




**November 6, 2017**

**To:** Executive Committee   
**From:** Darrell Johnson, Chief Executive Officer  
**Subject:** Capital Programs Division - First Quarter Fiscal Year 2017-18  
Capital Action Plan Performance Metrics

### **Overview**

The Orange County Transportation Authority's Strategic Plan key strategies and objectives to achieve the goals for Mobility and Stewardship include delivery of all Capital Action Plan projects on time and within budget. The Capital Action Plan is used to create a performance metric to assess capital project delivery progress on highway, grade separation, rail, and facility projects. This report provides an update on the Capital Action Plan delivery and performance metrics.

### **Recommendation**

Receive and file as an information item.

### **Background**

The Orange County Transportation Authority (OCTA) Capital Programs Division is responsible for project development and delivery of highway, grade separation, rail, and facility projects from the beginning of the environmental approval phase through construction completion. Project delivery commitments reflect defined project scope, costs, and schedules. Project delivery commitments shown in the Capital Action Plan (CAP) are key strategies and objectives to achieve the Strategic Plan goals for Mobility and Stewardship.

This report provides an update on the CAP performance metrics, which are the fiscal year (FY) snapshot of the planned CAP project delivery milestones in the budgeted FY. The Capital Programs Division also provides Metrolink commuter rail ridership, revenue, and on-time performance reports and metrics as part of rail program updates.

***Discussion***

The Capital Programs Division objective is to deliver projects on schedule and within the approved project budget. Key project cost and schedule commitments are captured in the CAP, which is regularly updated with new projects and project status (Attachment A). The CAP is categorized into four key groupings of projects; freeway projects, grade separation projects, rail and station projects, and key facility projects. Simple milestones are used as performance indicators of progress in project delivery. The CAP performance metrics provides a FY snapshot of the milestones targeted for delivery in the budgeted FY, and provides both transparency and measurement of annual capital project delivery performance.

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

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



Project schedules reflect approved 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 the 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. Actual dates will be updated when milestones are achieved, and forecast dates will be updated to reflect project delivery status.

CAP milestones achieved in the first quarter FY 2017-18 include:

**Freeway and OC Bridges Railroad Grade Separation Projects**

- The State Route 55 (SR-55) widening between Interstate 405 (I-405) and Interstate 5 (I-5) environmental approval was completed. The California Department of Transportation (Caltrans) approved the Initial Study with Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact on August 31, 2017. In addition, Caltrans began design on the 35 percent design package, documentation of exceptions to design standards, and mapping for ROW acquisition.

- Final design was completed on the State Route 57 (SR-57) landscape replacement planting from Orangethorpe Avenue to Lambert Avenue.
- The SR-57 landscape replacement planting project from Katella Avenue to Lincoln Avenue was advertised for construction, and the award contract milestone planned in the second quarter of the current FY was achieved early.
- Construction of the I-5 high-occupancy vehicle (HOV) lane addition from Avenida Vista Hermosa to Pacific Coast Highway (PCH) was completed on July 31, 2017. Landscape establishment work will continue into May 2018. Opening of the new HOV lane to traffic will be coordinated with completion of the two remaining adjacent northerly and southerly segments in early 2018.

#### Rail and Station Projects

- Construction of the Laguna Niguel/Mission Viejo Metrolink station pedestrian access ramp was completed on September 20, 2017.

The following CAP milestones missed the planned delivery in the first quarter of FY 2017-18.

#### Rail and Station Projects

- The OC Streetcar complete design milestone was missed. Quality assurance audits are being performed on the near final plans, specifications, and estimate (PS&E) in preparation for the proposed advertisement for construction in November 2017.
- The Placentia Metrolink station construction ready milestone was missed. However, the PS&E has been revised to account for the reduction of surface parking and inclusion of a shared-use parking structure. Constructability and plan check reviews are being performed, and discussions are ongoing with BNSF Railway for the station approval, required ROW, and construction and maintenance agreement. The project is currently planned to be advertised for construction in April 2018.

#### Recap of FY 2017-18 Performance Metrics

The CAP and performance metrics snapshot provided at the beginning of FY 2017-18 includes seven planned major project delivery milestones to be accomplished in the first quarter. The CAP and performance metrics have

been updated to reflect milestones achieved and missed in the first quarter (Attachments A and B). Seven milestones were achieved in the first quarter of FY 2017-18, of which five were planned and two second quarter milestones were completed early (100 percent).

#### **FY 2017-18 Cost and Performance Metric Look Ahead and Risks**

The contractor constructing the I-5 HOV lane addition from PCH to San Juan Creek Road has submitted notices of potential claims (NOPC) for costs which may exceed the construction budget. Caltrans and OCTA staff will continue evaluating the information provided by the contractor to determine if the NOPCs have merit. Construction of this segment should be completed in early 2018.

The forecast at completion cost estimates for the three I-5 widening segments from State Route 73 to El Toro Road indicate cost may exceed the combined \$482 million baseline cost estimate by approximately \$66 million. Increases are primarily attributed to increased construction costs and quantities. Staff will continue to work with Caltrans and consultant designers to assess costs and value engineer the design where possible as final design on the three segments progresses toward completion this FY.

The SR-55 widening between I-405 and I-5 has significant risk for higher than planned construction, ROW, and utility costs as Caltrans prepares 35 percent design and the required design exception studies/approvals needed to accommodate the addition of a second HOV lane, generally within the same ROW limits as the M2 widening scope.

#### ***Summary***

Significant capital project delivery progress continues to be made and reflected in the CAP. 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 September 2017
- B. Capital Programs Division, Fiscal Year 2017-18 Performance Metrics  
Status Through September 2017

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