



MINUTES

Highways Committee Meeting

Committee Members Present

*Paul Glaab, Chairman
Patricia Bates
Carolyn Cavecche
Don Hansen
Allan Mansoor
Curt Pringle*

Staff Present

*Will Kempton, Chief Executive Officer
Darrell Johnson, Deputy Chief Executive Officer
Wendy Knowles, Clerk of the Board
Laurena Weinert, Assistant Clerk of the Board
Kennard R. Smart, Jr., General Counsel
OCTA Staff and members of the General Public*

Committee Members Absent

Richard Dixon, Vice Chairman

Call to Order

The July 19, 2010, regular meeting of the Highways Committee was called to order by Committee Chairman Glaab at 10:06 a.m.

Pledge of Allegiance

Committee Chairman Glaab led the Pledge of Allegiance.

1. Public Comments

Public Comment was heard by:

Warner Tappan, City of Capistrano Beach, addressed the Committee regarding freeway artwork. He provided a handout to the Committee regarding architectural details for the State Route 57 retaining wall and commented he felt that it is a bad idea. In addition, he also provided photos of other designs of what is a good idea in his opinion.

Committee Chairman Glaab responded that beauty is in the eye of the beholder, and what some people view as good art others may view as bad art.

Will Kempton, Chief Executive Officer (CEO), commented that the selected freeway artwork is done through Caltrans oversight along with community input.

Director Cavecche commented that she believes Mr. Tappan was also referring to the framed plastic poppies along the Interstate 5 and that some are damaged and broken.

Special Calendar

There were no Special Calendar matters.



Consent Calendar (Items 2 through 5)

2. Approval of Minutes

A motion was made by Director Hansen, seconded by Committee Chairman Glaab, and declared passed by those present, to approve minutes of the June 7, 2010, meeting.

Director Mansoor was not present to vote on this matter.

3. Construction and Maintenance Agreements with the Burlington Northern Santa Fe Railway and the City of Placentia for the Placentia Avenue and the Kraemer Boulevard Railroad Grade Separation Projects

A motion was made by Director Hansen, seconded by Committee Chairman Glaab, and declared passed by those present, to:

- A. Authorize the Chief Executive Officer, or designee, to negotiate and execute Construction and Maintenance Agreement No. C-0-1539 with Burlington Northern Santa Fe Railway and the City of Placentia, in an amount not to exceed \$7,638,763, to define the specific terms, conditions, and funding responsibilities for the construction and maintenance of the Placentia Avenue Railroad Grade Separation Project.

- B. Authorize the Chief Executive Officer, or designee, to negotiate and execute Construction and Maintenance Agreement No. C-0-1663 with Burlington Northern Santa Fe Railway and the City of Placentia, in an amount not to exceed \$6,833,429, to define the specific terms, conditions, and funding responsibilities for the construction and maintenance of the Kraemer Boulevard Railroad Grade Separation Project.

Director Mansoor was not present to vote on this matter.



4. Cooperative Agreements with the City of Placentia and the Southern California Regional Rail Authority for the Placentia Metrolink Station Project

A motion was made by Director Hansen, seconded by Committee Chairman Glaab, and declared passed by those present, to:

- A. Authorize the Chief Executive Officer, or designee, to execute Cooperative Agreement No. C-0-1502 between the Orange County Transportation Authority and the City of Placentia for the design and construction of the Placentia Metrolink Station.
- B. Authorize the Chief Executive Officer, or designee, to execute Cooperative Agreement No. C-0-1633 between the Orange County Transportation Authority and the Southern California Regional Rail Authority, in an amount not to exceed \$147,000, for review of the design of the Placentia Metrolink Station.

Director Mansoor was not present to vote on this matter.

5. Amendments to the Master Plan of Arterial Highways

A motion was made by Director Hansen, seconded by Committee Chairman Glaab, and declared passed by those present, to:

- A. Approve amendment to the Master Plan of Arterial Highways to reclassify Kraemer Boulevard between Orangethorpe Avenue and just north of Crowther Avenue (at Hawaii Way) in the cities of Anaheim and Placentia, from a major (six-lane, divided) arterial to a primary (four-lane, divided) arterial, subject to approval by the cities of Anaheim and Placentia of general plan amendments reflecting this change.
- B. Approve amendment to the Master Plan of Arterial Highways to reclassify Glassell Street between La Veta Avenue and Walnut Avenue, and Chapman Avenue between Lemon Street and Grand Street, in the City of Orange, from primary (four-lane, divided) arterials to collector (two-lane, undivided) arterials, subject to approval by the City of Orange of a general plan amendment reflecting this change.
- C. Approve amendment to the Master Plan of Arterial Highways to reclassify Villa Park Road between Wanda Road and Hewes Street in the City of Villa Park from a major (six-lane, divided) arterial to a primary (four-lane, divided) arterial, subject to approval by the City of Villa Park of a general plan update reflecting this change.

