



# Orange County Transportation Authority

## Regional Transportation Planning Committee Agenda

### Monday, May 4, 2026 at 10:30 a.m.

Board Room, 550 South Main Street, Orange, California

#### **Committee Members**

Stephanie Klopfenstein, Chair  
Mark Tetteimer, Vice Chair  
Katrina Foley  
William Go  
Patrick Harper  
Lauren Kleiman  
Kathy Tavoularis

#### **Accessibility**

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the Orange County Transportation Authority (OCTA) Clerk of the Board's office at (714) 560-5676, no less than two business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

#### **Agenda Descriptions**

Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Committee may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

#### **Public Availability of Agenda Materials**

All documents relative to the items referenced in this agenda are available for public inspection at [www.octa.net](http://www.octa.net) or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

#### **Meeting Access and Public Comments on Agenda Items**

Members of the public can either attend in-person or access live streaming of the Committee meetings by clicking this link: <https://octa.legistar.com/Calendar.aspx>

#### **In-Person Comment**

Members of the public may attend in-person and address the Board regarding any item within the subject matter jurisdiction of OCTA. Please complete a speaker's card and submit it to the Clerk of the Board and notify the Clerk regarding the agenda item number on which you wish to speak. Speakers will be recognized by the Chair at the time of the agenda item is to be considered by the Board. Comments will be limited to three minutes. The Brown Act prohibits the Board from either discussing or taking action on any non-agendized items.

#### **Written Comment**

Written public comments may also be submitted by emailing them to [ClerkOffice@octa.net](mailto:ClerkOffice@octa.net), and must be sent by 5:00 p.m. the day prior to the meeting. If you wish to comment on a specific

# REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

## AGENDA

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agenda Item, please identify the Item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

### Call to Order

### Pledge of Allegiance

Director Go

### Closed Session

There are no Closed Session items scheduled.

### Special Calendar

There are no Special Calendar matters.

### Consent Calendar (Items 1 through 4)

All items on the Consent Calendar are to be approved in one motion unless a Committee Member or a member of the public requests separate action or discussion on a specific item.

#### 1. Approval of Minutes

##### **Overview**

Approve the minutes of the April 6, 2026 Regional Transportation Planning Committee meeting.

##### **Attachments:**

[Minutes](#)

#### 2. Amendment to Agreement for Freeway Service Patrol Services

Patrick Sampson/Kirk Avila

##### **Overview**

On March 8, 2021, the Board of Directors approved the award of Freeway Service Patrol agreements to four professional towing companies, with service beginning October 2, 2021, and ending October 2, 2027. Staff terminated the agreement with Veterans Towing, which operated Service Area One, on July 14, 2023, because of contract compliance concerns. Since the termination, Service Area One has been covered by two contractors awarded agreements through the same procurement. An increase in the maximum obligations of these agreements is required to ensure sufficient funds to continue service through the end of the contract term.

##### **Recommendation(s)**

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-1-3311 between the Orange County Transportation Authority and California Coach Orange, Inc., in the amount of \$1,950,000, to provide Freeway Service Patrol services for Service Area One, Beats 911 and 912, through October 2, 2027. This will increase the maximum obligation of the agreement to a contract value of \$18,120,275.

# REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

## AGENDA

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- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-1-3312 between the Orange County Transportation Authority and California Roadside Service, LLC, in the amount of \$1,850,000, to provide Freeway Service Patrol services for Service Area One, Beat 910, through October 2, 2027. This will increase the maximum obligation of the agreement to a contract value of \$6,718,324.

**Attachments:**

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

**3. Draft 2026 State Route 91 Implementation Plan**

Alison Army/Rose Casey

**Overview**

The Orange County Transportation Authority and the Riverside County Transportation Commission annually prepare a plan for potential improvements along the State Route 91 corridor between State Route 57 in Orange County and Interstate 15 in Riverside County. The plan includes a list of proposed improvements, preliminary cost estimates, and potential implementation timeframes. These improvements are sponsored by various agencies, such as the Orange County Transportation Authority, the Riverside County Transportation Commission, the Transportation Corridor Agencies, the California Department of Transportation, and cities along the corridor. The Draft 2026 State Route 91 Implementation Plan is provided for informational purposes.

**Recommendation(s)**

Receive and file as an information item.

**Attachments:**

[Staff Report](#)

[Attachment A](#)

**4. Cooperative Agreement No. C250331 with the California Department of Transportation to fund the Construction of the State Route 74 Ortega Highway Gap Closure and Multimodal Improvement Project**

Adriann Cardoso/Rose Casey

**Overview**

The Orange County Transportation Authority and the California Department of Transportation are working together to implement the State Route 74 Ortega Highway Gap Closure and Multimodal Improvement Project. This item proposes to enter into Cooperative Agreement No. C250331 with the California Department of Transportation to authorize use of state and federal funds for the construction phase of the State Route 74 Ortega Highway Gap Closure and Multimodal Improvement Project.

**Recommendation(s)**

# REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

## AGENDA

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Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C250331 between the Orange County Transportation Authority and the California Department of Transportation to authorize the use of \$30 million in federal Surface Transportation Block Grant Program funds, \$24.6 million in State Transportation Improvement Program funds, and \$2.5 million in Community Project Funding/Congressionally Directed Spending funds, for the construction of the State Route 74 Ortega Highway Gap Closure and Multimodal Improvement Project.

**Attachments:**

[Staff Report](#)

### Regular Calendar

**5. Consultant Selection for Construction Management Support Services for the State Route 55 Improvement Project Between Interstate 5 and State Route 91**

Jeannie Lee/James G. Beil

**Overview**

On December 8, 2025, the Orange County Transportation Authority Board of Directors authorized the release of a request for proposals to provide construction management support services for the State Route 55 Improvement Project between Interstate 5 and State Route 91. Board of Directors' approval is requested for the selection of a firm to perform the required services.

**Recommendations**

- A. Approve the selection of AECOM Technical Services, Inc., as the firm to provide construction management support services for the State Route 55 Improvement Project between Interstate 5 and State Route 91.
  
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250112 between the Orange County Transportation Authority and AECOM Technical Services, Inc. to provide construction management support services for the State Route 55 Improvement Project between Interstate 5 and State Route 91.

**Attachments:**

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

# REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

## AGENDA

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### 6. **Consultant Selection for the Move OC Active Transportation Plan**

Peter Sotherland/Rose Casey

#### **Overview**

On January 6, 2026, the Orange County Transportation Authority released a request for proposals to retain a consultant to develop the Move OC Active Transportation Plan. Proposals were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested for the selection of a firm to perform the required work.

#### **Recommendation(s)**

- A. Approve the selection of Alta Planning + Design, Inc. as the firm to deliver the Move OC Active Transportation Plan.
  
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250113 between the Orange County Transportation Authority and Alta Planning + Design, Inc., in the amount of \$996,576, for a three-year term to deliver the Move OC Active Transportation Plan.

#### **Attachments:**

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

### **Discussion Items**

#### 7. **Public Comments**

#### 8. **Chief Executive Officer's Report**

#### 9. **Committee Members' Reports**

#### 10. **Adjournment**

The next regularly scheduled meeting of this Committee will be held:

**10:30 a.m. on Monday, June 1, 2026**

OCTA Headquarters  
550 South Main Street  
Orange, California



**Committee Members Present**

Stephanie Klopfenstein, Chair  
Mark Tettemer, Vice Chair  
Katrina Foley  
William Go  
Patrick Harper  
Kathy Tavoularis

**Staff Present**

Darrell E. Johnson, Chief Executive Officer  
Gina Ramirez, Assistant Clerk of the Board  
Andrea West, Clerk of the Board  
James Donich, General Counsel  
OCTA Staff

**Committee Members Absent**

Lauren Kleiman

**Call to Order**

The April 6, 2026, Regional Transportation Planning Committee meeting was called to order by Committee Chair Klopfenstein at 10:30 a.m.

**Closed Session**

There were no Closed Session items scheduled.

**Special Calendar**

There were no Special Calendar matters.

**Consent Calendar (Items 1 through 4)**

A motion was made by Director Foley, seconded by Director Tettemer, and declared passed by those present to approve the Consent Calendar (Items 1 through 4) as follows:

**1. Approval of Minutes**

Approve the minutes of March 2, 2026, Regional Transportation Planning Committee meeting.

**2. Fiscal Year 2026-27 through Fiscal Year 2028-29 Measure M2 Maintenance of Effort Adjustment, Updates to the Eligibility, Countywide Pavement Management Plan and Local Signal Synchronization Plan Guidelines, and Approval of Measure M2 Local Fair Share Guidelines**

- A. Approve maintenance of effort benchmark for Fiscal Years 2026-27 through 2028-29 per Measure M2 Ordinance No. 3 requirements.
- B. Approve proposed revisions to the Measure M2 Eligibility, Countywide Pavement Management Plan, and Local Signal Synchronization Plan guidelines.
- C. Approve proposed Measure M2 Local Fair Share Guidelines.



**3. Funding Updates for Capital Projects and Creation of a Policy to Guide Redistribution of Savings for Federal Funds**

- A. Approve the programming of \$128.668 million in federal Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Improvement Program funding to seven regional projects.
- B. Approve the Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Improvement Program Savings Policy.
- C. Authorize the reallocation of \$40.486 million in previously programmed SB 125 (Chapter 54, Statutes of 2023) Transit Program funds from Construction Critical Rail Infrastructure: Rail Track and Structures to Stabilize Rail and Bus Operations: Metrolink Fare Revenue Loss Project.
- D. Authorize the use of \$27.866 million in Measure M2 funds for Construction Critical Rail Infrastructure: Rail Track and Structures to replace SB 125 Transit Program funds previously programmed to Construction Critical Rail Infrastructure: Rail Track and Structures for the rehabilitation budget in fiscal year 2024-25 and fiscal year 2025-26.
- E. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate the above actions.

**4. Cooperative Agreement with the City of San Clemente and Contract Change Order Related to the Rehabilitation of Existing Sewer Line in Area 3 for the Coastal Rail Stabilization Priority Project**

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C255046, in the amount of \$690,911, with the City of San Clemente, to facilitate the stabilization of the sewer pipe.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 3 to Agreement No. C-5-4033 with Condon-Johnson & Associates, Inc., in the amount of \$690,911, to provide sewer bypass for the Coastal Rail Stabilization Priority Project.

**Regular Calendar**

**5. Amendment to Agreement for Public Outreach Services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5**

Calina North, Section Manager of Public Outreach, provided a presentation.



