



November 8, 2018

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for the Design of the OC Streetcar Project

Overview

On September 14, 2015, the Orange County Transportation Authority Board of Directors approved an agreement with HNTB Corporation for preparation of plans, specifications, and estimates for the OC Streetcar project. An amendment to the agreement is required for additional design support services.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-5-3337 between the Orange County Transportation Authority and HNTB Corporation, in the amount of \$1,152,212, for additional design support services for the OC Streetcar project. The amendment will increase the maximum cumulative obligation of the agreement to a total contract value of \$19,183,841.

Discussion

The Orange County Transportation Authority (OCTA) entered into an agreement with HNTB Corporation (HNTB) for the design of the OC Streetcar project (Project). HNTB produced final plans, specifications, and estimates for the release of an invitation for bids (IFB) for construction of the Project on December 11, 2017.

As the design progressed, additional analysis and design work were required to address conditions that were encountered, and to develop alternative design solutions. As authorized by Amendment Nos. 1, 2, and 3, HNTB performed additional potholing and survey work to identify utility conflicts; prepared a Phase 2 Environmental Site Assessment along the Pacific Electric right-of-way (PE ROW) which required soil sample collections and related laboratory testing for detection of potential contaminants; prepared plat maps and legal descriptions for property easements; and undertook a traction power load flow analysis to support a request by the City of Santa Ana (City) to relocate

a traction power substation (TPSS) to the Santa Ana Regional Transportation Center. New maintenance and storage facility (MSF) design elements were also added to support operational efficiency and reduce long-term operations and maintenance (O&M) costs.

As authorized by Amendment Nos. 4 and 5, a third span was added to the Santa Ana River Bridge and an undercrossing was provided for the Orange County Flood Control District; canopies at station stops were enlarged, and two designs were provided—one for center platforms, and one for side platforms; additional effort was required to revise the track profile to maintain drainage patterns on downtown streets, and traffic signal devices, signage, pavement markings, and medians were added and modified to address comments received from the California Public Utilities Commission.

Amendment No. 6 included modifications to the Orange County Sanitation District (OCSD) sewer relocation plans to incorporate rehabilitation to portions of the sewer that are to remain in place; modifications to the traction power substation plans as requested by Southern California Edison; modifications at Santa Ana Boulevard and Ross Street to be consistent with County Building 16 plans, and modifications within the pedestrian plaza adjacent to Sasser Park to avoid the need for a temporary construction easement.

Proposed Amendment No. 7 will authorize additional design services during the construction bid phase extension from April 2018 to June 2018. Additional design support was required over this longer bid period to develop responses to bidders' questions, prepare bid addenda, revise drawings and technical specifications, and evaluate product substitution requests.

Amendment No. 7 will also authorize the consultant to perform additional design services for the following Project modifications that will be implemented during the construction phase. The modifications are intended to enhance the operations and safety of the streetcar and respond to stakeholder requests:

- Produce plans showing the routing of conduits with fiber optic cable to connect traffic signal controllers on Santa Ana Boulevard. The City made this necessary for the implementation of transit signal priority (TSP), which gives the streetcar priority at traffic signals and improves operating speed,
- Provision of closed-circuit television (CCTV) coverage of the park-and-ride lot at Harbor/Westminster to enhance security,
- Relocation of the servers supporting the streetcar's CCTV system from the OCTA Garden Grove Bus Annex to the MSF to provide future

expansion capabilities to include adequate space required for all associated equipment, electrical, and heating, ventilation, and air conditioning requirements, and to prevent disruption if the Garden Grove Bus Annex operations facility is relocated in the future,

- Revised design for the gates between the PE ROW and MSF to automatically open and close when a streetcar enters and leaves the yard,
- Modifications to the MSF mezzanine level safety railing and access gates, and the addition of auxiliary power to conform with and accommodate the selected vehicle – the Siemens S70 vehicle,
- Additional coordination with the vehicle manufacturer, Siemens, to confirm design compatibility between vehicles, the infrastructure, and MSF,
- Adding provisions to isolate the electric power supplied to the eastbound and westbound tracks within the PE ROW to support emergency responders' access during emergencies and enable streetcar operations to continue on one track while maintenance is being performed on the other track,
- Further modifications to the TPSS site plans to address comments from Southern California Edison received after the IFB release related to clearance requirements, minimum conduit radii, and access,
- Additional revisions to plans and specifications for the OCSD sewer lines to address OCSD comments received after the IFB release,
- Development of exhibits depicting Project elements in the PE ROW to establish maintenance requirements for the O&M contractor and to support federal environmental submittals, and
- Additional effort to complete the City's building permit plan check process for the MSF.

In addition, Amendment No. 7 will authorize the consultant to provide continued support for the review of third-party utility relocation plans and assistance in resolving issues during third-party utility construction. The original scope of work assumed that third-party utility relocation would be complete prior to release of the construction bid. Third-party utility relocations are now extending into the construction phase of the Project, requiring additional design assistance and budget.

Procurement Approach

The procurement was handled in accordance with OCTA Board of Directors (Board)-approved procedures for architectural and engineering professional services, which conform to both federal and state laws. On September 14, 2015, the Board approved an agreement with HNTB, in the amount of \$16,434,022. The agreement was previously amended to increase funding for a total contract value of \$18,031,629 (Attachment A). It has become necessary to amend the existing agreement for additional design support services for completion of the Project design.

OCTA requested a price proposal and staff negotiated the required level of effort with HNTB. Staff found HNTB's price proposal, in the amount of \$1,152,212, to be fair and reasonable relative to the negotiated level of effort.

Proposed Amendment No. 7 to Agreement No. C-5-3337, in the amount of \$1,152,212, will bring the total contract value to \$19,183,841, for the additional design support services.

Fiscal Impact

Funding for the Project is approved in OCTA's Fiscal Year 2018-2019 Budget, Capital Programs Division, Account 0051-7519-TS010-Z82, and will be funded through Measure M2 and federal Congestion Mitigation and Air Quality funds.

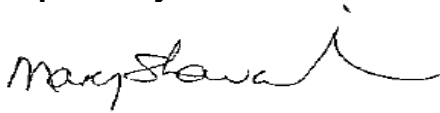
Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-5-3337 with HNTB Corporation, in the amount of \$1,152,212, for additional design support services for the OC Streetcar project.

Attachment

A. HNTB Corporation, Agreement No. C-5-3337 Fact Sheet

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