign the OCTA PSR, and OCTA has already invested approximately \$620,000. Instead, Caltrans signed the TCA PSR.
 - Some conflicts have been removed, however, there are remaining conflicts that OCTA would like to see screened out earlier.
 - The investment that Measure M2 has already made or is making should be respected.
 - Caltrans District 12 and TCA staff advised OCTA that their intent is to repurpose the work that OCTA has done between Avenida Pico to the SD County into the TCA documents (Option 23a). OCTA would prefer approval of its stand-alone PSR, and believes the project could be delivered sooner, faster, and better.



6. (Continued)

- There are impacts if an HOV lane that was paid with Measure M2 is converted into an express lane.
- Approximately \$120,000 was paid to Caltrans for oversight of the PSR and approximately \$500,000 was spent on the consultant efforts.
- OCTA does not believe there is a mechanism to recover any funds from Caltrans because it is a cooperative agreement.
- OCTA has not previously entered into an agreement with Caltrans and then stopped work.
- Regarding participation in the next phase of the Caltrans/TCA work, staff will follow the proper procedures as it relates to the environmental scoping process.

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

Discussion Items

7. Chief Executive Officer's Report

Darrell E. Johnson, CEO, reported the following:

Beach Boulevard Corridor Study (Study) –

- OCTA is moving forward with Study.
- This 18-month study is OCTA's and Caltrans' effort to "Transform Beach" by identifying improvements along the corridor ranging from upgraded pedestrian, bike and transit facilities, to enhanced signal synchronization.
- OCTA conducted an initial public survey in May and is now seeking a final round of public feedback through an online survey at octa.net/beachstudy.
- OCTA partnered with the corridor cities to promote the survey, which closes October 26th.
- The Study will be completed in February 2020, and staff will bring the item to the Board of Directors for adoption.

8. Committee Members' Reports

Director Bartlett reported that the American Society of Civil Engineers (ASCE) recognized OCTA for its Interstate 5 HOV Improvement Project, and congratulated OCTA for earning ASCE's Construction Project of the Year award.



MINUTES

Regional Planning and Highways Committee Meeting

8. (Continued)

Committee Vice Chair Delgleize reported that she recently attended the viewing of the Bushard Street bridge demolition. She congratulated OCTA, the OC 405 Partners, and Caltrans for all their work and stated it was amazing to watch all the machines work in such synchronicity during the demolition.

9. Closed Session

There were no Closed Session items scheduled.

10. Adjournment

The meeting adjourned at 11:05 a.m.

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, November 4, 2019**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

ATTEST

Mark A. Murphy
Committee Chairman

Olga Prado
Assistant Clerk of the Board



November 4, 2019

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: California Department of Transportation Freeway Service Patrol Program Fund Transfer Agreements

Overview

The Orange County Transportation Authority serves as the administering agency for the Freeway Service Patrol program in Orange County. Funding for the Freeway Service Patrol program is provided annually from the California Department of Transportation through the State Highway Account and the Road Repair and Accountability Act of 2017, also known as Senate Bill 1. Funding agreements are necessary each fiscal year to facilitate the transfer of funds to the Orange County Transportation Authority for the continuance of the Freeway Service Patrol program. Staff is seeking Board of Directors approval to authorize the Chief Executive Officer to negotiate and execute funding each year through fiscal year 2028-29.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-9-1620 between the Orange County Transportation Authority and the California Department of Transportation for fiscal year 2019-20 Freeway Service Patrol Program State Highway Account funding of approximately \$2,294,286.
- B. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-9-1620 between the Orange County Transportation Authority and the California Department of Transportation for fiscal year 2019-20 Freeway Service Patrol Program Senate Bill 1 funding of approximately \$1,969,345.
- C. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreements between the Orange County Transportation Authority and the California Department of Transportation each year for fiscal years 2020-21 through 2028-29 Freeway Service Patrol Program

State Highway Account funding in an amount not to exceed \$20,545,608, for the nine fiscal years.

- D. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreements between the Orange County Transportation Authority and the California Department of Transportation each year for fiscal years 2020-21 through 2028-29 Freeway Service Patrol Program Senate Bill 1 funding in an amount not to exceed \$17,635,726, for the nine fiscal years.

Discussion

The Orange County Freeway Service Patrol (FSP) program is a partnership between the California Department of Transportation (Caltrans), California Highway Patrol (CHP), and the Orange County Transportation Authority (OCTA). In November 1992, the FSP program began providing peak-hour assistance to stranded motorists along Orange County freeways in an effort to reduce congestion. The FSP program is designed to provide timely assistance to motorists with disabled vehicles and timely response to other incidents that leave debris on the freeways.

In addition to peak-hour service on all freeways, FSP provides midday service on Interstate 5 (I-5), Interstate 405, State Route 22 (SR-22), State Route 55 (SR-55), State Route 57 (SR-57), and State Route 91 (SR-91) in central Orange County. The FSP program also provides weekend service on SR-91 from SR-55 to the Riverside County Line, on SR-22 from Harbor Boulevard to SR-55, including the I-5/SR-57 interchange, and on I-5 in South Orange County, as well as off-peak hour service in certain designated construction zones.

OCTA is the administering agency for the FSP program in Orange County and is responsible for procuring services necessary for the operation of the FSP program. Caltrans allocates \$25 million to statewide FSP programs annually through the State Highway Account (SHA). After applying a deduction for required CHP oversight, SHA funds are allocated to each local FSP agency based on a formula defined in California Streets and Highways Code, section 2562.1. Allocation percentages change from year to year based on calculations used to measure congestion within the region, the number of active FSP programs statewide, and individual FSP program ability to provide matching funds to accept the entire allocation.

Local programs are required to provide a 25 percent funding match to the state program funding using local funds. Local match funds are provided using Orange County Service Authority for Freeway Emergency (SAFE) funds and

Measure M2 (M2) funds. SAFE is funded through a one-dollar California Department of Motor Vehicles fee for all vehicles registered in Orange County. M2 is funded through a one-half cent sales tax on goods purchased in Orange County. To provide the level of FSP service outlined above, OCTA provides a higher match than the minimum requirement.

The SHA allocation for the Orange County FSP program for fiscal year (FY) 2019-20 is \$2,294,286, requiring a local match of \$573,572 from OCTA. Total FY 2019-20 SHA funding, including both the SHA allocation and the local match is \$2,867,858, and OCTA will have until June 30, 2022, to be reimbursed from this funding source for program expenditures.

In April 2017, the Governor of California signed the Road Repair and Accountability Act of 2017 (SB1) into law. The SB1 legislative package provides an additional \$25 million annually for California FSP programs. SB1 funding can be used to support FSP program activities in three specific categories: inflation relief, new or expanded service, and for CHP support.

The Orange County FSP program SB1 allocation for FY 2019-20 is \$1,120,731 for inflation relief and \$848,614 for new or expanded service, totaling \$1,969,345, which requires a local match of \$492,336 from OCTA. Total FY 2019-20 funding, including the SB1 allocation and the local match, is \$2,461,681, and OCTA will have until June 30, 2022, to be reimbursed from this funding source for program expenditures.

Future year funding will be calculated by formula each FY and will be available for reimbursement for up to three FYs. Actual anticipated SHA and SB1 funding for future years will be presented to the OCTA Board of Directors (Board) annually as part of the annual budget approval process. The anticipated funding to be made available for FY 2019-20 through FY 2028-29 is \$38,181.334. A history of funding for FSP from FY 2008-09 through FY 2019-20 and estimated projections through FY 2028-29, including match requirements and contributions made to FSP from Orange County local SAFE and M2 funds, is shown in Attachment A.

To access the funding outlined above, agreements between OCTA and Caltrans are required each FY. Staff has traditionally brought this item to the Board for approval each FY; however, staff is seeking Board approval to authorize the Chief Executive Officer to negotiate and execute Caltrans funding agreements each year through FY 2028-29 to expedite agreement and funding processes and allow OCTA to invoice Caltrans sooner. Invoicing Caltrans sooner will allow OCTA to receive the funds faster and manage reserve fund accounts more effectively.

Summary

The FSP program provides valuable services by assisting motorists with disabled vehicles and removing congestion-causing debris from freeway traffic lanes. Funding for the FSP program is provided through a combination of sources, including Caltrans directed SHA and SB1 funds, local SAFE funds, and M2 funds. Funding agreements are required each year to continue the program. Staff is seeking Board approval to authorize the Chief Executive Officer to negotiate and execute Caltrans SHA and SB1 funding agreements for FY 2019-20 and for each year through FY 2028-29.

Attachment

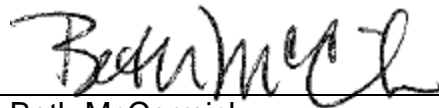
- A. California Department of Transportation Freeway Service Patrol Funding,
Fiscal Year 2008-09 to Fiscal Year 2028-29

Prepared by:



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Approved by:



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California Department of Transportation Freeway Service Patrol Funding