A motion was made by Director Tettemer, seconded by Director Harper, and passed by those present to direct staff to negotiate and execute Amendment No. 5 to Agreement No. C-0-2104 between the Orange County Transportation Authority and Costin Public Outreach Group.

**6. Service Authority for Freeways and Expressways Call Box Program**

Patrick Sampson, Section Manager of Motorist Services, provided a PowerPoint presentation.

A motion was made by Director Tavoularis, seconded by Director Tettemer, and passed by those present to direct staff to focus efforts on 511 Motorist Assistance and to discontinue the Call Box Program by June 30, 2027.

**Discussion Items**

**7. Public Comments**

There were no public comments received.

**8. Chief Executive Officer's Report**

Darrell E. Johnson, Chief Executive Officer, reported on the 15-year mark of Measure M2 on April 1, 2026 and a digital toolkit will be created to showcase Measure M2 to the public.

**9. Committee Members' Reports**

There were no Committee Members' reports.

**10. Adjournment**

The meeting was adjourned at 10:58 a.m.

The next regularly scheduled meeting of this Committee will be held:

**10:30 a.m. on Monday, May 4, 2026**

OCTA Headquarters  
550 South Main Street  
Orange, California

ATTEST

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Gina Ramirez  
Assistant Clerk of the Board



**May 4, 2026**

**To:** Regional Transportation Planning Committee

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

A handwritten signature in blue ink, appearing to read "Darrell Johnson", is written over the "From:" line.

**Subject:** Amendment to Agreement for Freeway Service Patrol Services

**Overview**

On March 8, 2021, the Board of Directors approved the award of Freeway Service Patrol agreements to four professional towing companies, with service beginning October 2, 2021, and ending October 2, 2027. Staff terminated the agreement with Veterans Towing, which operated Service Area One, on July 14, 2023, because of contract compliance concerns. Since the termination, Service Area One has been covered by two contractors awarded agreements through the same procurement. An increase in the maximum obligations of these agreements is required to ensure sufficient funds to continue service through the end of the contract term.

**Recommendations**

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-1-3311 between the Orange County Transportation Authority and California Coach Orange, Inc., in the amount of \$1,950,000, to provide Freeway Service Patrol services for Service Area One, Beats 911 and 912, through October 2, 2027. This will increase the maximum obligation of the agreement to a contract value of \$18,120,275.
  
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-1-3312 between the Orange County Transportation Authority and California Roadside Service, LLC, in the amount of \$1,850,000, to provide Freeway Service Patrol services for Service Area One, Beat 910, through October 2, 2027. This will increase the maximum obligation of the agreement to a contract value of \$6,718,324.

***Discussion***

The Orange County Transportation Authority (OCTA) contracts with private tow companies to provide Freeway Service Patrol (FSP) services in accordance with the California Highway Patrol and OCTA standard operating guidelines. Under these agreements, contractors furnish all tow trucks, personnel, uniforms, equipment, fuel, and other resources necessary to perform motorist-assistance service. The program functions through operating agreements with multiple contracted tow company providers.

FSP contracts are competitively procured following the OCTA Board of Directors (Board) approved procurement policies, and OCTA compensates FSP contractors using a fixed-vehicle service hour (VSH) rate for actual hours of FSP service. The number of service areas, beats (trucks), and agreements are adjusted over time to meet program needs and reflect contract awards.

When it is necessary for contractors to provide service to additional service areas, OCTA directs the contractors through notices to proceed, and contractors invoice for the service under their existing agreements and VSH rates, allowing staff to effectively manage changing service needs. Amendments are presented to the Board as necessary and in compliance with the procurement policies.

On July 14, 2023, OCTA terminated the agreement with Veterans Towing, LLC, which provided services in Area One, because it was unable to consistently meet service and contract requirements. Service Area One consists of three operating beats, providing FSP service on State Route 91 from Carmenita Road in the City of Cerritos to Tustin Avenue in the City of Anaheim. Following the termination, staff immediately implemented interim service coverage to ensure there was no disruption to Freeway Service Patrol operations within Service Area One while considering options for replacement coverage.

On October 26, 2023, OCTA issued notices to proceed directing California Coach Orange, Inc. (CCO), to operate Beats 911 and 912, under Agreement No. C-1-3311, and California Roadside Service, LLC (CRS), to operate Beat 910, under Agreement No. C-1-3312, effective December 2, 2023, until further notice.

CCO and CRS were selected to provide coverage because their agreements were competitively procured under the same solicitation, are in good standing with OCTA, provide service to neighboring freeway segments, and demonstrate the operational capacity to absorb additional service hours without disruption to existing assignments. Utilizing existing agreements allows OCTA to maintain uninterrupted FSP coverage through the agreement term. Because the

reassignment will remain in effect through the contract term, the hours associated with these Beats accelerate contract utilization across the remaining contract months. Unless the maximum obligations are increased, OCTA risks exhausting available contract authority and would be required to eliminate service, interrupting coverage before the contract expiration date of October 2, 2027.

Staff will issue competitive procurements at a later date to establish new service agreements which will replace the agreements that expire on October 2, 2027.

### ***Procurement Approach***

The original procurements were managed in accordance with OCTA's Board-approved policies and procedures for professional and technical services. On March 8, 2021, the Board approved the award of Agreement No. C-1-3311 and Agreement No. C-1-3312 to provide continuous freeway patrol on certain Orange County freeways. Both agreements were awarded on a competitive basis and included six-year terms for \$16,170,275 (CCO) and \$4,868,234 (CRS), respectively. As shown in Attachments A and B, the agreements have been previously amended.

The proposed amendments are to increase the maximum obligations to allow for freeway service patrol in additional beats. The maximum obligation of Agreement No. C-1-3311 will be increased in the amount of \$1,950,000 and Agreement No. C-1-3312 will be increased in the amount of \$1,850,000. The VSH rates for the additional beats will remain as originally negotiated under the existing agreements; therefore, the pricing is deemed fair and reasonable. Increasing the maximum obligations will allow CCO and CRS to provide uninterrupted service until new service agreements are established before October 2027.

### **Fiscal Impact**

The project is included in OCTA's Fiscal Year 2026-27 Budget, Motorist Services Department – Service Authority for Freeway Emergencies Fund, Account No. 0013-7629-S1002-AVX, and is funded through the State Highway Account and Road Repair and Recovery Act of 2017, with a local match provided by OCTA through local Service Authority for Freeways and Expressways and Measure M2 funding. Future funding to support ongoing FSP operations will be included in each year's operating budget.

**Summary**

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-1-3311 with California Coach Orange, Inc., in the amount of \$1,950,000 to a total contract value of \$18,120,275 and Amendment No. 3 to Agreement No. C-1-3312 with California Roadside Service, LLC, in the amount of \$1,850,000 to a total contract value of \$6,718,324 to ensure continued Freeway Service Patrol coverage through October 2, 2027.

**Attachments**

- A. California Coach Orange, Inc. Agreement No. C-1-3311 Fact Sheet
- B. California Roadside Service, LLC Agreement No. C-1-3312 Fact Sheet

**Prepared by:**



Patrick Sampson  
Manager, Motorist Services  
714-560-5425

**Approved by:**



Kirk Avila  
General Manager, Express Lanes  
714-560-5674



Pia Veasapen  
Director, Contracts Administration and  
Materials Management  
714-560-5619

**California Coach Orange, Inc.  
Agreement No. C-1-3311 Fact Sheet**

1. March 8, 2021, Agreement No. C-1-3311, \$16,170,275, approved by the Board of Directors (Board).
  - Agreement for freeway service patrol service for Service Areas three, five, and ten, Service Areas 3 and 10 from October 2, 2021, through October 2, 2027, and Service Area 5 from December 4, 2021, through October 2, 2027.
2. January 1, 2023, Amendment No. 1 to Agreement No. C-1-3311, \$0.00, approved by the Contracts Administration and Materials Management (CAMM).
  - To revise Article 5. Payment, to revise frequency of gasoline price monitoring.
3. March 12, 2026, Amendment No. 2 to Agreement No. C-1-3311, \$0.00, approved by CAMM.
  - To revise Article 5. Payment, to revise payment terms to NET 15 days.
4. May 26, 2026, Amendment No. 3 to Agreement No. C-1-3311, \$1,950,000, pending Board approval.
  - Amendment to increase the maximum obligation amount to provide Freeway Service Patrol service for Service Area One, Beats 911 and 912 through October 2, 2027.

Total committed to Agreement No. C-1-3311: \$18,120,275.

**California Roadside Service, LLC  
Agreement No. C-1-3312 Fact Sheet**

1. October 2, 2021, Agreement No. C-1-3312, \$4,868,324, approved by the Board of Directors (Board).
  - Agreement for freeway service patrol service for Service Area six, from October 2, 2021, through October 2, 2027.
2. January 1, 2023, Amendment No. 1 to Agreement No. C-1-3312, \$0.00, approved by Contracts Administration and Materials Management Department (CAMM).
  - To revise Article 5. Payment, to revise frequency of gasoline price monitoring.
3. March 18, 2026, Amendment No. 2 to Agreement No. C-1-3312, \$0.00, approved by CAMM.
  - To revise Article 5. Payment, to revise payment terms to NET 15 days.
4. May 26, 2026, Amendment No. 3 to Agreement No. C-1-3312, \$1,850,000, pending Board approval.
  - Amendment to increase the maximum obligation amount to provide Freeway Service Patrol service for Service Area One, Beat 910 through October 2, 2027.

Total committed to Agreement No. C-1-3312: \$6,718,324.



**May 4, 2026**

**To:** Regional Transportation Planning Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** Draft 2026 State Route 91 Implementation Plan

A handwritten signature in blue ink, appearing to read "Darrell Johnson", is written over the "From:" line of the header.

**Overview**

The Orange County Transportation Authority and the Riverside County Transportation Commission annually prepare a plan for potential improvements along the State Route 91 corridor between State Route 57 in Orange County and Interstate 15 in Riverside County. The plan includes a list of proposed improvements, preliminary cost estimates, and potential implementation timeframes. These improvements are sponsored by various agencies, such as the Orange County Transportation Authority, the Riverside County Transportation Commission, the Transportation Corridor Agencies, the California Department of Transportation, and cities along the corridor. The Draft 2026 State Route 91 Implementation Plan is provided for informational purposes.

**Recommendation**

Receive and file as an information item.

**Background**

SB 1316 (Chapter 714, Statutes of 2008) requires the Orange County Transportation Authority (OCTA) and the Riverside County Transportation Commission (RCTC) to annually prepare a plan identifying potential improvements along the State Route 91 (SR-91) corridor between State Route 57 (SR-57) in Orange County and Interstate 15 (I-15) in Riverside County.

