



November 4, 2019

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Capital Programs Division - First Quarter Fiscal Year 2019-20
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 is a quarterly update on the CAP performance metrics, which are a snapshot of the planned CAP project delivery milestones in the budgeted fiscal year (FY).

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 project groupings; freeway projects, grade separation projects, rail and station projects, and facility projects. Schedule 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 transparency and performance measurement of capital project delivery.

The CAP project costs represent the total cost of the project across all phases of project delivery, including support costs, and 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 project delivery progresses, and milestones are achieved. Projects identified in the Orange County local transportation sales tax Measure M2 (M2) are identified with the corresponding M2 project letter. The CAP status 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. On a monthly basis, actual dates are updated when milestones are achieved, and forecast dates are updated to reflect project delivery status.

Status on the Interstate 405 (I-405) Improvement Project and the OC Streetcar Project are provided to the OCTA Board of Directors (Board) on a quarterly basis.

CAP milestones achieved in the first quarter FY 2019-20 include:

Freeway Projects

- The Interstate 5 (I-5) widening between State Route 73 (SR-73) and Oso Parkway was advertised for construction bids. This is the southernmost of three segments of I-5 widening between SR-73 and El Toro Road. The California Department of Transportation (Caltrans) opened bids for construction on October 15, 2019, and the apparent low bid of \$107,993,733 was submitted by Ortiz Enterprises, Inc., of Irvine, California. This apparent low bid is 3.27 percent below the \$111,640,144 engineer's estimate of bid items. Caltrans is currently reviewing the bid for responsiveness and determination to award the contract.

The following CAP milestone missed the planned delivery through the first quarter of FY 2019-20:

The complete design milestone for the Anaheim Canyon Metrolink Station expansion project missed the first quarter. Complete design, construction ready, and advertise construction milestones are now planned to be met in the second quarter. An amendment to the construction phase cooperative agreement with the City of Anaheim was required to include additional scope of work to extend a sewer line encasement under the railroad ROW and to adjust city reimbursement costs for oversight and approval services. Negotiations are also underway with adjacent property owners to obtain access for construction vehicles into the access-constrained railroad ROW prior to construction.

CAP Updates and Recap of FY 2019-20 Performance Metrics

The CAP has been updated to reflect the State Route 91 widening project between State Route 55 (SR-55) and State Route 57 being split into three segments post environmental clearance for final design and construction.

The performance metrics snapshot provided at the beginning of FY 2019-20 reflects 19 planned major project delivery milestones to be accomplished, two of which were scheduled in the first quarter. The CAP and performance metrics have been updated to reflect both milestones achieved and missed through the first quarter of the FY (Attachment B). One of the two (50 percent) of the planned milestones through the first quarter of the FY was achieved.

FY 2019-20 Performance Metrics Risks

Staff will continue monitoring construction market indicators and recent construction bid pricing within the region and update cost estimates and funding plans as appropriate.

The construction contract to widen I-5 for the addition of carpool lanes from Pacific Coast Highway to San Juan Creek Road was fully accepted by Caltrans in March 2019. The contractor submitted a construction contract claim which Caltrans is working to resolve, and additional construction funding may be required for resolution. Staff will assess Caltrans proposed claim resolution and final project costs to determine if supplemental funding will be required.

The I-5 widening from Alicia Parkway to El Toro Road milestones for construction ready, advertise construction, and award contract, which were all planned to be completed this FY, have been delayed three months due to delays in securing possession of ROW required for construction. The Construction Ready milestone is now planned in the third quarter, Advertise Construction milestone

in the fourth quarter, and the Award Contract milestone will slip into the first quarter of FY 2020-21.

The complete environmental milestone for the I-5 El Toro Interchange project planned for the second quarter this FY has been delayed. There is a lack of concurrence on the project alternatives released for public comment between the key stakeholder cities of Laguna Hills, Laguna Woods, and Lake Forest. Discussions with the three cities on a path forward are ongoing and a new environmental completion schedule has not been established.

The complete environmental milestone for the I-5 widening from I-405 to SR-55 is planned for completion in December 2019. Fact sheets for exceptions to mandatory and advisory design standards have been submitted to Caltrans for final review and approval. There is risk in achieving Caltrans approval of these exceptions to design standards which may impact the complete environmental milestone.

Final design and ROW acquisition are underway for the SR-55 widening from I-405 to I-5. However, Caltrans recently informed OCTA that it will not be preparing the required exceptions to design standards as documented in Cooperative Agreement No. C-7-1753. The work includes preparation and approval of fact sheets for exceptions to mandatory and advisory design standards. This task was included in Caltrans' effort to environmentally clear the additional scope of work for a second carpool lane. OCTA's design consultant will need to take over this effort, and there is risk in achieving Caltrans approval of the exceptions to design standards which may impact completion of final design.

Advertising the Placentia Metrolink Station project for construction bids in the third quarter of FY 2019-20 remains dependent on successful negotiation of the Metrolink/BNSF Railway (BNSF) Shared Use Agreement (SUA). Metrolink and BNSF are negotiating a memorandum of understanding (MOU) for the SUA terms and conditions. OCTA has been informed that an agreement on the MOU will allow BNSF to finalize cost estimates and approvals for the station while the final SUA is prepared and executed by all Metrolink member agencies. Construction cost increases realized during the delays will be addressed when BNSF costs are received. Required programming or funding changes will be brought to the OCTA Board for consideration and approval prior to release of the invitation for construction bids.

Summary

Capital project delivery continues to progress and is reflected in the CAP. The planned FY 2019-20 performance metrics created from forecast project schedules 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 September 2019
- B. Capital Programs Division, Fiscal Year 2019-20 Performance Metrics Through September 2019

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