Fiscal Year 2008-09 to Fiscal Year 2028-29

| Fiscal Year (FY) | California Department of Transportation (Caltrans) Allocation * | | | | Local Match Requirement | | | Total Freeway Service Patrol (FSP) Cost | Actual OCTA Match ** | OCTA Match % |
|-------------------|---|--|-----------------------|------------------------|-------------------------|-----------------------|--------------------------------------|---|----------------------|--------------|
| | State Highway Account (SHA) Funding | Senate Bill 1 (SB1) Inflation Relief Funding | SB1 Expansion Funding | Total Caltrans Funding | SHA Match Requirement | SB1 Match Requirement | Total Local Agency Match Requirement | | | |
| 2008-09 | \$2,977,208.00 | | | \$2,977,208.00 | \$744,302.00 | | \$744,302.00 | \$5,408,123.69 | \$2,430,915.69 | 82% |
| 2009-10 | \$2,981,608.00 | | | \$2,981,608.00 | \$745,402.00 | | \$745,402.00 | \$4,510,977.78 | \$1,529,369.78 | 51% |
| 2010-11 | \$2,964,805.00 | | | \$2,964,805.00 | \$741,202.00 | | \$741,202.00 | \$4,699,657.89 | \$1,734,852.89 | 59% |
| 2011-12 | \$2,594,099.00 | | | \$2,594,099.00 | \$648,525.00 | | \$648,525.00 | \$4,659,823.84 | \$2,065,724.84 | 80% |
| 2012-13 | \$2,631,554.00 | | | \$2,631,554.00 | \$657,889.00 | | \$657,889.00 | \$5,605,637.75 | \$2,974,083.75 | 113% |
| 2013-14 | \$2,578,644.00 | | | \$2,578,644.00 | \$652,767.00 | | \$652,767.00 | \$5,104,285.24 | \$2,525,641.24 | 98% |
| 2014-15 | \$2,707,013.00 | | | \$2,707,013.00 | \$676,754.00 | | \$676,754.00 | \$5,022,967.73 | \$2,315,954.73 | 86% |
| 2015-16 | \$2,704,902.00 | | | \$2,704,902.00 | \$676,226.00 | | \$676,226.00 | \$5,251,035.68 | \$2,546,133.68 | 94% |
| 2016-17 | \$2,615,022.00 | | | \$2,615,022.00 | \$653,756.00 | | \$653,756.00 | \$5,464,750.97 | \$2,849,728.97 | 109% |
| 2017-18 | \$2,550,433.00 | \$1,244,321.48 | \$991,890.02 | \$4,786,644.50 | \$637,609.00 | \$559,052.88 | \$1,196,661.88 | \$5,747,893.20 | \$961,248.70 | 38% |
| 2018-19 | \$2,472,405.00 | \$1,221,525.53 | \$938,487.94 | \$4,632,418.47 | \$618,102.00 | \$540,003.37 | \$1,158,105.37 | \$6,573,327.50 | \$1,940,909.03 | 79% |
| 2019-20 | \$2,294,286.00 | \$1,120,730.91 | \$848,614.12 | \$4,263,631.03 | \$573,571.50 | \$492,336.26 | \$1,065,907.76 | TBD | TBD | TBD |
| 2020-21 Projected | \$2,259,871.71 | \$1,103,919.95 | \$835,884.91 | \$4,199,676.56 | \$564,967.93 | \$484,951.21 | \$1,049,919.14 | TBD | TBD | TBD |
| 2021-22 Projected | \$2,225,973.63 | \$1,087,361.15 | \$823,346.63 | \$4,136,681.42 | \$556,493.41 | \$477,676.95 | \$1,034,170.35 | TBD | TBD | TBD |
| 2022-23 Projected | \$2,192,584.03 | \$1,071,050.73 | \$810,996.44 | \$4,074,631.19 | \$548,146.01 | \$470,511.79 | \$1,018,657.80 | TBD | TBD | TBD |
| 2023-24 Projected | \$2,159,695.27 | \$1,054,984.97 | \$798,831.49 | \$4,013,511.73 | \$539,923.82 | \$463,454.11 | \$1,003,377.93 | TBD | TBD | TBD |
| 2024-25 Projected | \$2,127,299.84 | \$1,039,160.19 | \$786,849.02 | \$3,953,309.05 | \$531,824.96 | \$456,502.30 | \$988,327.26 | TBD | TBD | TBD |
| 2025-26 Projected | \$2,095,390.34 | \$1,023,572.79 | \$775,046.28 | \$3,894,009.42 | \$523,847.59 | \$449,654.77 | \$973,502.35 | TBD | TBD | TBD |
| 2026-27 Projected | \$2,063,959.49 | \$1,008,219.20 | \$763,420.59 | \$3,835,599.27 | \$515,989.87 | \$442,909.95 | \$958,899.82 | TBD | TBD | TBD |
| 2027-28 Projected | \$2,033,000.10 | \$993,095.91 | \$751,969.28 | \$3,778,065.28 | \$508,250.02 | \$436,266.30 | \$944,516.32 | TBD | TBD | TBD |
| 2028-29 Projected | \$2,002,505.09 | \$978,199.47 | \$740,689.74 | \$3,721,394.31 | \$500,626.27 | \$429,722.30 | \$930,348.58 | TBD | TBD | TBD |


* Caltrans SHA and SB1 funds are available for use over three FYs. FY 2019-20 through FY 2028-29 allocations are estimated based on the FY 2019-20 allocation and allocation history, actual allocation amounts will be determined by formula each year.

** Measure M2 funds became available to FSP in FY 2011-12, and are included as part of OCTA local match.



November 4, 2019

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Consultant Selection for the Safe Travels Education Program Campaign

Overview

Consultant services are required to develop the Safe Travels Education Program campaign. In collaboration with the Orange County Health Care Agency, the project aims to improve safety by hosting education and encouragement activities at 25 public elementary schools serving disadvantaged communities in Orange County. Proposals have been received and evaluated in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendations

- A. Approve the selection of Alta Planning + Design as the firm to develop the Safe Travels Education Program.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1433 between the Orange County Transportation Authority and Alta Planning + Design, in the amount of \$500,000, to develop the Safe Travels Education Program Campaign for a two-year term.

Discussion

The Safe Travels Education Program (STEP) campaign will engage with local city staff and police departments to successfully promote and leverage the education and encouragement activities for walking and biking. A range of STEP activities will be offered based on local interest and time availability for school assemblies, walk/bike to school day events, and training activities directed to both students during and after school, as well as families on nights or weekends. The STEP will also strengthen partnerships with transportation,

health, and public safety officials, and empower schools to continue Safe Routes to School (SRTS) efforts following the project.

The Orange County Transportation Authority (OCTA) will partner with the Orange County Health Care Agency (OCHCA) to administer the STEP campaign. The project funding will be offered at 25 public elementary schools in Orange County serving state-designated disadvantaged communities and where growth in SRTS activities is desired. This project will provide instruction to youth at an early age directly from expert staff with participation by local police representatives and establish safe travel patterns.

A California Transportation Commission (CTC) Active Transportation Program (ATP) grant was secured for \$500,000 to implement the project. The grant is fully funded, and collaboration with the California Department of Transportation and OCHCA is planned.

Procurement Approach

This procurement was handled in accordance with OCTA's Board of Directors (Board)-approved procedures for professional and technical services. Award is recommended to the firm offering the most comprehensive overall proposal considering such factors as staffing and project organization, qualifications, prior experience with similar projects, work plan, as well as cost and price.

On July 22, 2019, Request for Proposals (RFP) No. 9-1433 was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on July 18 and 22, 2019. A pre-proposal conference was held on July 29, 2019, with eight attendees representing six firms. Three addenda were issued to make available the pre-proposal conference registration sheets, provide responses to questions received, and make clarifications relative to the RFP.

On September 4, 2019, five proposals were received. An evaluation committee comprised of OCTA staff from Contracts Administration and Materials Management, Strategic Planning, Rideshare Marketing, as well as an external representative from OCHCA met to review the submitted proposals.

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

- | | |
|-------------------------------------|------------|
| • Staffing and Project Organization | 35 percent |
| • Qualifications of the Firm | 25 percent |
| • Work Plan | 20 percent |
| • Cost and Price | 20 percent |

Several factors were considered in developing the evaluation criteria weights. Staffing and project organization was weighted the highest as the qualifications of the project manager and other key personnel are very important to the successful and timely delivery of the project, and qualifications of the firm was weighted high to evaluate the firm's experience in performing work of a similar scope and size. Equally weighted were the work plan, as well as cost and price criteria, to emphasize the importance of the team's understanding of the project, its challenges, and its approach to implementing the various elements of the scope of work. The technical approach to the project is critical to the successful performance of the project. Cost and price ensure OCTA receives value for the services provided.

The evaluation committee reviewed and discussed all proposals received based on the evaluation criteria and short-listed two firms to be interviewed. The two most qualified firms are listed below in alphabetical order:

Firm and Location

Alta Planning + Design (Alta Planning)
Los Angeles, California

Safe Moves
Van Nuys, California

On September 25, 2019, the evaluation committee interviewed the two short-listed firms. The interviews consisted of a presentation allowing each team to present its qualifications, highlight its proposal, and respond to evaluation committee questions. Questions were asked relative to the proposed project team's experience in securing commitment from schools and law enforcement, how their approach could sustain progress, and on-going momentum concerning stakeholders' SRTS programs, as well as developing metrics to evaluate success of the project.

After considering the responses to the questions asked during the interviews, the evaluation committee reviewed the preliminary ranking and made adjustments to the scores. The rankings did not change.

Based on the evaluation of written proposals and interviews, staff recommends Alta Planning as the firm to develop the STEP campaign. The following is a summary of the proposal evaluation results.

Qualifications of the Firm

The two short-listed firms are established firms with relevant experience and extensive resources. The firms demonstrated experience in the development of similar SRTS activities.

Alta Planning was founded in 1996, and has experience working on SRTS at the local and national levels promoting safe and convenient ways for children and families to get to and from schools. Alta Planning has nearly two decades of SRTS-related experience assisting schools, school districts, and other jurisdictions to identify SRTS campaigns that best serve communities. The firm has completed similar SRTS non-infrastructure activities, which includes citywide programs for the City of Rialto, a community engagement process for the City of Santa Ana, and created a menu of potential education activities for elementary school principals for the City of Anaheim's three SRTS projects. The firm also assisted the East Central Wisconsin Regional Planning Commission with communications and public relations to promote their regional SRTS Program.

Safe Moves is a non-profit organization established in 1983 and has planned and executed comprehensive SRTS programs at state, county, and city levels. The firm recently developed a number of SRTS programs that increased walking and bicycling in California cities that include Long Beach, Mountain View, and Stockton. The firm also has experience working with school districts, governmental departments, law enforcement, and city councils conducting SRTS programs.

Staffing and Project Organization

The firms proposed qualified project managers and key personnel with relevant experience.

Alta Planning proposed an experienced team that includes a principal-in-charge with over 13 years experience collaborating with communities on SRTS projects. The principal-in-charge is currently involved with the Oregon Department of Transportation SRTS, Alameda SRTS, and San Bernardino County SRTS programs. The proposed project manager has ten years of experience working on SRTS projects and is currently working on the Oceanside SRTS, San Bernardino County SRTS, and Solano County SRTS programs.

The assistant project manager has worked on various SRTS projects as well, including the Irvine Citywide Safety Plan, OCTA Partnerships with Police Project, and the Riverside Active Transportation Plan. During the interview, the firm demonstrated the team's expertise and understanding in the development of STEP campaigns.

Safe Moves' proposed project manager has worked in SRTS for 36 years on projects including the Los Angeles Department of Transportation, Santa Clara SRTS, Alameda Public Works SRTS, Fremont SRTS, and others. The program coordinator has over three years of experience specializing in program coordination for SRTS on projects, such as Alameda Public Works SRTS, Palo Alto SRTS, Glendale SRTS, and others. The project manager described the firm's involvement in SRTS programs at the interviews and spoke of the firm's approach to implementing a successful STEP.

Work Plan

Both firms met the requirements of the RFP and effectively discussed the approach to completing the STEP identified in the scope of services.

Alta Planning presented a work plan that detailed their project understanding and approach. The firm discussed identifying backup schools in case one of the initially identified 25 schools is unable to continue with the program. The proposal discussed both short-term and long-term strategies with a six-step program showcasing the firm's vision for successful implementation of the STEP campaign. The work plan demonstrated an understanding of the project objectives and clearly described how to strengthen partnerships with transportation, health, and public safety officials, and empowering school champions to continue SRTS efforts following the project. During the interview, the firm elaborated on a few of the planned activities, such as bike rodeos, family bike events, bicycle or pedestrian safety education, and after-school safety education, and provided examples of where the approach was used in the past. As required by the grant, the firm will use the Orange County Conservation Corps (OCCC) to provide staff support at STEP engagement events, such as walking school bus events and school campus bike rodeos.

Safe Moves' work plan demonstrated understanding of the project objectives, and the firm presented a detailed approach to completing the work as outlined in their summary of each task. The firm's work plan addressed each task but was general in the overall project approach. Safe Moves proposes conducting interactive hands-on pedestrian and bicycle safety events utilizing a simulated city-course called "Safe Moves City." As required by the grant, the firm plans to use OCCC to assist working with students on educational and encouragement activities.

Cost and Price

Pricing scores were based on a formula which assigned the highest score to the lowest firm-fixed price for the two-year term and scored the other proposals' firm-fixed price based on their relation to the lowest firm-fixed price. Although Alta Planning's proposed firm-fixed price was not the lowest, it was within the independent cost estimate.