The Draft 2026 SR-91 Implementation Plan (Plan) provides a comprehensive snapshot of current and planned transportation improvements within the corridor. The Plan outlines anticipated transportation benefits, estimated costs, and projected schedules for projects and planning concepts extending beyond 2035. The Plan is intended to serve as a consolidated reference document for SR-91 corridor improvements.

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This Plan was prepared in coordination with the California Department of Transportation (Caltrans), the Transportation Corridor Agencies (TCA), and the cities of Anaheim, Corona, Orange, and Yorba Linda.

***Discussion***

Since 2003, significant progress has been made to enhance the SR-91 corridor. Nearly \$2.5 billion has been invested in 15 completed projects, delivering more than 80 new lane miles throughout the corridor as well as Metrolink station and service improvements. These improvements have resulted in an approximate 15 percent increase in throughput along the SR-91 corridor. Together, these investments have helped address the impacts of population and employment growth between Orange and Riverside counties by increasing capacity and improving overall mobility. Completed projects identified in the Plan include:

- Green River Road Overcrossing Improvement Project
- North Main Street Corona Metrolink Parking Structure Project
- Eastbound Lane Addition From State Route 241 (SR-241) to State Route 71 (SR-71)
- Lane Addition in Both Directions Between State Route 55 (SR-55) and SR-241
- Westbound Lane at Tustin Avenue
- Metrolink Service Improvements
- SR-91 Corridor Improvement Project Initial Phase
- Express Bus Service
- La Sierra Metrolink Parking Improvements
- SR-91 Corridor Operations Project
- Anaheim Canyon Metrolink Station Improvements
- 15/91 Express Lanes Connector
- Eastbound 91 Express Lanes Extension
- Green River Road Bike Lane Gap Closure
- SR-71/SR-91 Interchange Improvements

OCTA and RCTC have adopted similar goals for the 91 Express Lanes to continue to maintain safe, reliable, and predictable travel times for motorists traversing between the two counties. These guiding principles include:

- Optimizing Vehicle Throughput at Free-Flow Speeds and Increasing Average Vehicle Occupancy
- Balancing Capacity and Demand to Serve Customers Who Pay Tolls, as Well as Carpoolers (Three or More) Who are Offered Discounted Tolls
- Generating Sufficient Revenue to Sustain the Financial Viability of the 91 Express Lanes
- Paying Debt Service and Maintaining Debt Service Coverage

- Reinvesting Net Revenues on the SR-91 Corridor to Improve Regional Mobility, When Appropriate

Project information in the Plan is updated annually to ensure that planning and implementation remain coordinated and timed to maximize benefits to the SR-91 corridor. Corridor projects should be carefully coordinated to minimize construction-related impacts on commuters and surrounding communities. Moving forward, OCTA and RCTC will prepare operational analyses prior to implementation of each project to confirm alignment with the agencies' shared goals and performance objectives for the SR-91 corridor.

In October 2019, the partner agencies reached consensus on a coordinated approach that established the framework for implementing a series of projects identified in the Plan in a sequential manner to improve the SR-91 corridor. OCTA, RCTC, TCA, Caltrans Districts 8 and 12, and Caltrans Headquarters agreed to a project sequencing strategy designed to streamline delivery of the SR-241/SR-91 Tolloed Express Connector Project while minimizing impacts to the corridor. The agencies reached consensus on the following program of projects and sequencing:

1. 15/91 Express Lanes Connector (Completed)
2. SR-91 Corridor Operations Project (Completed)
3. SR-71/SR-91 Interchange Improvements (Completed)
4. SR-241/SR-91 Tolloed Express Connector

Coordination efforts for the 2026 Plan (Attachment A) resulted in various updates to project status, costs, and schedules, and include the addition of two new projects in Riverside County. Projects in the Plan are organized as follows: Orange County projects, Riverside County projects, and bi-county projects as shown below.

- Orange County Projects Include Three Improvements:
  - SR-91 Improvements Between SR-57 and SR-55
  - Placentia Metrolink Rail Station
  - Metrolink Improvements
- Riverside County Projects Include Five Improvements:
  - 15/91 Express Transit Connector
  - Santa Ana River Trail
  - Improvements East of I-15
  - 91 Third Express Lane
  - SR-91 Westbound Auxiliary Lane
- Bi-County Projects Which Benefit Both Orange and Riverside Counties Include Three Projects:
  - SR-241/SR-91 Tolloed Express Connector
  - 91 Eastbound Corridor Operations Project (SR-241 to SR-71)
  - 91 Westbound Improvements (SR-241 to SR-71)

As part of the preparation of the Plan, a traffic analysis was conducted to quantify travel times for westbound (WB) morning and eastbound (EB) afternoon conditions for all capacity/operation-enhancing projects scheduled to be completed by 2030 and 2045. Following the pandemic, travel patterns along the SR-91 corridor largely stabilized by 2022, which serves as the base year for existing conditions. The WB morning traffic analysis results indicate that for the year 2030 forecasts, travel times are anticipated to increase in Riverside County by about six minutes, and no change is anticipated in Orange County. For 2045 forecasts, WB travel times decrease in Riverside County by about 21 minutes but increase in Orange County by about 16 minutes.

The EB afternoon traffic analysis indicates that for the year 2030 forecasts, travel times in Riverside County are anticipated to increase by about four minutes but decrease in Orange County by about 33 minutes. EB travel times in Riverside County for 2045 decrease by about 14 minutes and increase in Orange County by about 28 minutes. OCTA and RCTC will continue monitoring the SR-91 traffic pattern changes throughout 2026. Traffic benefits from the recently completed projects in Riverside County (Green River Road Bike Lane Gap Closure and SR-71/SR-91 Interchange Improvements) will be realized in subsequent Plan traffic analyses.

Generally, the increases in travel times are attributed to growth in population and employment opportunities as well as limitations at some end points to handle growth in travel demand. The improvements in travel times are due to the benefits of various projects in response to implementation of local general plans, hence the need to continue bi-county transportation planning and coordination along the primary direct route between Orange and Riverside counties.

### Conceptual Projects

The improvements included in Appendix A of the Plan are conceptual in nature and implementation would require additional planning, design, and funding. The conceptual projects will support local and regional connectivity and provide travel choice benefits to the corridor.

### **Summary**

OCTA and RCTC have completed the 2026 Plan as required by SB 1316. As the Plan is updated annually, it is important to ensure that projects are coordinated in a manner that provides maximum benefits to the SR-91 corridor. This would be achieved through implementing projects that optimize the operations of the corridor and the 91 Express Lanes. The Plan serves as a compilation of future potential projects and project level decisions can be made when individual projects are being considered for implementation. On April 30, 2026, the State Route 91 Advisory Committee received and filed the Plan as an informational item.

**Attachment**

- A. Draft State Route 91 Implementation Plan 2026

**Prepared By:**



Alison Army  
Section Manager II  
(714) 560-5537

**Approved By:**



Rose Casey  
Executive Director, Planning  
(714) 560-5729

# STATE ROUTE 91 IMPLEMENTATION PLAN 2026

DRAFT

Prepared By:

 **MARK  
THOMAS**

The logo for Mark Thomas consists of three black triangles of varying sizes arranged in a row, followed by the name "MARK THOMAS" in bold black capital letters.

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Every year since 2003, OCTA, RCTC, and stakeholders have worked collaboratively to review a program of projects along the SR-91 corridor.

## B E N E F I T S

- Provides seamless connectivity between Orange and Riverside Counties
- Increases travel options
- Optimizes vehicle throughput
- Reinvests net 91 Express Lanes revenues on the SR-91 corridor to improve regional mobility
- Investments to date: \$2.4 billion

### COMPLETED EFFORTS

REGION	PROJECT	COST (MILLIONS)	COMPLETION
Orange County	Eastbound Lane Addition (SR-241 to SR-71)	\$52.1	2010
	Fifth Lane Addition (SR-55 to SR-241)	\$85.2	2013
	Westbound Lane at Tustin Avenue	\$43.3	2016
	Anaheim Canyon Metrolink Station Improvements	\$34.2	2023
Riverside County	Green River Road Overcrossing	\$24.3	2009
	North Main Street Corona Metrolink Parking Structure	\$25	2009
	91 Corridor Improvement Project (Initial Phase)	\$1,407	2017
	La Sierra Metrolink Parking Improvements	\$6.3	2019
	15/91 Express Lanes Connector	\$270	2023
	Eastbound 91 Express Lane Extension	\$10	2023
	Green River Road Bike Lane Gap Closure	\$.014	2025
	SR-71/SR-91 Interchange Improvements	\$137	2025
Bi-County	Metrolink Service Improvements	\$249	2016
	Express Bus Service	\$6	2019
	SR-91 Corridor Operations Project	\$38	2022

# State Route 91 Implementation Plan 2026



ANTICIPATED PROJECTS	REGION	PROJECT	COST (MILLIONS)	CURRENT PHASE
	Orange County	SR-91 Improvements (SR-57 to SR-55)	\$779	Construction
		Placentia Metrolink Rail Station	\$50	Final Design
		Metrolink Improvements	TBD	Planning
	Riverside County	15/91 Express Transit Connector	\$254	Preliminary Engineering
		Santa Ana River Trail	\$36.5+	Preliminary Engineering
		Improvements East of I-15	\$544	Preliminary Engineering
		91 Third Express Lane	\$250	Preliminary Engineering
		SR-91 Westbound Auxiliary Lane	\$45	Preliminary Engineering
	Bi-County	SR-241/SR-91 Tolloed Express Connector	\$524	Final Design
91 Eastbound Corridor Operations Project (SR-241 to SR-71)		\$220	Environmental	
91 Westbound Improvements (SR-241 to SR-71)		\$342	Preliminary Engineering	
CONCEPTS	LOCATION		COST (MILLIONS)	
	Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15		\$2,720	
	Fairmont Boulevard Improvements		\$76.8	



## Introduction

Previous law authorized the California Department of Transportation (Caltrans) to enter into franchise agreements with private companies to construct and operate four demonstration toll road projects in California. This resulted in the development of the 91 Express Lanes facility in Orange County. The four-lane, 10-mile toll road runs along the median of State Route 91 (SR-91) in northeast Orange County between the Orange/Riverside County line and State Route 55 (SR-55). Since the 91 Express Lanes carried its first vehicle on December 27, 1995, the facility has saved users tens of millions of hours of commuting time.

