



December 2, 2019

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

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

Overview

On June 12, 2017, the Orange County Transportation Authority Board of Directors approved a cooperative agreement with the California Department of Transportation to establish roles, responsibilities, and funding obligations for the 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. Board of Directors' approval is requested to amend this cooperative agreement for additional funding.

Recommendations

- A. Authorize the use of an additional \$1.5 million in federal Surface Transportation Block Grant Program funds for the State Route 55 improvement project between Interstate 405 and Interstate 5.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-7-1753 between the Orange County Transportation Authority and the California Department of Transportation to update Funding Summary No. 3, in the amount of \$1.5 million, for design funding for the State Route 55 improvement project between Interstate 405 and Interstate 5. This will increase the maximum obligation of funding for the plans, specifications, and estimates to a total contract value of \$22.2 million.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend 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 updated Next 10 Delivery Plan, adopted by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2019, identified the Project as one of the M2 freeway projects to be completed by 2026. The Project will add general purpose and high-occupancy vehicle lanes in each direction between I-405 and I-5, and will also add auxiliary lanes between interchanges.

OCTA has entered into a cooperative agreement with the California Department of Transportation (Caltrans) to define the roles and responsibilities of both agencies during the design phase. OCTA is the implementing agency for the plans, specifications, and estimates (PS&E) phase with Caltrans providing a portion of the design to meet the Project schedule. This Caltrans work is funded through the State Highway Operation and Protection Program at no cost to OCTA. Caltrans will also 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 also be at no cost to OCTA.

The proposed Amendment No. 2 to Cooperative Agreement No. C-7-1753 includes additional effort required from OCTA's consultant designer. The additional effort includes right-of-way (ROW) and utility coordination and documentation, waterline relocation design, Lane Channel reconstruction design, electrical design, and environmental revalidation services. In addition, several 35 percent tasks originally identified to be performed by Caltrans will now be performed by OCTA's consultant, including preparation of the report to support exceptions to design standards and additional geotechnical exploration to support Caltrans' pavement design report.

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 \$400,000, 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.

Design funding needs to be increased for the consultant to perform additional work and for Caltrans to perform advertisement and award services. The Project has been programmed with a combination of local, state, and federal funds

through construction. There are sufficient federal Surface Transportation Block Grant Program (STBG) funds available in contingency to cover this cost increase. As a result, \$1.5 million in STBG funds will be redirected from ROW to design. This does require a programming change in the Federal Transportation Improvement Program (Attachment A). The ROW budget will be reassessed once appraisals are completed and acquisition risks are further analyzed. This process should be completed in approximately the third quarter of 2020, and any needed ROW funding or programming adjustments will be made at that time.

Fiscal Impact

Funding for the Project is included in OCTA's Fiscal Year 2019-20 Budget, Capital Programs Division, Account 0017-7519-FF101-F17, and is funded with federal STBG funds.

Summary

Staff requests Board authorization for the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-7-1753, to update Funding Summary No. 3 to increase the federal STBG funds by \$1.5 million to meet the estimated PS&E cost for the Project. This will increase the maximum obligation to a total contract value of \$22.2 million.

Attachment

- A. California Department of Transportation, Cooperative Agreement No. C-7-1753 Fact Sheet

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