



May 1, 2023

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Third Quarter Fiscal Year 2022-23 Capital Action Plan Performance Metrics

Overview

Staff has prepared a quarterly progress report on capital project delivery for the period of January 2023 through March 2023, for review by the Orange County Transportation Authority Board of Directors. This report highlights the Capital Action Plan for project delivery, which is used as a performance metric to assess delivery progress on highway, transit, and rail projects.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) delivers highway, transit, rail, and facility projects from the beginning of the environmental approval phase through construction completion. Project delivery milestones are planned carefully with consideration of project scope, costs, schedule, and assessment of risks. The milestones reflected in the Capital Action Plan (CAP) are OCTA's planned and budgeted major project delivery commitments.

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

Discussion

OCTA's objective is to deliver projects on schedule and within the approved project budget. Key project cost and schedule commitments are captured in the CAP (Attachment A), which is regularly updated with project status and any new

projects. The CAP is categorized into four key project groupings of freeway, railroad grade separation, and rail and station projects. Schedule milestones are used as performance indicators of progress in project delivery. The CAP performance metrics report provides a FY snapshot of the milestones targeted for delivery in the FY and provides transparency and performance measurement of capital project delivery.

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

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

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

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



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

CAP milestones achieved in the third quarter FY 2022-23 include:

Freeway Projects

- The begin design milestone was achieved for the Interstate 5 (I-5) replacement planting project between State Route 73 (SR-73) and El Toro Road. This project re-establishes landscaping throughout the associated Measure M2 freeway improvement project limits. The project is planned to be construction ready by 2025.
- The complete design milestone was achieved for the State Route 91 (SR-91) improvements between State Route 55 (SR-55) and Lakeview Avenue. This project includes the complete reconstruction of the Lakeview Avenue overcrossing and is planned to be construction ready in the first quarter of FY 2023-24.
- The complete design milestone for the Interstate 605 Katella Avenue interchange improvement project was achieved one month early. However, the remaining scheduled milestones have been delayed by the ROW acquisition schedule. The project is planned to be construction ready in the first quarter FY 2023-24.

Rail and Station Projects

- Construction was completed on the Anaheim Canyon Metrolink Station expansion and both the new westerly platform and extended easterly platform were commissioned and placed into service.

Previously reported CAP milestones that were missed through the third quarter FY 2022-23 include:

Freeway Projects

- The complete design milestone for the SR-91 to State Route 241 direct toll connector project was missed in the second quarter. The Transportation Corridor Agencies have submitted the final design to the California Department of Transportation (Caltrans) and OCTA for final review and approval. Additionally, two separate environmental documents that cover features of the project require revalidation and approval by Caltrans. The remaining delivery milestones for construction ready, advertise construction, and award contract are still under review with Caltrans. The engineers' estimate of cost for construction and construction management is reported to be \$338,000,000.

Rail and Station Projects

- The complete environmental milestone for the Orange County Metrolink Maintenance Facility project was missed in the second quarter. OCTA's planned release of the final environmental document has been delayed due to the City of Irvine's concerns regarding land-use zoning and conditional-use permitting. The environmental completion schedule is on hold pending resolution of these issues with the City of Irvine.

Recap of FY 2022-23 Performance Metrics Through the Third Quarter

The performance metrics snapshot provided at the beginning of FY 2022-23 reflects nine major project delivery milestones to be accomplished within the FY (Attachment B). Three of six milestones planned through the third quarter were achieved, two were missed, and one fourth quarter milestone delivered early.

CAP Milestones and Cost Updates

- The emergency railroad track stabilization project in San Clemente was added to the CAP.
- The OC Streetcar project budget and schedule were updated to reflect the risk adjusted cost and schedule approved by the OCTA Board of Directors (Board) on April 24, 2023.

FY 2022-23 Cost and Performance Metrics Risks

Cost escalation and scope creep are impacting estimated construction costs for projects currently in the design phase, including three segments of SR-91 from La Palma Avenue to SR-55, and two segments of I-5 from Interstate 405 to SR-55. When design phase estimates are updated and vetted, staff will bring proposed capital programming plan adjustments to the Board for approval.

The three I-5 improvement construction contracts between SR-73 and El Toro Road, administered by Caltrans, are experiencing some construction delays and unforeseen changes. Construction contract change orders are forecast to deplete available contingency funding quicker than anticipated. Staff is preparing amendments to the cooperative agreement with Caltrans which will be brought to the Board for approval to assure there is enough funding to complete the work.

Construction contractors continue to experience increased labor, material, and supply pricing pressure. Staff will continue to monitor market pricing trends and material availability impacts on heavy civil construction in the region.

Summary

Capital project delivery is progressing and is reflected in the CAP. The FY 2022-23 performance metrics created from forecast project schedules at the beginning of the FY will be used as a general project delivery performance indicator throughout the FY. Staff will continue to manage project costs and schedules across all project phases to meet project delivery commitments and report quarterly.

Attachments

- A. Capital Action Plan, Status Through March 2023
- B. Capital Programs Division, Fiscal Year 2022-23 Performance Metrics Through March 2023

Prepared by:

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

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