Procurement Summary

Based on the evaluation of the written proposals, the firms' qualifications, and the information obtained from the interviews, the evaluation committee recommends the selection of Alta Planning as the top-ranked firm to develop the STEP campaign. Alta Planning submitted a comprehensive proposal that was responsive to all requirements of the RFP and, in the interview, the firm further highlighted Alta Planning's qualifications, staffing experience, and technical approach to the work plan.

Fiscal Impact

The project is included in the approved fiscal year 2019-20 budget for the Planning Division (Account No. 1531-7519-A4530-0QB). The CTC ATP Grant Program is funding 100 percent of the project.

Summary

Based on the information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1433 with Alta Planning, in the amount of \$500,000, for consultant services to develop the STEP campaign for a two-year term.

Attachments

- A. Review of Proposals, RFP 9-1433 Safe Travels Education Program Campaign
- B. Proposal Evaluation Criteria Matrix (Short-Listed Firms), RFP 9-1433 Safe Travels Education Program Campaign
- C. Contract History for the Past Two Years, RFP 9-1433 Safe Travels Education Program Campaign

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Review of Proposals

RFP 9-1433 Safe Travels Education Program Campaign

Presented to the Regional Planning and Highways Committee

Five proposals were received, two firms were interviewed, one firm is being recommended

| Overall Ranking | Proposal Score | Firm & Location | Sub-Contractors | Evaluation Committee Comments | Firm-Fixed Price |
|-----------------|----------------|---|---|--|------------------|
| 1 | 84 | Alta Planning + Design Los Angeles, California | C&R Consulting Latino Health Access Walk 'n Rollers Orange County Conservation Corps | Planning experience and direct engagement with youth in schools. Applicable experience and knowledge of funding programs and associated constraints. Safe Routes to School (SRTS) planning for 19 years. Provided a step-by-step outline on achieving work plan objectives. Presently works with the cities of Anaheim, Costa Mesa, Irvine, Oceanside, and Santa Ana with SRTS. Staff demonstrates a balance of expertise between planning, outreach, education, and law enforcement. | \$500,000.00 |
| 2 | 81 | Safe Moves Van Nuys, California | KOA Orange County Conservation Corps | Worked with various agencies, school districts, organizations, and cities. Collateral meets requirements, but is not graphically appealing. Concern regarding depth of team to deliver project of this scale. Experience with SRTS programs and education. The project key personnel was unable to attend. Winner of several awards from the cities of Long Beach, Mountain View, and Stockton. | \$479,810.00 |

Evaluation Panel

Internal:

Contracts Administration and Materials Management (1)

Transportation Planning (2)

Marketing (1)

External:

Orange County Health Care Agency (1)

Proposed Criteria

Staff and Project Organization

Qualifications of the Firm

Work Plan

Cost and Price

Weight Factors

35 percent

25 percent

20 percent

20 percent

RFP - Request for proposals

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms)
RFP 9-1433 Safe Travels Education Program Campaign

| Alta Planning + Design | | | | | | Weightings | Overall Score |
|-------------------------------|------|------|------|------|------|------------|---------------|
| Evaluator Number | 1 | 2 | 3 | 4 | 5 | | |
| Qualifications of Firm | 4.50 | 4.00 | 4.00 | 4.50 | 4.50 | 5 | 22 |
| Staffing/Project Organization | 4.00 | 4.00 | 4.00 | 4.00 | 3.00 | 7 | 27 |
| Work Plan | 4.00 | 4.50 | 4.00 | 4.50 | 4.00 | 4 | 17 |
| Cost and Price | 4.80 | 4.80 | 4.80 | 4.80 | 4.80 | 4 | 19 |
| Overall Score | 85.7 | 85.2 | 83.2 | 87.7 | 78.7 | | 84 |
| Safe Moves | | | | | | Weightings | Overall Score |
| Evaluator Number | 1 | 2 | 3 | 4 | 5 | | |
| Qualifications of Firm | 4.00 | 4.00 | 3.50 | 4.50 | 4.00 | 5 | 20 |
| Staffing/Project Organization | 4.00 | 3.50 | 3.50 | 4.00 | 4.00 | 7 | 27 |
| Work Plan | 3.50 | 3.50 | 3.50 | 3.50 | 3.50 | 4 | 14 |
| Cost and Price | 5.00 | 5.00 | 5.00 | 5.00 | 5.00 | 4 | 20 |
| Overall Score | 82.0 | 78.5 | 76.0 | 84.5 | 82.0 | | 81 |

Range of scores for the non-shortlisted firm was 30 to 73.

CONTRACT HISTORY FOR THE PAST TWO YEARS**RFP 9-1433: Safe Travels Education Program Campaign**

| Prime and Subconsultants | Contract No. | Description | Contract Start Date | Contract End Date | Subconsultant Amount | Total Contract Amount |
|---|--------------|----------------------------------|---------------------|-------------------|----------------------|-----------------------|
| Alta Planning + Design Contract Type: Time and Expense <i>Subconsultants: Safe Routes to School National Partnership Robert Wall Consulting, LLC, dba FW Focus Productions Local Government Commission</i> Contract Type: Firm-Fixed <i>Subconsultants: None</i> | C61418 | Active Transportation Consultant | February 28, 2017 | January 31, 2019 | | \$150,000.00 |
| | | | | | | |
| | | | | | | |
| | C81433 | Safety | April 17, 2018 | November 30, 2018 | | \$75,000.00 |
| | | | | | | |
| Contract Type: Time and Expense <i>Subconsultants: Fehr & Peers T. Y. Lin International Corwin Bales, dba C&R Consultants</i> | C81759 | Active Transportation Consultant | November 27, 2018 | August 31, 2021 | | \$225,000.00 |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| Sub Total | | | | | | \$450,000.00 |
| Safe Moves Contract Type: N/A <i>Subconsultants:</i> | | | | | | |
| | | | | | | |
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| | | | | | | |
| | | | | | | |
| Sub Total | | | | | | \$0 |



November 4, 2019

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 Alicia Parkway and El Toro Road

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 3 of the Interstate 5 widening project between Alicia Parkway and El Toro Road.

Recommendations

- A. Authorize the use of \$4,728,000 in Highway Infrastructure Program funds in place of Measure M2 funds for the Interstate 5 widening project between Alicia Parkway and El Toro Road.
- B. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-9-1600 between the Orange County Transportation Authority and California Department of Transportation, in the amount of \$136,615,000, comprised of a construction capital share of \$117,000,000, and a construction management services share of \$19,615,000, for Segment 3 of the Interstate 5 widening project between Alicia Parkway and El Toro Road.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above action.

Discussion

The Orange County Transportation Authority (OCTA), in partnership with the California Department of Transportation (Caltrans), is implementing the Interstate 5 (I-5) 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 one general purpose lane 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.

The Project will be constructed 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 (PS&E), and to advertise and award the construction contract 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 (ROW) acquisition.

In 2018, the Federal Highway Administration (FHWA) required that a Cost Estimate Review workshop be conducted, which was carried out by the FHWA, Caltrans, and OCTA to determine the estimated cost based on a risk-based approach to review major risks and opportunities within the Project. As a result of that workshop, the Board approved programming \$179,480,000 in local, state, and federal funds to the Project for support of PS&E, ROW, and construction.

Staff is recommending that the Board approve the use of \$4,728,000 in Highway Infrastructure Program (HIP) funds in place of M2 funds for the Project. The use of HIP funds is consistent with the Board-approved

Capital Programming Policies regarding the use of HIP funds for the M2 Freeway Program, and this action would allow OCTA to preserve M2 funds for future freeway projects. Attachment A provides the updated Capital Funding Plan which includes funding information for OCTA's freeway programs and the recommended funding changes for the Project.

OCTA and Caltrans are proposing 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 3 between Alicia Parkway and El Toro Road.

Bid documents for Segment 3 are being prepared for the construction contract and are expected to be advertised by mid-2020. The total construction capital funding required for Segment 3 is \$117,000,000, comprised of \$20,768,000 in Surface Transportation Block Grant (STBG) funds, \$9,388,000 in Senate Bill 1 funds, \$4,728,000 in HIP funds, and \$82,116,000 in M2 funds.

As the implementing agency for construction of the Project, Caltrans will be responsible for advertisement, 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, structures representative, and other field personnel, along with construction administrative support, environmental and paleontology monitoring for the Project, at an estimated cost of \$10,993,000, comprised of \$8,993,000 in STBG funds and \$2,000,000 in HIP funds. Caltrans will draw down these federal funds directly.

OCTA will retain a consultant firm to augment Caltrans field staff with electrical, structural and roadway inspection, office engineering, field surveying, 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 \$8,622,000 in M2 funds. Through separate contracts, OCTA will lead the public outreach and freeway service patrol efforts.

The total construction support funding for the Project is \$19,615,000, comprised of \$8,993,000 in STBG funds, \$2,000,000 in HIP funds, and \$8,622,000 in M2 funds.

Cooperative Agreement with the California Department of Transportation for the Interstate 5 Widening Project Between Alicia Parkway and El Toro Road *Page 4*

Fiscal Impact

The Project will be included in OCTA's Fiscal Year (FY) 2020-21 Budget and subsequent FYs budget, Capital Programs Division, accounts 0017-9084-FC106-06W and 0017-9085-FC106-06W, and will be funded with a combination of federal, state, and local funds.

Summary

Staff requests Board authorization to program \$4,728,000 in HIP funds in place of M2 funds for the Project, and approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-9-1600 between OCTA and Caltrans, in the amount of \$136,615,000, comprised of a construction capital share of \$117,000,000, and a construction management services share of \$19,615,000, for Segment 3 of the Project.

Attachment

A. Capital Funding Program Report

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Approved by:



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Capital Funding Program Report

