



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, February 3, 2020 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 R. Murphy

1. Public Comments



Special Calendar

2. Committee Meeting 2020 Schedule

Overview

Committee Chairman Mark A. Murphy will lead a discussion regarding the 2020 meeting schedule for the Regional Planning and Highways Committee. The proposed 2020 dates and time for this Committee is provided in Attachment A.

Recommendation

Approve the 2020 Regional Planning and Highways Committee meetings calendar.

3. Roles and Responsibilities of the Regional Planning and Highways Committee

Darrell E. Johnson

Overview

Roles and Responsibilities for the Regional Planning and Highways Committee are reviewed periodically for any appropriate changes or additions. These roles and responsibilities are presented in Attachment A for discussion.

Recommendation

Approve the 2020 Regional Planning and Highways Committee Roles and Responsibilities.

Consent Calendar (Items 4 through 9)

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.

4. Approval of Minutes

Approval of the minutes of the Regional Planning and Highways Committee meeting of January 6, 2020.



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

Dennis Mak/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 at this time to compensate for additional design and construction efforts for the Heil Avenue pedestrian overcrossing, to extend the plant establishment period to three years, and to reflect the increase in the 2017 State Senate Bill 1 diesel fuel sales tax rate.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 60 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$1,044,000, for additional design and construction efforts for the Heil Avenue pedestrian overcrossing.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 61 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$1,600,000, to extend the plant establishment period to three years.
- C. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 62 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$1,764,165, to reflect the 2017 State Senate Bill 1 diesel fuel sales tax rate increase.



6. Construction and Maintenance Agreement with the Union Pacific Railroad and the California Department of Transportation for the Interstate 405 Improvement Project

Dennis Mak/James G. Beil

Overview

The Orange County Transportation Authority proposes to enter into a construction and maintenance agreement with the Union Pacific Railroad and the California Department of Transportation for the Interstate 405 Improvement Project. The project proposes to widen the Bolsa overhead freeway bridge over the railroad facility. A construction and maintenance agreement is required to define the specific terms, conditions, and funding responsibilities for the construction and long-term maintenance responsibility for the constructed bridge.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Construction and Maintenance Agreement No. C-9-1793 with the Union Pacific Railroad and the California Department of Transportation, in an amount not to exceed \$792,055, to define the specific terms, conditions, and funding responsibilities for construction and maintenance, including design and construction parameters, flagging, inspection, temporary construction easement, and permanent property rights for the Interstate 405 Improvement Project.

7. Amendment to Agreements for Freeway Service Patrol Services

Patrick Sampson/Jennifer L. Bergener

Overview

The Orange County Transportation Authority currently provides Freeway Service Patrol services using three contracted service providers, under six contracts, covering ten service areas. In May 2010, the Orange County Transportation Authority Board of Directors authorized agreements with two tow truck companies to provide Freeway Service Patrol services in four of the ten service areas. In order to align expiration dates of these two contracts with the other four contracts providing the same services in the other service areas and afford staff the opportunity to review and adjust service areas more effectively, staff is recommending amendments to two contracts to align the expiration dates.



7. (Continued)

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-5-3109 with California Coach Towing, Inc., to extend the term of the agreement for ten months to October 1, 2021, and increase the contract authority by \$1,182,858. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$9,601,401.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-5-3374 with Team A&B, Inc., doing business as A&B Towing, to extend the term of the agreement for ten months to October 1, 2021, and increase the contract authority by \$199,201. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$1,843,013.

8. Amendment to the Master Plan of Arterial Highways

Stephanie Chhan/Kia Mortazavi

Overview

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

Recommendations

- A. Approve the amendment to the Master Plan of Arterial Highways for South El Camino Real between Avenida Mendocino and the southern city limits from a secondary (four-lane, undivided) arterial to a divided collector (two-lane, divided) arterial. The proposed amendment will become final, contingent upon the Orange County Transportation Authority receiving documentation that the City of San Clemente has amended its general plan and has complied with the requirements of the California Environmental Quality Act.



8. (Continued)

If the City of San Clemente does not update its general plan within three years to reflect the Master Plan of Arterial Highway amendment, the contingent amendment 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 amendment is modified as a result of the California Environmental Quality Act and/or general plan amendment process, the modified Master Plan of Arterial Highways amendment 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 amendment.
- C. Receive and file a status report on the active Master Plan of Arterial Highways amendments.

9. Regional Traffic Signal Synchronization Program Update Alicia Yang/Kia Mortazavi

Overview

The Orange County Transportation Authority has been working with local cities, the County of Orange, and the California Department of Transportation in funding and implementing key regional traffic signal synchronization projects. This report provides an update on the Measure M2 Regional Traffic Signal Synchronization Program, including results from recently completed projects.

Recommendation

Receive and file as an information item.



Regular Calendar

10. Consultant Selection for the State Route 91 Geometric and Design Alternatives Analysis

Dan Phu/Kia Mortazavi

Overview

On October 10, 2019, the Orange County Transportation Authority issued a request for proposals for consultant services to complete the State Route 91 geometric and design alternatives analysis. Board of Directors approval is requested for the selection of a firm to complete the required work.

Recommendations

- A. Approve the selection of Advanced Civil Technologies as the firm to complete the State Route 91 geometric and design alternatives analysis.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1658 between the Orange County Transportation Authority and Advanced Civil Technologies to complete the State Route 91 geometric and design alternatives analysis.

11. Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the State Route 91 Improvement Project Between La Palma Avenue and State Route 55

Jeannie Lee/James G. Beil

Overview

On September 23, 2019, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for the preparation of plans, specifications, and estimates for the State Route 91 improvement project between La Palma Avenue and State Route 55. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendations

- A. Approve the selection of WKE, Inc., as the firm to prepare the plans, specifications, and estimates for the State Route 91 improvement project between La Palma Avenue and State Route 55.



AGENDA

Regional Planning and Highways Committee Meeting

11. (Continued)

- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1557 between the Orange County Transportation Authority and WKE, Inc., to prepare the plans, specifications, and estimates for the State Route 91 improvement project between La Palma Avenue and State Route 55.

Discussion Items

12. Chief Executive Officer's Report

13. Committee Members' Reports

14. Closed Session

There are no Closed Session items scheduled.

15. Adjournment

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, March 2, 2020**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.



ORANGE COUNTY TRANSPORTATION AUTHORITY

2020 Regional Planning and Highways Committee Meetings

DRAFT
02.03.20

JANUARY						
SUN	MON	TUE	WED	THU	FRI	SAT
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DECEMBER						
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OCTA, OCTD, OCLTA, and OCSAFE regular Board meeting
9:00 a.m., OCTA Headquarters
550 South Main Street, Board Room - Conf. Room 07-08, Orange CA

RP & H
10:30 a.m.

OCTA Holidays

2020 OCTA Proposed Committee Meeting Calendar Regional Planning and Highways Committee

Month	2020 Proposed Changes - Comparison with 2019 Calendar
January	No change
February	No change
March	No change
April	No change
May	No change
June	No change
July	No change
August	No change
September	<p>No change</p> <p>Due to the Labor Day Holiday being observed on Monday, September 7th, the Regional Planning and Highways Committee meeting will be held on <u>Thursday</u>, September 3rd.</p>
October	No change
November	No change
December	No change

**Proposed
Roles and Responsibilities
of the Board Committees for 2020
(02.03.20)**

Regional Planning and Highways Committee

- Reviews and makes recommendations to the Board of Directors regarding compliance with federal and state regional planning and programming requirements, such as federal/regional transportation program and state congestion management programs;
- Reviews local agency eligibility with respect to Measure M requirements, including guidelines related to Measure M freeway and arterial programs;
- Provides guidance to staff in the development of the Regional Transportation Plan and associated transportation conformity findings and makes recommendations to the Board of Directors on the final report and plan of action;
- Develops policy recommendations for the Board of Directors with respect to regional transportation matters such as goods movement and managed lanes proposals on the state highway system, including the coordination with other Orange County Transportation Authority Committees as appropriate;
- Monitors the planning, development, and implementation of state highway and freeway projects and the operation and maintenance of the state highway system in Orange County, and makes recommendations to the Board of Directors;
- Ensures proper coordination of related countywide plans (i.e., Master Plan of Arterial Highways, Active Transportation Programs, etc.);
- Reviews and makes recommendations to the Board of Directors regarding priorities for timing and uses of federal, state, and local transportation funding for freeway, arterial, and other projects, such as transportation enhancement projects;
- Makes recommendations to the Board of Directors on use and procurement of professional services and contractors to support planning, programming, and delivery of regional planning and highway programs;
- Reviews and provides recommendations to the Board of Directors on matters pertaining to motorist services; and
- Reviews and provides recommendations to the Board of Directors on matters related to arterial and freeway technology, as well as regional multi-modal innovation initiatives.



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
Miguel Pulido

Staff Present

Darrell E. Johnson, Chief Executive Officer
Kenneth Phipps, Deputy Chief Executive Officer
Laurena Weinert, Clerk of the Board
Sahara Meisenheimer, Deputy Clerk of the Board
James Donich, General Counsel
OCTA Staff and Members of the General Public

Committee Members Absent

None

Call to Order

The January 6, 2020 regular meeting of the Regional Planning and Highways Committee was called to order by Committee Chairman M. Murphy at 10:30 a.m.

Pledge of Allegiance

Director Chaffee 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 8)

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 December 2, 2019.

Directors Muller and Pulido were not present to vote on this item.



3. Motorist Services Update for Fiscal Year 2018-19

Director Bartlett pulled this item, referenced the Orange County Taxi Administration Program (OCTAP), provided comments, and asked about OCTAP's deficit going into 2020.

Andrew Oftelie, Chief Financial Officer (CFO), stated that over a two-year period the OCTAP deficit is approximately \$500,000, and OCTA asked the cities to contribute in order to keep OCTAP solvent.

Director Bartlett asked if there has been any push back from the cities relative to OCTAP, and Mr. Oftelie responded that generally there is no push back.

Lance Larson, Executive Director of External Affairs, stated the OCTAP's Executive Steering Committee met a few weeks ago, and the cities were asked if they wanted OCTA to continue managing OCTAP because the contract will expire on June 30, 2020, as well as provided other comments. Additionally, the City of Aliso Viejo (Aliso Viejo) does not participate in OCTAP, which caused an increase for the other cities' participation.

An additional discussion ensued:

- If OCTA did not continue managing OCTAP, the responsibilities would return to each city for regulating the taxicabs.
- The reason OCTAP came into existence is because the cities no longer wanted the city staff expense to regulate taxicabs.
- The cities can form a Joints Powers Authority to regulate taxicabs.
- OCTA looks to the cities for its preference to administer the taxicabs.
- There could be a potential conflict with OCTA managing OCTAP, as OCTA is not a regulating agency.
- At this time, OCTA has not heard from other cities about not wanting to participate in OCTAP.
- OCTA had briefings with the cities, and the cities feedback has been positive that it would be a challenge to administer the taxicab regulations by themselves.
- With Aliso Viejo's withdrawal from OCTAP, the other cities absorbed approximately \$8,000 over two years.
- To Director Delgleize's October 2019 request about the number of Freeway Service Patrol assist, the specifics are contained in Page 2 of this item's Staff Report.

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



4. Measure M2 Performance Assessment Report Update

A motion was made by Director R. Murphy, seconded by Committee Vice Chair Delgleize, and declared passed by those present, to receive and file as an information item.

Directors Muller and Pulido were not present to vote on this item.

5. Orange County Transportation Authority State and Federal Grant Programs - Update and Recommendations

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

- A. Authorize approval of amendment requests for four projects from the cities of Anaheim, Costa Mesa, Newport Beach, and the County of Orange.
- B. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any required agreements or amendments to facilitate the recommendations above.

Directors Muller and Pulido were not present to vote on this item.

6. 2021 Federal Transportation Improvement Program and Financial Plan

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

- A. Authorize the submittal of the Federal Transportation Improvement Program for fiscal year 2020-21 through fiscal year 2025-26.
- B. Adopt Resolution No. 2020-001 of the Board of Directors of the Orange County Transportation Authority.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate programming of projects.

Directors Muller and Pulido were not present to vote on this item.



7. Capital Programming Update

Director Bartlett pulled this item and asked how the funding gap will be filled with Measure M2 (M2) decreasing, potential challenges of funds not coming from state and federal sources, and provided additional comments. Director Bartlett asked what opportunities and challenges the Board of Directors would need to look toward.

Darrell E. Johnson, Chief Executive Officer (CEO), stated that the M2 sales tax revenues have fluctuated, and this year the M2 forecast is up.

Andrew Oftelie, CFO, stated that the voters passed M2 in 2006, and OCTA anticipated that M2 sales tax revenues, over 30 years, would be \$24.3 billion. Mr. Oftelie highlighted the forecasts since the Great Recession, and the current M2 forecast by MuniServices, LLC and the three universities is now \$13.4 billion.

Kia Mortazavi, Executive Director of Planning, stated that this item combines funding sources for the projects, and M2 funds are being used to leverage state and federal funds, which allows OCTA to have shelf-ready projects.

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

- A. Authorize the use of up to \$46.592 million in State Route 91 Express Lane Excess Revenue funding for the following projects:
 - State Route 91 Improvement Project from State Route 57 to State Route 55 - design phase of segments 1, 2, and 3 (\$31.592 million),
 - State Route 91 between State Route 241 and Interstate 15 (Orange County portion {\$15 million}).

- B. Authorize the use of up to \$11.500 million in Surface Transportation Block Grant and \$16.096 million in Measure M2 for the design phase of the following projects:
 - Interstate 5 Improvement Project from Yale Avenue to State Route 55 (Segment 2 {\$11.500 million in Surface Transportation Block Grant and \$2.398 million in Measure M2}),
 - State Route 55 Improvement Project from Interstate 5 to State Route 91 (\$8.921 million in Measure M2),
 - State Route 57 Improvement Project from Orangewood Avenue to Katella Avenue (\$4.777 million in Measure M2).



