



April 1, 2019

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Amendment to Agreement for Project Report/Environmental Document Services for the Interstate 5 Improvement Project from North of Interstate 405 to State Route 55

Overview

On May 24, 2013, the Orange County Transportation Authority Board of Directors authorized an agreement with URS Corporation, dba URS Corporation Americas, for the preparation of a project report and environmental document for the Interstate 5 Improvement Project from north of Interstate 405 to State Route 55. The contract expired on October 31, 2018, at which time the performance of services was approximately 92 percent complete. Staff has evaluated options for the completion of contract services and recommends approval of a contract time extension. An amendment to the existing contract is also required for additional consultant services for the final project report, environmental document, and other deliverables. Board of Directors' approval is required for the consultant to complete services for the current project approval and environmental document phase.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-3-1433 between the Orange County Transportation Authority and URS Corporation, dba URS Corporation Americas, in the amount of \$250,000, and to extend the term of the agreement by 11 months from October 31, 2018 through September 30, 2019, to continue to provide consultant services for the development of a project report and environmental document for the Interstate 5 Improvement Project from north of Interstate 405 to State Route 55. This will increase the maximum obligation of the agreement to a total contract value of \$7,218,611.

Amendment to Agreement for Project Report/Environmental Document Services for the Interstate 5 Improvement Project from North of Interstate 405 to State Route 55 **Page 2**

Discussion

The Interstate 5 (I-5) Improvement Project from north of Interstate 405 (I-405) to State Route 55 (SR-55) (Project) is part of the Measure M2 (M2) freeway program Project B, and is being advanced through the Next 10 Delivery Plan approved by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2016.

The Project will add one general purpose lane in the northbound and southbound directions of the I-5 from north of I-405 to SR-55, re-establish existing auxiliary lanes, and convert existing carpool lanes to continuous access. URS Corporation, dba URS Corporation Americas (URS), has been providing consultant services for the development of a project report (PR) and environmental document (ED) for the Project since 2014. The PR/ED is being prepared to fulfill the requirements of the California Environmental Quality Act, the National Environmental Policy Act, the California Department of Transportation (Caltrans), and other applicable requirements.

Most engineering and environmental technical studies have been approved. The draft of the PR/ED was approved on May 3, 2018. The draft ED was circulated for public review and comments from May 8, 2018 to June 8, 2018. Staff presented the Project to the Regional Planning and Highways Committee on May 7, 2018, and to the Board on May 30, 2018. Two open house format public hearings were held for the Project. One of the two open house format public hearings was on May 24, 2018, at Tustin High School in the City of Tustin, and another one was on May 30, 2018, at the Lakeview Senior Center in the City of Irvine.

URS has been preparing the PR/ED for the Project since May 2014, and has gained a thorough knowledge of the Project design and all related issues. The original schedule in the Capital Action Plan was to complete the PR/ED by August 2018, which includes approval of the freeway design geometry and the Design Standard Decision Document (DSDD). The PR/ED approval has been delayed to September 2019 for the additional work required to minimize ROW and Project impacts and obtain Caltrans approval of the design.

Additional consultant services and the time extension to September 2019 are required to complete the PR/ED. Caltrans requested additional field surveys to validate existing freeway geometrics. After the additional field survey data are obtained, focus meetings with Caltrans will be held to determine the appropriate proposed improvements that can be accommodated within the existing freeway geometrics. The DSDD and proposed freeway geometry design will be revised for approval of the PR/ED. The additional scope of effort

will minimize community and right-of-way impacts throughout the corridor and help to contain significant construction costs.

A requisition to extend the contract was initiated on September 7, 2018. However, the business system did not process the requisition because the system also required a monetary value. By the time this was discovered, the contract had expired and there is no vehicle to reimburse the consultant for ongoing services. To rectify this and enable the consultant to continue services, staff evaluated multiple options for the completion of contract services.

The first option was to pursue a new competitively procured contract which is likely to increase overall cost, require additional budget authority, and create substantial delays to completion of the PR/ED. A newly selected consultant team would have to take time to gain familiarity with and assume ownership of the design and environmental products for final approvals.

The second option was to pursue a sole-source contract with the new owner, AECOM, since AECOM acquired URS. However, this approach would not meet the federal requirements for a sole-source procurement. AECOM may also not agree to honor costs and terms contained in the original contract with URS, which would then require a new cost negotiation.

To meet the extended completion date and perform the additional planning services, OCTA needs to retain URS on the contract since URS has the most institutional knowledge of the Project and has completed the majority of the work on the Project. In addition, the URS team has established working relationships with Caltrans and key city personnel, and is familiar with the Project site and requirements. Based on the evaluation of options, reinstating and amending the contract for time extension, and adding funds for the additional required work with URS is the most cost-effective option that also minimizes schedule impacts.

Procurement Approach

This procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering services that conform to both federal and state laws. The original firm-fixed price agreement was executed on May 8, 2014, in the amount of \$6,648,210, with an expiration date of October 31, 2016. There were two amendments to the agreement. Amendment No. 1, in the amount of \$73,207, was for additional traffic analysis impact study, and Amendment No. 2, in the amount of \$247,194, was for additional preliminary baseline traffic analysis and to extend the agreement by

Amendment to Agreement for Project Report/Environmental Document Services for the Interstate 5 Improvement Project from North of Interstate 405 to State Route 55 *Page 4*

24 months. Both amendments were approved by OCTA's Contracts Administration and Materials Management (CAMM) Department (Attachment A).

Board approval is requested to reinstate the expired agreement, add funds, and authorize Amendment No. 3 to extend the term by 11 months, from October 31, 2018 through September 30, 2019, to complete the remainder of the project approval and ED phase.

Staff requested a price proposal from URS to provide additional services. The proposal was reviewed by OCTA staff and found to be fair and reasonable for the additional work to be performed. Proposed Amendment No. 3, in the amount of \$250,000, brings the total contract value to \$7,218,611.

In order to prevent untimely expiration of contracts and continue monitoring the business system, additional steps have been taken to initiate checks and balances. The CAMM Department has set up a procedure to monitor and handle ongoing contract expirations. Beginning six months prior to the contract expiration, project managers receive notification that assigned contracts are due to expire. The project managers in turn notify the CAMM Department of the action required on each of the contracts, such as time extension of the contract, or to closeout the contract. The CAMM Department also provides each Executive Director with a listing of each division's respective contracts that are due to expire within the six-month period. CAMM Department staff conducts regular follow-up with project managers regarding all upcoming contract expirations for proper disposition. All of these steps will maintain the contracts with ongoing work in an active status.

Fiscal Impact

Funding for the Project is included in OCTA's Fiscal Year 2018-19 Budget, Capital Programs Division, Account 0017-7519-FB101-N09, and is funded with M2 and federal Regional Surface Transportation Program funds.

Summary


Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-3-1433 between the Orange County Transportation Authority and URS Corporation, dba URS Corporation Americas, in the amount of \$250,000, and to extend the term of the agreement by 11 months from October 31, 2018 through September 30, 2019, to continue to provide consultant services for the development of a project report and environmental document for the Interstate 5 Improvement Project from north of Interstate 405 to State Route 55.

Amendment to Agreement for Project Report/Environmental Document Services for the Interstate 5 Improvement Project from North of Interstate 405 to State Route 55 *Page 5*

Attachment

- A. URS Corporation, dba URS Corporation Americas, Agreement No. C-3-1433 Fact Sheet

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