Director Mansoor was not present to vote on this matter.



Regular Calendar

6. Adopt Resolutions of Necessity for the Kraemer Boulevard Railroad Grade Separation Project

Kia Mortazavi, Executive Director of Planning, and Kennard R. Smart, Jr., General Counsel, provided opening comments and referenced the handout, which provided a revised recommendation and revised Attachment A for the Kraemer Boulevard grade separation project.

Joe Toolson, Consultant and Program Manager for the grade separations program, provided an update on the right-of-way required to construct the Kraemer Boulevard and Placentia Avenue (Item 7 - Adopt Resolutions of Necessity for the Placentia Avenue Railroad Grade Separation Project) railroad grade separation projects. Mr. Toolson also introduced Rosalyn Ziegler, Right-of-Way Principal.

There was further discussion regarding the parcels for the temporary construction easements, common area property impacts, and affects of the railroad detour which was not first anticipated.

Director Cavecche noted that OCTA was not the agency that began the environmental process for the Placentia Avenue grade separation project.

A motion was made by Director Pringle, seconded by Director Cavecche, and declared passed by those present, to adopt Resolutions of Necessity Nos. 2010-57 through 2010-62, 2010-64, 2010-66, 2010-69, 2010-70, 2010-72 through 2010-76, 2010-84 through 2010-86, 2010-89, 2010-96 through 2010-98, and 2010-105 and authorize and direct general counsel to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring necessary right-of-way and real property interests for the Kraemer Boulevard Railroad Grade Separation Project.

7. Adopt Resolutions of Necessity for the Placentia Avenue Railroad Grade Separation Project

This item was presented under Item 6 - Adopt Resolutions of Necessity for the Kraemer Boulevard Railroad Grade Separation Project.

A motion was made by Director Pringle, seconded by Director Hansen, and declared passed by those present, to adopt the attached Resolutions of Necessity Nos. 2010-38 and 2010-41, authorizing and directing general counsel to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring necessary right-of-way and real property interests for the Placentia Avenue Railroad Grade Separation Project.



8. Orangethorpe Rail Corridor Grade Separation Program Budget Adjustment

Kia Mortazavi, Executive Director of Planning, reported that this Committee requested clarification on the funding assumptions and detailed data on the factors related to the cost increases. In addition, Mr. Mortazavi provided updated information regarding the project sequencing, schedule, and budget.

Director Hansen referenced the staff report page 2, last paragraph, second sentence "...unit costs used were excessively low compared to industry standards and regional average prices for the time period." He inquired if the original estimates were excessively low and how are the cost estimates audited internally.

Mr. Mortazavi responded that a third party reviewed the estimates, and those estimates were based on the unit costs at that time period.

Director Cavecche inquired if OCTA had prepared the original estimates. Mr. Mortazavi responded that the original estimates were not prepared by OCTA, and OCTA did audit the estimates.

Director Bates commented that as OCTA goes forward with the projects, there needs to be assurance that the costs will be managed and audited. She also inquired about the availability of M2 funding for streets and roads call for projects and how will the M2 funding be backed filled.

Mr. Mortazavi responded that OCTA adjusted their practices and now has a construction management group and also reviews the cost estimates. In addition, regarding the call for projects, there has been a preliminary analysis of the availability of M2 funds and what could be available from other funding sources.

Director Pringle requested review of the variance on Raymond Street and State College Boulevard projects, which where the City of Fullerton's estimates and also review funding for those costs.

Director Cavecche inquired about removal of one grade crossing and funding impacts. Mr. Mortazavi responded that Prop 1B has specific allocations for each of the seven projects. Prop 1B has about \$28 million funding for the Lakeview Avenue project and if eliminated the funding would go back to the state. In addition, all the projects were cleared as one project in terms of the environmental documentation.



8. (Continued)

A motion was made by Director Pringle, seconded by Committee Chairman Glaab, and declared passed by those present, to:

- A. Amend the Orangethorpe Corridor Railroad Grade Separation Program funding plan from \$416,671,000 to \$589,625,000, an increase of \$172,954,000, to provide for project costs that were not originally anticipated or programmed for the projects. Additional funding amounts will be provided from federal Congestion Mitigation and Air Quality Program, and/or Regional Surface Transportation Program, and Measure M2.
- B. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute any necessary agreements to facilitate programming actions.

