



June 5, 2017

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Cooperative Agreement with the California Department of Transportation for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation to establish roles, responsibilities, and funding obligations for preparation of plans, specifications, and estimates, and to advertise and award the construction contract for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-7-1753 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$500,000, to provide oversight of the plans, specifications, and estimates, and to advertise and award the construction contract for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.
- B. Authorize the use of an additional \$1.8 million in federal Surface Transportation Block Grant Program funds and the use of \$200,000 in Measure M2 funds, bringing the total funding committed for the plans, specifications, and estimates to \$17,500,000.
- C. Authorize staff to amend the Federal Transportation Improvement Program and execute all necessary agreements to facilitate the above recommendation.

Discussion

The State Route 55 Improvement Project between Interstate 405 (I-405) and Interstate 5 (I-5) (Project) is part of Project F in the Measure M2 (M2) freeway program. The Next 10 Plan, adopted by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2016, identified the Project as one of the M2 freeway projects to be completed. The Project will add lanes in each direction between I-405 and I-5 and add auxiliary lanes between interchanges. The supplemental draft environmental document was circulated for public comment on April 3, 2017, and Alternative 3-Modified, which includes general purpose, high-occupancy vehicle, and auxiliary lanes, has been identified as the preferred alternative by the Project development team. Therefore, the Project is ready to proceed into the final design phase.

OCTA proposes to enter into a cooperative agreement with the California Department of Transportation (Caltrans) to define the roles and responsibilities of both agencies. OCTA is the implementing agency for the plans, specifications, and estimates (PS&E), and Caltrans will provide oversight and independent quality assurance of the PS&E production to ensure the Project meets Federal Highway Administration and Caltrans standards. Caltrans' oversight of the PS&E will be at no cost to OCTA.

To advance the overall Project schedule, Caltrans proposes to complete 35 percent PS&E upon execution of this agreement. Caltrans' design work will include the preparation and approval of reports to support exception to design standards decisions required to support alternative 3-modified, as proposed by Caltrans. This Caltrans work will be funded through the State Highway Operation and Preservation Program (SHOPP) at no cost to OCTA. OCTA's consultant designer will complete the PS&E using Caltrans' approved 35 percent complete design.

Caltrans will be responsible for the advertisement and award of the construction contract. As part of the PS&E phase, OCTA will reimburse Caltrans, in the amount of \$500,000, for the direct support costs associated with the final contract document packaging, advertisement, and award of the Project's construction contract. The construction phase roles, responsibilities, and funding will be the subject of a separate future cooperative agreement.

The existing OCTA funding for the PS&E phase of the Project was based on a different alternative, and includes \$12 million in federal Surface Transportation Block Grant Program (STBG) funds and \$3.5 million in SHOPP Funds.

The selected Project preferred alternative includes additional scope elements and design funding needs to be increased to perform additional work.

Consistent with Board-adopted Capital Programming Policies and the M2 ordinance which require that every effort be made to maximize state and federal funding for M2 projects, staff has developed a revised Project funding plan reflecting the updated cost estimates and incorporation of an additional federal funding source. Staff is recommending the use of an additional \$1.8 million in STBG funds to support the increase.

There is design work which will be performed by impacted utility companies that cannot be paid for with federal funds, so the use of \$200,000 in M2 funding is recommended to meet this need.

The approved state, federal, and M2 capital programming commitments for freeway projects are included in the Capital Funding Program for reference purposes (Attachment A).

Fiscal Impact

As a condition of this cooperative agreement, funding for Caltrans services for the final packaging, advertising, and award of the construction contract will be proposed in OCTA's Fiscal Year 2019-20 Budget, Capital Programs Division, Account 0017-7519-FF101-0KU, and will be funded through federal STBG funds.

Summary

Staff requests Board approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-7-1753 with Caltrans, in the amount of \$500,000, to provide oversight of the PS&E, and to advertise and award the construction contract for the Project. Staff is also requesting the use of additional local (\$200,000) and federal (\$1.8 million) funds to meet the estimated PS&E cost for the Project.

Attachment

A. Capital Funding Program Report

Prepared by:



Ross Lew, P.E.
Program Manager
(714) 560-5775

Approved by:



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



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