While the 91 Express Lanes facility has improved travel time along the SR-91 corridor, provisions in the franchise agreement between Caltrans and the private franchisee, the California Private Transportation Company (CPTC), prohibited Caltrans and county transportation agencies from adding transportation capacity or operational improvements to the SR-91 corridor through the year 2030 from Interstate 15 (I-15) in Riverside County to the Orange/Los Angeles Counties border. Consequently, the public agencies were barred from adding new lanes, improving interchanges, and adding other improvements to decrease congestion on the SR-91 freeway.

Recognizing the need to eliminate the non-compete provision of the franchise agreement, Governor Gray Davis signed Assembly Bill 1010 (Lou Correa) (AB 1010) into law in September 2002, paving the way for much-needed congestion relief for thousands of drivers who use SR-91 to travel between Riverside and Orange Counties each day. The bill allowed the Orange County Transportation Authority (OCTA) to purchase the 91 Express Lanes franchise and eliminate the non-compete clause that prohibited capacity-enhancing improvements from being implemented on SR-91. The purchase agreement for the 91 Express Lanes was completed on January 3, 2003, placing the road in public hands at a cost of \$207.5 million. With the elimination of the non-compete provision through AB 1010 and the subsequent 91 Express Lanes purchase by OCTA, Orange County and Riverside County public officials and Caltrans Districts 8 and 12 have been coordinating improvement plans for SR-91.

## Introduction (continued)

Senate Bill 1316 (Lou Correa) (SB 1316) was signed into law in September 2008 as an update to the provisions of AB 1010. SB 1316 authorizes OCTA to transfer its rights and interests in the Riverside County portion of SR-91 toll lanes by assigning them to the Riverside County Transportation Commission (RCTC) and authorizes RCTC to operate tolls for 50 years. In 2017, RCTC opened the extension of the 91 Express Lanes to traffic into Riverside County with completion of the initial phase of the SR-91 Corridor Improvement Project (see Appendix B). SB 1316 requires OCTA and RCTC, in consultation with Caltrans, to issue an annual SR-91 Implementation Plan (Plan) for SR-91 improvements between State Route 57 (SR-57) and I-15. The Plans prior to adoption of SB 1316 included a westerly project limit of SR-55. The Plan establishes a program of potential improvements to relieve congestion and improve operations in the SR-91 corridor.

The 2026 Plan fulfills the requirement to provide the State Legislature with an annual Implementation Plan for SR-91 improvements and builds on the 2025 Plan. The projects included in the Plan have been infused with various sources of local, state, and federal funding. The Plan includes overviews, status summaries, and proposed costs and schedules for projects to improve mobility on SR-91. Also included are conceptual lane diagrams (as appropriate), and discussions of key considerations that need to be addressed in the planning and development of each project. This Plan provides OCTA, RCTC, and Caltrans with a framework to implement SR-91 and other related improvements. Future annual Plan updates will continue to refine the scope, cost, and schedule of each project included in this version of the Plan.

## 91 EXPRESS LANES TOLL POLICY GOALS

With the completion of the State Route 91 Corridor Improvement Project's initial phase in spring 2017, there are approximately 18 miles of Express Lanes between Orange and Riverside counties. OCTA and RCTC have adopted goals for the 91 Express Lanes to continue to maintain a safe, reliable, and predictable travel time for express lane users traversing seamlessly between the two counties. The goals listed here take into consideration the 91 Express Lanes as well as the SR-91 corridor at large.

### These guiding principles include:

- Optimizing vehicle throughput at free flow speeds;
- Increasing average vehicle occupancy;
- Balancing capacity and demand to serve customers who pay tolls as well as carpoolers (3+) who are offered discounted tolls;
- Paying debt service and maintaining debt service coverage;
- Generating sufficient revenue to sustain the financial viability of the 91 express lanes; and
- When appropriate, reinvesting net revenues on the SR-91 corridor to improve regional mobility.

## Project Accomplishments



Much progress has been made since the initial 2003 SR-91 Implementation Plan was approved. The 2026 Plan includes select completed project exhibits as a historical reference, which can be found in Appendix B.

## Completed Construction/ Improvement Projects

- Repaved and sealed pavement surfaces, restriped, and replaced raised channelizers on the 91 Express Lanes.
- On EB SR-91 the roadway was restriped, and the median barrier was reconstructed. This project removed the CHP enforcement area and extended the EB auxiliary lane from SR-71 to the Serfas Club Drive off-ramp.
- The WB auxiliary lane was extended between the County line and SR-241. This project eliminated the lane drop at the 91 Express Lanes and extended the existing auxiliary lane from the County line to SR-241 in the westbound direction. This improvement minimized the traffic delays at the lane drop area, resulting in improved vehicle progression.
- On WB SR-91 the roadway was restriped to extend the auxiliary lane between SR-71 and the County line. This resulted in a new continuous lane between SR-71 and SR-241.
- Safety Improvements were constructed at the Truck Scales. Existing shoulders were improved, lanes were re-striped, illumination improved, and signage was modified into and out of the EB facilities.
- Green River Road Overcrossing Replacement
- Metrolink Parking Structure at the North Main Street Corona Metrolink Station
- EB SR-91 lane addition from SR-241 to SR-71
- Additional SR-91 WB and EB travel lane between SR-55 and SR-241
- SR-91 WB bypass lane to Tustin Avenue at SR-55
- Metrolink Service Improvements
- Initial SR-91 Corridor Improvement Project (CIP)
- La Sierra Metrolink Parking Improvements
- Express Bus Service
- 91 Corridor Operations Project
- Anaheim Canyon Metrolink Station Improvements
- 15/91 Express Lanes Connector
- Eastbound 91 Express Lane Extension

These projects provide enhanced freeway capacity and/or improved mobility for one of the most congested segments of SR-91.

The completed EB SR-91 lane addition project from SR-241 to SR-71 (see Appendix B) has improved highway operations. This project reduced travel time by approximately 20 minutes during its opening year.

The Initial CIP project has provided significant benefits to drivers on SR-91. This \$1.4 billion investment project included widening SR-91 by one GP lane in each direction east of SR-71, adding collector-distributor (CD) roads and direct south connectors at I-15/SR-91, extending the 91 Express Lanes to I-15, and providing system/local interchange improvements. The new lanes and other improvements provide time savings, offer choice and reliability, boost safety, enhance access and job creation, promote ridesharing, reduce pollution, and aid the movement of goods along the region's roadways.

The WB SR-91 Widening Project completed construction in 2016 from State College Blvd to Interstate 5 (I-5). This project added one WB general purpose lane and removed the dedicated exit lane to State College Blvd from the SB SR-57 to WB SR-91 Connector that contributed to operational issues due to the short

weaving distance. While this project falls just to the west of the limits for the Plan study area, it will have an influence on operations within the Plan area.

A \$2.8 billion U.S. Army Corps of Engineers (USACE) project called the Santa Ana River Mainstem project is ongoing and will provide flood protection from the recently improved Prado Dam (near SR-71) to the Pacific Ocean. The project includes many features that have already been completed, including improvements to Seven Oaks Dam, 30 miles of levees, and modifications to original project features including raising the Prado Dam embankment and installation of new, larger capacity outlet works. In 2021, USACE and Orange County Flood Control District amended a cooperative agreement which would allow the USACE to use federal funds under the Bipartisan Budget Act to complete select features of the project. The project is pending federal appropriations.

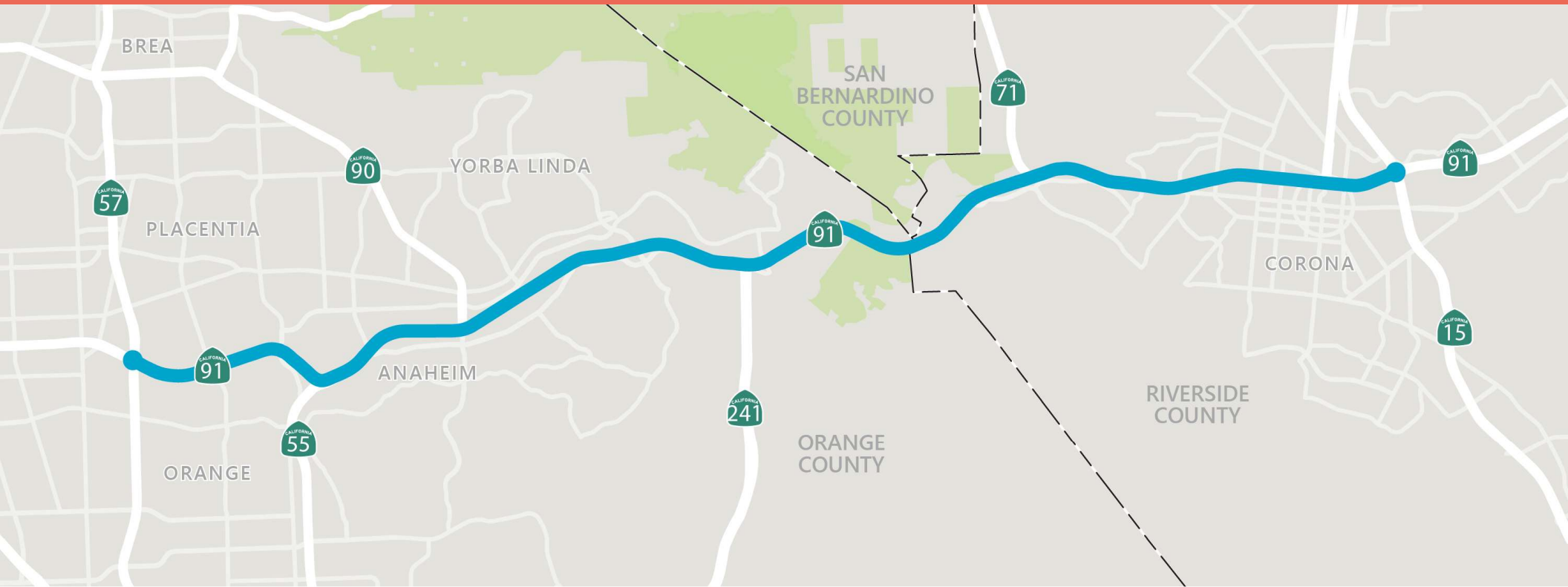
Due to the adjacency of SR-91 to the Santa Ana River, project teams have coordinated with the USACE, Orange County Flood Control District, Caltrans, and other federal, regional, and local agencies to accommodate planned SR-91 improvements.

