



**September 2, 2021**

**To:** Regional Planning and Highways Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** Amendment to Cooperative Agreement with the City of Westminster for the Interstate 405 Improvement Project

### **Overview**

On March 14, 2016, the Orange County Transportation Authority Board of Directors approved Cooperative Agreement No. C-5-3615 with the City of Westminster for city services required during the design-build implementation of the Interstate 405 Improvement Project. The cooperative agreement needs to be amended for additional city support services during construction of the project.

### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-5-3615 between the Orange County Transportation Authority and the City of Westminster, in the amount of \$998,652, for additional city services for the Interstate 405 Improvement Project. This will increase the maximum obligation of the cooperative agreement to a total value of \$3,661,331.

### **Discussion**

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans) and the cities of Costa Mesa, Fountain Valley, Huntington Beach, Westminster (City), and Seal Beach, is implementing the Interstate 405 (I-405) Improvement Project between State Route 73 (SR-73) and Interstate 605 (I-605) (Project). The Project will add one general purpose lane from Euclid Street to I-605, consistent with Measure M2 Project K, and will add an additional lane in each direction that would combine with the existing high-occupancy vehicle lane to provide dual express lanes in each direction on I-405 from SR-73 to I-605. The Project includes improvements to city-owned and operated streets, city traffic facilities, and city utilities impacted by the Project.

On March 14, 2016, the OCTA Board of Directors (Board) approved a cooperative agreement with the City for city services to be provided during the design-build implementation of the Project. A significant amount of construction is within the City. The reimbursement to the City includes costs for review and approval of plans, specifications and reports, oversight of construction inspection services for City facilities, review and acceptance of the transportation management plan, traffic engineering, police services during construction of the Project, and funding for project construction-related pavement repairs to city streets due to detours and other construction activities (Attachment A).

More specifically, the cooperative agreement reimburses the City to review and approve the construction staging plans, maintenance of traffic (MOT) plans, detour plans, and each temporary traffic control plan for work impacting city streets. City construction inspection and traffic signal operations support are also required for implementation of the MOT, detour and temporary traffic control elements, and are reimbursed through the cooperative agreement. The City provides its police traffic support on an as-needed basis.

Recently, OCTA staff worked with the City to implement construction schedule mitigation strategies. The construction of the Springdale Street and Edwards Street bridges was changed from two stages to one stage for each bridge, which reduces the overall construction schedule. To accommodate this change, environmental revalidations with traffic analyses in accordance with Caltrans requirements were prepared. In addition, revised design plans and revised construction staging and MOT plans on local streets were prepared. The review of these revised plans required the City to provide additional engineering review and construction support efforts beyond the original estimate.

Additionally, long term on- and off-ramp closures beyond the original durations were implemented at the Bolsa Chica Street, Westminster Boulevard, Goldenwest Street, and Bolsa Avenue bridges to address constructability issues related to the ramps. Weekend full street closures were also implemented at the Goldenwest Street, Bolsa Avenue, and Magnolia Avenue bridges to address constructability issues during traffic switches for these bridges being built in two stages. The review of the environmental revalidations, traffic analyses, revised construction staging, MOT, and detour plans to accommodate these longer ramp closures required additional city engineering review and construction support beyond the original estimate.

Nine out of the 18 bridges to be reconstructed by the Project are located within the City. Thus, a significant amount of construction is within the City, which requires close coordination and support by city staff. The original scope of work assumed the construction period and associated city support services to end in

early 2023. Additional City support is needed to accommodate the current construction completion milestone date of late 2023.

The review and implementation of the schedule mitigation strategies within the City provided a significant benefit to OCTA related to maintaining the current Project schedule. Additionally, the review and implementation of the longer ramp construction durations and weekend full closures of local streets to accommodate traffic switches from the first stage of bridge construction to the second stage of bridge construction also provide a significant benefit to OCTA related to maintaining the current Project schedule. To obtain City concurrence on these items, the City required more senior staff involvement and additional City staff efforts to coordinate, review, and implement these elements that allowed construction to proceed more efficiently. These increased efforts by the City account for approximately 75 percent of the additional funds requested. The extended construction period from the original early 2023 substantial completion date to the current late 2023 substantial completion date accounts for approximately 25 percent of the additional funds requested.

Attachment B to this report itemizes the revised reimbursement amount for city services. The proposed amendment will be funded from the Project contingency and is not anticipated to increase the total Project estimate of \$2.08 billion.

#### **Fiscal Impact**

Funding for this amendment is included in OCTA's Fiscal Year 2021-22 Budget, Capital Programs Division, account nos. 0017-9084-FK101-012 and 0037-9017-A9510-012, and is funded with a combination of federal, state, and local funds.

#### **Summary**

Staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-5-3615 with the City, in the amount of \$998,652, for additional city services during construction of the Project.

***Attachments***

- A. City of Westminster, Cooperative Agreement No. C-5-3615 Fact Sheet
- B. Revised Schedule A, Reimbursement Schedule for Combined City Services for the City of Westminster

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