Pending Board of Directors (Board) Approval - November 11, 2019

| State Highway Project | | | | | | | | | | | |
|--|--------|--------------------|------------------|-----|-----------------|------------------|------------------|-----------------|-------------|--------------------|------------------|
| Project Title | M Code | Total Funding | Federal Funds | | | State Funds | | | Local Funds | | |
| | | | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |
| I-5 from SR-55 to SR-57, add one HOV lane each direction | A | \$39,052 | \$33,743 | | | | | | | \$5,309 | |
| I-5 Widening from I-405 to SR-55 (Env. Phase) | B | \$8,000 | \$8,000 | | | | | | | | |
| I-5 Widening, I-405 to Yale (Segment 1) | B | \$215,430 | \$47,884 | | | \$95,338 | \$44,791 | | | \$27,417 | |
| I-5 from SR-73 to El Toro Road landscaping/replacement planting | C | \$12,245 | | | | \$6,000 | | | | \$6,245 | |
| I-5 widening (Alicia to El Toro) Segment 3 ^{1,2} | C | \$181,327 | \$49,897 | | \$4,728 | | \$9,388 | | | \$117,314 | |
| I-5 widening (Oso to Alicia) Segment 2 | C | \$205,695 | \$47,676 | | \$7,921 | | | | | \$150,098 | |
| I-5 widening (SR-73 to Oso) Segment 1 | C | \$213,267 | \$28,167 | | \$6,433 | \$91,977 | | \$29,832 | | \$56,858 | |
| I-5 at Los Alisos / El Toro: add ramps | D | \$4,400 | \$4,400 | | | | | | | | |
| SR-55 (I-5 to SR-91) | F | \$5,000 | \$5,000 | | | | | | | | |
| SR-55 OC Central Corridor improvements from I-405 to I-5 ³ | F | \$415,932 | \$103,805 | | \$46,800 | \$80,000 | \$75,000 | | | \$110,327 | |
| SR-57 Orangewood to Katella | G | \$2,500 | \$2,500 | | | | | | | | |
| SR-91 (SR-57 to SR-55) operational improvements | I | \$9,000 | \$7,000 | | | | | | | \$2,000 | |
| I-405 from SR-73 to I-605 improvements | K | \$1,900,000 | \$35,000 | | \$10,648 | \$82,000 | | \$7,771 | | \$1,135,651 | \$628,930 |
| I-405 (I-5 to SR-55) | L | \$8,000 | \$8,000 | | | | | | | | |
| I-405 s/b aux lane - University to Sand Canyon and Sand Canyon to SR-133 | L | \$2,328 | | | | \$2,328 | | | | | |
| I-605/ Katella interchange | M | \$4,824 | | | | \$3,000 | | | | \$1,824 | |
| 241/91 Express Lanes (HOT) connector | | \$33,728 | | | | | | | | | \$33,728 |
| SR-74 widening, Calle Entradero-City/County line | | \$16,653 | | | | \$14,303 | | | | \$1,950 | \$400 |
| SR-74 widening, City/County line to Antonio Parkway | | \$40,905 | \$5,285 | | | \$10,000 | | | | | \$25,620 |
| State Highway Project Totals | | \$3,318,286 | \$386,357 | | \$76,530 | \$384,946 | \$129,179 | \$37,603 | | \$1,614,993 | \$688,678 |
| Federal Funding Total | | \$462,887 | | | | | | | | | |
| State Funding Total | | \$551,728 | | | | | | | | | |
| Local Funding Total | | \$2,303,671 | | | | | | | | | |
| Total Funding (000's) | | \$3,318,286 | | | | | | | | | |

| State Highway Project Completed | | | | | | | | | | | |
|---|--------|---------------|---------------|-----|------------|-------------|-----|-------------|-------------|----------|-------------|
| Project Title | M Code | Total Funding | Federal Funds | | | State Funds | | | Local Funds | | |
| | | | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |
| I-5 HOV lane each direction s/o PCH to San Juan Creek Road | C | \$70,658 | \$11,796 | | | | | \$20,789 | | \$38,073 | |
| I-5 HOV lanes from s/o Avenida Vista Hermosa to s/o PCH | C | \$71,100 | \$13,472 | | | \$46,779 | | | | \$10,849 | |
| I-5 HOV lanes: s/o Avenida Pico to s/o Vista Hermosa | C | \$90,441 | \$31,741 | | \$1,600 | \$43,735 | | | | \$13,365 | |
| I-5/SR-74 interchange improvements | D | \$80,300 | | | | \$48,683 | | \$24,109 | \$2,500 | | \$5,008 |
| I-5/SR-74 interchange landscaping/replacement planting | D | \$1,440 | | | \$752 | \$688 | | | | | |
| SR- 57 n/b widening, Katella Avenue to Lincoln Avenue - landscaping | G | \$2,172 | | | | | | | | \$2,172 | |
| SR- 57 n/b widening, SR-91 to Yorba Linda Boulevard - landscaping | G | \$946 | | | | | | | | \$946 | |
| SR-57 n/b widening, Yorba Linda to Lambert Road - landscaping | G | \$1,193 | | | | | | | | \$1,193 | |



Capital Funding Program Report

Pending Board of Directors (Board) Approval - November 11, 2019

| State Highway Project Completed | | | | | | | | | | | |
|---|--------|------------------|------------------|-----|-----------------|------------------|-----|------------------|-----------------|------------------|-----------------|
| Project Title | M Code | Total Funding | Federal Funds | | | State Funds | | | Local Funds | | |
| | | | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |
| SR-91 w/b connect existing aux lanes, I-5 to SR-57 | H | \$62,977 | | | | | | \$27,227 | | \$35,750 | |
| SR-91 w/b connecting existing aux lanes, I-5 to SR-57 - landscaping | H | \$2,290 | | | | | | | | \$2,290 | |
| SR-91 w/b (SR-55 - Tustin interchange) improvements | I | \$43,753 | | | | \$15,753 | | \$14,000 | | \$14,000 | |
| SR-91 e/b widening, SR-241 to SR-71 | J | \$57,773 | | | \$45,911 | | | | | \$6,942 | \$4,920 |
| SR-91 w/b Routes 91/55 - e/o Weir replacement planting | J | \$2,898 | | | | \$2,898 | | | | | |
| SR-91 widening, SR-55 to Gypsum Canyon (Weir/SR-241) | J | \$76,993 | | | | \$22,250 | | \$54,045 | | \$698 | |
| SR-57 n/b widening, Katella Avenue to Lincoln Avenue | M1/G | \$35,827 | | | | | | \$24,127 | | \$11,700 | |
| SR-57 n/b widening, SR-91 to Yorba Linda Boulevard | M1/G | \$51,354 | | | | | | \$39,475 | | \$11,879 | |
| SR-57 n/b widening, Yorba Linda to Lambert Road | M1/G | \$52,871 | | | | | | \$41,250 | | \$11,621 | |
| I-405/SR-22/I-605 HOV connector - landscaping | | \$4,600 | \$4,600 | | | | | | | | |
| HOV connectors from I-405 and I-605 | M1 | \$173,091 | \$14,787 | | | | | \$135,430 | \$16,200 | | \$6,674 |
| HOV connectors from SR-22 to I-405 | M1 | \$115,878 | \$64,375 | | \$49,625 | | | | \$1,878 | | |
| State Highway Project Completed Totals | | \$998,555 | \$140,771 | | \$97,888 | \$180,786 | | \$380,452 | \$20,578 | \$161,478 | \$16,602 |
| Federal Funding Total | | \$238,659 | | | | | | | | | |
| State Funding Total | | \$561,238 | | | | | | | | | |
| Local Funding Total | | \$198,658 | | | | | | | | | |
| Total Funding (000's) | | \$998,555 | | | | | | | | | |



Capital Funding Program Report

Pending Board of Directors (Board) Approval - November 11, 2019

Board Action:

1. Authorize the use of up to \$4.728 million in Highway Infrastructure Program in place of Measure M2 funds for the Interstate 5 widening project between Alicia Parkway and El Toro Road.

Project Updates:

2. Correction to the Measure M2 funds within the environmental phase.

Project Notes:


3. Project has unfunded need of \$75 million. Staff will return to the Board with a funding plan at a later date.

Acronyms:

Aux - Auxilliary
CMAQ - Congestion Mitigation Air Quality Improvement Program
FTA - Federal Transit Administration
FY - Fiscal Year
HOT - High-Occupancy Toll
HOV - High-Occupancy Vehicle
Hwy - Highway
I-405 - Interstate 405
I-5 - Interstate 5
I-605 - Interstate 605
LA - Los Angeles
M Code - Project Codes in Measure M1 and M2
M1 - Measure M1
M2 - Measure M2
N/B - Northbound
OC - Orange County
OCTA - Orange County Transportation Authority
PCH - Pacific Coast Highway
RSTP - Regional Surface Transportation Program
S/B - Southbound
S/O - South of
SR-133 - State Route 133
SR-241 - State Route 241
SR-55 - State Route 55
SR-57 - State Route 57
SR-71 - State Route 71
SR-73 - State Route 73
SR-90 - State Route 90
SR-91 - State Route 91
SS - Southside
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
W/B - Westbound



November 4, 2019

To: Regional Planning and Highways Committee 
From: Darrell E. Johnson, Chief Executive Officer
Subject: Amendment to Cooperative Agreement with the City of Costa Mesa for the Interstate 405 Improvement Project

Overview

On March 14, 2016, the Orange County Transportation Authority Board of Directors approved Cooperative Agreement No. C-5-3612 with the City of Costa Mesa for city services required during the design-build implementation of the Interstate 405 Improvement Project. The cooperative agreement needs to be amended for additional city support services during the design and construction of the project.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-5-3612 between the Orange County Transportation Authority and the City of Costa Mesa, in the amount of \$249,500, for additional city services for the Interstate 405 Improvement Project. This will increase the maximum obligation of the cooperative agreement to a total value of \$1,256,380.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation and the cities of Costa Mesa, Fountain Valley, Huntington Beach, and Westminster, 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 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 each direction on I-405 from SR-73 to I-605. The Project includes improvements to city-owned and operated streets, and city traffic facilities impacted by the Project.

On March 14, 2016, the OCTA Board of Directors approved a cooperative agreement with the City of Costa Mesa (City) for city services to be provided during the design-build implementation of the Project. The reimbursement to the City includes costs for review and approval of plans, specifications, and reports, and oversight of construction inspection services for City facilities, review and acceptance of the transportation management plan, traffic engineering, and police services during design and construction of the Project (Attachment A).

The level of effort incorporated into the original cooperative agreement was estimated, and included limited efforts for design review and construction inspection, as these were not fully developed or understood at the time. At this time, both OCTA and City staff have a better understanding of the level of effort needed for the City to effectively provide the support necessary for successful delivery of the Project.

The original scope of work (SOW) assumed the design period would span approximately 15 months, and the Project would be divided into large design segments. OC 405 Partners' (OC405) design period is currently about 30 months based on contractual requirements and the magnitude of the Project, which is 15 months longer than anticipated. 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 Project contract. This has resulted in additional City engineering support in terms of increased labor and time periods needed to review the increased number of design packages.

Additional City support was also needed for the redesign of the traffic handling plans for the reconstruction of the northbound I-405 off-ramp to Fairview Road and the collector-distributor (CD) road to Fairview Road/Susan Street/Harbor Boulevard. This modification results in more efficient construction of this complex area of off-ramps and CD road by enabling construction of numerous elements under one closure. This required additional City design reviews of the revised construction staging and traffic handling plans, and additional coordination meetings with the City. This was not anticipated in the original SOW.

The widening of the Harbor Boulevard undercrossing has presented unanticipated construction challenges that have incurred additional City support services. For instance, delivering and installing piles in the center median on Harbor Boulevard had to be performed during night and weekend shifts to avoid significant traffic congestion on Harbor Boulevard and resultant impacts to other City streets. Additionally, the partial demolition of the Harbor Boulevard

undercrossing had to be performed over multiple nighttime shifts to ensure adequate emergency services access. These activities have resulted in additional City reviews of traffic control plans, coordination meetings, and additional City inspection services beyond the original anticipated level of effort.

Attachment B to this report depicts the revised reimbursement amount for City services. The proposed amendment will be funded from the Project contingency, and will not increase the total Project estimate of \$1.9 billion.