## Completed Designs and Reports

There are various project development phase documents (Feasibility Reports, Studies, PSR, PA/ED, or PS&E) that are completed, or are in draft form and anticipated to be approved that identify mobility improvements. These documents include:

- MIS – Final Project Report: Locally Preferred Strategy Report (January 2006)
- Renewed Measure M Transportation Investment Plan (November 2006)
- RCTC 10-Year Western County Highway Delivery Plan (December 2006)
- SR-91/Fairmont Boulevard Feasibility Study (December 2009)
- Corridor System Management Plan (CSMP) Orange County SR-91 Corridor Final Report (August 2010)
- Renewed Measure M Capital Action Plan (April 2011)
- Project Report & Environmental Document for 91 Corridor Improvement Project (October 2012)
- SR-71/SR-91 Interchange Environmental Phase (2011) and Final Design (2015)
- Project Report & Environmental Document for SR-241/SR-91 Tolled Express Connector (April 2020)
- Project Report & Environmental Document for SR-91 Improvements Between SR-57 and SR-55 (July 2020)
- Environmental Documents for Santa Ana River Trail Phase 4 and Phase 6 (2021)
- Final Alternative Analysis Report for SR-91 Eastbound Corridor Operations Project from SR-241 to SR-71 (April 2022)
- 2024 Next 10 Delivery Plan (December 2025)

## Project Limits



The project study limits encompass the segment of SR-91 from west of the junction of SR-57 and SR-91 in the City of Anaheim in Orange County, to east of the junction of SR-91 and I-15 in the City of Corona in Riverside County. The freeway segment is approximately 20.3 miles long and includes 12.7 miles within Orange County and 7.6 miles within Riverside County.

## Existing Traffic Conditions Summary

For the 2026 Plan, existing traffic patterns along the SR-91 study corridor were evaluated to understand the changes between 2024 and 2025 due to on-going factors that influence behaviors of the users. These factors may include remote work policies implemented by employers, variations of school schedules, increase in non-work-related trips, and construction activities along SR-91 from the SR-71/SR-91 Interchange Improvements and SR-91 Improvements (SR-57 to SR-55) projects.

Weekday traffic volumes on both general-purpose lanes and express lanes were obtained from the Caltrans Performance Measurement System (PeMS) database during the month of October 2025 for comparison purposes.

Analysis of the 2025 traffic data showed slight variations in travel patterns compared to the 2024 data. The similar traffic demand translated to the similarity in traffic congestion patterns for the SR-91 corridor between 2024 and 2025.

Considering that traffic patterns on the SR-91 corridor are generally consistent between 2024 and 2025 along with some temporary variation of traffic patterns due to the on-going construction activities, the existing conditions for the 2026 Plan will utilize the existing traffic analysis from the 2025 Plan. Traffic conditions will continue to be monitored to assess when to update the existing traffic analysis for upcoming Implementation Plans.

The existing traffic analysis from the 2025 Plan was developed using recent traffic data. Morning (6 a.m. to 10 a.m.) and afternoon (3 p.m. to 7 p.m.) peak period traffic volumes were collected from multiple data sources. The SR-91 mainline and High Occupancy Vehicle (HOV) volumes were obtained from the Caltrans Performance Measurement System (PeMS). The SR-91 Express Lane volumes were provided by OCTA and RCTC. The SR-91 on- and off-ramp volumes were collected from the field. In addition, travel time and speed data were collected from the field and supplemented with INRIX speed data. All existing traffic data represent typical weekday traffic patterns along the SR-91 corridor.

## Existing Traffic Conditions Summary

During the weekdays, westbound SR-91 experiences heavier traffic conditions during the morning commute for travelers leaving Riverside County to employment areas in Orange and Los Angeles Counties. The corridor is generally most congested between the peak period of 6 a.m. to 9 a.m. in the westbound direction and the peak period of 3 p.m. to 7 p.m. in the eastbound direction. Due to the high demand, congestion in the corridor occurs before and after the peak periods. The eastbound afternoon conditions tend to be exacerbated by the lack of receiving capacity in the Riverside County portion of the SR-91 corridor. Accordingly, RCTC is working closely with Caltrans District 8 to sponsor improvements that will provide congestion relief for the eastbound afternoon condition. Some of these improvements include the recently completed 15/91 Express Lanes Connector and the SR-71/SR-91 Interchange, and Improvements East of I-15.

**The following is a summary of the deficiencies identified along the SR-91 corridor:**

- Heavy traffic volumes to/from I-15 converge with the SR-91 and increase delay during the morning and evening peak hours.
- SR-71 traffic demand contributes to mainline and EB SR-91 corridor delays.
- Completion of the westbound 91 Corridor Operations Project improves the traffic operations in the westbound direction. However, traffic entering the WB SR-91 from the Green River Road and SR-71 on-ramps still contributes to mainline congestion during the morning peak period.
- High traffic volumes entering the freeway from Gypsum Canyon Road, Santa Ana Canyon Road, Green River Road, Weir Canyon Road, Imperial Highway and Lakeview Avenue contribute to congestion on the SR-91 mainline.
- One of the two lanes from the Eastern Transportation Corridor (State Route 241) connector is dropped at the merge to EB SR-91 causing additional congestion on the EB SR-91 general purpose lanes. In addition, merging activity from the northbound 241 to eastbound 91 GP connector into the 91 Express Lanes can contribute to traffic slowdowns.
- At the NB SR-55 interchange with EB SR-91, a lane on SR-91 is dropped (as a dedicated exit) at Lakeview Avenue and a second lane is dropped (as a dedicated exit) at Imperial Highway creating a weave condition.
- WB SR-91 drops two GP lanes and a 91 Express Lane to SB SR-55, contributing to mainline congestion. This drop also occurs on the left-hand side of SR-91, creating a weaving condition.
- WB traffic entering SR-91 at Lakeview Avenue traveling to SB SR-55 contributes to mainline congestion by weaving across three lanes on SR-91.
- A lane drop on EB SR-91 at SB SR-241 creates a chokepoint.

## Logical Project Sequencing

As noted, the SR-91 Corridor in Riverside County, in the EB direction, lacks the receiving capacity during the afternoon peak period which creates a bottleneck condition. Due to the high levels of congestion experienced on this segment of the corridor, there is sensitivity to any changes that may affect traffic operations. Without first addressing the congestion in Riverside County, any performance or capacity enhancing projects upstream would further exacerbate congested conditions causing additional delays and queueing. Therefore, projects that have the potential to impact demand and/or provide additional capacity in the EB direction should be considered in a logical sequence to ensure that there is sufficient receiving capacity in Riverside County.

In October 2019, a consensus was reached between OCTA, RCTC, Caltrans, and the TCA that would set the stage for a series of projects to be implemented in sequential order to improve the SR-91 corridor. OCTA, RCTC, TCA, and Caltrans, Districts 8 and 12, as well as Caltrans Headquarters directors, worked through five major issues. This framework will enable the streamlining of the implementation of the SR-241/SR-91 TOLLED Express Connector project while minimizing impacts to the 91 corridor. The subject matter of the multi-agency consensus is outlined to the right:

1. Setting priorities for SR-91 corridor projects to reduce construction-related impacts;
2. Allowing completion of the environmental approval process and updating related programming documents;
3. Clarifying lead agencies for final design, construction, and maintenance;
4. Identifying the principal funding agency for final design, construction, and maintenance; and
5. Designating lead agencies for retaining toll revenue and toll setting/operational control.

**Based on the above framework, the agencies reached consensus on a 91 Corridor program of projects and sequencing as outlined below:**

- 15/91 Express Lanes Connector (completed)
- SR-91 Corridor Operations Project (completed)
- SR-71/SR-91 Interchange Improvements (completed)
- SR-241/SR-91 TOLLED Express Connector

## Project Summary

The projects in this Plan are presented in the following groups: Orange County Projects, Riverside County Projects and Bi-County Projects. The stage of development for each project, such as planning, final design, or construction varies as noted in the project summaries. Table 1 summarizes the various planned projects, concept projects, and completed projects. For details on each project refer to Section 2 for planned projects, Appendix A for concepts, and Appendix B for selected completed projects.

- The Orange County projects have a total cost of more than \$800 million. The projects include the SR-91 improvements between SR-57 and SR-55, Placentia Metrolink rail station, and Metrolink Improvements.
- The Riverside County projects have a total cost of over \$1 billion. The improvements include: the 15/91 Express Transit Connector, Santa Ana River Trail, Improvements East of I-15, Third 91 Express Lane, and SR-91 Westbound Auxiliary Lane.
- The Bi-County projects benefit both Orange and Riverside Counties. The total cost for the Bi-County projects exceeds \$1 billion. The improvements include: the SR-241/SR-91 Tolloed Express Connector, 91 Eastbound Corridor Operations Project (SR-241 to SR-71), and 91 Westbound Improvements (SR-241 to SR-71).

**Table 1 – SR-91 Implementation Plan Projects**

Project	Cost (Millions)
<b>Orange County Projects</b>	
SR-91 Improvements between SR-57 and SR-55	\$779
Placentia Metrolink Rail Station	\$50
Metrolink Improvements	TBD
<b>SUBTOTAL</b>	<b>\$829+</b>
<b>Riverside County Projects</b>	
15/91 Express Transit Connector	\$254
Santa Ana River Trail	\$36.5+
Improvements East of I-15	\$544
91 Third Express Lane	\$250
SR-91 Westbound Auxiliary Lane	\$45
<b>SUBTOTAL</b>	<b>\$1,130+</b>
<b>Bi-County Projects</b>	
SR-241/SR-91 Tolloed Express Connector	\$524
91 Eastbound Corridor Operations Project (SR-241 to SR-71)	\$220
91 Westbound Improvements (SR-241 to SR-71)	\$342
<b>SUBTOTAL</b>	<b>\$1,086</b>

## Project Summary

Table 1 – SR-91 Implementation Plan Projects (continued)	
Concept Projects	Cost (Millions)
Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15	\$2,720
Fairmont Boulevard Improvements	\$76.8
<b>SUBTOTAL</b>	<b>\$2,797</b>
Completed Project Summary Since 2006 (Completion Year)	Cost (Millions)
Green River Road Overcrossing Replacement (2009)	\$24.3
North Main Street Corona Metrolink Station Parking Structure (2009)	\$25
Eastbound Lane Addition from SR-241 to SR-71 (2010)	\$51.2
Widen SR-91 between SR-55 and SR-241 by Adding a 5th GP Lane in Each Direction (2013)	\$85.2
SR-91 WB Lane at Tustin Avenue (2016)	\$43.2
Metrolink Service Improvements (2016)	\$249
Initial Phase CIP: Widen SR-91 by One GP Lane in Each Direction East of Green River Rd, CD Roads and I-15/SR-91 Direct South Connector, Extension of Express Lanes to I-15 and System/Local Interchange Improvements (2017)	\$1,407
Express Bus Service (2019)	\$6
La Sierra Metrolink Parking Improvements (2019)	\$6.3
SR-91 Corridor Operations Project (2022)	\$38
Anaheim Canyon Metrolink Station Improvements (2023)	\$34.2
15/91 Express Lanes Connector (2023)	\$270
Eastbound 91 Express Lane Extension (2023)	\$10
Green River Road Bike Lane Gap Closure (2025)	\$.014
SR-71/SR-91 Interchange Improvements (2025)	\$137
<b>SUBTOTAL</b>	<b>\$2,386</b>

## Traffic Analysis

For the 2026 Plan, the traffic analysis for major SR-91 projects used the TransModeler model calibrated and validated to reflect existing traffic patterns as described in the prior section. This traffic simulation model provides a better depiction of actual travel delays experienced by motorists compared to traditional travel demand models. The model can be used to analyze freeway bottlenecks sometimes neglected in traditional travel demand models.