7. (Continued)

- C. Authorize the use of \$2.448 million in additional Congestion Mitigation and Air Quality Improvement funds for the Interstate 5, State Route 55 to State Route 57 Project.
- D. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

8. Consultant Selection for On-Call Traffic Engineering and Intelligent Transportation Systems Services

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

- A. Approve the selection of DKS Associates, Albert Grover & Associates, Inc., KOA Corporation, and Iteris, Inc., as the firms to provide on-call traffic engineering and intelligent transportation system services for regional traffic signal synchronization projects, in the aggregate amount of \$5,328,000.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1513 between the Orange County Transportation Authority and DKS Associates to provide on-call traffic engineering and intelligent transportation system services for five years with two, one-year option terms for regional traffic signal synchronization projects.
- C. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1810 between the Orange County Transportation Authority and Albert Grover & Associates, Inc., to provide on-call traffic engineering and intelligent transportation system services for five years with two, one-year option terms for regional traffic signal synchronization projects.
- D. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1811 between the Orange County Transportation Authority and KOA Corporation to provide on-call traffic engineering and intelligent transportation system services for five years with two, one-year option terms for regional traffic signal synchronization projects.



8. (Continued)

- E. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1812 between the Orange County Transportation Authority and Iteris, Inc., to provide on-call traffic engineering and intelligent transportation system services for five years with two, one-year option terms for regional traffic signal synchronization projects.

Directors Muller and Pulido were not present to vote on this item.

Regular Calendar

9. Interstate 405 Improvement Project Update

Jeff Mills, Program Manager, Interstate 405 (405) Improvement Project, and Chris Boucly, 405 Project Outreach Manager, co-presented the PowerPoint presentation as follows:

- Project Location and Key Features;
- Background;
- Project Update;
- Construction Update:
 - Concrete paving operations,
 - Retaining wall and soundwall construction,
 - Fairview Road bridge and ramp construction,
 - Santa Ana River bridge construction,
 - Bushard Street bridge demolition and construction,
 - Magnolia Street bridge construction,
 - Westminster Boulevard bridge construction,
 - Bolsa Chica Road bridge construction;
- Look Ahead for Bridge Construction;
- Bridge Construction Map;
- Project Challenges;
- Schedule Mitigations Implemented;
- Community Engagement; and
- Upcoming Outreach.



9. (Continued)

A discussion ensued regarding:

- Slide 5 “Concrete paving operations” of the PowerPoint was referenced as follows:
 - The cement takes approximately 10 days to cure before traffic can travel on the cemented area.
 - There is “rapid set” concrete that traffic can travel on the next day; however, the long-term maintenance is not as good.
- Slide 15, “Change management” bullet, of the PowerPoint was referenced as follows:
 - The “Change management” is related to cost and schedule scope changes to the contract.
 - OCTA’s contract has mechanisms for the contractor to initiate a proposed change order.
 - OCTA has a tier level review for the contractor’s proposed change order, which can be a challenge for a project of this large size.
- Slide 16, “archeological discovery” bullet, of the PowerPoint was referenced, and per state law, “archeological discovery” findings are sensitive and classified.

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

10. Chief Executive Officer's Report

Darrell E. Johnson, CEO, reported on the following:

Happy New Year:

- Everyone was wished a happy new year.
- OCTA has a lot to look forward to in 2020, and excited to work with the Committee Members as OCTA advances projects, programs, and services.

New Year’s Eve Free Service:

- For the 18th year in a row, OCTA continued the tradition of offering free bus rides on New Year’s Eve.
- OCTA recorded more than 7,700 free rides this year which is up nearly 24 percent compared to last year and a great way to end the year.

Committee Chairman M. Murphy requested the paid bus service ridership data from the day prior to compare the free bus rides on New Year’s Eve.



MINUTES

Regional Planning and Highways Committee Meeting

11. Committee Members' Reports

There were no Committee Members' reports.

12. Closed Session

There were no Closed Session items scheduled.

13. Adjournment

The meeting adjourned at 10:59 a.m.

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, February 3, 2020**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

ATTEST

Mark A. Murphy
Committee Chairman

Laurena Weinert
Clerk of the Board



February 3, 2020

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 at this time to compensate for additional design and construction efforts for the Heil Avenue pedestrian overcrossing, to extend the plant establishment period to three years, and to reflect the increase in the 2017 State Senate Bill 1 diesel fuel sales tax rate.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 60 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$1,044,000, for additional design and construction efforts for the Heil Avenue pedestrian overcrossing.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 61 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$1,600,000, to extend the plant establishment period to three years.
- C. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 62 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$1,764,165, to reflect the 2017 State Senate Bill 1 diesel fuel sales tax rate increase.

Discussion

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

Heil Avenue Pedestrian Overcrossing

As part of the Project, the Heil Avenue pedestrian overcrossing bridge will be reconstructed. The City of Huntington Beach expressed concerns regarding pedestrian safety during design review of the new pedestrian overcrossing. OCTA and Caltrans agreed with the concerns raised and, as a result, OC405 was directed to develop a design to incorporate openings into the wall that supports the access ramp that connects the pedestrian overcrossing to the adjacent local street on the south side. The openings will provide pedestrians clear and safe visibility when using the pedestrian overcrossing access ramp. As a result, additional design and construction efforts are needed to accommodate this change in the pedestrian overcrossing.

The amount of the contract change order (CCO) is based on staff review of the supporting documents provided by OC405. Some of OC405's claimed costs were unsupported, and OC405 was unable to provide supporting documentation when requested. OC405 has not agreed to the recommended 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 appropriate documentation.

Plant Establishment Period

A three-year plant establishment period is required to commence at the completion of the Project in accordance with Caltrans requirements. The purpose of the plant establishment period is to allow the landscaping to establish

itself prior to Caltrans taking over maintenance responsibilities. OCTA's contract documents contained an inconsistency regarding the length of the plant establishment period. The contract documents in part referenced a one-year plant establishment period for the design-build (DB) contractor. A CCO is needed to provide compensation for two additional years of plant establishment to result in the required three-year period.

Increase in State Sales Tax Rate for Diesel Fuel

In 2017, the State of California adopted State Senate Bill 1 (SB1) – The Road Repair and Accountability Act of 2017, which in part increased the sales tax rate for diesel fuel. The increased sales tax rate took effect on November 1, 2017. Certain OC405 operations and equipment require diesel fuel to operate, and the contract provides that OC405 is entitled to a CCO for increases in a sales tax rate. The amount of the CCO is based on staff review of the supporting information provided by OC405 and is for compensation for the increased sales tax rate for diesel fuel.

Procurement Approach

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

Board approval is required for proposed CCO Nos. 60, 61, and 62.

Proposed CCO No. 60, in the amount of \$1,044,000, will provide compensation to OC405 for the additional design and construction efforts related to the Heil Avenue pedestrian overcrossing in the City of Huntington Beach.

Proposed CCO No. 61, in the amount of \$1,600,000, will provide compensation to OC405 for two additional years of plant establishment for a total of three years.

Proposed CCO No. 62, in the amount of \$1,764,165, will provide compensation to OC405 for the increased sales tax rate for diesel fuel as a result of the adoption of SB1.

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

Contract Change Orders for the Interstate 405 Improvement Project from State Route 73 to Interstate 605 *Page 4*

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. 60, 61, and 62 are funded from the Project contingency and are not anticipated to increase the total Project estimate of \$1.9 billion.

Summary

Staff recommends Board authorization for the Chief Executive Officer to negotiate and execute CCO No. 60 in the amount of \$1,044,000, CCO No. 61 in the amount of \$1,600,000, and CCO No. 62 in the amount of \$1,764,165, to Agreement No. C-5-3843 with OC405.

Attachment

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

Prepared by:



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Virginia Abadessa
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Approved by:



James G. Beil, P.E.
Executive Director, Capital Programs
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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	Approved	10/10/2019	\$400,000
003.1.2	Supplemental Extra Maintenance Work	Pending		\$350,000
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	Approved	11/25/2019	\$250,000.00
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	Approved	12/5/2019	\$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
016.1	Additional Speed Reduction Signs	Approved	12/31/2019	\$4,512.00
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	Electrical Infrastructure Work at Milton Avenue	Pending		\$278,282.28
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
034.1	Chevron and Crimson Utility Relocation Support	Approved	12/31/2019	\$12,018.00
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 (Unilateral)	Approved	11/4/2019	\$0.00
043	Early Partial Removal of Sound Wall 328	Approved	9/16/2019	\$14,414.18
044	Field survey for Frontier at Westminster	Pending		\$12,908.42
045	Water Line Betterments (CN 1012 & 6044) at Warner Avenue	Pending		\$256,244.00
046	Additional Water Lines at Brookhurst Street and Talbert Avenue in the City of Fountain Valley	Approved	12/5/2019	\$389,878.00
047	Additional Water Line Valves for the City of Fountain Valley	Approved	12/5/2019	\$266,828.00
048	Temporary Construction Easement Reduction at Sit n' Sleep (CPN 103026)	Approved	10/17/2019	\$129,243.00
049	Beach Blvd Lane Widths Reduction (Necessary Basic Configuration Change)	Approved	10/17/2019	\$160,000.00
050	Vibration Sensitive Receptors (McFadden OC Abutment 3)	Approved	10/17/2019	\$59,383.87
052	McFadden Avenue Interconnect Between Beach Boulevard and Sugar Drive	Approved	11/14/2019	\$0.00
053	Traffic Signal Modification at Beach and McFadden	Approved	11/14/2019	-\$128,118.00
054	DSC Pavement Against Median K-Rail	Approved	12/31/2019	\$11,133.00
055	LA Fitness at Retaining Wall 717	Approved	12/31/2019	\$8,428.29
056	Additional Speed Reduction Signs and Radar Packages	Approved	12/31/2019	\$148,397.00

057	Environmental Monitor at Bolsa Overcrossing	Pending		\$200,000.00
059	Pavement Limits for Beach Boulevard and Edinger Avenue	Pending		\$33,573.00
060	Additional Design and Construction for Heil Avenue Pedestrian Overcrossing (Unilateral)	Pending		\$1,044,000.00
061	Three-year Plant Establishment Period	Pending		\$1,600,000.00
062	Diesel Fuel Sales Tax	Pending		\$1,764,164.64

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	\$17,986,592.08
Subtotal Pending CCOs	<u>\$5,282,928.34</u>
Total CCOs	\$23,269,520.42
Proposed Revised Contract Price	\$1,240,334,520.42
Remaining Contingency Fund	\$75,665,479.58



February 3, 2020

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Construction and Maintenance Agreement with the Union Pacific Railroad and the California Department of Transportation for the Interstate 405 Improvement Project

Overview

The Orange County Transportation Authority proposes to enter into a construction and maintenance agreement with the Union Pacific Railroad and the California Department of Transportation for the Interstate 405 Improvement Project. The project proposes to widen the Bolsa overhead freeway bridge over the railroad facility. A construction and maintenance agreement is required to define the specific terms, conditions, and funding responsibilities for the construction and long-term maintenance responsibility for the constructed bridge.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Construction and Maintenance Agreement No. C-9-1793 with the Union Pacific Railroad and the California Department of Transportation, in an amount not to exceed \$792,055, to define the specific terms, conditions, and funding responsibilities for construction and maintenance, including design and construction parameters, flagging, inspection, temporary construction easement, and permanent property rights for the Interstate 405 Improvement Project.

Discussion

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

The Project proposes to widen the Bolsa overhead freeway bridge over the Union Pacific Railroad (UPRR) facility, which is located between the Goldenwest Street and Beach Boulevard interchanges.

A summary of the terms in the proposed construction and maintenance (C&M) agreement for the Project are listed below:

Work to be performed by OCTA:

- As the Project sponsor and funding agency, OCTA is fully responsible for all Project costs, except those costs for which Caltrans is responsible as provided in a separate cooperative agreement.
- OCTA shall be responsible for the design and construction of the widened freeway bridge and performance of all other necessary Project work including, without limitation, utility relocation coordination, grading, drainage, electrical, and other applicable items.
- Prior to the commencement of the Project, OCTA shall acquire the Public Utilities Commission of the State of California (State) order authorizing construction of the widened freeway bridge and obtain all other required permits and approvals for the construction.
- OCTA shall acquire all properties required to construct the widened freeway bridge.
- OCTA shall reimburse for expenses incurred by UPRR in accordance with the cost estimate for C&M agreement for the UPRR Company Bolsa overhead bridge (Attachment A).
- Upon final acceptance of the widened freeway bridge, OCTA shall cease being a party to this C&M agreement. The C&M agreement shall then be in full force and effect between the State and UPRR, for long-term maintenance purposes, until terminated by the State or the UPRR.

Work to be performed by UPRR:

- To provide engineering and design review work.
- To provide inspection services.
- To provide flagging protection work as deemed necessary by UPRR.

Work to be performed by Caltrans:

- To provide enhanced oversight, as defined in the separate cooperative agreement, to assure timely response and action for final acceptance of the Project.
- To provide construction inspection services.
- Upon completion and final acceptance of the widened freeway bridge by Caltrans, Caltrans shall become the sole owner and will thereafter control, operate, and maintain the widened freeway bridge at its sole cost and expense.

The estimated value of the C&M agreement is \$792,055.

Fiscal Impact

Funding for this C&M agreement is included in the proposed OCTA Fiscal Year 2020-21 Budget, Capital Programs Division, accounts 0017-9084-FK101-0I2 and 0017-9017-A9510-0I2, and is funded with local M2 funds. These UPRR services will be funded from the Project contingency and will not increase the total Project cost of \$1.9 billion.

Summary

Staff is seeking Board of Directors' approval for the Chief Executive Officer to negotiate and execute Construction and Maintenance Agreement No. C-9-1793 with the Union Pacific Railroad and the California Department of Transportation, in an amount not to exceed \$792,055, to define the specific terms, conditions, and funding responsibilities for construction and maintenance, including design and construction parameters, flagging, inspection, temporary construction easement, and permanent property rights for the Interstate 405 Improvement Project.

Attachment

- A. Cost Estimate for Construction and Maintenance Agreement for the Union Pacific Railroad Company Bolsa Overhead Bridge

Prepared by:

A blue ink signature of Dennis Mak, consisting of stylized cursive letters.

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Senior Project Manager
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Approved by:

A blue ink signature of James G. Beil, consisting of stylized cursive letters.