Fiscal Impact

Funding for this amendment is included in OCTA's Fiscal Year 2018-19 Budget, Capital Programs Division, accounts 0017-9084-FK101-0I2 and 0037-9017-A9510-0I2, and is funded with a combination of federal, state, and local funds.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-5-3612 with the City of Costa Mesa, in the amount of \$249,500, for additional city services during design and construction of the Interstate 405 Improvement Project

Amendment to Cooperative Agreement with the City of Costa Mesa for the Interstate 405 Improvement Project *Page 4*

Attachments

- A. City of Costa Mesa, Cooperative Agreement No. C-5-3612 Fact Sheet
- B. Revised Schedule A – Reimbursement Schedule for the City of Costa Mesa

Prepared by:



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Approved by:



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**City of Costa Mesa
Cooperative Agreement No. C-5-3612 Fact Sheet**

1. March 14, 2016, Cooperative Agreement No. C-5-3612, \$344,900, approved by the Board of Directors (Board).
 - To provide city services, including plan review and approval of plans, specifications, reports, and the traffic management plan, and oversight of construction and detour inspection services; traffic engineering and police services; and allow for future amendment for repair costs of city street pavements impacted by signed, long-term detour routes for the Interstate 405 Improvement Project (Project).
2. November 12, 2018, Amendment No. 1 to Cooperative Agreement No. C-5-3612, \$661,980, approved by the Board.
 - To include costs for repairs to city street pavements impacted by signed, long-term freeway detours during construction of the Project that were not accounted for in the original cooperative agreement.
3. November 11, 2019, Amendment No. 2 to Cooperative Agreement No. C-5-3612, \$249,500, pending Board approval.
 - To provide additional city services, including plan review and approval of plans, specifications, reports; oversight construction and detour inspection services; review and acceptance of the traffic management plan, traffic engineering, and police services.

Total committed to City of Costa Mesa after approval of Amendment No. 2 to Cooperative Agreement No. C-5-3612: \$1,256,380.

REVISED SCHEDULE A

REIMBURSEMENT SCHEDULE FOR THE CITY OF COSTA MESA


| <i>Item No.</i> | <i>Reimbursement Description</i> | <i>Maximum Reimbursement Amount⁽¹⁾</i> |
|------------------------|--|--|
| 1 | Review and approval of plans, specifications, plans, and other pertinent engineering plans and reports, Traffic Management Plan review and concurrence, and construction oversight inspection services related to CITY FACILITIES. | \$375,400 |
| 2 | Traffic engineering and detour inspection | \$132,300 |
| 3 | Police services (including overtime costs) | \$86,700 |
| 4 | Pavement mitigation | \$661,980 ⁽²⁾ |
| | TOTAL MAXIMUM REIMBURSEMENT | \$1,256,380 |

(1) Revised Schedule A shows estimated reimbursement amounts for each CITY SERVICES item of work. During the term of this agreement, the CITY may redistribute funds for items of work as needed; however, the total combined amount for CITY SERVICES shall not exceed the Total Maximum Reimbursement amount shown herein.

(2) This amount has been determined by AUTHORITY, and shall be reimbursed as a one-time, lump sum amount upon execution of this amendment to the agreement.



November 4, 2019

To: Regional Planning and Highways Committee 
From: Darrell E. Johnson, Chief Executive Officer
Subject: Contract Change Orders for the Interstate 405 Improvement Project from State Route 73 to 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 from State Route 73 to Interstate 605. Contract change orders are needed to design and construct additional improvements to support the installation of a permanent traffic signal at the intersection of Warner Avenue and Greenleaf Street, provide additional utility work to support Southern California Edison relocations on Milton Avenue, extend water lines at the Talbert Avenue and Brookhurst Street overcrossing bridges, and install additional water valves at the Talbert Avenue, Warner Avenue, and Brookhurst Street overcrossing bridges in the City of Fountain Valley.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute supplemental Contract Change Order No. 13.1 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$460,327, to design and construct additional improvements to support the installation of a permanent traffic signal at the intersection of Warner Avenue and Greenleaf Street in the City of Fountain Valley.
- B. Authorize the Chief Executive Officer to negotiate and execute supplemental Contract Change Order No. 27.1 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$353,106, to provide additional utility work to support Southern California Edison relocations on Milton Avenue in the City of Westminster.

- C. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 46 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$389,978, to extend water lines adjacent to the Talbert Avenue and Brookhurst Street overcrossing bridges in the City of Fountain Valley.

- D. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 47 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$266,828, to install additional water valves at the Talbert Avenue, Warner Avenue, and Brookhurst Street overcrossing bridges in the City of Fountain Valley.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation, 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 in each direction 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 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.

Warner Avenue and Greenleaf Street Signal Improvements

The Transportation Management Plan for the Project required a temporary traffic signal to be placed for several years at the intersection of Warner Avenue and Greenleaf Street in front of the Urbain H. Plavan Elementary School in the City of Fountain Valley. The cost of the temporary traffic signal was included in the lump sum contract price. However, due to safety concerns with operating a temporary traffic signal in front of a school and also with removing the temporary signal after several years of operation, the City of Fountain Valley requested, and OCTA agreed to, the installation of a permanent traffic signal at this location.

The installation of a permanent traffic signal resulted in additional scope of work (SOW), including street restoration, concrete curb and gutter, sidewalk, Americans with Disabilities Act ramps, irrigation system in the median, electrical, signage, and striping. These additional improvements beyond a temporary traffic signal were not anticipated in the original SOW nor in the lump sum contract price. This contract change order (CCO) is for the additional improvements beyond a temporary traffic signal.

Utility Work to Support Southern California Edison Relocations on Milton Avenue

As part of the Project, the Westminster Boulevard overcrossing bridge will be reconstructed, which in turn requires the reconstruction of the on-ramp to northbound I-405. The on-ramp reconstruction requires the installation of a new drainage system and the relocation of various utilities on an adjacent street, Milton Avenue, in the City of Westminster. In an effort to facilitate the timely relocation of these utilities to avoid Project schedule delays, OCTA directed OC405 to provide the necessary civil infrastructure work to support electrical utility relocations for Southern California Edison (SCE), such as shoring, trenching, SCE conduit installation, SCE vault installation, and street restoration. The additional utility support was not anticipated in the original SOW as this work would typically be done by SCE. OCTA is responsible for the cost liability of the work regardless of the entity that performs the work.

OC405 tracked the work on a time and materials basis. The amount of the CCO is based on staff review of the supporting documents provided by OC405. Some of OC405's claimed costs are unsupported, and OC405 was unable to provide supporting documentation when requested. OC405 has not agreed to the proposed lower CCO amount and may pursue the disputed amount at a later time. The purpose of this unilateral CCO is to compensate OC405 for entitled costs that have been reviewed and verified through documentation.

Talbert Avenue and Brookhurst Street Waterline Extensions

At Talbert Avenue, the City of Fountain Valley requested, and OCTA agreed to, the extension of the new waterline by approximately 375 feet to a new tie-in point in order to eliminate angle points in the waterline, which would better maintain appropriate water pressure in the water system. The City of Fountain Valley also requested, and OCTA agreed to, the relocation of an existing waterline lateral at Talbert Avenue to reduce the impacts of additional fill material on the waterline lateral, and to eliminate a conflict with a proposed retaining wall.

At Brookhurst Street, the City of Fountain Valley requested, and OCTA agreed to, the extension of the new waterline by about 150 feet to a new tie-in point in order to eliminate angle points in the waterline, which would better maintain appropriate water pressure in the water system.

These additional waterline utility conflicts and improvements were not anticipated in the original SOW.

Water Line Valves at Warner Avenue, Talbert Avenue, and Brookhurst Street

As part of the Project, City of Fountain Valley waterlines will be relocated into the new bridge overcrossings at Warner Avenue, Talbert Avenue, and Brookhurst Street. The City of Fountain Valley requested, and OCTA agreed to, the installation of additional water valves on each end of the overcrossing bridges to isolate the portion of the waterlines through the bridges. This would allow the City of Fountain Valley to shut off the portion of the line within the bridge in the event of a leak or breakage, minimizing potential flooding and damage within the bridge cells which could compromise the structural integrity of the bridge. The additional valves were not anticipated in the original SOW.

Procurement Approach

The procurement was handled in accordance with the best-value selection process authorized by AB 401 (Chapter 586, Statutes of 2013) for design-build (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 proposed CCO Nos. 13.1, 27.1, 46, and 47.

Proposed CCO No. 13.1, in the amount of \$460,327, will provide compensation to OC405 for the design and construction of the additional improvements to support the installation of a permanent traffic signal at the intersection of Warner Avenue and Greenleaf Street in the City of Fountain Valley. This cost will be borne by OCTA.

Proposed CCO No. 27.1, in the amount of \$353,106, will provide compensation to OC405 for the additional utility work to support SCE relocations on Milton Avenue in the City of Westminster. SCE's share of the cost of the work will be deducted from the utility agreement.

Proposed CCO No. 46, in the amount of \$389,978, will provide compensation to OC405 for the extension of water lines adjacent to the Talbert Avenue and Brookhurst Street overcrossing bridges in the City of Fountain Valley. This cost will be borne by OCTA.

Contract Change Orders for the Interstate 405 Improvement Project from State Route 73 to Interstate 605 *Page 5*

Proposed CCO No. 47, in the amount of \$266,828, will provide compensation to OC405 for the installation of additional water valves at the Talbert Avenue, Warner Avenue, and Brookhurst Street overcrossing bridges in the City of Fountain Valley. This cost will be borne by OCTA.

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

Fiscal Impact

The funding for this work was approved in OCTA's Fiscal Year 2019-20 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. The costs of CCO Nos. 13.1, 27.1, 46, and 47 are funded from the Project contingency and will not increase the total Project estimate of \$1.9 billion.

Summary

Staff recommends Board authorization for the Chief Executive Officer to negotiate and execute four contract change orders to Agreement No. C-5-3843 with OC405, a joint venture: CCO No. 13.1, in the amount of \$460,327, CCO No. 27.1, in the amount of \$353,106, CCO No. 46, in the amount of \$389,978, and CCO No. 47, in the amount of \$266,828.

Attachment

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

Prepared by:



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Approved by:



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Virginia Abadessa
Director, Contracts Administration and
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**OC 405 Partners
Agreement No. C-5-3843
Contract Change Order Log**

| Contract Change Order (CCO) No. | Title | Status | Date Executed | Cost |
|--|--|---------------|----------------------|---------------|
| 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 | 6/21/2017 | \$0.00 |
| 003 | Extra Maintenance Work (Provisional Sum) | Approved | 7/28/2017 | \$200,000.00 |
| 003.1 | Amendment to Change Order to Add Additional Funds for Extra Maintenance Work | Approved | 10/2/2018 | \$200,000 |
| 003.1.1 | Provisional Sum for Extra Maintenance Work-Unilateral | Pending | | \$400,000 |
| 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 |
| 005.1 | Increase in Provisional Sum per Contract Section 19.4 Disputes Board | Approved | 7/1/2019 | \$50,000.00 |
| 006 | Partnering (Provisional Sum) | Approved | 9/13/2017 | \$50,000.00 |
| 006.1 | Partnering per Contract Section 19.1 | Approved | 7/1/2019 | \$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) | Approved | 9/13/2018 | \$100,000.00 |
| 008.1 | Supplemental Unknown Hazardous Materials | Approved | 9/11/2019 | \$100,000.00 |
| 008.2 | Supplemental Unknown Hazardous Materials | 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 | Approved | 9/13/2018 | -\$237,982.39 |