This approach is especially important given high SR-91 traffic volumes and the potential for relatively few vehicles to significantly slow down traffic. For example, a minor freeway merging area can cause many vehicles to slow, cascading delay through the traffic stream, and rapidly decreasing both speed and volume for major segments of the freeway. The metrics reported in the Plan include travel time from the beginning to the end of the study corridor and vehicle hours of delay experienced on the study corridor, which both focus on operations for vehicles on SR-91.

A third metric includes vehicles served by the system in the study corridor and takes into consideration vehicles on ramps and freeways that feed into or are fed by SR-91 in the study area. In addition to the existing year analysis, two future years of 2030 and 2045 were analyzed and include the SR-91 projects that are scheduled to be completed by the respective year. The operations analysis quantified travel time savings for WB morning and EB afternoon conditions for the following major improvements projects:

### Year 2030

- SR-91 Improvements between SR-57 and SR-55
- 15/91 Express Lanes Connector
- SR-71/SR-91 Interchange Improvements
- SR-241/SR-91 Tolled Express Connector
- SR-91 Eastbound Corridor Operations Project

### Year 2045

- Projects completed in 2030
- SR-91 Improvements East of I-15
- SR-91 Westbound Corridor Operations Project (remaining)
- Fairmont Boulevard Improvements

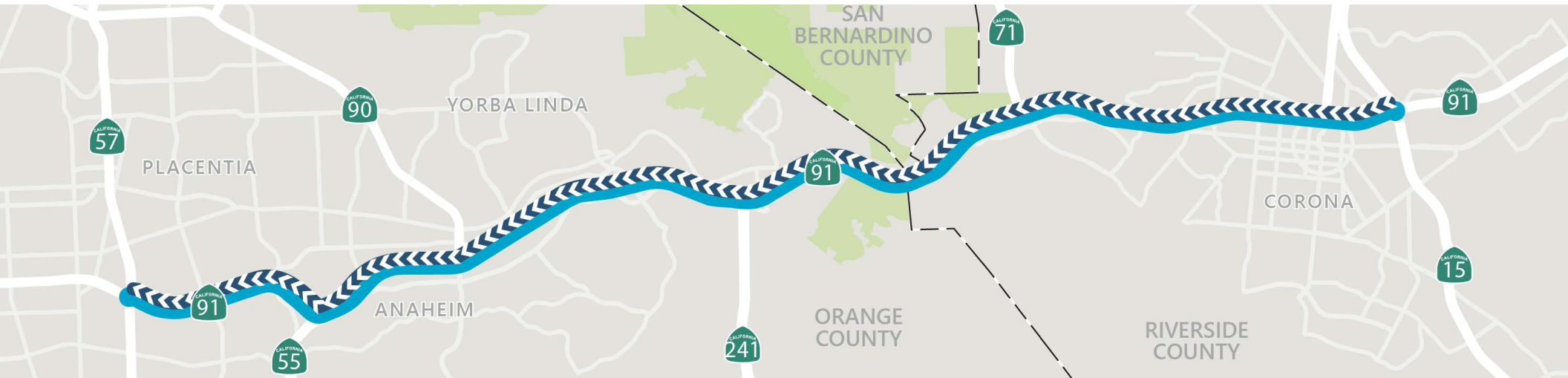
## Westbound Analysis

The WB morning traffic analysis results indicate that for the year 2030 forecasts, peak hour travel times are anticipated to exacerbate in Riverside County (by about 6 minutes) and maintain the same in Orange County. In addition to increasing travel time, overall vehicle hours of delay in the corridor will increase (by about 29 percent), while the entire system is able to serve more vehicles (by about 4 percent). Bottlenecks are anticipated at the Orange-Riverside County line and at the SR-241 interchange/Gypsum Canyon interchange area, which will continue a long queue on WB SR-91 extending to the I-15/SR-91 interchange. The bottleneck at the SR-55 interchange will be relieved.

For the year 2045 forecasts, travel times are anticipated to decrease (by about 21 minutes) in Riverside County as implementation of the SR-91 Westbound Corridor Operations Project would improve operations. With more vehicles able to travel downstream, travel times in Orange County would increase (by about 16 minutes) when compared to 2030. Overall vehicle hours of delay will decrease (by

about 10 percent) in the corridor, and the number of vehicles the system is serving will also increase (by about 12 percent). There is a bottleneck at SR-71 due to a large increase of vehicles going to and from SR-71. Also, with more vehicles able to travel downstream, another bottleneck occurs at the Tustin Avenue and SR-55 area. Travel time in Orange County shows an increase in 2045 due to the growth in traffic, projects relieving congestion upstream allowing more vehicles to travel downstream, and no additional capacity enhancing projects in Orange County. OCTA and RCTC are exploring multi-modal opportunities on, or adjacent to, the SR-91 corridor that could provide additional congestion relief.

Express Lanes in the westbound direction operate satisfactorily in 2030 and will experience a slowdown in 2045 in Riverside County where the 3-lane section merges back to two lanes. RCTC is planning to implement dynamic pricing for the SR-91 corridor in the near future, which will help to maintain satisfactory operation of the Express Lanes



## Westbound Analysis

Figures 1-1 and 1-2 below summarize the westbound corridor vehicle hours of delay and systemwide served vehicles, respectively.

Figure 1-1 – Westbound SR-91 from I-15 to SR-57  
A.M. Peak Period Corridor Vehicle Hours of Delay

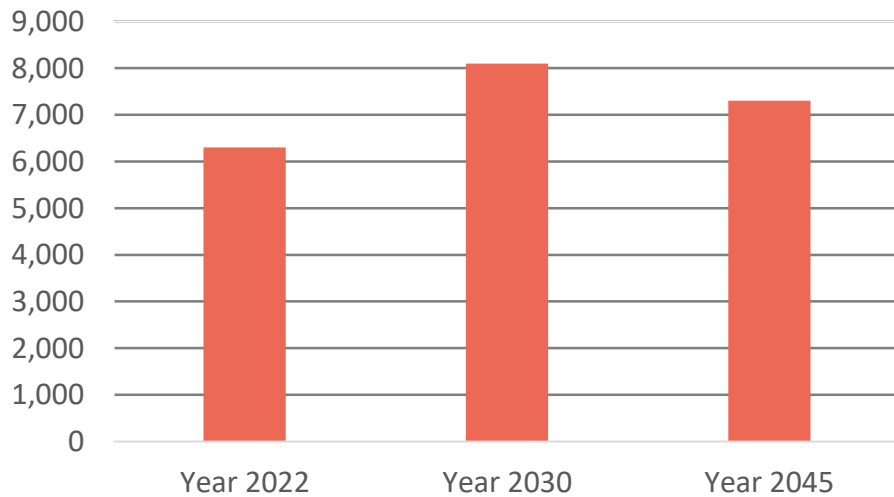
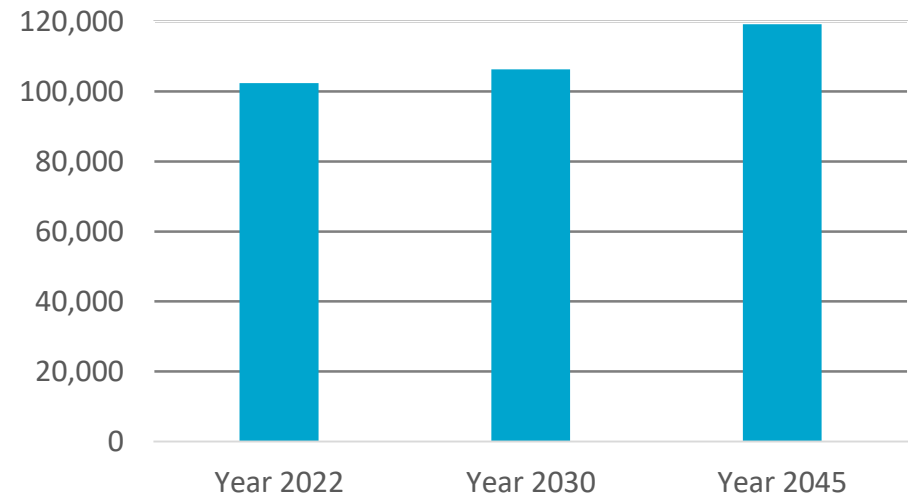


Figure 1-2 – Westbound SR-91 from I-15 to SR-57  
A.M. Peak Period Systemwide Served Vehicles