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Virginia Abadessa
Director, Contracts Administration and
Materials Management
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Cost Estimate
for Construction and Maintenance Agreement for the
Union Pacific Railroad Company Bolsa Overhead Bridge

Description of OCTA's Cost Responsibility	Cost Estimate
Union Pacific Railroad (UPRR) Flagging	\$ 450,000
UPRR Engineering Review, Inspection, and Observations	\$ 150,000
Right-of-Way (Temporary Construction Easement and Permanent Rights)	\$ 192,055
Total Estimate	\$ 792,055



February 3, 2020

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreements for Freeway Service Patrol Services

Overview

The Orange County Transportation Authority currently provides Freeway Service Patrol services using three contracted service providers, under six contracts, covering ten service areas. In May 2010, the Orange County Transportation Authority Board of Directors authorized agreements with two tow truck companies to provide Freeway Service Patrol services in four of the ten service areas. In order to align expiration dates of these two contracts with the other four contracts providing the same services in the other service areas and afford staff the opportunity to review and adjust service areas more effectively, staff is recommending amendments to two contracts to align the expiration dates.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-5-3109 with California Coach Towing, Inc., to extend the term of the agreement for ten months to October 1, 2021, and increase the contract authority by \$1,182,858. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$9,601,401.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-5-3374 with Team A&B, Inc., doing business as A&B Towing, to extend the term of the agreement for ten months to October 1, 2021, and increase the contract authority by \$199,201. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$1,843,013.

Discussion

The Orange County Freeway Service Patrol (FSP) program is a traffic management and motorist aid program designed to mitigate traffic congestion by providing timely response to accidents and other incidents such as blocked lanes due to a disabled vehicle or removal of debris from the freeways. The FSP trucks patrol an assigned segment of the freeway referred to as a beat, looking for motorists whose vehicles have become disabled. Multiple adjacent beats are grouped into service areas for procurement, contract, and service management purposes.

The Orange County Transportation Authority (OCTA) contracts with private tow companies to provide FSP services that comply with standard operating guidelines developed by the California Highway Patrol and OCTA. Through these contracts, the tow companies provide all tow trucks, insurance, personnel, uniforms, equipment, fuel, tools, and other items used to assist motorists.

The FSP tow contracts are competitively bid following OCTA procurement guidelines. In total, there are six FSP agreements in the OCTA program as shown in the table below. Solicitations for new agreements are done for roughly half of the service areas every five years. The overall number of service areas and agreements has changed over time to reflect growth in the program. At present, there are ten service areas operated through six agreements.

FSP Service Area Realignment Plan

Contract Number	Current Contract Expiration	Service Area	Proposed Contract Expiration	Future FSP Procurement 2021	Future FSP Procurement 2023
C-5-3109	11/20/2020	1, 3, 6	10/1/2021	✓	
C-5-3374	11/20/2020	10	10/1/2021	✓	
C-5-3787	12/3/2021	5		✓	
C-6-1029	12/3/2021	8		✓	
C-7-2155	12/1/2023	2, 4, 9			✓
C-8-1620	12/1/2023	7			✓

In May 2010, the OCTA Board of Directors (Board) approved the release of Request for Proposals 0-1577 for six FSP service areas. Proposals and pricing were received from qualified tow companies; however, pricing for two of the service areas was significantly higher than the other four areas. The Board

awarded two agreements for four service areas, and staff conducted a new procurement for the remaining two service areas. This action resulted in the award of two additional agreements and changed the procurement cycle for these two service areas. Staff is recommending the extension of the two agreements, last awarded in June 2015, to align the terms with the other two agreements providing FSP in these six service areas before the next procurement is required. This will assist in aligning expiration dates of all contracts and allow staff to review and adjust service areas more effectively.

Before each FSP procurement, staff evaluates the different service areas. Adjustments are often made at this time to ensure tow truck deployment reflects congestion, as patterns change over the life of the agreements. To ensure there is good competition for the next procurement among tow truck companies, it is sometimes necessary to move beats from one service area to another so that no one service area becomes too large or too small. Aligning the terms of these four FSP agreements will allow staff to complete this evaluation and make the adjustments that are typically done before each FSP procurement cycle begins again.

Procurement Approach

The FSP procurement was originally handled in accordance with OCTA Board-approved policies and procedures for professional and technical services. The original agreements were awarded on a competitive basis and were previously amended as described in Attachments A and B.

The proposed Amendment No. 2 to Agreement No. C-5-3109 is to extend the term of agreement for ten months through October 1, 2021. Amending this agreement will increase the maximum cumulative payment obligation by \$1,182,858, bringing the total contract value to \$9,601,401.

The proposed Amendment No. 3 to Agreement No. C-5-3374 is to extend the term of agreement for ten months through October 1, 2021. Amending this agreement will increase the maximum cumulative payment obligation by \$199,201, bringing the total contract value to \$1,843,013.

The hourly rates for these two amendments will remain the same through October 1, 2021, as the hourly rates in the current contracts.

Fiscal Impact

The project is included in the OCTA Fiscal Year (FY) 2019-20 and proposed FY 2020-21 Budgets, Motorist Services Department - Service Authority for Freeway Emergencies Fund, Account 0013-7629-S1002-AVX, and is funded through State Highway Account and Road Repair and Accountability Act funds, with at least a 25 percent match provided by OCTA from local Service Authority for Freeway Emergencies and Measure M2 funding.

Summary

Based on the information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-5-3109 with California Coach Towing, Inc., to extend the term of the agreement for ten months, through October 1, 2021, in the amount of \$1,182,858, and Amendment No. 3 to Agreement No. C-5-3374 with Team A&B, Inc., doing business as A&B Towing, to extend the term of the agreement for ten months, through October 1, 2021, in the amount of \$199,201, for Freeway Service Patrol services.

Attachments

- A. California Coach Towing Inc., Agreement No. C-5-3109 Fact Sheet
- B. Team A&B, Inc., doing business as A&B Towing, Agreement No. C-5-3374 Fact Sheet

Prepared by:



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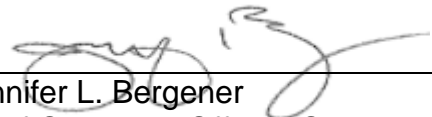
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ATTACHMENT A

California Coach Towing, Inc. Agreement No. C-5-3109 Fact Sheet

1. June 8, 2015, Agreement No. C-5-3109, \$8,418,543, approved by the Board of Directors (Board).
 - Agreement to provide Freeway Service Patrol service for service areas 1, 3, and 6, from November 21, 2015 through November 20, 2020.
2. August 22, 2018, Amendment No. 1 to Agreement No. C-5-3109, \$0, approved by Contracts Administration and Materials Management.
 - Amendment to change designated key personnel.
3. February 10, 2020, Amendment No. 2 to Agreement No. C-5-3109, \$1,182,858, pending approval by the Board.
 - Amendment to extend the term of agreement for ten months through October 1, 2021.

Total committed to California Coach Towing, Inc., upon approval of Amendment No. 2 to Agreement No. C-5-3109: \$9,601,401.

ATTACHMENT B

**Team A&B, Inc., doing business as A&B Towing
Agreement No. C-5-3374 Fact Sheet**

1. June 8, 2015, Agreement No. C-5-3374, \$1,643,812, approved by the Board of Directors (Board).
 - Agreement to provide Freeway Service Patrol service for service area 12, from November 21, 2015 through November 20, 2020.
2. October 28, 2016, Amendment No. 1 to Agreement No. C-5-3374, \$0, approved by Contracts Administration and Materials Management (CAMM).
 - Amendment to change the firm's address.
3. May 14, 2019, Amendment No. 2 to Agreement No. C-5-3374, \$0, approved by CAMM.
 - Amendment to change the service area 12 to 10.
4. February 10, 2020, Amendment No. 3 to Agreement No. C-5-3374, \$199,201, pending approval by the Board.
 - Amendment to extend the term of agreement for ten months through October 1, 2021.

Total committed to Team A&B, Inc., doing business as A&B Towing, upon approval of Amendment No. 3 to Agreement No. C-5-3374: \$1,843,013.



February 3, 2020

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

Overview

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

Recommendations

- A. Approve the amendment to the Master Plan of Arterial Highways for South El Camino Real between Avenida Mendocino and the southern city limits from a secondary (four-lane, undivided) arterial to a divided collector (two-lane, divided) arterial. The proposed amendment will become final, contingent upon the Orange County Transportation Authority receiving documentation that the City of San Clemente has amended its general plan and has complied with the requirements of the California Environmental Quality Act.

If the City of San Clemente does not update its general plan within three years to reflect the Master Plan of Arterial Highway amendment, the contingent amendment 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 amendment is modified as a result of the California Environmental Quality Act and/or general plan amendment process, the modified Master Plan of Arterial Highways amendment 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 amendment.

- C. Receive and file a status report on the active Master Plan of Arterial Highways amendments.

Background

In 2019, the Orange County Transportation Authority (OCTA) awarded the City of San Clemente (City) Bicycle Corridor Improvement Program funding for the South El Camino Bicycle Improvement Project. This project proposes to restripe South El Camino Real to provide buffered bicycle lanes, consistent with the OCTA District 5 Bikeways Strategy Report. The installation of the proposed bikeway facilities would support completion of the regional bikeways network and help expand travel choices.

To implement this project, the City submitted a letter (Attachment A) requesting to reclassify South El Camino Real on the Master Plan of Arterial Highways (MPAH) from a secondary (four-lane, undivided) arterial to a divided collector (two-lane, divided) arterial between Avenida Mendocino to the southern city limits (Attachment B). The proposed MPAH amendment has been reviewed by OCTA prior to being submitted to the Board of Directors (Board) for approval. Details on the requested amendment and an update on active MPAH amendments are provided below.

Discussion

Existing traffic volume on South El Camino Real is approximately 7,700 average daily traffic (ADT). Future volume is forecasted to be approximately 10,200 ADT, which is within the divided collector level of service “C” capacity of 15,000 ADT. Based upon the data provided by the City, future traffic volumes are expected to be accommodated with the proposed changes and are forecasted to remain at acceptable levels of service. Therefore, the requested MPAH amendment is appropriate from a long-range planning perspective and is generally consistent with the MPAH. As such, staff believes that the City has satisfied MPAH amendment requirements and recommends approval of the MPAH amendment request.

California Environmental Quality Act

Amendments to the MPAH are exempt from the California Environmental Quality Act (CEQA) review. As such, if the Board approves the recommendations, OCTA will file a Notice of Exemption from CEQA in support of the proposed amendment to the MPAH.

MPAH Status Update

As indicated in the status report in Attachment C, there are currently 26 active amendments proposed for the MPAH. In December 2019, the City of Placentia finalized Board-conditionally approved amendments on Crowther Avenue and Golden Avenue. The City of San Juan Capistrano decided not to pursue the Board-conditionally approved amendment on Ortega Highway, and the City of Newport Beach requested to remove their previously requested MPAH amendments related to the Banning Ranch development as they updated their general plan. Many of the remaining amendments are awaiting local action to amend their respective general plans. Others are either under review, are in the cooperative study process, are pending resolution of issues with other agencies, or are awaiting refinement of development plans.

The status report includes an update regarding the Memorandum of Understanding (MOU) C-6-0834. This MOU was established in 2006 to address the designation of the proposed Garfield-Gisler Bridge (Bridge) as a right-of-way reserve facility. Per the MOU, the cities of Costa Mesa, Fountain Valley, and Huntington Beach are responsible for implementing strategic improvements to offset the need for the Bridge through 2020. To date, reasonable progress has been made on implementation of the improvements; however, the cities agreed to continue monitoring the need for remaining improvements in lieu of the Bridge. Therefore, at the request of the cities, the MOU will be extended, and the designation of the Bridge will be determined by the end of 2026.

Summary

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

Attachments

- A. Letter from Tom Bonigut, Public Works Director/City Engineer, City of San Clemente, to Kurt Brotcke, Director, Strategic Planning, Orange County Transportation Authority, Dated October 29, 2019, RE: Request for an Interim Approval to Amend the Master Plan of Arterial Highways (MPAH) for South El Camino Real (Avenida Mendocino to southern City limit)
- B. City of San Clemente, MPAH Amendment Request
- C. Status Report on Active Master Plan of Arterial Highways Amendments

Prepared by:



Stephanie Chhan
Transportation Analyst
(714) 560-5572

Approved by:



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



City of San Clemente Public Works Department

Tom Bonigut, Public Works Director/City Engineer
(949) 361-6187; BonigutT@san-clemente.org

October 29, 2019

Kurt Brotcke
Director of Strategic Planning
Orange County Transportation Authority
550 S. Main Street
Orange, CA 92863-1584

RE: Request for an Interim Approval to Amend the Master Plan of Arterial Highways (MPAH) for South El Camino Real (Avenida Mendocino to southern City limit)

Dear Mr. Brotcke:

The City of San Clemente is requesting an interim approval from OCTA to amend the Master Plan of Arterial Highways (MPAH) for South El Camino Real from Avenida Mendocino to the southern City limit.

South El Camino Real is currently classified on the 2019 MPAH as Secondary Arterial which can accommodate 10,000 to 20,000 ADT. This MPAH amendment request is to revise the classification to a Divided Collector Arterial, which is defined by OCTA as a Secondary Arterial with a reallocation of pavement width to emphasize bicycle and pedestrian use, and which can accommodate about 15,000 ADT at level of service (LOS) "C."

The City Council approved submittal of the South El Camino Bicycle Improvement Project under OCTA's Bicycle Corridor Improvement Program (BCIP), and the City's application was subsequently approved by the OCTA Board. This project will restripe South El Camino Real, from Avenida Mendocino to the southern City limit from four vehicle lanes to two vehicle lanes with a center turn lane which can accommodate existing and future forecast traffic. The conceptual striping plan is attached for reference. This project area is identified as part of Corridor A in the OCTA District 5 Bikeways Strategy Report, and the project will modify the existing roadway to implement a pavement delineation plan which adds buffered bicycle lanes where no bicycle lanes currently exist, consistent with the OCTA District 5 Bikeways Strategy Report. The current ADT on this segment of South El Camino Real is 7,700 (January 2019). The future 2040 forecast ADT is approximately 10,200, which is within the acceptable LOS for a Divided Collector arterial per the MPAH.