| | | | | |
|--------------|---|-----------------|-------------------|-----------------------|
| 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 | Approved | 2/25/2019 | \$8,560,556.00 |
| 013.1 | Permanent Traffic Signal at the intersection of Warner Avenue and Greenleaf Street | Pending | | \$460,327.00 |
| 014 | Thrust Blocks for the City of Fountain Valley Water Lines | Approved | 10/29/2018 | \$88,021.00 |
| 015 | Slater Bridge Construction Shuttle Services | Approved | 12/4/2018 | \$175,000.00 |
| 016 | Construction Zone Speed Reduction | Approved | 12/3/2018 | \$70,000.00 |
| 017 | Relocation of Water Lines for the City of Fountain Valley | Approved | 3/8/2019 | \$800,000.00 |
| 018 | Enhanced Gawk Screen at Bolsa Chica Road | Approved | 1/25/2019 | \$56,395.00 |
| 019 | Brookhurst Street Overhead Sign Location Redesign | Approved | 1/25/2019 | \$11,484.00 |
| 020 | Differing Site Conditions - Pavement Thickness at Magnolia | Approved | 1/29/2019 | \$4,095.00 |
| 021 | Polymer Fibers in All Concrete Bridge Decks | Approved | 3/19/2019 | \$1,463,020.00 |
| 022 | Temporary Construction Easement Reduction at La Quinta | Approved | 3/19/2019 | \$85,573.00 |
| 023 | Updated FasTrak Logos (Unilateral) | Approved | 2/21/2019 | \$20,532.00 |
| 024 | Express Lanes Channelizers | Approved | 3/12/2019 | \$122,778.00 |
| 025 | Stainless Steel Inserts at Fairview Road Overcrossing | Approved | 3/12/2019 | -\$9,293.00 |
| 026 | OCTA PlanGrid Software Licenses | Approved | 3/28/2019 | \$35,994.00 |
| 026.1 | Supplemental for OCTA PlanGrid Software Licenses | Approved | 9/11/2019 | \$8,570.00 |
| 027 | Utility potholing on Milton Ave | Approved | 9/12/2019 | \$61,731.87 |
| 027.1 | Utility Support for SCE relocations on Milton Avenue | Pending | | \$353,106.00 |
| 028 | Mesa Water District 12-inch Water Line (CN-1127) | Approved | 5/7/2019 | \$208,600.00 |

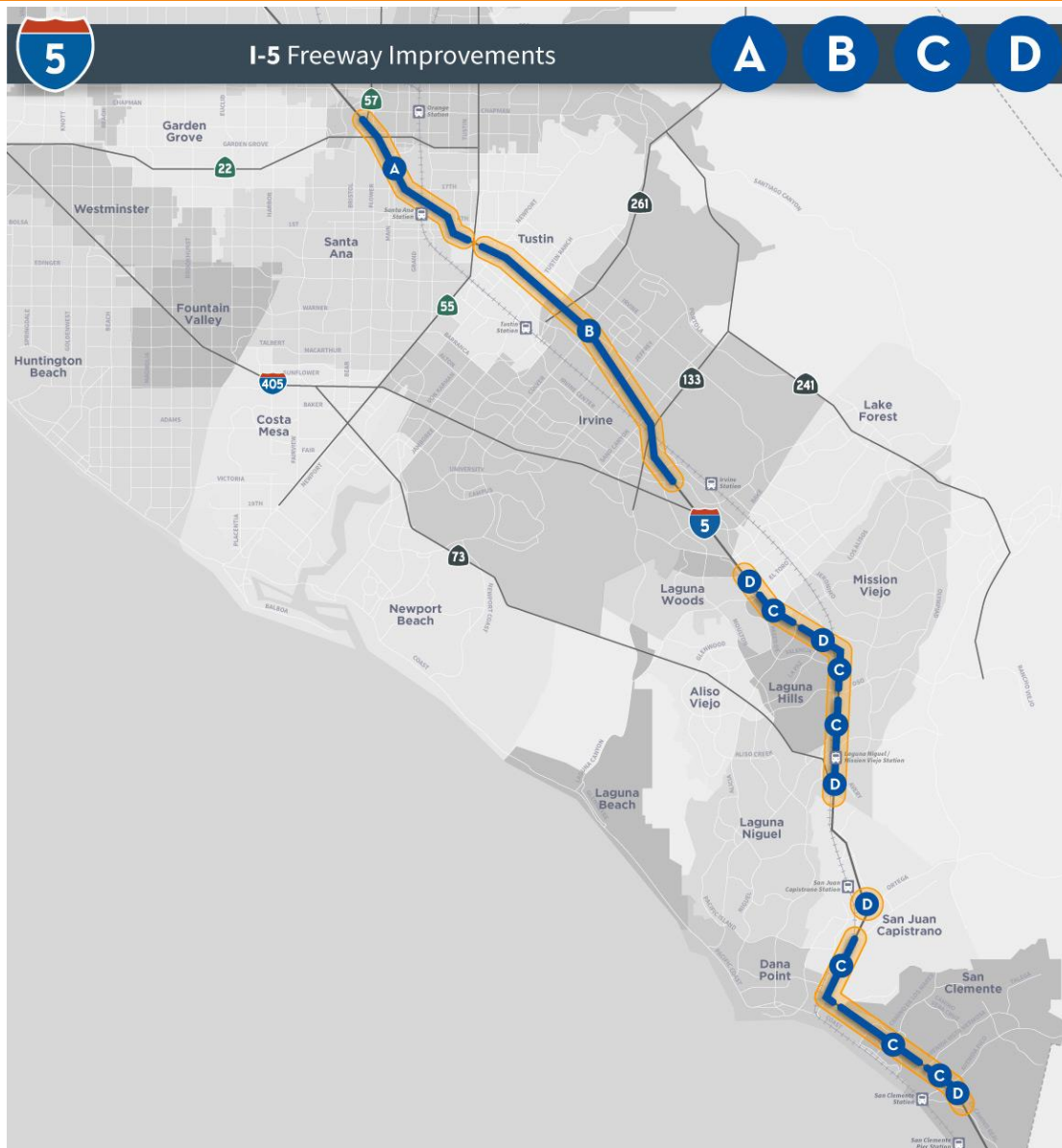
| | | | | |
|-----|--|----------|-----------|----------------|
| 029 | Magnolia Loop Ramp CMS Deletion | Approved | 05/15/19 | -\$74,319.00 |
| 030 | Motel 6 Sound Wall (SW-791) Elimination | Approved | 05/15/19 | -\$130,000.00 |
| 031 | Sound Wall 956 Reduction | Approved | 05/22/19 | -\$30,000.00 |
| 033 | Edinger Channel Pavement Rehabilitation | Approved | 07/30/19 | \$176,465.00 |
| 034 | Chevron and Crimson Utility Relocation at Goldenwest Crossing | Approved | 8/2/2019 | \$75,000.00 |
| 035 | Incompatible Specifications - Adjacent to CRCP Pavement | Approved | 06/26/19 | \$2,900,557.00 |
| 037 | Sound Wall 375 Protect in Place | Approved | 06/04/19 | \$200,000.00 |
| 040 | HDPE in Lieu of RCP | Approved | 7/9/2019 | -\$7,418.68 |
| 041 | Emergency Vehicle Preemption Devices at Fairview | Approved | 7/9/2019 | \$44,147.00 |
| 042 | Executed Utility Agreements | Pending | | \$0.00 |
| 043 | Early Partial Removal of Sound Wall 328 | Approved | 9/16/2019 | \$14,414.18 |
| 045 | City of Fountain Valley Water Lines (CN 1012 & 6044) at Warner Avenue | Pending | | \$256,244.00 |
| 046 | Extension of Water Lines Adjacent to the Talbert Avenue and Brookhurst Street Overcrossing Bridges | Pending | | \$389,978.00 |
| 047 | Additional Water Valves at the Talbert Avenue, Warner Avenue, and Brookhurst Street Overcrossing Bridges | Pending | | \$266,828.00 |
| 048 | Temporary Construction Easement Reduction at Sit n' Sleep (CPN 103026) | Pending | | \$129,243.00 |
| 049 | Beach Blvd Lane Widths Reduction (Necessary Basic Configuration Change) | Pending | | \$160,000.00 |
| 050 | Vibration Sensitive Receptors (McFadden OC Abutment 3) | Pending | | \$59,383.87 |

| | |
|---------------------------------|------------------------|
| 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 | \$15,558,317.92 |
| Subtotal Pending CCOs | <u>\$2,575,109.87</u> |
| Total CCOs | \$18,133,427.79 |
| Proposed Revised Contract Price | \$1,235,198,427.79 |
| Remaining Contingency Fund | \$80,801,572.21 |

Measure M2

Interstate 5 Corridor Improvements

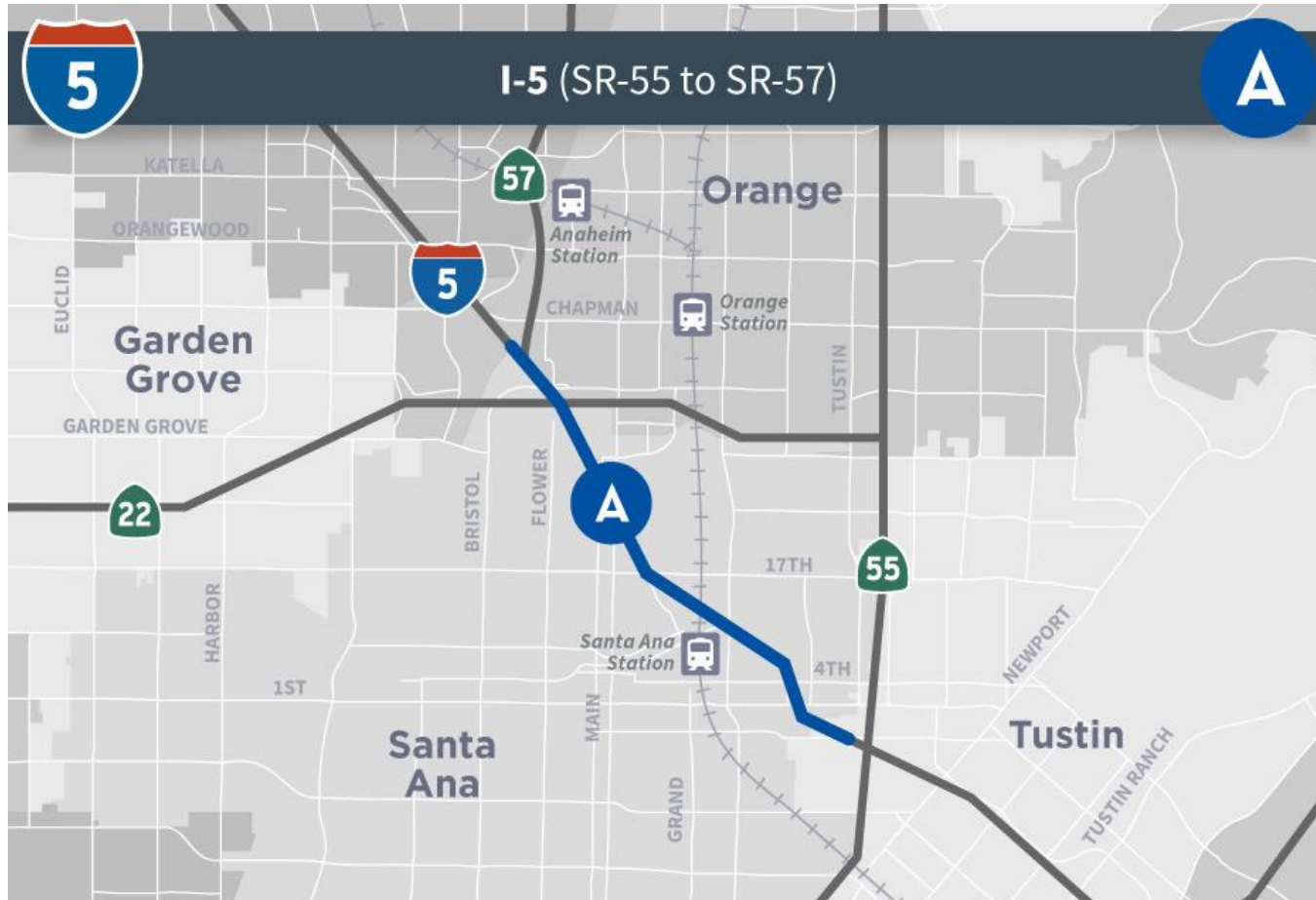
I-5 Comprehensive Improvements



- Approved by the voters in the M2 Transportation Investment Plan
- Comprehensive I-5 Improvement Program covering 25 miles
- Nearly \$1.5 billion in highway improvements