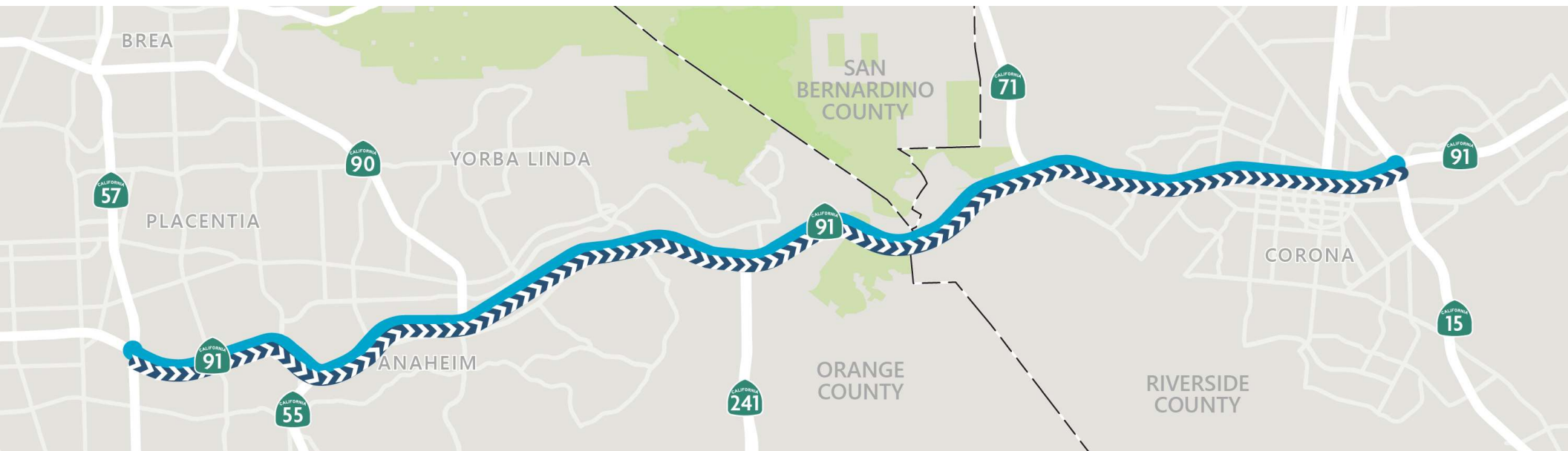
## Eastbound Analysis

The EB afternoon traffic analysis indicates that for the year 2030 forecasts, peak hour travel times are anticipated to increase (by about 4 minutes) in Riverside County and decrease (by about 33 minutes) in Orange County. With the decrease of total travel time (by about 29 minutes) required to travel through the corridor, the vehicle hours of delay will also decrease (by about 38 percent) and the number of vehicles served by the system will increase (by about 3 percent). With the inclusion of the EB Corridor Operations Project, the congestion at the county line will be reduced. The improved conditions at the county line increases the amount of vehicles able to travel downstream and increases the bottleneck near the Main Street and I-15 area in Riverside County. Improvement

projects near I-15 in the future should help to alleviate congestion in those areas.

For the year 2045 forecasts, travel times are anticipated to decrease (by about 14 minutes) in Riverside County and increase in Orange County (by about 28 minutes) when compared to 2030. Overall vehicle hours of delay will increase (by about 54 percent) and the number of vehicles the system is serving will be greater (by about 3 percent). The main bottleneck will occur at the county line as existing conditions.

Express Lanes in the eastbound direction operate satisfactorily in all the analysis years.



## Eastbound Analysis

Figures 1-3 and 1-4 below summarize the eastbound corridor vehicle hours of delay and systemwide served vehicles, respectively.

Figure 1-3 – Eastbound SR-91 from SR-57 to I-15 P.M.  
Peak Period Corridor Vehicle Hours of Delay

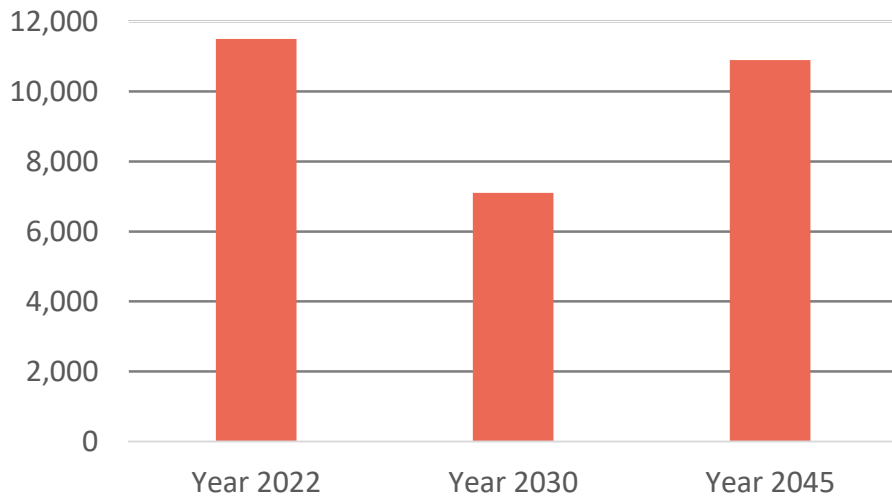
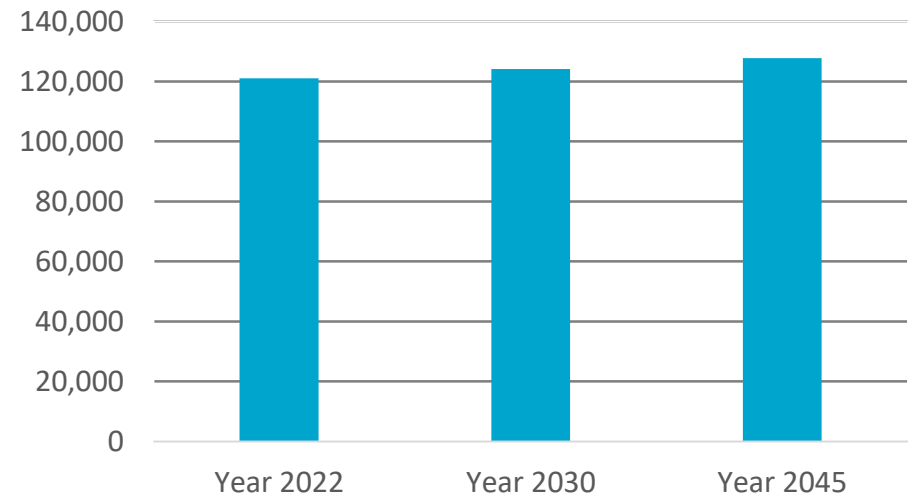


Figure 1-4 – Eastbound SR-91 from SR-57 to I-15 P.M.  
Peak Period Systemwide Served Vehicles



## OVERVIEW

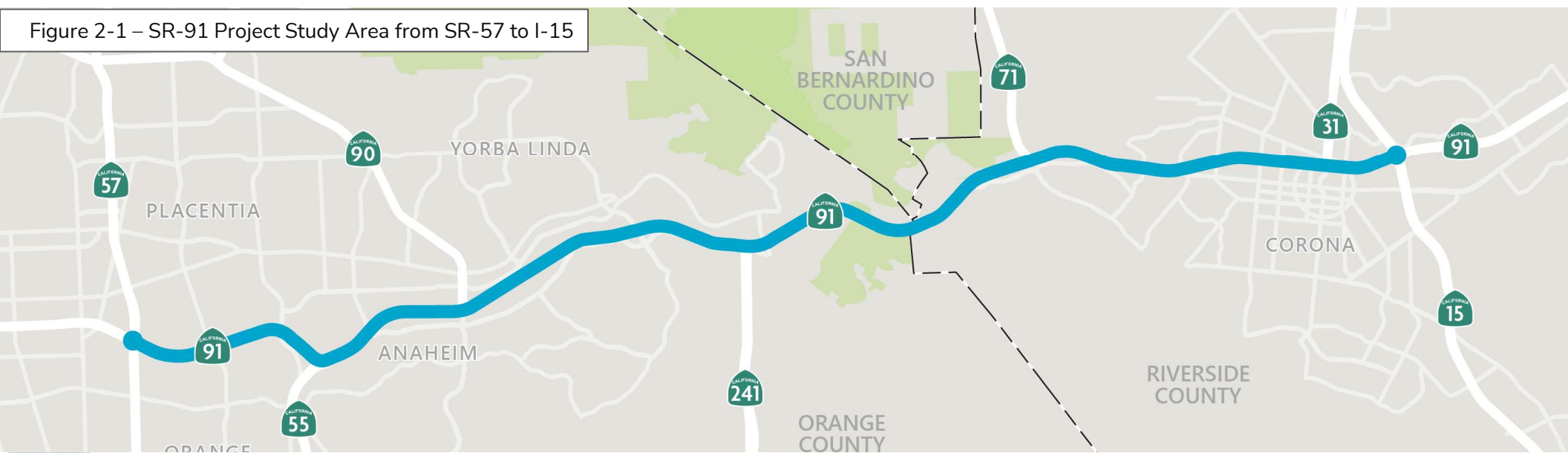
The 2026 Plan describes projects, key considerations, benefits, current status, schedule, and costs (in 2026 dollars, or as noted) for major projects and concepts. The projects are grouped as follows: Orange County Projects, Riverside County Projects, and Bi-County Projects.

The intent of the Implementation Plan is to present a list of projects and studies along the SR-91 corridor and highlight coordination between OCTA, RCTC, and Caltrans to improve the corridor.

As part of the project development process, detailed operational analysis will need to be conducted to evaluate operational issues associated with each project. The project development phases are discussed in the status updates and are defined as follows:

- Conceptual Engineering = Conceptual planning and engineering for project scoping and feasibility prior to initiating the preliminary engineering of planning phase.
- Preliminary Engineering or Planning = Conceptual planning and engineering phase that allows for programming of funds.
- Environmental = Project Approval/Environmental Document (PA/ED) – The detailed concept design that provides environmental clearance for the project and programs for final design and right of way acquisition. The duration for this phase is typically 2 to 3 years.
- Design = Plans, Specifications, and Estimates (PS&E) – Provide detailed design to contractors for construction bidding and implementation.
- Construction = The project has completed construction and will provide congestion relief to motorists.

Figure 2-1 – SR-91 Project Study Area from SR-57 to I-15





## Orange County Projects

The Orange County set of projects includes three improvements at a total cost of more than \$829 million (in 2026 dollars, or as noted). The projects include: SR-91 improvements between SR-57 and SR-55, Placentia Metrolink rail station, and Metrolink Improvements.

Orange County Project Summary	Cost (Millions)
SR-91 Improvements between SR-57 and SR-55	\$779
Placentia Metrolink Rail Station	\$50
Metrolink Improvements	TBD
<b>SUBTOTAL</b>	<b>\$829+</b>

# SR-91 Improvements between SR-57 and SR-55

## Project Description

The project will add a general-purpose (GP) lane in the eastbound (EB) direction between La Palma Avenue and SR-55 and provide westbound (WB) operational improvements between Acacia Street and La Palma Avenue and between SR-55 and Lakeview Avenue. The project will be implemented in three segments as follows:

Segment 1 will realign the existing WB SR-91 Lakeview Avenue on- and off-ramps to direct traffic to WB SR-91 and add a new drop on-ramp from the reconstructed Lakeview overcrossing bridge that connects directly to southbound SR-55.

Segment 2 includes the addition of a GP lane in the EB direction between La Palma Avenue and SR-55, bridge widening over the Santa Ana River and reconstruction of the Glassell Street/Kraemer Boulevard and Tustin Avenue interchanges.

Segment 3 includes WB operational improvements between Acacia Street and La Palma Avenue, upgrades at the WB State College Boulevard interchange, and reconstruction of the La Palma Avenue overcrossing bridge. An Orangethorpe bypass ramp to allow NB SR-57 traffic to exit prior to multiple connector merges will also be included.