Current and projected traffic volumes on this segment of South El Camino Real Camino can be accommodated by the proposed MPAH amendment request without impacts to the LOS and MPAH system. This amendment will facilitate modifying the lane configuration to allow implementation of the proposed project under the recent BCIP grant approval.

The City respectfully requests that OCTA consideration and interim approval of this MPAH amendment request. The City appreciates past OCTA approvals of similar request, and the City is currently in progress to finalize those interim approvals with a City General Plan Amendment.

Please contact me if you have any questions or need any additional information for this MPAH amendment request.

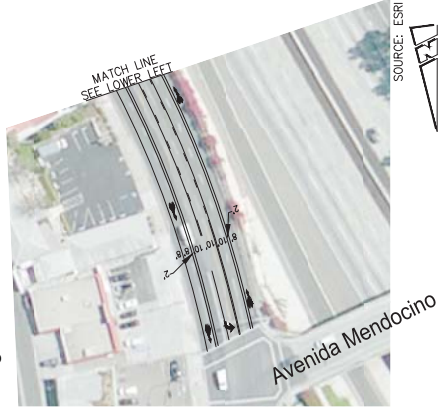
Sincerely,



Tom Bonigut, P.E.
Public Works Director/City Engineer

Attachment: Conceptual Striping Plan

Segment 24



Segment 24



Segment 25



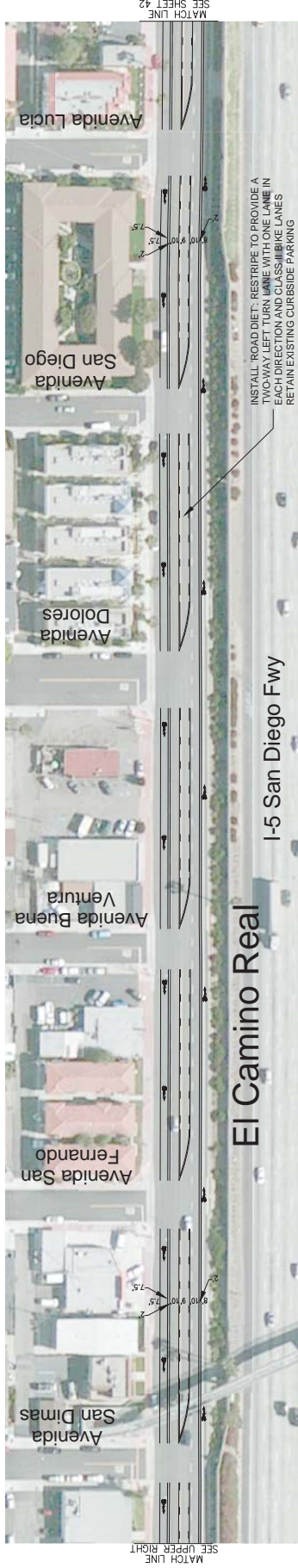
SOURCE: ESRI

<p>Orange County District 5 Bikeway Feasibility Study</p> <p>Corridor A: Pacific Coast Highway</p>	<p>Conceptual Striping Plan</p>	<p>Orange County Transportation Authority</p> <p>550 S. Main Street</p> <p>Orange, CA 92668</p> 	<p>KOA CORPORATION</p> <p>2141 W. Orangewood Avenue</p> <p>Suite A</p> <p>Orange, CA 92668</p> <p>PLANNING & ENGINEERING</p> 
<p>SCALE</p> <p>1"=50'</p>			
<p>SHEET NO.</p> <p>40 / 42</p>			

Segment 25



Segment 25

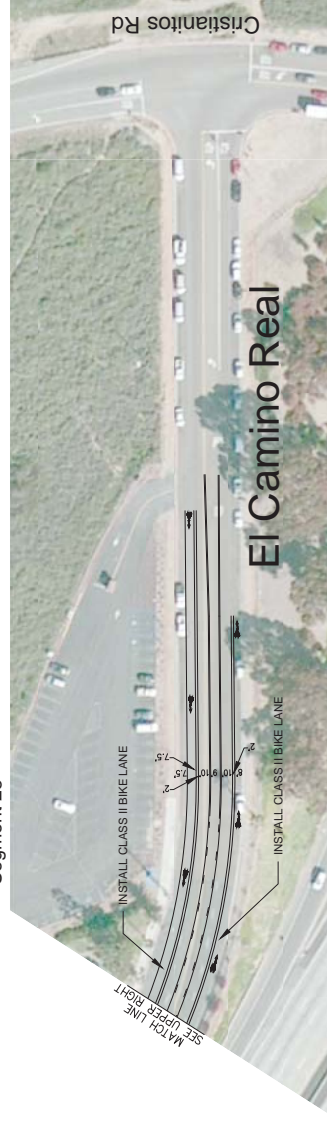


	2141 W. Orangewood Avenue Suite A Orange, CA 92868		Orange County Transportation Authority 550 S. Main Street Orange, CA 92868	Conceptual Striping Plan	Orange County District 5 Bikeway Feasibility Study Corridor A: Pacific Coast Highway Seg 25: El Camino Real (Avenida Magdalena to Cristianitos Rd) Avenida San Luis Rey to Avenida Lucia, San Clemente, CA	SCALE 1"=50'	SHEET NO. 41 / 42
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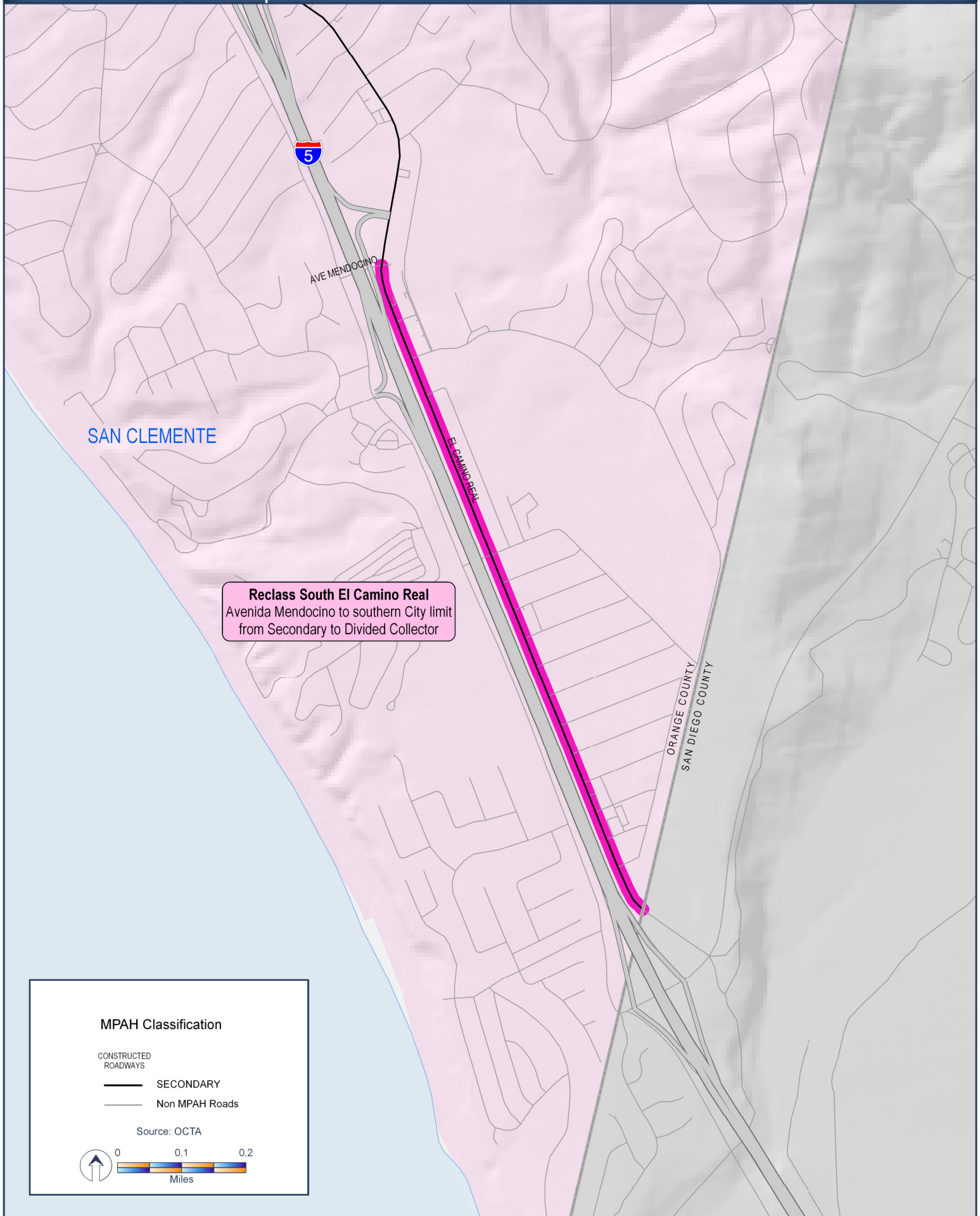
Segment 25



Segment 25



	Orange County District 5 Bikeway Feasibility Study Corridor A: Pacific Coast Highway Seg 25.: El Camino Real (Avenida Magdalena to Chistianitos Rd) Avenida Carmelo to Cristianitos Rd, San Clemente, CA	Conceptual Striping Plan	Orange County Transportation Authority 550 S. Main Street Orange, CA 92668 	2141 W. Orangewood Avenue Suite A Orange, CA 92668
SCALE 1"=50'	SHEET NO. 42 / 42			



Status Report on Active Master Plan of Arterial Highways Amendments

	City	Street	From	To	Type of Amendment	Status
1	Costa Mesa	Bluff Road	19th Street	Victoria Street	Delete	On hold pending final consensus on Banning Ranch Circulation Plan.
2	Costa Mesa	19th Street	Placentia Avenue	West City Line	Reclassify from Primary to Divided Collector	Pending technical review and coordination with affected agencies.
3	County of Orange/ Lake Forest	Santiago Canyon Road	SR-241 NB ramp	Live Oak Canyon	Reclassify from Primary to Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
4	County of Orange/ Irvine	Jeffrey Road	SR-241	Santiago Canyon Road	Delete	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
5	County of Orange	Black Star Canyon	Silverado Canyon Road	Orange/Riverside County Line	Delete	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
6	County of Orange	Esperanza Road	Imperial Highway (SR-90)	Fairmont Boulevard Connector	Reclassify from Major to Primary	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
7	County of Orange	Fairmont Boulevard Connector	Esperanza Road	Fairmont Boulevard	Reclassify from Major to Primary	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
8	Huntington Beach	Delaware Street	Atlanta Avenue	Pacific View Avenue	Delete as a Secondary	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
9	Huntington Beach	6th Street	Main Street	Lake Street	Reclassify from Secondary to Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
10	Huntington Beach/ County of Orange	Graham Street	South of Slater Avenue	Current Terminus	Delete	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
11	Huntington Beach/ County of Orange	Talbert Street	West of Springdale Street	Current Terminus	Delete	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.

Status Report on Active Master Plan of Arterial Highways Amendments

	City	Street	From	To	Type of Amendment	Status
12	San Clemente	N. El Camino Real	Avenida Pico	Camino Capistrano	Reclassify from Secondary to Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
13	San Clemente	Camino Del Rio	Camino De Los Mares	Avenida La Pata	Reclassify from Secondary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
14	San Clemente	Camino De Los Mares	Camino Vera Cruz	Camino Del Rio	Reclassify from Secondary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
15	San Clemente	Camino Mira Costa	Camino De Estrella	Camino Capistrano	Reclassify from Secondary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
16	San Clemente	Camino Capistrano	Del Gado Rd	Coast Hwy/ N. El Camino Real	Reclassify from Secondary to Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
17	San Clemente	S. El Camino Real	Avenida Mendocino	Southern City Limit	Reclassify from Secondary to Divided Collector	This amendment is being presented for Board consideration.
18	Santa Ana	Fourth Street	French Street	Grand Avenue	Reclassify from Secondary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
19	Santa Ana	Santa Ana Boulevard	Raitt Street	Flower Street	Reclassify from Major to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
20	Santa Ana	Santa Ana Boulevard	Flower Street	Ross Street	Reclassify from Major to Primary	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
21	Santa Ana	Santa Ana Boulevard	French Street	Santiago Street	Reclassify from Primary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.

Status Report on Active Master Plan of Arterial Highways Amendments

	City	Street	From	To	Type of Amendment	Status
22	Santa Ana	Citywide	N/A	N/A	N/A	Coordinating with City of Santa Ana staff on potential changes.
23	Westminster/Garden Grove	Garden Grove Boulevard	I-405/SR-22 westerly ramps	Edwards Street	Reclassify from Secondary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
24	Westminster	Edwards Street	Garden Grove Boulevard	Trask Avenue	Reclassify from Secondary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
25	Westminster	Trask Avenue	Edwards Street	Hoover Street	Reclassify from Secondary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
26	Westminster	Hoover Street	Garden Grove Boulevard	Bolsa Avenue	Reclassify from Secondary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
MOU						
	Costa Mesa/ Fountain Valley/ Huntington Beach	Garfield Avenue/ Gisler Avenue Crossing over the Santa Ana River	Santa Ana River Westbank	Santa Ana River Eastbank	Reclassify from Secondary to Right-of-Way Reserve Status	The cities of Costa Mesa, Fountain Valley, Huntington Beach, and OCTA entered a MOU (C-6-0834). Reasonable progress has been made on implementation of 19 of the 25 mitigation measures that were specified. OCTA is working with the cities to amend the MOU to determine the designation of the segment by the end of 2026.

Acronyms

Board - Board of Directors

CEQA - California Environmental Quality Act

I-405 - Interstate 405

MOU - Memorandum of Understanding

N/A - Not Applicable

NB - Northbound

OCTA - Orange County Transportation Authority


SR-22 - State Route 22

SR-241 - State Route 241

SR-90 - State Route 90



February 3, 2020

To: Regional Planning and Highways Committee
From: Darrell E. Johnson, Chief Executive Officer 
Subject: Regional Traffic Signal Synchronization Program Update

Overview

The Orange County Transportation Authority has been working with local cities, the County of Orange, and the California Department of Transportation in funding and implementing key regional traffic signal synchronization projects. This report provides an update on the Measure M2 Regional Traffic Signal Synchronization Program, including results from recently completed projects.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) provides funding and assistance to implement multi-agency signal synchronization as part of the Measure M2 (M2) Regional Traffic Signal Synchronization Program (Project P). Annually, OCTA provides competitive capital grants specifically dedicated to the coordination of traffic signals across jurisdictional boundaries. The goal of Project P is to improve the flow of traffic by developing and implementing regional signal coordination that crosses local agencies' boundaries and maintains coordination through freeway interchanges, where possible.