9. Revised Project Schedules and Sequencing Plan for the Orangethorpe Grade Separation Program

Kia Mortazavi, Executive Director of Planning, reported that there is an opportunity to provide a north/south detour route at the Tustin Avenue/Rose Drive overcrossing during the construction periods for the Orangethorpe grade separation program. The revised plan would include a detour road at Tustin Avenue/Rose Drive and also allows three months advancement for starting the project.

Public comment was heard by:

Stephen Rethmeier, Anaheim Business Owners Group and City of Anaheim resident, commented that business/property owners located on the eastside of Lakeview Avenue south of Orangethorpe Avenue were notified in April/May 2010 of the circulation plan.

Mr. Rethmeier thanked OCTA and City of Anaheim for taking the time to meet with the business/property owners and to hear their concerns regarding traffic flow, safety, and impact on the property values. He wants to encourage approval of this item on behalf of the property/business owners in that segment.

Director Pringle thanked Mr. Rethmeier for addressing the Committee. In addition, he commented that the earlier plans submitted by the City of Placentia may not have provided for traffic circulation needed for the residents and businesses. He requested that staff continue to solicit input from the residents and businesses to minimize the impacts through and after construction.



9. (Continued)

Committee Chairman Glaab referred to Recommendation D and asked if it required an amendment with the California Transportation Commission (CTC). Mr. Mortazavi responded that there has been a cost and schedule change to CTC baseline agreements, which requires a modification and would go forward to the CTC in August 2010.

A motion was made by Director Pringle, seconded by Director Hansen, and declared passed by those present, to:

- A. Approve a modified sequencing plan for the Lakeview Avenue, Tustin Avenue/Rose Drive, and Orangethorpe Avenue grade separation projects.
- B. Increase the capital budget for the Tustin Avenue/Rose Drive project by \$7.5 million to add a detour road.
- C. Prepare an environmental revalidation of the Tustin Avenue/Rose Drive project to accommodate proposed design changes.
- D. Amend the current California Transportation Commission baseline agreements for Trade Corridors Improvement Fund program for the Lakeview Avenue, Tustin Avenue/Rose Drive, and Orangethorpe Avenue grade separation projects to incorporate the proposed cost and schedule changes.
- E. Authorize the Chief Executive Officer, or designee, to execute Amendment No. 4 to Agreement No. C-8-0962 with CH2M HILL, in an amount not to exceed \$620,760, for engineering and design services to perform traffic circulation studies for program sequencing and to revise the plans, specifications, and estimate for the Lakeview Avenue project, bringing the total contract value to \$4,019,453.
- F. Authorize the Chief Executive Officer, or designee, to execute Amendment No. 4 to Agreement No. C-8-0988 with Biggs Cardosa Associates, Inc., in an amount not to exceed \$850,000, for additional services to modify the current design of the Tustin Avenue/Rose Drive project, bringing the total contract value to \$4,685,037.



10. Combined Transportation Funding Program Semi-Annual Review

Kurt Brotcke, Director of Strategic Planning, reported that during the March 2010 semi-annual review, four cities requested additional time to deliver their projects. In November 2009, the Board amended the Combined Transportation Funding Program policy to withhold project delay requests for the balance of M1.

The four agencies that requested additional time to their projects programmed in fiscal year 2009-10 are the cities of Newport Beach, Santa Ana, Laguna Niguel, and Huntington Beach. Should the Committee approve the requested extensions, staff recommends monthly reporting by the cities to OCTA staff against their baseline schedule.

Public Comments were heard by:

David Webb, City of Newport Beach, provided a handout of the city's project, which involves widening Jamboree Road bridge by two lanes between Bayview Way to MacArthur Boulevard. The delay is due to right-of-way acquisitions.

Tony Olmos, City Engineer, City of Huntington Beach, provided a handout of the city's project, which involves the widening of Atlanta Avenue between Huntington Street and Delaware Street. The delay is due to the federal funds obligation deadline, and the City thought they met the deadline.

David Rogers, City of Laguna Niguel, presented enlarged graphics of the Crown Valley Parkway/Interstate 5 widening project, which will widen the eastbound lanes east of the Interstate 5. The delay is due to extensive reviews from outside agencies (i.e., Metrolink).

George Alvarez, City Engineer for the City of Santa Ana, provided a handout of the city's project, which involves the First Street bridge widening project over the Santa Ana River. The delay is due to program project funding processes and environmental documents.

