



September 11, 2025

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Design Support Services for the OC Streetcar Project

Overview

On September 14, 2015, the Orange County Transportation Authority Board of Directors authorized an agreement with HNTB Corporation, to provide design consultant services for plans, specifications, and estimates for the OC Streetcar Project. An amendment to the existing agreement is required for continued design support services during construction for the OC Streetcar Project.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 16 to Agreement No. C-5-3337 between the Orange County Transportation Authority and HNTB Corporation, in the amount of \$3,735,309, and extend the agreement term through December 31, 2026, for continued design support services during construction for the OC Streetcar Project. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$37,819,150.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the cities of Santa Ana and Garden Grove, is implementing a modern streetcar to operate between the Santa Ana Regional Transportation Center in the City of Santa Ana and the intersection of Harbor Boulevard and Westminster Avenue in the City of Garden Grove. The OC Streetcar Project (Project) will improve transit connectivity and accessibility, increase transit options, relieve congestion, and provide benefits to the community and traveling public. The Project is being implemented as part of Measure M2 (M2) Project S – Transit Extensions to Metrolink, approved by Orange County voters in November 2006.

Construction of the 4.15-mile Project involves complex and specialized work, including the installation of embedded track in existing streets, an overhead contact system (OCS) to supply power to the vehicles, stops with canopies, two bridges, and a maintenance and storage facility (MSF).

The Project includes ten streetcar stops in each direction (four shared center platforms and six side platforms in each direction, for a total of 16 platforms). Each stop includes a canopy, benches, leaning rails, trash cans, lighting, variable message signs, video cameras, a public address system, and ticket vending machines. Platforms are 14 inches high to enable level boarding to streetcar vehicles.

The MSF can accommodate up to 15 modern streetcar vehicles, as well as all necessary administration, operations, vehicle maintenance, parts storage, and maintenance-of-way needs for the Project. The MSF also includes secured exterior vehicle storage, a wye track for turning vehicles end-for-end, a free-standing vehicle wash, employee parking, and fire department/delivery access.

On February 13, 2025, the Board of Directors (Board) approved a revised project funding and schedule update which anticipates the Project to be complete and operational for revenue service in spring 2026. The Board also approved the revised estimated cost to complete the Project of \$649 million. The updated cost includes continued professional services needed through the revised revenue service date plus project closeout, including those for the designer of record, project management consultant, construction management consultant, public outreach, safety education, quality manager, legal services, and those provided by OCTA staff.

As the designer of record, HNTB Corporation (HNTB) provided the plans, specifications, and estimates (PS&E) for the Project as well as design support during construction as required by the contract. The current term of the HNTB contract expires on December 31, 2025, and requires an amendment to extend the expiration date through December 31, 2026, and additional funding for continued design support services during construction through project completion and closeout.

A majority of the increased cost being requested is due to the extended time HNTB is required to provide services beyond what was originally assumed in the level of effort estimate. Specific efforts that require additional design support include:

- The high number of interrelated elements of the Project, including railroad communications, trackwork, and the 50,000-square-foot MSF, make the design and construction complex and require the technical expertise of multiple disciplines. This complexity, especially at the MSF with design elements for electrical, mechanical, structural, civil, communication, and security, has resulted in a high number of submittals, requests for information (RFI), and in some cases, design modifications to address a variety of conditions. As of mid-July 2025, the construction contractor has submitted 2,151 RFIs and 2,538 contract submittals, each of which require review and action by the designer. This resulted in additional efforts to review, coordinate and respond to the extensive volume of RFIs and submittals submitted by the contractor.
- The volume and complexity of the construction contractor's submittals and RFIs for project elements related to the OCS system, and train and traffic signal controls, required extensive coordination between various technical disciplines to review and approve. Modifications to design plans and specifications were needed to address unforeseen issues discovered during construction. This resulted in efforts beyond what was anticipated in prior level of effort estimates.

A continuation of design services is required for timely reviews of upcoming RFIs and submittals for remaining construction and Project elements that are being finalized for start-up and testing, including communication systems, railroad signaling systems, traction power substations, OCS system, system integration, and testing of various elements inside the MSF. Additional design services are anticipated for modifications to address unforeseen conditions discovered during construction and/or to enhance system operations and safety. Finally, HNTB will be required to participate in project meetings with the construction management team and contractor to ensure and facilitate configuration of remaining project elements being constructed are functioning as designed.

Staff is requesting Board approval for the additional funds, in the amount of \$3,735,309, for continued design support services and to extend the term of the agreement through December 31, 2026.

Procurement Approach

The original procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering services, which conform to both federal and state laws. The original firm-fixed price agreement

was issued on February 1, 2016, in the amount of \$16,434,022. This agreement has been previously amended as shown in Attachment A.

OCTA staff and HNTB have agreed upon the level of effort for the required services, and staff found HNTB's price proposal, in the amount of \$3,735,309, to be fair and reasonable relative to the negotiated level of effort and the independent cost estimate prepared by the OCTA program management team. Proposed Amendment No. 16, in the amount of \$3,735,309, will increase the total contract value to \$37,819,150 and extend the term of the agreement by 12 months through December 31, 2026.

Fiscal Impact

Funding for the HNTB contract amendment is included in OCTA's Fiscal Year 2025-26 Budget, Capital Programs Division, Account No. 0051-7519-TS010-Z84 and is funded with Federal Transit Administration Section 5309 New Starts grant funds and local M2 funds.

Summary

Staff requests Board of Directors' approval to authorize the Chief Executive Officer to negotiate and execute Amendment No. 16 to Agreement No. C-5-3337 between the Orange County Transportation Authority and HNTB Corporation, in the amount of \$3,735,309, and extend the agreement term through December 31, 2026, for continued design support services during construction for the OC Streetcar Project.

Attachment

A. HNTB Corporation, Agreement No. C-5-3337 Fact Sheet

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