OCTA and local agencies have implemented signal synchronization for 79 projects that included 2,757 signalized intersections and 705 centerline miles of streets (Attachment A). The projects have improved travel times, reduced delays and congestion, and increased the number of successive green lights drivers see in daily commutes. The results of the program translate into direct cost savings for the motorist, with less fuel consumption, and a reduction of greenhouse gas (GHG) emissions.

Discussion

Signal synchronization is a cost-effective way to increase roadway throughput without major new construction. Projects are corridor-based, and new optimized signal timings are developed based on traffic conditions and current travel patterns. These projects optimize traffic signal timings to reduce travel times, stops, delays, and ultimately give users a better driving experience. Key to these efforts is regular dialogue between partner agencies and the California Department of Transportation, resulting in agencies working together towards the multi-jurisdictional goal of the program.

Funding is provided through annual calls for projects (call), with 80 percent of funding from M2 (Project P) and 20 percent from local agencies' matching funds. Supplemental funding is used whenever available, including SB 1 (Chapter 5, Statutes of 2017) Local Partnership Program funds and Congested Corridor grants. A variety of sources have been used in the past to fund signal synchronization projects, including Measure M1, Proposition 1B Traffic Light Signal Synchronization Program, and air quality funds.

Signal projects implement a coordination strategy involving time-based synchronization of the respective agencies' systems, including the necessary upgrades to the traffic signal infrastructure. This includes modifications to prepare for future connected and autonomous vehicle technologies and applications. Existing synchronization on crossing arterials is incorporated when and where applicable. Optimized timings are developed and implemented for identified peak periods, which are typically weekday mornings, midday, and evenings. For weekend operations, the peak is typically mid-morning through early evening. To quantify signal synchronization benefits, "before and after" travel time studies are conducted to evaluate the improvements from these new optimized timing plans.

These studies are conducted during peak traffic periods with specially equipped vehicles that have computer-linked global positioning system devices to collect traffic data. Several runs are made in each direction with the car "floating" in the middle of the traffic platoon of vehicles for each run. These studies showed improvements across all performance measures, including travel time, number of stops, and average safe speed. Additionally, fuel consumption, GHG, and other vehicle emission data is reported (Attachment B). Historically, signal timing efforts nationwide have resulted in travel time and speed improvements, as well as a reduction in stops in the range between five and 15 percent. Comparisons of the corridors' before and after studies indicate results in the high end of this range due to the combination of the optimized traffic signal timing plans, cooperation between all participating agencies, and minor signal upgrades to maximize traffic flow.

Signal Synchronization Projects

OCTA and local agencies have completed 79 signal synchronization projects since 2008. The signal program target of regularly synchronizing 2,000 signalized intersections, as expressed in the M2 voter guide, was met before December 2016. A total of 2,757 signalized intersections and 705 centerline miles of streets have been implemented. The total M2 grant allocation of the completed projects was approximately \$54.1 million. The completed projects are identified on the map in Attachment A. A summary of the results for the 79 completed signal synchronization projects is identified in the table in Attachment B. The early acceleration of Project P allowed the benefits of signal synchronization to be experienced by travelers much earlier than originally promised.

The completed projects have reduced average travel time by 13 percent and the average number of stops by 29 percent. Average speed improved by 14 percent. Consumers will save approximately \$160.7 million (at \$3.90 per gallon in today's dollars) on fuel costs and reduce GHG emissions by approximately 826.2 million pounds over the three-year project cycle. The reduction of GHG emissions is made possible by reducing the number of stops, smoothing the flow of traffic, and reducing the amount of acceleration and deceleration of vehicles. These results are comparable to signal timing efforts nationwide.

The following four corridors out of 12 that were implemented in the past three years experienced the most improvements:

Corridor	Limits	Travel Time Improvements	Average Speed Improvements
Birch Street/Rose Drive	Brea Boulevard to Vesuvius Street	23%	30%
El Toro Road	Bells Vireo Lane to Bridger Road/Interstate 5 Northbound	17%	20%
Orangewood Avenue	Harbor Boulevard to Batavia Street	17%	22%
Irvine Boulevard	Jamboree Road to Bake Parkway	17%	21%

Currently, OCTA is funding an additional 29 signal synchronization projects that are in various stages of implementation. The committed funding from OCTA is primarily from the competitive signal program, and the grant allocation of these projects is approximately \$50.3 million. Once completed, these funded projects will synchronize an additional 986 signals and 258 miles of roadway.

It is good practice to periodically resynchronize traffic signals to make sure they consider changes in traffic. The signal program allows for streets and highways from completed projects to compete again for funding during the annual call process. Previous investments made as part of earlier projects are incorporated into the revisited projects. An example of this would be the Pacific Park Drive/Oso Parkway corridor. The signals along this corridor were synchronized in 2009 and updated in 2014. The result is a program that can regularly coordinate intersections as the basis for synchronized operation across Orange County.

Next Steps

OCTA continues to work with local agencies through various venues, including the Technical Steering Committee, Technical Advisory Committee, and the traffic forum to identify corridors that are eligible for funding and would benefit from signal program funding as part of the annual call.

Summary

OCTA and local agencies have successfully implemented new cooperative traffic signal synchronization timing on 79 corridors. Another 29 projects are planned or underway. The synchronization of traffic signals along these regional corridors continually results in significant improvements to traffic flow by reducing total travel times, stops per mile, and improving average speeds while decreasing fuel costs, GHG, and overall vehicle emissions.

Attachments

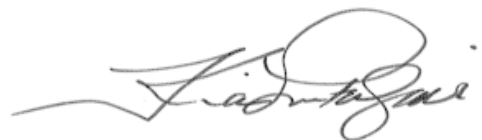
- A. OCTA-Funded Signal Synchronization Projects, (2008 – Present)
- B. Summary of Results for Completed Regional Traffic Signal Synchronization Projects

Prepared by:



Alicia Yang
Project Manager III
(714) 560-5362

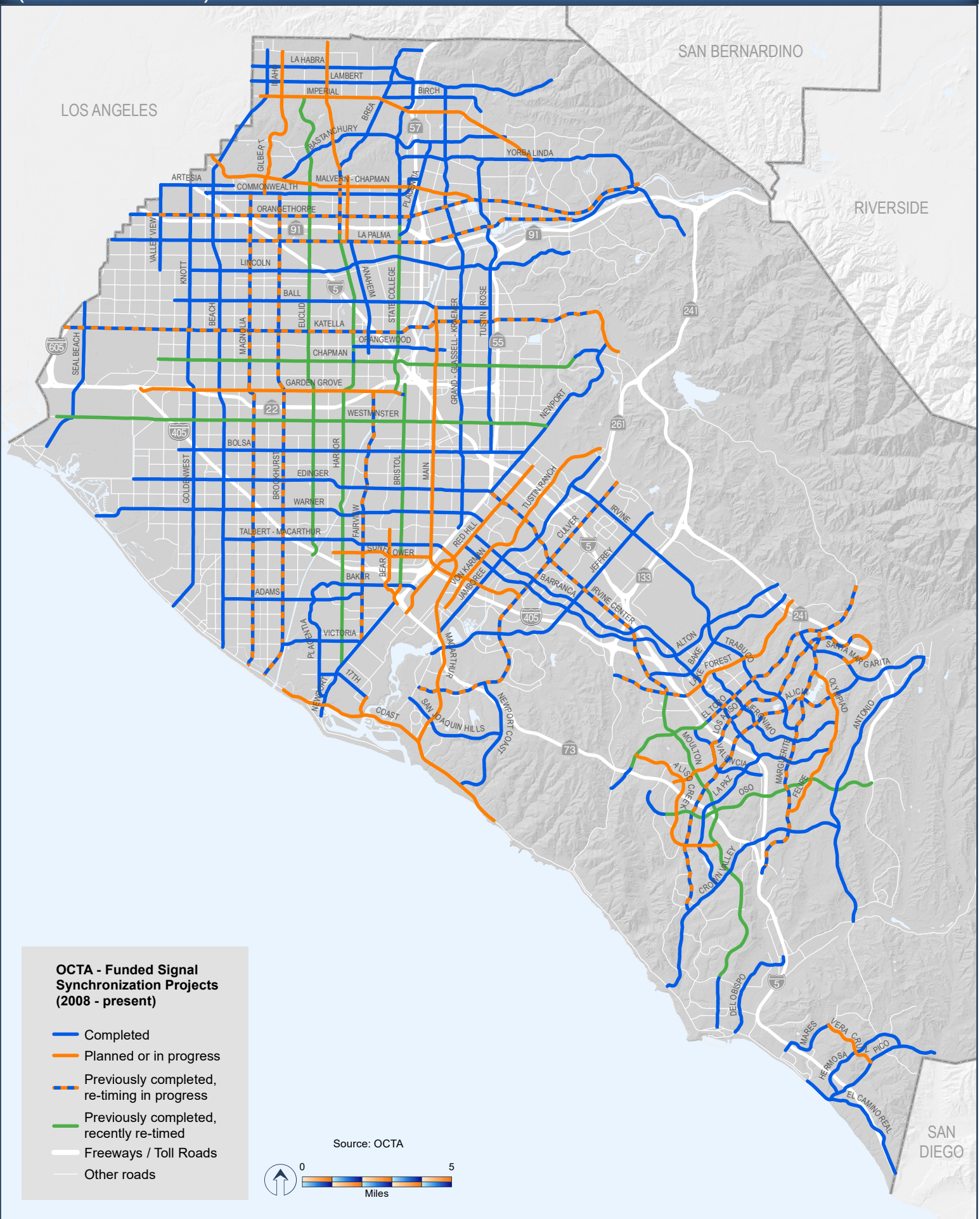
Approved by:



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

OCTA-Funded Signal Synchronization Projects (2008 - Present)

ATTACHMENT A



Summary of Results for Completed Regional Traffic Signal Synchronization Projects

	Corridor Name	Timing Completed	Lead Agency	Length (Miles)	Signals	M1 / M2 Grant Board Allocation	Estimated Project Life Gas Savings (Dollars)^	Estimated Project Life Greenhouse Gas Savings (lbs.)	Travel Time Improvement	Average Speed Improvement	Stops Improvement
1	Euclid Street*	2008	OCTA	15	62	\$ 450,000	\$ 3,091,631	16,188,276	20%	24%	43%
2	Pacific Park/Oso Parkway*	2009	OCTA	9	34	\$ 250,000	\$ 3,647,370	19,098,249	22%	29%	50%
3	Alicia Parkway	2010	OCTA	11	41	\$ 945,000	\$ 806,001	4,220,358	13%	12%	40%
4	Beach Boulevard	2010	OCTA	21	70	\$ 1,300,000	\$ 10,469,722	54,821,202	14%	21%	28%
5	Chapman Avenue (South)*	2010	OCTA	14	52	\$ 800,000	\$ 3,244,679	16,989,696	16%	18%	46%
6	Edinger Ave/Irvine Center Dr/Moulton Pkwy*	2011	OCTA	22	109	\$ 846,000	\$ 4,609,706	24,137,220	11%	14%	34%
7	Harbor Boulevard*	2011	OCTA	16	107	\$ 520,000	\$ 3,226,111	16,892,430	11%	12%	23%
8	Orangethorpe Avenue	2011	OCTA	17	47	\$ 698,000	\$ 2,659,036	13,923,183	17%	20%	42%
9	State College/Bristol Street*	2011	OCTA	17	97	\$ 760,000	\$ 4,089,735	21,414,531	15%	18%	28%
10	Westminster Avenue	2011	OCTA	13	48	\$ 620,000	\$ 4,233,390	22,166,736	14%	17%	35%
11	Brookhurst Street	2012	OCTA	16	56	\$ 631,764	\$ 7,850,213	41,105,031	19%	18%	31%
12	El Toro Road*	2012	OCTA	11	40	\$ 478,916	\$ 3,302,828	17,294,160	19%	24%	32%
13	Katella Avenue	2012	OCTA	17	69	\$ 673,845	\$ 4,435,716	23,226,165	14%	14%	36%
14	La Palma Avenue	2012	OCTA	18	61	\$ 803,999	\$ 6,281,546	32,391,229	18%	22%	27%
15	Bastanchury Road	2013	Fullerton	8	27	\$ 539,936	\$ 1,053,007	5,513,723	13%	15%	49%
16	Euclid Street*	2013	Fullerton	17	66	\$ 1,000,000	\$ 4,316,031	22,599,458	15%	17%	39%
17	Lambert Avenue	2013	La Habra	10	26	\$ 520,000	\$ 4,578,312	23,972,807	14%	16%	41%
18	Tustin/Rose Drive	2013	OCTA	10	43	\$ 683,200	\$ 2,309,842	12,094,717	15%	17%	37%
19	Yorba Linda Boulevard	2013	OCTA	12	46	\$ 521,837	\$ 1,813,693	9,496,799	12%	10%	21%
20	Lincoln Avenue	2014	Anaheim	13	53	\$ 777,910	\$ 1,564,300	8,190,935	9%	15%	25%
21	Valley View Street	2014	Buena Park	3	20	\$ 280,000	\$ 3,056,089	16,002,194	28%	24%	37%
22	Fairview Road/Street	2014	Costa Mesa	8	31	\$ 620,001	\$ 1,735,472	9,087,220	11%	12%	24%
23	17th Street	2014	Costa Mesa	3	9	\$ 220,000	\$ 123,098	644,563	7%	3%	0%
24	Baker/Placentia	2014	Costa Mesa	8	27	\$ 519,960	\$ 540,228	2,828,724	14%	16%	34%
25	Victoria Street	2014	Costa Mesa	3	11	\$ 200,000	\$ 124,820	653,581	22%	15%	25%
26	Brea Boulevard	2014	Fullerton	4	16	\$ 320,000	\$ 813,531	4,259,783	12%	13%	43%
27	Commonwealth Avenue	2014	Fullerton	8	30	\$ 600,000	\$ 803,023	4,204,761	11%	12%	36%
28	Lemon Street / Anaheim Boulevard	2014	Fullerton	2	13	\$ 280,000	\$ 531,872	2,784,969	16%	21%	40%
29	Placentia Avenue	2014	Fullerton	4	15	\$ 380,000	\$ 570,921	2,989,436	18%	22%	48%
30	Culver Drive	2014	Irvine	11	39	\$ 779,856	\$ 3,625,648	18,984,498	12%	12%	19%
31	Jamboree Road	2014	Irvine	9	27	\$ 230,608	\$ 3,173,217	16,615,495	9%	9%	19%
32	Jeffrey Road	2014	Irvine	9	40	\$ 410,032	\$ 1,910,910	10,005,845	9%	10%	26%
33	La Habra Boulevard	2014	La Habra	6	23	\$ 460,000	\$ 1,550,184	8,117,025	10%	11%	27%
34	Paseo de Valencia	2014	Laguna Hills	3	12	\$ 190,742	\$ 169,859	889,411	8%	5%	34%
35	MacArthur Boulevard/Talbert Avenue	2014	OCTA	7	24	\$ 392,256	\$ 524,129	2,744,427	7%	8%	13%
36	Magnolia Street	2014	OCTA	16	54	\$ 400,000	\$ 2,208,937	11,566,362	10%	12%	26%
37	Pacific Park/Oso Parkway*	2014	OCTA	8	32	\$ 490,222	\$ 1,912,481	10,014,071	16%	19%	29%
38	Warner Avenue	2014	OCTA	13	43	\$ 621,848	\$ 1,797,186	9,410,366	8%	6%	15%
39	Crown Valley Parkway	2014	OCTA	9	30	\$ 367,200	\$ 556,861	2,915,820	4%	3%	20%
40	Edinger Avenue*	2014	OCTA	12	38	\$ 753,800	\$ 1,264,832	6,622,870	2%	5%	25%
41	First Street/Bolsa Avenue	2014	OCTA	12	49	\$ 980,000	\$ 3,506,276	18,359,448	11%	12%	26%
42	Lake Forest Drive	2014	OCTA	2	10	\$ 119,679	\$ 685,904	3,591,510	19%	23%	33%
43	Marquerte Parkway	2014	OCTA	9	31	\$ 323,056	\$ 609,084	3,189,264	11%	12%	21%
44	Los Alisos Boulevard	2014	OCTA	7	21	\$ 332,617	\$ 27,876	145,962	5%	3%	16%
45	Ball Road	2014	OCTA	11	38	\$ 733,416	\$ 1,532,115	8,022,411	5%	7%	13%
46	Avenida Pico	2014	San Clemente	4	21	\$ 416,453	\$ 705,991	3,696,687	9%	10%	21%
47	El Camino Real	2014	San Clemente	4	19	\$ 359,998	\$ 1,482,733	7,763,838	9%	10%	25%
48	Del Obispo Street	2014	San Juan Capistrano	4	16	\$ 138,800	\$ 992,762	5,198,269	13%	10%	11%
49	Knott Avenue	2015	Buena Park	7	28	\$ 448,000	\$ 1,918,098	10,043,483	23%	26%	37%