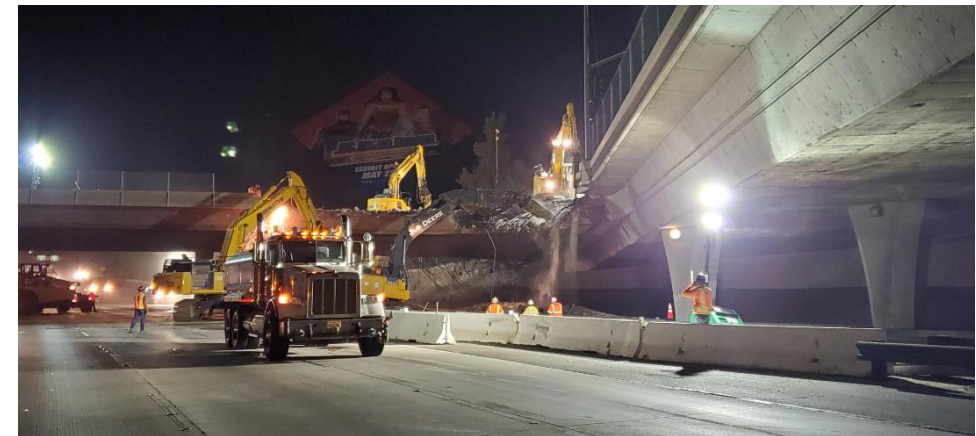
I-5 – Interstate 5 / SR-57 – State Route 57 / SR-55 – State Route 55 / SR-22 – State Route 22 /
SR-133 – State Route 133 / SR-241 – State Route 241 / I-405 – Interstate 405 /
SR-73 – State Route 73 / M2 – Measure M2

M2 I-5 - Project A



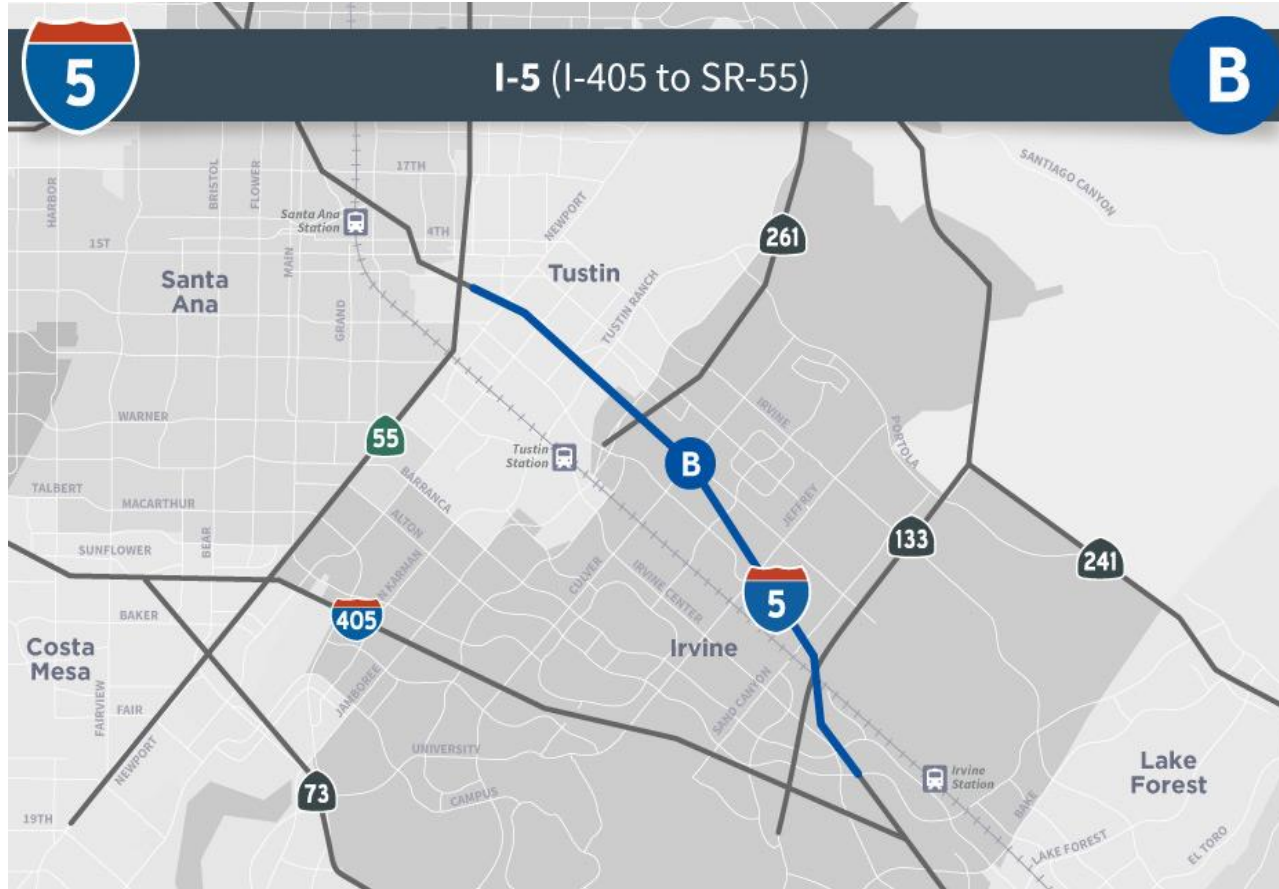
| Complete Environmental | Complete Design | ROW Certification/ Construction Ready | Advertise Construction | Award Contract | Complete Construction |
|------------------------|-----------------|--|------------------------|----------------|-----------------------|
| Apr-15 | Jun-17 | Sep-17 | Mar-18 | Nov-18 | Apr-21 |

- Adds carpool lanes and reconfigures freeway lanes – 3 miles
- \$41.5 million (federal, state, and M2 funds)
- Project under construction
- Caltrans studying conversion to HOT lanes *(recommended for environmental phase by Caltrans)*



Caltrans – California Department of Transportation
HOT – High Occupancy Toll
ROW – Right-of-Way

M2 I-5 - Project B



- Adds general-purpose lanes and improves operations – 9 miles
- \$439 million (federal, state, and M2 funds)
- Project in final stages of environmental approval
- Proposed for final design phase as part of Next 10 Delivery Plan update

| Complete Environmental | Complete Design | ROW Certification/ Construction Ready | Advertise Construction | Award Contract | Complete Construction |
|------------------------|-----------------|--|------------------------|----------------|-----------------------|
| Feb-20 | - | - | - | - | - |

M2 I-5 - Projects C/D



- Adds general-purpose lanes, extends carpool lanes, reconstructs major interchanges and replaces undercrossing - 6.5 miles
- \$593 million (federal, state, and M2 funds)
- Project delivered in three segments with two currently under construction
- Caltrans and Transportation Corridor Agencies proposing additional widening in same segments and HOT lanes conversion

| Complete Environmental | Complete Design | ROW Certification/ Construction Ready | Advertise Construction | Award Contract | Complete Construction |
|------------------------|-----------------|--|------------------------|----------------|-----------------------|
| May-14 | May-19 | Feb-20 | Jun-20 | Sep-20 | Oct-24 |
| | Dec-17 | May-18 | Nov-18 | Mar-19 | Nov-23 |
| | Aug-18 | May-19 | Aug-19 | Dec-19 | Feb-25 |



M2 I-5 - Project D

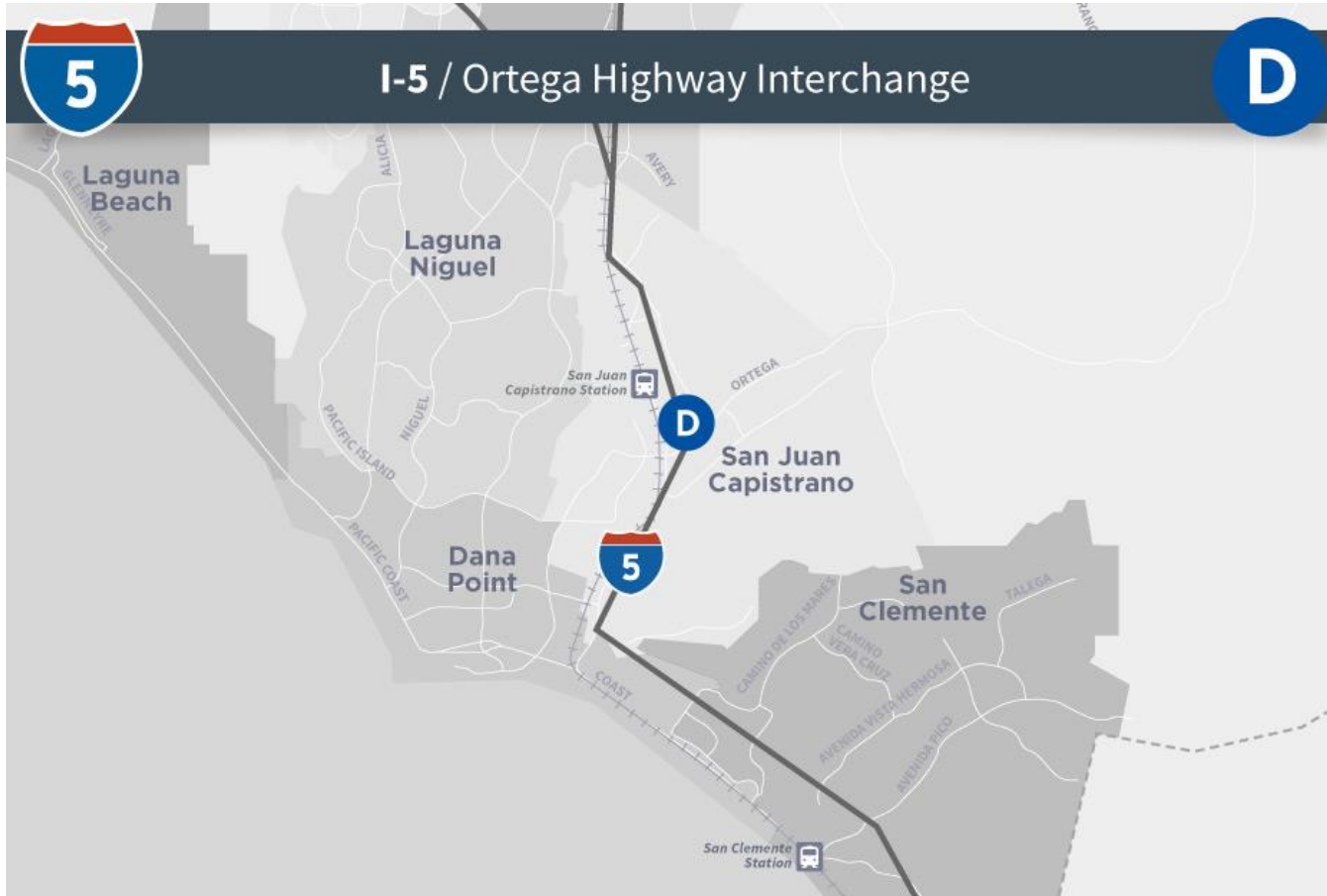


- Reconstructs I-5/El Toro Road interchange to increase capacity
- Cost TBD
- Project in environmental stage and under review by cities of Laguna Hills, Lake Forest, and Laguna Woods
- Consensus required in order to move project forward to final design

| Complete Environmental | Complete Design | ROW Certification/ Construction Ready | Advertise Construction | Award Contract | Complete Construction |
|------------------------|-----------------|--|------------------------|----------------|-----------------------|
| Apr-20 | - | - | - | - | - |

