



February 3, 2020

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Second Quarter Fiscal Year 2019-20 Capital Action Plan and Performance Metrics Report

Overview

Staff has prepared a quarterly progress report on capital project delivery for the period of October 2019 through December 2019, for review by the Orange County Transportation Authority Board of Directors. This report highlights the Capital Action Plan for project delivery which is used as a performance metric to assess delivery progress on highway, transit, and rail projects.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) delivers highway, transit, rail, and facility projects from the beginning of the environmental approval phase through construction completion. Project delivery milestones are planned carefully with consideration of project scope, costs, schedule, and assessment of risks. The milestones reflected in the Capital Action Plan (CAP) are OCTA's planned and budgeted major project delivery commitments.

This report is a quarterly progress report on the CAP performance metrics, which are a snapshot of the planned CAP project delivery milestones in the budgeted fiscal year (FY).

Discussion

OCTA's 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 project status and any new

projects (Attachment A). The CAP is categorized into four key project groupings; freeway projects, railroad grade separation projects, and rail and station 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 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 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 planned baseline 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 a partnering 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. Project schedules are reviewed monthly, and milestone achievements and updated forecast dates are included 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) separately on a quarterly basis.

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

Freeway Projects

- The Interstate 5 (I-5) widening between State Route 73 (SR-73) and Oso Parkway construction contract was awarded to Ortiz Enterprises, Inc., of Irvine, California. This is the southernmost of three segments of I-5 widening between SR-73 and El Toro Road, and the second to enter the construction phase. The construction contract was approved by the California Department of Transportation (Caltrans) on January 15, 2020, and construction on this southerly segment should begin in March 2020. The middle segment from Oso Parkway to Alicia Parkway is currently under construction. The third and final northerly segment from Alicia Parkway to El Toro Road is planned to be advertised for construction bids in June 2020.

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

The begin environmental milestone for the Orange County Metrolink Maintenance Facility (OCMF) was not achieved. Negotiations with OCTA's consultant on the level of effort, cost, and schedule required to environmentally

clear this complex project have taken longer than anticipated. However, on November 25, 2019, the OCTA Board approved a cooperative agreement with the Southern California Regional Rail Authority for its oversight efforts of the OCMF preliminary engineering and environmental documentation. Environmental clearance work will kick off in the third quarter of the current FY.

The complete environmental milestone for the I-5 El Toro interchange project is delayed. The key stakeholder cities of Laguna Hills, Laguna Woods, and Lake Forest do not concur with project alternatives that were released for public comment. Discussions on a path forward with the three cities are ongoing, and a new environmental completion schedule has not been established.

The complete design, construction ready, and advertise construction milestones for the Anaheim Canyon Metrolink Station expansion project were not achieved. OCTA's design consultant is late in addressing the final City of Anaheim plan check comments, and discussions with adjacent private property owners for construction vehicle access into the access-constrained railroad ROW continue. The complete design milestone will be met in the third quarter, and pending resolution of the ROW construction access issue, the construction ready and advertise construction milestones can be met in the third or fourth quarter of the current FY.

The construction ready milestone for the I-5 widening from Alicia Parkway to El Toro Road was not achieved due to delays securing ROW required for construction. The remaining eminent domain resolution of necessity finding will be scheduled for the March 2020 California Transportation Commission. Both the construction ready and advertise construction milestones are now planned in the fourth quarter this FY. The award contract milestone will move into the first quarter of FY 2020-21.

CAP Updates and Recap of FY 2019-20 Performance Metrics

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

Two of eight (25 percent) of planned milestones through the second quarter of the FY were achieved. Five of the six missed milestones to date are still planned to be achieved in the current FY.

FY 2019-20 Performance Metrics Look Ahead Risks

The complete environmental milestone for the I-5 widening from I-405 to State Route 55 (SR-55) planned in the third quarter may be slightly delayed because of late reviews and comments from Caltrans on the Design Standard Decision Document (DSDD), which documents and approves exceptions to mandatory and advisory design standards. Final resolution of comments and approval of the DSDD is required to complete the environmental milestone.

The complete environmental milestone for the SR-55 widening from I-5 to State Route 91 planned in the fourth quarter is likely to be delayed. The Federal Highway Administration has informed Caltrans it will no longer be signing project air quality conformity determinations or approve Regional Transportation Plan or Federal Transportation Improvement Program amendments. Therefore, Caltrans will not be able to approve the project's National Environmental Policy Act environmental clearance documents. This stems from the recent National Highway Traffic Safety Administration and the United States Environmental Protection Agency issuance of Part One of the Safer Affordable Fuel Efficient Vehicles Rule which revoked California's Clean Air Act pre-emption waiver, effective November 26, 2019.

Final design and ROW acquisition are underway for the SR-55 widening from I-405 to I-5. OCTA's design consultant recently took over Caltrans' obligation to prepare the DSDD, which includes fact sheets for exceptions to mandatory and advisory design standards for Caltrans approval. In addition, Caltrans completed a review of the draft final design and has submitted new comments which could possibly impact the final design. The comments are being assessed and responses prepared for Caltrans consideration. These issues carry risk in achieving completion of design in the fourth quarter of the current FY.

The Placentia Metrolink Station construction ready, advertise construction, and award contract milestones planned this FY are being delayed. Final BNSF Railway (BNSF) approvals and authorizations are dependent on the successful negotiation and approval of a new Shared Use Agreement (SUA) between Metrolink and BNSF. Progress on the SUA has been slow; however, a non-binding memorandum of understanding (MOU) between Metrolink and BNSF was executed in November 2019, defining general terms to advance the SUA. The MOU enables OCTA and BNSF to complete all tasks necessary to finalize the project for construction while the final SUA is prepared. Per the MOU, construction cannot begin until the SUA is executed by all Metrolink member agencies. Construction cost changes, along with any required programming or funding changes, will be brought to the OCTA Board when BNSF construction costs are finalized, and the SUA approval schedule becomes apparent.

Summary

Capital project delivery is progressing and 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 December 2019
- B. Capital Programs Division, Fiscal Year 2019-20 Performance Metrics Through December 2019

Prepared by:



James G. Beil, P.E.
Executive Director, Capital Programs
(714) 560-5646