



AGENDA REPORT

SAN CLEMENTE CITY COUNCIL MEETING

Meeting Date: June 6, 2017

Agenda Item BA

Approvals:

City Manager JM

Dept. Head JB

Attorney _____

Finance AD

Department: Public Works / Engineering
Prepared By: Tom Bonigut, Deputy Public Works Director JB

Subject: *PROFESSIONAL SERVICES AGREEMENT TASK ORDER TO DEVELOP VISUAL SIMULATIONS OF POTENTIAL TOLL ROAD ALIGNMENTS.*

Fiscal Impact: Yes. The proposed agreement cost of \$46,300 would reduce the City Council Contingency Reserve to \$30,300.

Summary: Staff seeks City Council direction on whether or not to pursue developing visual simulations of the two potential toll road alignment options through San Clemente.

Discussion: The Transportation Corridor Agency (TCA) is considering various potential routes to extend the 241 toll road from the existing southern terminus at Oso Parkway to a direct connection with Interstate 5 (see attached map). Note that the map does not yet reflect a possible east-west "beltway" connection between the 73 and 241 toll roads which the TCA agreed to evaluate at the City Council's recent request. The attached map shows two potential toll road alignments that would extend through the City. One alternative is a combination of Alignments #13 and #17 which would traverse the open space between San Clemente and San Juan Capistrano and then proceed along the Los Mares/Vaquero corridors to a connection with Interstate 5 where the freeway crosses Avenida Vaquero. The other Alignment #14 would extend a toll road through open space along Avenida La Pata, then through the Forster Ridgeline open space, and then Marblehead Inland open space along Avenida Pico to a freeway connection where Interstate 5 crosses Avenida Pico.

At its May 16 meeting, the City Council considered the possibility of developing some visual simulations to help the community understand what these toll road alignments through San Clemente might look like. Staff requested proposals from three consultants for which the City has existing as-needed professional services agreements, and received one proposal from Kimley-Horn. Under this proposal at a cost of \$27,500, Kimley-Horn would develop up to three static (i.e. still image) visual simulation views for each of the two alignments through the City, for a total of six visual simulation views. The City Council discussed whether or not to pursue visual simulations at this time, and asked for more information about costs to develop a greater number of visual simulations as well as schedule for completing the visual simulations. Staff received a revised proposal at a cost of \$46,300 to develop ten visual simulations total, which could be completed by early September. The visual simulations would not be based on an actual design model since there are no designs yet of the potential toll road alignments through San Clemente. The visual simulations would be "bird's eye" view approximate representations of various toll road alignment

vantage points. The simulations would be based on assumptions about possible roadway configurations since there is no design available. If the Council desires such visual simulations staff recommends approval of a Task Order under the existing as-needed Professional Services Agreement with Kimley-Horn for this work.

Recommended

Action:

STAFF RECOMMENDS THAT the City Council provide direction to staff on whether or not to develop visual simulations of potential toll road options. If so, then approve the following two actions:

1. Approve a Task Order under the existing As-Needed Professional Services Agreement with Kimley-Horn to provide toll road visual simulations; and
2. Approve an appropriation in the amount of \$46,300 from the Council Contingency Reserve Account No. 001-203-44900-000-00000 for this Task Order.

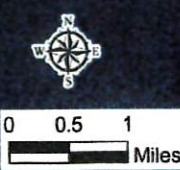
Attachment: Map of potential toll road extension alternatives.

Notification: None.

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- EXHIBIT 1**
- ② — Idea 2: Improve Single Track for More Frequent Trains
 - Existing Double Track
 - ④ — Idea 4: Mobility Hubs
 - ⑥ — Idea 6: Ortega Widening
 - ⑧ — Idea 8: Extend La Pata to Cristianitos
 - ⑨ — Idea 9: Connect Ortega to Avery and SR 73
 - ⑩ — Idea 10: Add I-5 HOV lane (Pico to County Line)
 - ⑪-⑫ — Idea 11/12: Add I-5 GPIHOT lane (I-405 to County Line)
 - ⑬ — Idea 13: Connect SR 241 to I-5 via Western Alternative
 - ⑭ — Idea 14: Connect SR 241 to I-5 via La Pata Crossing
 - ⑮ — Idea 15: Connect SR 241 to I-5 via Cristianitos Crossing
 - ⑰ — Idea 17: Connect SR 241 to I-5 via Shore Cliffs
 - Prima Deshecha Landfill
 - RMV Planning Area
 - Reserve at Rancho Mission Viejo
 - Donna O'Neill Land Conservancy
 - San Onofre State Beach Leasehold
 - Camp Pendleton Boundary
 - Coastal Zone Boundary
 - South County Major Arterials



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