Committee Chairman Glaab thanked Caltrans staff for attending this meeting. He encouraged Caltrans to work proactively with these cities in order to deliver these projects.

Cindy Quon, OCTA Board of Director and Caltrans District 12 District Director, reported that Caltrans District 12 is committed to have all the local agencies projects to be successfully delivered.



10. (Continued)

Director Pringle inquired as to when Huntington Beach would demonstrate that all the environmental work is complete. Mr. Olmos responded that the city's trigger point is when they receive authorization from Caltrans.

Director Pringle was concerned that the right-of-way acquisitions may not be engaged by the end of M1. Mr. Brotcke responded that Huntington Beach is in a unique situation and that their right-of-way phase has federal funding. Mr. Olmos explained that the City has a revised schedule.

Director Pringle requested, in addition to the monthly reporting, that any schedule deviations be brought back to this Committee.

Committee Chairman Glaab commented that the four cities need to communicate to Committee and staff regarding the status of their project.

Director Bates requested that the full Board be advised that the Technical Advisory Committee reviewed the delay requests, staff would review the four cities' projects monthly, and the Highways Committee would receive a status report.

A motion was made by Director Hansen, seconded by Director Mansoor, and declared passed by those present, to:

- A. Approve adjustments to the Combined Transportation Funding Program project allocations as presented, including time extension requests made by the cities of Newport Beach, Santa Ana, Laguna Niguel, and Huntington Beach (revised Attachment A).
- B. Direct the cities of Newport Beach, Santa Ana, Laguna Niguel, and Huntington Beach to provide Orange County Transportation Authority staff with monthly project progress reports compared to baseline scheduled, and direct staff to report schedule deviations to the Highways Committee.



11. Cooperative Agreements with the California Department of Transportation for the Orange Freeway (State Route 57) Northbound Widening Project

Kia Mortazavi, Executive Director of Planning, reported on the open construction bid; OCTA would provide the construction management services. In addition, the proposed cooperative agreements for construction management services between OCTA and Caltrans have defined roles/responsibilities and funding.

Caltrans would provide funding to OCTA for traffic management services, Freeway Service Patrol, and leasing of the field offices for the State Route 57 (SR-57) Northbound Widening Project.

Director Cavecche thanked OCTA and Caltrans for negotiating the 54 percent consultant professional services work share amount for delivery of this projects.

A motion was made by Director Cavecche, seconded by Director Pringle, and declared passed by those present, to:

- A. Authorize the Chief Executive Officer, or designee, to negotiate and execute Cooperative Agreement No. C-0-1584, in the amount of \$4,184,000, to provide construction support services, freeway service patrol, and public outreach services for the Orange Freeway (State Route 57) Northbound Widening Project between Orangethorpe Avenue and Yorba Linda Boulevard.
- B. Authorize the Chief Executive Officer, or designee, to negotiate and execute Cooperative Agreement No. C-0-1679, in the amount of \$4,370,000, to provide construction support services, freeway service patrol, and public outreach services for the Orange Freeway (State Route 57) Northbound Widening Project between Yorba Linda Boulevard and Lambert Road.

Director Bates was not present to vote on this matter.



Discussion Items

12. Chief Executive Officer's Report

CEO, Will Kempton, reported:

- On July 20, 2010, the Brea City Council was presented an update on the SR-57 widening project.
- On July 22, 2010, Mr. Kempton traveled to Sacramento for a transportation finance workshop sponsored by CTC.
- On July 23, 2010, the Metrolink Board met and their Board of Directors would be appointed to a new committee structure that CEO, John Fenton, has instituted.
- Last week, bids opened for the northbound SR-57 project with good results, 42 percent under the engineer's estimate, \$28.9 million was the low bidder, and CC Myers is the apparent low bidder. In addition, the bids open for the southbound segment of the project on July 22, 2010.
- On August 4, 2010, 9:00 a.m., is the kickoff ceremony for the SR-57 widening project and will take place at the El Torito restaurant parking lot in the City of Brea.

13. Committee Members' Reports

There were no Committee Members' reports.

14. Closed Session

A Closed Session was not conducted at this meeting.

15. Adjournment

The meeting adjourned at 11:47 a.m. The next regularly scheduled meeting of this Committee will be held at **10:00 a.m. on Monday, August 2, 2010**, at the OCTA Headquarters.

ATTEST

Laurena Weinert
Assistant Clerk of the Board

Paul Glaab
Committee Chairman