Summary of Results for Completed Regional Traffic Signal Synchronization Projects

	Corridor Name	Timing Completed	Lead Agency	Length (Miles)	Signals	M1 / M2 Grant Board Allocation	Estimated Project Life Gas Savings (Dollars) [^]	Estimated Project Life Greenhouse Gas Savings (lbs.)	Travel Time Improvement	Average Speed Improvement	Stops Improvement
50	Newport Coast Drive	2015	Newport Beach	5	15	\$ 260,000	\$ 651,984	3,413,896	10%	0%	6%
51	San Joaquin Hills Road	2015	Newport Beach	4	11	\$ 220,000	\$ 584,913	3,062,701	11%	12%	32%
52	Jerônimo Road	2015	OCTA	6	16	\$ 267,360	\$ 1,508,063	7,896,471	12%	3%	35%
53	Santa Margarita Parkway	2015	OCTA	5	20	\$ 311,912	\$ 1,705,334	8,929,416	15%	18%	41%
54	Trabuco Road	2015	OCTA	5	16	\$ 266,971	\$ 1,294,844	6,780,018	15%	18%	32%
55	Avenida Vista Hermosa	2015	San Clemente	3	17	\$ 305,856	\$ 252,899	1,324,219	17%	19%	54%
56	Camino De Los Mares	2015	San Clemente	2	13	\$ 248,208	\$ 1,806,683	3,153,365	27%	37%	57%
57	Artesia Boulevard	2016	Buena Park	2	11	\$ 422,142	\$ 795,156	4,163,572	20%	16%	38%
58	Alton Parkway	2016	Irvine	14	48	\$ 1,209,397	\$ 3,082,089	16,138,332	12%	14%	39%
59	Baranca Parkway	2016	Irvine	13	44	\$ 2,106,434	\$ 2,734,900	14,320,395	10%	11%	26%
60	Antonio Parkway	2016	OCTA	10	27	\$ 1,156,920	\$ 2,274,125	11,907,699	16%	19%	23%
61	Adams Avenue	2016	OCTA	5	17	\$ 1,042,374	\$ 2,065,973	10,817,781	7%	14%	27%
62	State College Boulevard*	2016	OCTA	5	35	\$ 1,041,579	\$ 1,484,920	7,775,289	10%	11%	16%
63	Newport Avenue/Boulevard (North)	2016	OCTA	7	24	\$ 946,045	\$ 581,731	3,046,041	12%	15%	36%
64	Bake Parkway	2016	OCTA	6	19	\$ 532,603	\$ 1,434,344	7,510,464	12%	12%	28%
65	La Paz Road	2016	OCTA	8	23	\$ 328,192	\$ 1,951,861	10,220,270	14%	16%	21%
66	Newport Boulevard (South)	2016	OCTA	7	33	\$ 1,304,596	\$ 944,446	4,945,276	5%	7%	17%
67	Seal Beach/Los Alamitos Boulevard	2016	Seal Beach	3	13	\$ 586,720	\$ 1,016,379	5,321,931	10%	11%	31%
68	Harbor Boulevard*	2017	Anaheim	4	22	\$ 731,867	\$ 1,414,593	7,407,047	8%	9%	15%
69	Birch Street/Rose Drive	2017	Brea	4	14	\$ 664,230	\$ 629,603	3,296,709	23%	30%	37%
70	Bristol Street*	2017	OCTA	8	45	\$ 1,884,820	\$ 1,649,926	8,639,290	7%	8%	13%
71	Goldenwest Street	2017	OCTA	8	32	\$ 380,800	\$ 374,406	1,960,454	11%	7%	23%
72	Harbor Boulevard*	2017	Santa Ana	10	46	\$ 1,852,080	\$ 4,320,825	22,624,563	10%	10%	15%
73	El Toro Road*	2018	Laguna Woods	3	15	\$ 514,000	\$ 1,116,724	5,847,356	17%	20%	33%
74	Moulton Parkway*	2018	Laguna Woods	11	37	\$ 645,440	\$ 939,620	4,920,008	12%	2%	41%
75	Kraemer Blvd/Glassell St/Grand Ave	2018	OCTA	15	61	\$ 2,433,520	\$ 1,722,240	441,600	12%	7%	8%
76	Chapman Avenue*	2018	OCTA	14	55	\$ 2,344,044	\$ 2,322,428	12,160,622	8%	9%	0%
77	Orangewood Avenue	2019	Anaheim	3	15	\$ 683,328	\$ 1,140,726	5,973,032	17%	22%	46%
78	Irvine Boulevard	2019	Irvine	7	29	\$ 378,166	\$ 2,757,359	14,437,996	17%	21%	37%
79	Westminster Avenue/17th Street*	2019	OCTA	16	63	\$ 2,820,102	\$ 141,754	742,246	5%	5%	16%
Summary of All Projects											
				705	2757	\$ 54,078,458	\$ 160,737,854	826,267,257	13%	14%	29%

* Euclid Street, Pacific Park Drive/Oso Parkway, Harbor Boulevard, State College Boulevard, Bristol Street, Moulton Parkway, Chapman Avenue, Westminster Avenue, and El Toro Road are included multiple times because these corridors have been revisited

[^] \$3.90 per gallon gasoline price used to estimate savings

Note: Improvements are averaged across both directions over the full corridor

gal - gallons


lbs - pounds

OCTA - Orange County Transportation Authority



February 3, 2020

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Consultant Selection for State Route 91 Geometric and Design Alternatives Analysis

Overview

On October 10, 2019, the Orange County Transportation Authority issued a request for proposals for consultant services to complete the State Route 91 geometric and design alternatives analysis. Board of Directors approval is requested for the selection of a firm to complete the required work.

Recommendations

- A. Approve the selection of Advanced Civil Technologies as the firm to complete the State Route 91 geometric and design alternatives analysis.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1658 between the Orange County Transportation Authority and Advanced Civil Technologies to complete the State Route 91 geometric and design alternatives analysis.

Discussion

The objective of the State Route 91 (SR-91) geometric and design alternatives analysis (Alternatives Analysis) is to determine the conceptual geometric design and operational characteristics of improving the eastbound SR-91 corridor between State Route 241 (SR-241) and State Route 71 by adding one general-purpose lane while minimizing impacts to the maximum extent feasible.

This area was previously studied as part of the SR-91 Corridor Improvement Project (CIP) by the Riverside County Transportation Commission (RCTC). This SR-91 Alternatives Analysis will build upon the CIP Report and revisit the previously identified areas of constraint to determine if widening can be achieved while minimizing a centerline shift. A preliminary geotechnical report will be completed as part of this effort, which will help determine potential alignment of

the improvements. Improvements to the eastbound portion of SR-91 from SR-241 to the county line are included as part of the Measure M freeway improvements as Project J.

Coordination with RCTC, the California Department of Transportation (Caltrans), Transportation Corridor Agencies (TCA), and adjacent corridor cities will be a priority as numerous projects are in development within the same area of the SR-91. Agency coordination would minimize construction fatigue with the traveling public and surrounding communities given the complex nature of the SR-91 corridor.

Procurement Approach

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

On October 10, 2019, Request for Proposals (RFP) No. 9-1658 was issued electronically on CAMM NET. The project was advertised on October 10 and 17, 2019, in a newspaper of general circulation. A pre-proposal conference was held on October 16, 2019, with 15 attendees representing 12 firms. One addendum was issued to make available the pre-proposal conference registration sheets and provide responses to questions received.

On November 5, 2019, two proposals were received. An evaluation committee consisting of staff from the Contracts Administration and Materials Management, Project Development, and Highway Programs departments, as well as representatives from RCTC and Caltrans, met to review all submitted proposals. The proposals were evaluated based on the following evaluation criteria and weightings:

- | | | |
|---|-----------------------------------|------------|
| • | Qualifications of the Firm | 30 percent |
| • | Staffing and Project Organization | 30 percent |
| • | Work Plan | 40 percent |

In developing these weightings, several factors were considered. The greatest importance was given to the work plan to ensure the firm's understanding of the project and approach to completing the various elements of the scope of work. Qualifications of the firm, as well as staffing and project organization, were each assigned a weighting of 30 percent to ensure the firm has prior experience providing similar types of services and the firm's staff have the requisite expertise in completing a project of this type.

The evaluation committee reviewed and discussed the two proposals based on the evaluation criteria. The two firms are listed below in alphabetical order:

Firm and Location

Advanced Civil Technologies (ACT)
Santa Ana, California

TRC Solutions, Inc. (TRC)
Irvine, California

On December 11, 2019, the evaluation committee interviewed the two firms. The interviews consisted of a presentation allowing each firm to present its qualifications, highlight its personnel, and respond to evaluation committee questions. In general, each team's presentation addressed the requirements of the RFP, highlighted the project team's experience and work on related projects, and stressed the firm's commitment to the success of the project. Each firm was asked general questions related to the potential challenges and risks of the project, along with the firm's strategy for coordinating with OCTA, RCTC, Caltrans, TCA, and adjacent corridor cities. In addition, each team was asked specific clarification questions related to their proposal. After considering the responses to the questions asked during the interview, the evaluation committee adjusted the scores for both firms, and there was no change in the ranking of the firms.

Based on the evaluation of proposals and interviews, staff recommends ACT as the firm to complete the SR-91 Alternatives Analysis. This firm ranked higher because of its experience with similar projects and familiarity with Caltrans requirements. ACT's proposed team consists of qualified key personnel with the necessary experience to complete the project in accordance with the accelerated schedule set forth in its proposal. The firm demonstrated a clear understanding of the project requirements and presented a comprehensive work plan addressing key issues that are critical to meeting the project schedule. The following is a brief summary of the proposal evaluation results.

Qualifications of the Firm

ACT has provided professional engineering services for state and local government agencies since 1996, including OCTA, RCTC, TCA, Caltrans, and the cities of Anaheim and Corona. The firm is headquartered in the City of Santa Ana and has branch offices in the City of Ontario. ACT recently completed similar alternative analyses, including the following: Feasibility Study Report (FSR) for the State Route 210 (SR-210)/Alder Avenue interchange improvements, project approval and environmental document (PA/ED) for the SR-91 widening from State Route 57 (SR-57) to State Route 55 (SR-55), PA/ED for the southbound Interstate 405 (I-405) Auxiliary Lane Project from State Route 133 to University Drive, and project study report-project development support for the State Route 126 (SR-126) corridor improvements. The firm demonstrated a proven track record of delivering projects with accelerated schedules. ACT proposed to utilize four subconsultants to provide support in the areas of Alternatives Analysis, geotechnical engineering, environmental compliance, and quality assurance/quality control (QA/QC). All four subconsultants have prior experience working on the SR-91 corridor and have worked with ACT on past projects.