TBD – To be determined

M2 I-5 - Project D

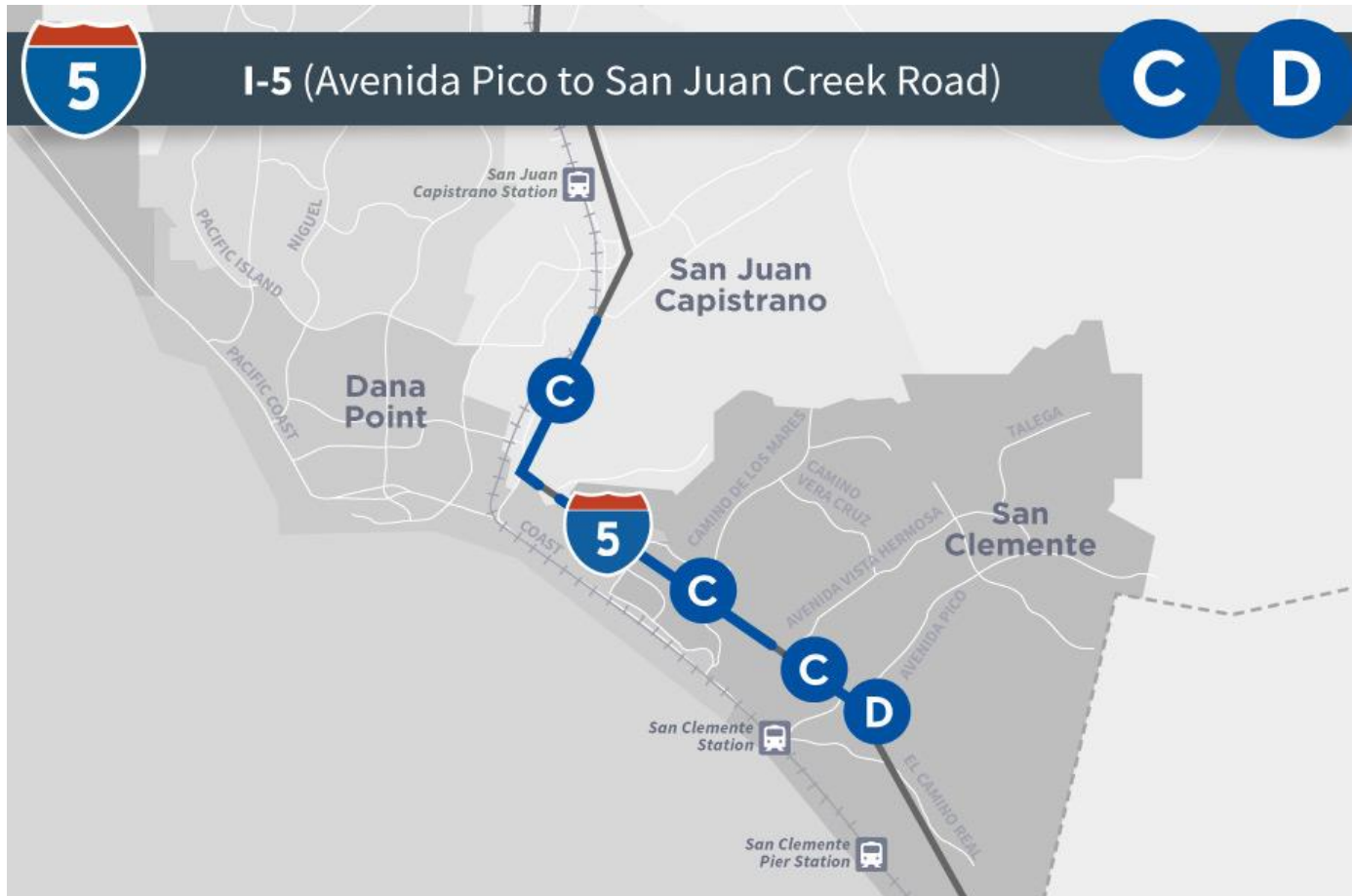


- Reconstructed interchange
- \$79.7 million (state, local, and M2 funds)
- Completed in 2016
- Completed project allows separate Ortega Highway widening project to move forward
- Separate Ortega Highway widening project in final environmental phase and proposed for final design



| Complete Environmental | Complete Design | ROW Certification/ Construction Ready | Advertise Construction | Award Contract | Complete Construction |
|------------------------|-----------------|--|------------------------|----------------|-----------------------|
| Jun-09 | Dec-11 | Apr-12 | Jun-12 | Aug-12 | Jan-16 |

M2 I-5 - Projects C/D



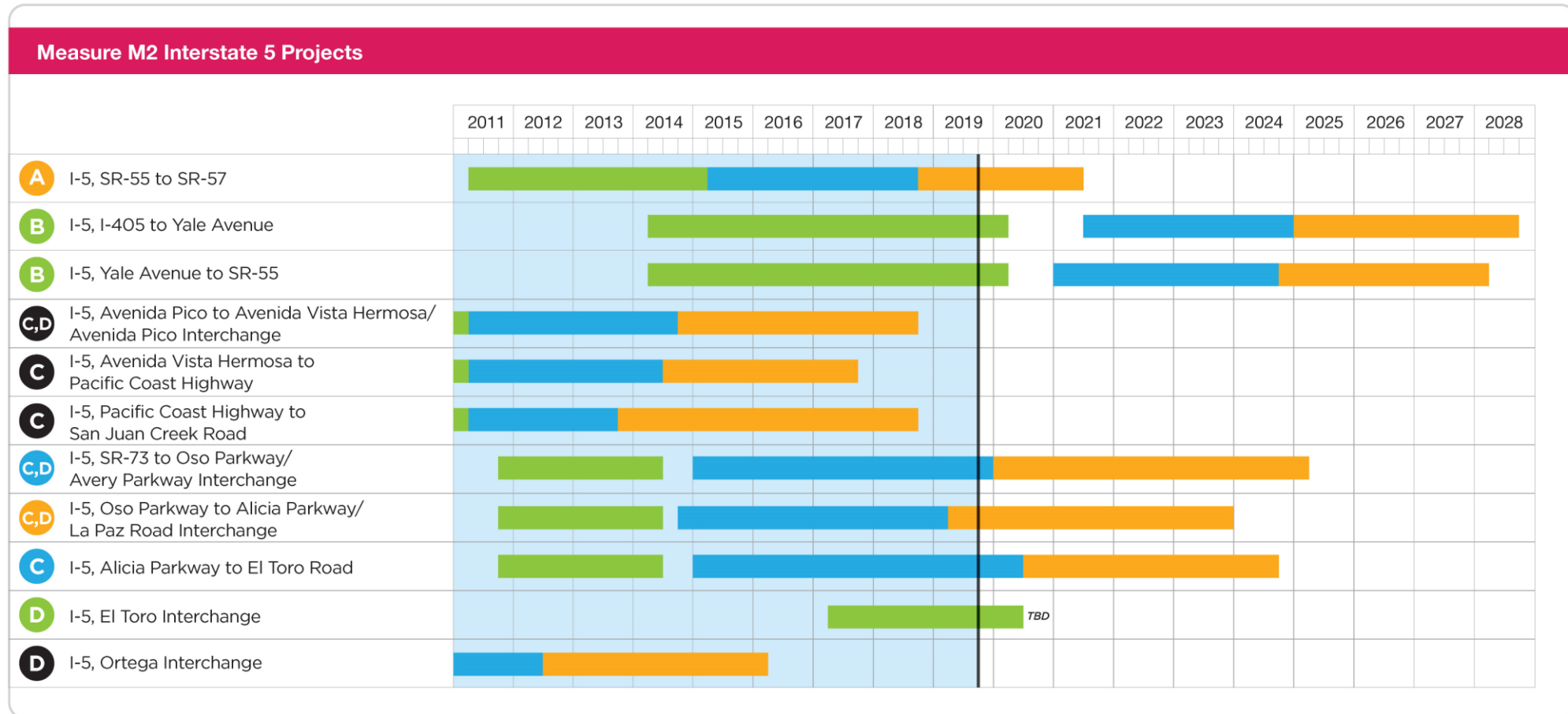
- Added carpool lane and reconstructed Avenida Pico interchange – 6 miles
- \$235 million (federal, state, and M2 funds)
- Constructed in three segments and completed in 2018
- Regional Transportation Plan includes three-mile carpool extension to San Diego county line area
- Caltrans and Transportation Corridor Agencies proposing conversion to HOT lanes

| Complete Environmental | Complete Design | ROW Certification/ Construction Ready | Advertise Construction | Award Contract | Begin Advertise & Award | Complete Construction |
|------------------------|-----------------|---------------------------------------|------------------------|----------------|-------------------------|-----------------------|
| Oct-11 | Oct-13 | Jan-14 | Sep-14 | Nov-14 | Sep-14 | Aug-18 |
| | May-13 | Feb-13 | Feb-14 | Jun-14 | Feb-14 | Jul-17 |
| | Jan-13 | Feb-13 | Aug-13 | Dec-13 | Aug-13 | Jul-18 |



M2 I-5 Schedule

Environmental ■ Design/Advertise & Award ■ Construction ■ Completed ■



Please note that schedules for projects in design and construction are updated as of June 30, 2019. Schedules for projects in environmental are preliminary. Shown schedules are subject to further refinement.

Public Outreach

- Weekly Email Blasts
- Social Media
- Direct Mail
- Canvassing Fliers
- Business Outreach
- Neighborhood Meetings
- One-on-one Briefings
- Speakers Bureau Presentations



(800) 724-0353



- Comprehensive I-5 Improvement Program covering 25 miles
- Nearly \$1.5 billion in highway improvements
 - Added lane miles
 - Improved interchanges
 - Updated safety features
- Improves highway and arterial mobility through 2040
- Delivery of improvements completed or in progress
- Projects approved by voters - M2 Transportation Investment Plan
- Caltrans studying conversion to HOT lanes