TRC has provided professional engineering consulting services for state and local government agencies since 1969, including OCTA, RCTC, TCA, Caltrans, and various cities in Orange County. The firm has 140 offices in the United States and a branch office in the City of Irvine. TRC's relevant experience is not primarily in completing alternative analyses but is more focused on developing plans, specifications, and estimates (PS&E), including the following: PS&E for the I-405/Interstate 605 high-occupancy vehicle connector, PS&E for the Interstate 5 (I-5) Widening Project, PS&E for the SR-57 Northbound Widening Project, and the 91 Express Lanes Pavement Rehabilitation Project. The firm demonstrated a proven track record of delivering projects with accelerated schedules. TRC proposed to utilize five subconsultants to provide support in the areas of Alternatives Analysis, surveying, geotechnical engineering, traffic, and structures. Four of the five subconsultants have worked with TRC on past projects, while one has not worked with TRC on past projects.

Staffing and Project Organization

ACT proposed a qualified project team with relevant experience completing alternative analyses and has worked on projects of similar size and scope. The proposed project manager (PM) has over 33 years of experience, of which 11 years were spent at Caltrans, and has worked on recent similar projects, including FSRs for the SR-91 widening, SR-126 siding, and SR-210/Alter Avenue interchange projects. In addition, the proposed lead for the Alternatives Analysis has performed similar work in the past, including the development of alternatives to improve the operations on the SR-91 between

SR-57 and SR-55 interchange areas. The proposed staffing plan clearly demonstrated an effective project management approach to ensure sufficient availability of resources to complete the Alternatives Analysis. During the interview, ACT's team provided responses to questions and highlighted their knowledge of the SR-91 corridor, as well as their experience working together on past projects.

TRC proposed a qualified project team with relevant experience. The proposed PM also has over 30 years of experience, of which 15 years were spent at Caltrans, and has primarily worked on PS&E projects and not alternative analyses, such as the PS&E for the I-5 Widening Project, PA/ED and PS&E for the Interstate 110/C Street Interchange Project, and State Route 74 Operational Improvement Study. In addition, the proposed lead for the Alternatives Analysis has performed similar work in the past, including the development of alternatives to improve congestion on the SR-91 between SR-55 and Interstate 15. The proposed staffing plan clearly demonstrated an effective project management approach to ensure sufficient availability of resources to complete the Alternatives Analysis. During the interview, TRC's team provided responses to questions and highlighted their knowledge of the SR-91 corridor, as well as their experience working together on past projects.

Work Plan

ACT presented a comprehensive work plan that addressed all the requirements in the scope of work. The firm demonstrated its understanding of the project in its work plan by discussing the necessary tasks that would be completed. The firm proposed an accelerated schedule of 12 months for completing the Alternatives Analysis. The work plan also included a preliminary set of alternatives and a QA/QC plan to ensure project success. In addition, ACT outlined a detailed process for how the Alternatives Analysis would be completed and discussed the potential impacts on the numerous projects that are in development within the same area of the SR-91 corridor. Furthermore, the firm proposed conducting stakeholder interviews and surveys to understand the interest of all participating government agencies. During the interview, ACT highlighted its approach to completing the project, familiarity with Caltrans requirements, and strategy for coordinating with OCTA, RCTC, Caltrans, TCA, and adjacent corridor cities. The firm demonstrated an understanding of the overall project goals, issues, and challenges, as well as outlined a detailed process for developing and evaluating alternatives.

TRC presented its approach to completing the project by discussing in its work plan the necessary tasks that would be completed. The firm demonstrated its understanding of the project by addressing the general work activities that would be undertaken and proposed an accelerated schedule of 12 months for completing the Alternatives Analysis. In addition, TRC proposed utilizing the SR-91 TransModeler microsimulation model developed by one of its subconsultants for the traffic screening analysis of the proposed alternatives. The work plan included a preliminary set of alternatives and a QA/QC plan to ensure project success. The work plan had little detail regarding the process for how the Alternatives Analysis would be completed. During the interview, TRC highlighted its approach to completing the project, familiarity with Caltrans requirements, and strategy for coordinating with OCTA, RCTC, Caltrans, TCA, and adjacent corridor cities. However, the firm did not elaborate on the process for developing and evaluating alternatives.

Procurement Summary

Based on the evaluation of the written proposals and information obtained during the interviews, the evaluation committee recommends the selection of ACT as the top-ranked firm to complete the SR-91 Alternatives Analysis. ACT demonstrated relevant experience and submitted a comprehensive proposal that was responsive to the requirements of the RFP. ACT also presented a thorough interview, supporting the firm's experience, staffing, work plan, and their understanding of the overall project.

Fiscal Impact

The project is included in the OCTA's Fiscal Year 2019-20 Budget, Account No. 0017-7519-FJ100-OUT, and is funded with Measure M2 funds.

Summary

Staff requests Board approval for the Chief Executive Officer to negotiate and execute Agreement No. C-9-1658 with ACT as the firm to complete the SR-91 Alternatives Analysis.

Attachments

- A. Review of Proposals, RFP 9-1658: Consultant Selection for State Route 91 Geometric and Design Alternatives Analysis
- B. Proposal Evaluation Criteria Matrix, RFP 9-1658: Consultant Selection for State Route 91 Geometric and Design Alternatives Analysis
- C. Contract History for the Past Two Years, RFP 9-1658: Consultant Selection for State Route 91 Geometric and Design Alternatives Analysis

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Review of Proposals

RFP 9-1658: Consultant Selection for State Route 91 Geometric and Design Alternatives Analysis

Presented to Regional Planning and Highways Committee - February 3, 2020
Two proposals were received, two firms were interviewed, one firm is being recommended

Overall Ranking	Overall Score	Firm and Location	Subcontractors	Evaluation Committee Comments
1	86	Advanced Civil Technologies Santa Ana, California	Jacobs Engineering Group TranSystems Corporation Michael Baker International ICF Jones & Stokes, Inc.	Top-ranked overall firm. Recent and relevant experience delivering alternative analyses and working on State Route 91. Proposed team personnel demonstrated availability, commitment levels, and experience working together. Project manager has over 33 years of experience, of which 11 years were spent at the California Department of Transportation, and has worked on recent similar projects. Comprehensive work plan that addressed all the tasks in the scope of work. Proposed accelerated schedule of 12 months for completing the project. Outlined a detailed process for developing and evaluating alternatives. Demonstrated a thorough understanding of the overall project goals, issues, and challenges. Interview demonstrated project knowledge and experience.
2	78	TRC Solutions, Inc. Irvine, California	Q4 Transportation Solutions Guida Surveying, Inc. Leighton Consulting, Inc. Fehr & Peers NCM Engineering Corporation	Experience delivering plans, specifications, and estimates projects. Proposed team personnel demonstrated availability and commitment levels. Project manager has over 30 years of experience, of which 15 years were spent at the California Department of Transportation. Work plan addressed all the tasks in the scope of work. Proposed accelerated schedule of 12 months for completing the project. Demonstrated understanding of the overall project goals, issues, and challenges. Interview demonstrated project knowledge and experience.

Evaluation Panel:

Internal:
Contracts Administration and Materials Management (1)
Project Development (1)
Highway Programs (1)
External:
Riverside County Transportation Commission (1)
California Department of Transportation (1)

Evaluation Criteria:

Qualifications of the Firm
Staffing/Project Organization
Work Plan

Weighting Factors

30 percent
30 percent
40 percent

PROPOSAL EVALUATION CRITERIA MATRIX

RFP 9-1658: Consultant Selection for State Route 91 Geometric and Design Alternatives Analysis

Firm: Advanced Civil Technologies						Weightings	Criteria Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.50	4.50	4.00	4.00	4.50	6.00	25.8
Staffing/Project Organization	4.00	4.50	4.50	4.00	4.50	6.00	25.8
Work Plan	4.00	4.50	4.50	4.00	4.50	8.00	34.4
Overall Score	83.0	90.0	87.0	80.0	90.0		86
Firm: TRC Solutions, Inc.						Weightings	Criteria Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.00	3.50	4.00	4.00	4.00	6.00	23.4
Staffing/Project Organization	4.00	3.50	4.00	4.00	4.00	6.00	23.4
Work Plan	4.00	4.00	4.00	3.50	4.00	8.00	31.2
Overall Score	80.0	74.0	80.0	76.0	80.0		78

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 9-1658: Consultant Selection for State Route 91 Geometric and Design Alternatives Analysis

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Advanced Civil Technologies						
	None	No contracts awarded	N/A	N/A	N/A	\$ -
Subconsultants: N/A						
			Sub Total			\$ -
TRC Solutions, Inc.						
Contract Type: Time and Expense	C-8-2086	Professional public outreach and communications consulting services for I-5 Improvement Project from SR-73 to El Toro Road	June 28, 2019	June 30, 2025		\$ 771,410
Subconsultants: Lazar Translating and Interpreting 21st Century Communication Strategies AJ Design						
Contract Type: Time and Expense	C-4-1426	Preparation of plans,specifications, and estimates for the I-5 widening from Alicia Parkway to El Toro Road	March 31, 2015	August 31, 2023		\$ 9,186,817
Subconsultants: Advantec Consulting Engineers Earth Mechanics, Inc. LSA Associates, Inc. Psomas Tatsumi and Partners, Inc.						
Contract Type: Time and Expense	C-7-1834	Construction management services for the I-5 Improvement Project between SR-55 and SR-57	November 1, 2018	January 31, 2022		\$ 3,508,520
Subconsultants: Guida Surveying, Inc. Leighton Consulting, Inc. California Testing and Inspection DHS Consulting, LLC CL Surveying and Mapping, Inc.						
Contract Type: Contract Task Order	C-7-0220	Design services on a contract task order basis for the westerly segment of the SR-22/West Orange County connection	May 14, 2017	August 31, 2018		\$ 15,591,444
Subconsultants: Aecom Technical Services Earth Mechanics, Inc. LDP Design Group Lin Consulting, Inc. Parsons Brinckerhoff Tatsumi and Partners, Inc. Transystems Corporation						
Sub Total					\$	29,058,191

Acronyms

I-5 - Interstate 5
N/A - Not applicable
RFP - Request for proposals
SR-22 - State Route 22
SR-57 - State Route 57
SR-73 - State Route 73



February 3, 2020

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the State Route 91 Improvement Project Between La Palma Avenue and State Route 55

Overview

On September 23, 2019, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for the preparation of plans, specifications, and estimates for the State Route 91 improvement project between La Palma Avenue and State Route 55. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendations

- A. Approve the selection of WKE, Inc., as the firm to prepare the plans, specifications, and estimates for the State Route 91 improvement project between La Palma Avenue and State Route 55.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1557 between the Orange County Transportation Authority and WKE, Inc., to prepare the plans, specifications, and estimates for the State Route 91 improvement project between La Palma Avenue and State Route 55.

Discussion

State Route 91 (SR-91) improvements between State Route 57 (SR-57) and State Route 55 (SR-55) (Project) are part of Project I in the Measure M2 (M2) freeway program. In the Next 10 Plan Update, adopted by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2019, the Project is listed as one of the M2 freeway projects to be cleared through the environmental process and to move into design using net excess 91 Express Lanes revenue.

Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the State Route 91 Improvement Project Between La Palma Avenue and State Route 55

Page 2

The Project will add a general purpose lane in the eastbound direction between La Palma Avenue and SR-55, and provide westbound operational improvements between Acacia Street and La Palma Avenue, and between SR-55 and Lakeview Avenue. The Project includes reconstruction of the La Palma Avenue overcrossing bridge, and reconstruction of the Kraemer Boulevard/Glassell Street, Lakeview Avenue, and Tustin Avenue interchanges.

The draft environmental document was circulated for public comment on November 20, 2018, and the build alternative has been identified as the preferred alternative by the Project development team. Therefore, the Project is ready to proceed into the final design phase. The Project is being developed as three separate design and construction projects to enhance the participation and competitive bidding of consultants and contractors, with the following Project limits:

- Segment 1 extends from SR-55 to Lakeview Avenue
- Segment 2 extends from La Palma Avenue to SR-55
- Segment 3 extends from Acacia Street to La Palma Avenue

Procurement Approach

This procurement for Segment 2 was handled in accordance with OCTA's Board-approved procedures for architectural and engineering (A&E) services that conform to both state and federal laws. Proposals are evaluated and ranked in accordance with the qualifications of the firm, staffing and project organization, and work plan. As this is an A&E procurement, price is not an evaluation criterion pursuant to state and federal laws. Evaluation of the proposals was conducted on the basis of overall qualifications to develop a competitive range of offerors. The highest-ranked firm is requested to submit a cost proposal, and the final agreement is negotiated. Should negotiations fail with the highest-ranked firm, a cost proposal will be solicited from the second-ranked firm in accordance with Board-approved procurement policies.

On September 23, 2019, the Board authorized the release of Request for Proposals (RFP) 9-1557 for Segment 2, which was electronically issued on CAMM NET. The Project was advertised on September 23 and 30, 2019, in a newspaper of general circulation. A pre-proposal conference was held on September 30, 2019, with 20 attendees representing 17 firms. Two addenda were issued to make available the pre-proposal conference registration sheets, provide responses to questions received, and handle administrative issues related to the RFP.

Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the State Route 91 Improvement Project Between La Palma Avenue and State Route 55 **Page 3**

On October 22, 2019, five proposals were received. An evaluation committee consisting of members from the OCTA's Contracts Administration and Materials Management and Highway Programs departments, as well as external representatives from the California Department of Transportation (Caltrans) and the City of Anaheim, met to review all submitted proposals. The proposals were evaluated utilizing the following Board-approved evaluation criteria and weightings:

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

The evaluation criteria weightings are consistent with those developed for similar A&E procurements. In developing these weightings, several factors were considered, giving the greatest importance to staffing and project organization of the firm, as the qualifications of the project manager and other key personnel are very important to the successful and timely delivery of the Project. Similarly, high importance was given to the work plan criterion 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. The final criterion, qualifications of the firm, evaluated the firm's experience in performing work of similar scope and size.

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

Firm and Location

T.Y. Lin International (TY Lin)
Irvine, California

WKE, Inc. (WKE)
Santa Ana, California

On December 3, 2019, the evaluation committee interviewed the two firms. The interviews consisted of a presentation allowing each team to present its qualifications, highlight its proposal, and respond to evaluation committee questions. Each firm also highlighted its staffing plan, work plan, and perceived Project challenges. Each firm was asked general questions related to qualifications, relevant experience, Project organization, and approach to the

work plan. Both firms were asked specific questions regarding the team's approach to the requirements of the scope of work (SOW), management of the Project, coordination with various agencies, experience with similar projects, and the team's solutions toward achieving the Project goals. After considering responses to the questions asked during the interview, the evaluation committee adjusted the preliminary scores for one of the two firms; however, WKE remained as the top-ranked firm with the highest cumulative score.

Based on the evaluation of written proposals and information obtained during the interviews, staff recommends WKE as the top-ranked firm to prepare the plans, specifications, and estimates (PS&E) for the Project. WKE's proposal received the highest ranking, largely due to the team's successful management and implementation of recent and relevant PS&E projects of similar scale and scope, the firm's comprehensive understanding of the Project objectives and constraints, and presentation of relevant technical solutions. The firm demonstrated a comprehensive understanding of the Project requirements and presented a detailed work plan addressing key issues that are critical to the success of the Project. The following is a brief summary of the proposal evaluation results.

Qualifications of the Firm

Both firms are well established with recent and relevant experience and are qualified to perform the services.

WKE, incorporated in 2007, is a Southern California-based general planning and engineering consulting firm providing transportation engineering services for all modes of transportation infrastructure, including design of freeway corridor widening, bridge seismic retrofitting, freeway interchange, and street widening projects. WKE and its key personnel have delivered numerous PS&E projects of similar complexity. WKE has two local offices employing 50 roadway engineers and 15 bridge engineers. Recent relevant firm experience includes the PS&E for the Interstate 5 (I-5) widening from State Route 73 (SR-73) to Oso Parkway for OCTA, as well as the State Route 241 (SR-241)/SR-91 express lanes connector for the Transportation Corridor Agencies (TCA), and the project report/environmental document and PS&E for the SR-57/State Route 60 interchange for the City of Industry. The firm is currently working on the PS&E for the SR-55 improvement project from Interstate 405 (I-405) to I-5. WKE's experience on these projects demonstrated leadership, technical expertise, stakeholder coordination, familiarity with Caltrans' processes and requirements, and the ability to manage all phases of the projects.

TY Lin, founded in 1954, is a full-service infrastructure engineering firm providing roadway and structure design services with four local offices and over 130 employees in Southern California. TY Lin is familiar with Caltrans' design standards and has experience delivering similar design work. The firm prepared the PS&E for the I-5 high-occupancy vehicle (HOV) widening from SR-55 to SR-57 for OCTA, SR-241/Oso Parkway interchange for TCA, and the Interstate 215 (I-215)/Placentia Avenue interchange for the Riverside County Transportation Commission (RCTC).

Staffing and Project Organization

Both short-listed firms proposed qualified project managers, key personnel, and subconsultants with relevant PS&E experience in interchange and freeway widening projects.

WKE proposed a qualified project team with relevant comprehensive experience and understanding of the Project issues, risks, and challenges. The team is proficient in various disciplines required for the Project and has extensive recent Caltrans experience. The team has demonstrated experience working on projects of similar size and scope. The proposed project manager has 24 years of management and design experience on highway improvement projects, delivering over 40 design projects and 27 of them as PS&Es with Caltrans oversight. Most recently, the project manager delivered four PS&E projects within schedule for OCTA. The proposed roadway lead has 15 years of experience, and in the past has identified cost saving solutions that minimize right-of-way (ROW) and utility impacts, and has been successful in obtaining approval from Caltrans for design standard decision documents (DSDD) which are required to document engineering decisions regarding design features that deviate from Caltrans standards to minimize ROW and environmental impacts. The proposed structures lead has 19 years of extensive experience with all technical aspects of bridge design, from conceptual studies to final design, and construction management, including approval of complex bridges and innovative cost-effective solutions through Caltrans' bridge design selection process. WKE's proposed project team demonstrated relevant experience delivering OCTA and Caltrans PS&E projects, including the SR-55 improvement project from I-405 to I-5, the I-5 widening from SR-73 to Oso Parkway, the I-5 HOV improvement project from Avenida Pico to Avenida Vista Hermosa, and both I-405 HOV West County Connector projects. The WKE team includes environmental staff from LSA Associates, Inc., which has extensive experience in obtaining required regulatory permits, reviews, and approvals from various agencies.

TY Lin proposed a project team and key personnel with relevant experience in PS&E projects in Southern California. The proposed project manager has 26 years of experience designing and leading a variety of transportation projects. The proposed roadway lead has over ten years of experience in delivering highway/freeway improvements. The proposed structures lead has 22 years of experience with a variety of projects related to bridge design. The team's recent relevant experience includes the I-5 HOV from SR-55 to SR-57 for OCTA, the SR-241/Oso Parkway interchange project for TCA, and the I-215/Placentia Avenue interchange for the RCTC. The environmental staffing proposed by TY Lin did not fully demonstrate depth of permitting experience, including obtaining the United States Army Corps of Engineers Section 408 permit, which is critical to timely completion of the PS&E. The organization chart for TY Lin also shows the quality assurance (QA) manager reporting to the project manager, which may impact the authority and ability of the QA manager to independently perform the duties.

Work Plan

Both short-listed firms met the requirements of the RFP, and each firm adequately discussed its approach to the Project.

WKE presented a comprehensive and viable work plan that demonstrated an understanding of the Project design requirements, constraints, challenges, and risks. WKE presented a well thought out work plan containing an innovative solution to widen rather than replace the Tustin Avenue bridge while meeting Caltrans design requirements, potentially saving many months from the schedule and saving construction costs. The plan also included a solution to replace three girders resulting in increased vertical clearance to conform with Caltrans standards. A comprehensive Project schedule that includes Project risks and an outline of the first 90-day detailed tasks displayed WKE's understanding of the work needed for the Project and its roadmap to deliver the Project. The plan was detailed, outlined key issues, discussed enhancements with cost savings, sought to minimize impacts to the local community, and analyzed constructability by considering construction staging and construction challenges. The overall approaches to Project execution described in the work plan and presented during the interview included a thorough discussion of disciplines that are critical for successful PS&E performance. The interview confirmed the technical knowledge and expertise of the WKE team and its comprehensive understanding of Project challenges, risks, and requirements, including thorough knowledge of the permit process, requirements, and expectations from resource agencies. The WKE team demonstrated in-depth knowledge of its proposed approach to the SOW and provided detailed responses to all interview questions.

TY Lin presented a work plan that included the Project scope of work, goals, and challenges. The work plan discussed Project issues not identified in the draft project report and draft DSDDs, and included an organized presentation of solutions to these issues and concerns. The work plan also proposed an innovative solution to widen rather than replace the Tustin Avenue bridge, potentially saving many months from the schedule and saving construction costs. Some key Project challenges associated with construction staging and constructability were not fully addressed. In addition, some proposed design features were explained in general terms. TY Lin's project manager and roadway lead were responsive to the interview questions.

Procurement Summary

Based on the evaluation of the written proposals, team qualifications, and information obtained during the interviews, the evaluation committee recommends the selection of WKE as the top-ranked firm to prepare the PS&E for the SR-91 improvement project between La Palma Avenue and SR-55.

Fiscal Impact

The Project is included in OCTA's Fiscal Year 2019-20 Budget, Capital Programs Division, Account 0017-7519-FI105-NA6, and will be funded through net excess 91 Express Lanes revenue.

Summary

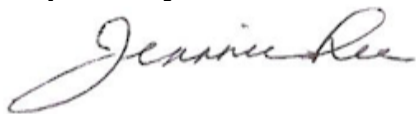
Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Agreement No. C-9-1557 with WKE, Inc. as the firm to prepare the plans, specifications, and estimates for the State Route 91 improvement project between La Palma Avenue and State Route 55.

Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the State Route 91 Improvement Project Between La Palma Avenue and State Route 55 **Page 8**

Attachments

- A. Review of Proposals, RFP 9-1557 Consultant Services for the Preparation of Plans, Specifications, and Estimates for the State Route 91 Improvement Project Between La Palma Avenue and State Route 55
- B. Proposal Evaluation Criteria Matrix (Short-Listed), RFP 9-1557 Consultant Services for the Preparation of Plans, Specifications, and Estimates for the State Route 91 Improvement Project Between La Palma Avenue and State Route 55
- C. Contract History for the Past Two Years, RFP 9-1557 Consultant Services for the Preparation of Plans, Specifications, and Estimates for the State Route 91 Improvement Project Between La Palma Avenue and State Route 55

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Review of Proposals
RFP 9-1557 Consultant Services for the Preparation of Plans, Specifications, and Estimates for the State Route 91 Improvement Project Between La Palma Avenue and State Route 55
 Presented to Regional Planning and Highways Committee - February 3, 2020

5 proposals were received, 2 firms were interviewed, 1 firm is being recommended

Overall Ranking	Overall Score	Firm & Location	Subcontractors	Evaluation Committee Comments
1	90	WKE, Inc. Santa Ana, California	Earth Mechanics, Inc. FPL and Associates Guida Surveying, Inc. Kleinfelder, Inc. LSA Associates, Inc. Lynn Capouya, Inc. Q3 Consulting	Highest-ranked firm overall. Recent and relevant experience delivering numerous projects of similar scope and size. Project manager, discipline leads, key and technical staff, and subconsultants with extensive experience working together on recent plans, specifications and estimates (PS&E) projects. Project manager has direct experience managing, planning, and successfully delivering numerous recent PS&E projects. Comprehensive work plan identifying key issues and providing recommendations. Proposed an innovative solution that eliminates one of the proposed bridge replacements. Interview demonstrated project knowledge and experience with detailed answers to interview questions.
2	82	T.Y. Lin International Irvine, California	Earth Mechanics, Inc. Guida Surveying, Inc. Jacobs Engineering Group, Inc. Leighton Consulting, Inc. Lynn Capouya, Inc. OPTITRANS Engineering, Inc	Firm has relevant experience performing PS&E and other similar projects. Project manager has experience managing a variety of transportation project approval/environmental document, PS&E, and similar projects. Qualified team with expertise to deliver all tasks required in the scope of work. Work plan demonstrated a good understanding of the project requirements and potential issues. Proposed an innovative solution to eliminate one of the proposed bridge replacements. Construction staging plan unclear. Good responses to interview questions.

Evaluation Panel: (6 Members)

Internal:
 Contracts Administration and Materials Management (1)
 Highway Programs (2)
 External:
 California Department of Transportation (2)
 City of Anaheim (1)

Evaluation Criteria:

Qualifications of the Firm
 Staffing and Project Organization
 Work Plan

Weight Factors

25%
 40%
 35%

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed)

**RFP 9-1557 Consultant Services for the Preparation of Plans, Specifications, and Estimates
for the State Route 91 Improvement Project Between La Palma Avenue and State Route 55**

Firm: WKE, Inc.								
Evaluator Number	1	2	3	4	5	5	Weights	Average Weighted Score
Qualifications of Firm	4.5	4.5	4.0	4.5	4.0	4.0	5	21.3
Staffing/Project Organization	5.0	4.5	4.5	4.5	4.5	4.5	8	36.7
Work Plan	4.5	4.5	4.5	4.5	4.5	4.5	7	31.5
Overall Score	94.0	90.0	87.5	90.0	87.5	87.5		90

Firm: T.Y. Lin International								
Evaluator Number	1	2	3	4	5	5	Weights	Average Weighted Score
Qualifications of Firm	4.0	4.5	4.0	4.0	4.0	4.0	5	20.4
Staffing/Project Organization	4.0	4.0	4.0	4.5	4.0	4.0	8	32.7
Work Plan	4.0	4.0	4.5	4.5	4.0	4.0	7	29.2
Overall Score	80.0	82.5	83.5	87.5	80.0	80.0		82

The range of scores for non-short-listed firms is 71-76.

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 9-1557

Consultant Services for the Preparation of Plans, Specifications, and Estimates for the State Route 91 Improvement Project Between La Palma Avenue and State Route 55

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
WKE, Inc.						
Contract Type: Firm-Fixed Price	C-3-2189	Plans, specifications, and estimates (PS&E) for the Interstate 5 (I-5) improvement project from State Route 73 to south of Oso Parkway (Segment 1)	March 2, 2015	September 30, 2023		\$ 10,853,829
Subconsultants:						
Parsons Transportation Group					\$ 2,619,382	
Earth Mechanics, Inc.					\$ 825,391	
FPL and Associates, Inc.					\$ 365,545	
Lynn Capouya, Inc.					\$ 88,337	
Psomas					\$ 1,032,635	
Group Delta Consultants, Inc.					\$ 239,220	
Contract Type: Firm-Fixed Price	C-7-1917	PS&E for the State Route 55 (SR-55) improvement project between Interstate 405 and I-5	February 5, 2018	December 31, 2024		\$ 18,609,141
Subconsultants:						
HNTB					\$ 3,214,743	
Earth Mechanics, Inc.					\$ 1,183,967	
Group Delta Consultants, Inc.					\$ 308,200	
FPL and Associates, Inc.					\$ 1,336,622	
Tatsumi and Partners, Inc.					\$ 309,267	
Guida Surveying, Inc.					\$ 368,055	
Utility Specialists, Inc.					\$ 197,738	
LSA Associates, Inc.					\$ 219,692	
Tetra Tech					\$ 394,803	
Subtotal						\$29,462,970
T.Y. Lin International						
Contract Type: Firm-Fixed Price	C-4-1778	PS&E for high-occupancy vehicle improvements project between SR-55 and State Route 57	June 30, 2015	March 31, 2020		\$3,600,218
Subconsultants:						
CH2M HILL					\$923,225	
Coast Surveying, Inc.					\$181,110	
Earth Mechanics, Inc.					\$224,563	
Lin Consulting, Inc.					\$332,364	
Lynn Capouya, Inc.					\$77,765	

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
T.Y. Lin International (continued)						
Contract Type: Firm-Fixed Price	C-5-3676	Project study report/project development support document for I-5 from Avenida Pico to the San Diego County Line	June 28, 2016	November 30, 2020		\$518,482
Subconsultants: Chen Ryan Associates, Inc. Kittelson & Associates, Inc. Leighton Consulting, Inc. Optitrans Vandermost Consulting Services					\$14,078	
					\$109,615	
					\$23,805	
					\$68,929	
					\$7,938	
Subtotal						\$4,118,700