## Key Considerations

The proposed project improvements on WB and EB SR-91 may require partial right-of-way acquisition and Temporary Construction Easements (TCEs). In some areas, a non-standard geometric cross-section is proposed to reduce the right-of-way impacts.

## Benefits

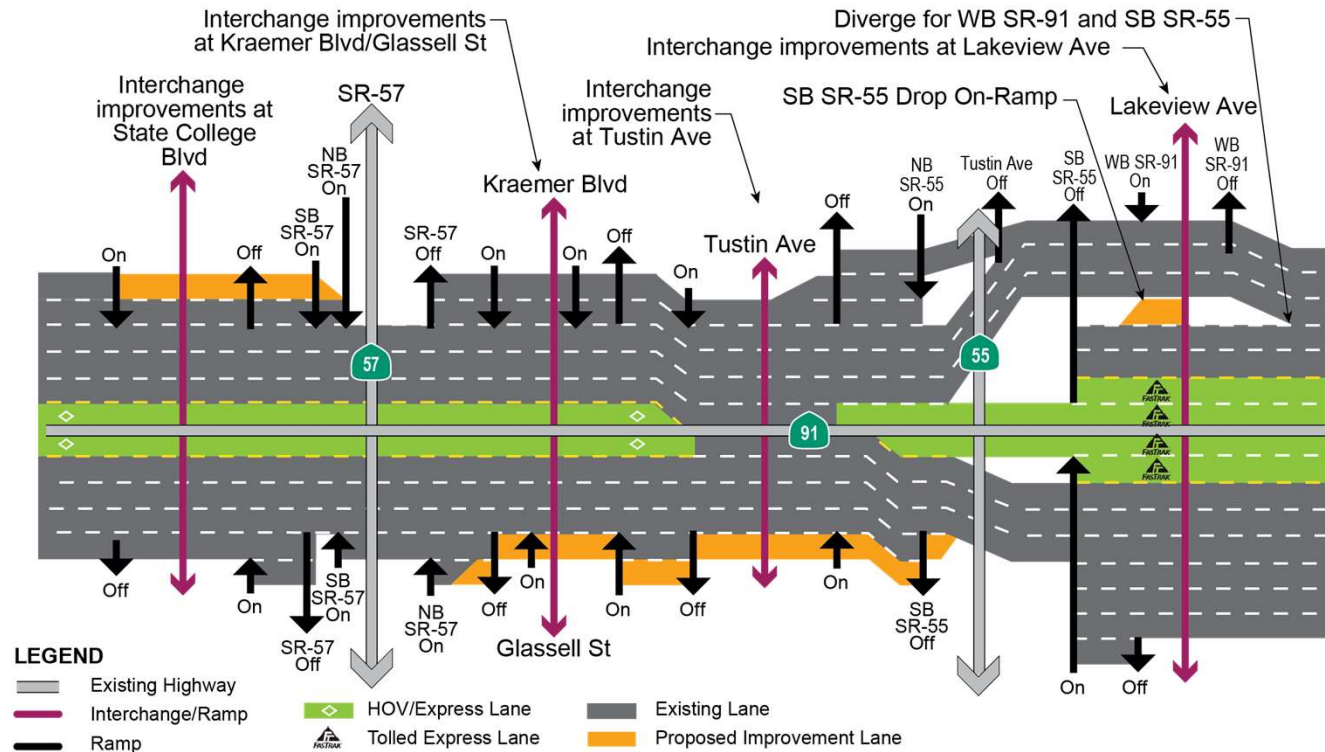
The proposed project improvements on WB and EB SR-91 between SR-57 and SR-55 include, among other features, adding one EB general purpose lane to achieve lane balancing and interchange improvements. Project improvements will improve safety, reduce congestion, and delay and reduce weaving.

## Schedule and Cost

Construction is anticipated to be completed in 2030, and the total project cost is estimated to be approximately \$779,000,000.

## Current Status

The project improvements were originally studied in the SR-91 Feasibility Study, which was completed in June 2009. The Project Study Report was completed in 2014, and the Project Approval/Environmental Document (PA/ED) was completed in 2020. This project was then split into three separate segments and the Plans Specifications and Estimate (PS&E) phase began in 2020 for all three segments. Segment 1 began construction in April 2025, and Segment 2 and Segment 3 are in 100% design phase. The proposed improvements are included in the Measure M program.



## Project Description

The new Placentia Metrolink Station will serve the Metrolink 91/Perris Valley Line, providing commuter rail service between Perris and Los Angeles, via Riverside and Orange counties. The project includes construction of a parking structure, OCTA bus access, an area for passenger pick-up and drop-off, and two station platforms.

## Benefits

The station will meet the current transit demand and foster train ridership growth in the region, contributing to congestion relief on SR-91.

## Schedule and Cost

Plans are 100 percent complete based on a previous layout however, the construction contract cannot be advertised until an amended shared use agreement is in place with BNSF Railway, the right-of-way owner and a potential design layout reconfiguration. The project will be advertised for bids once an agreement is in place. The total project cost is estimated to be \$50 million.

## Current Status

The City of Placentia is the lead on right-of-way and environmental clearance, and OCTA is the lead agency for design and construction of the project. Funding for the project is programmed to use 91 Toll Revenues, Measure M2, and the City of Placentia funds for the construction phase. State Transportation Improvement Program (STIP), Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), Measure M2 and City funds are programmed for the design and right-of-way costs. Project is currently on hold.



Image source: [www.placentia.org/Placentia-Metrolink-Site-Plan](http://www.placentia.org/Placentia-Metrolink-Site-Plan) (Wildan Engineering)

## Project Description

There are 18 daily trains that run on the Inland Empire-Orange County (IEOC) Line and 14 trains running on the 91/Perris Valley (91/PV) line for a total of 32 daily trains. The Perris Valley portion of the 91/PV Line extends Metrolink service southeast by 25 miles, from Riverside to Perris via Moreno Valley. Metrolink is conducting a plan that would look at optimizing service and realize cost efficiencies throughout the region.

## Key Considerations

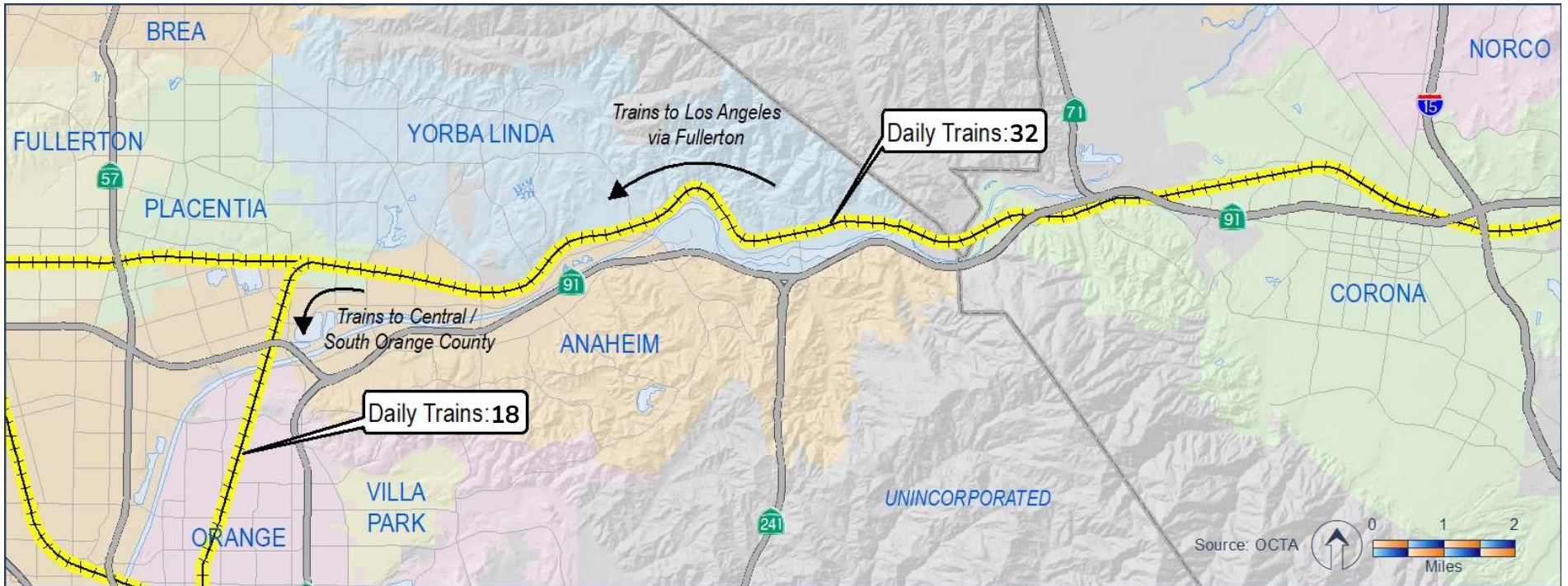
Construction of the new Placentia Metrolink station will improve passenger access along the 91/PV Line by creating a station between Fullerton and Corona.

## Benefits

Enables development of Metrolink service, improved efficiency, and fosters train ridership growth in the region, contributing to congestion relief on the SR-91.

## Current Status

In October 2024, Metrolink implemented the service optimization plan, which is helping to realize cost efficiencies related to crews and scheduling.



4/26/2023

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**RCTC**

## Riverside County Projects

The Riverside County set of projects includes five improvements: the 15/91 Express Transit Connector, Santa Ana River Trail, SR-91 Improvements east of I-15, 91 Third Express Lane and SR-91 Westbound Auxiliary Lane. Projects for implementation in Riverside County are anticipated to cost more than a billion dollars (in 2026 dollars, or as noted).

Riverside County Project Summary	Cost (Millions)
15/91 Express Transit Connector	\$254
Santa Ana River Trail	\$36.5+
Improvements East of I-15	\$544
91 Third Express Lane	\$250
SR-91 Westbound Auxiliary Lane	\$45
<b>SUBTOTAL</b>	<b>\$1,130+</b>

## Project Description

The project consists of a transit and HOV connector between the express lanes on SR-91 and the transit and HOV facilities at North Main in the City of Corona, specifically the North Main Metrolink Station, the Corona Transit Center, and the Caltrans park-n-ride facility.

## Key Considerations

The project is in the PSR-PDS phase to develop the purpose and need and project alternatives.

Depending on the alternative that is chosen, this project may have impacts to freeway and local street right-of-way, freeway operations, and transit operations.

## Schedule and Cost

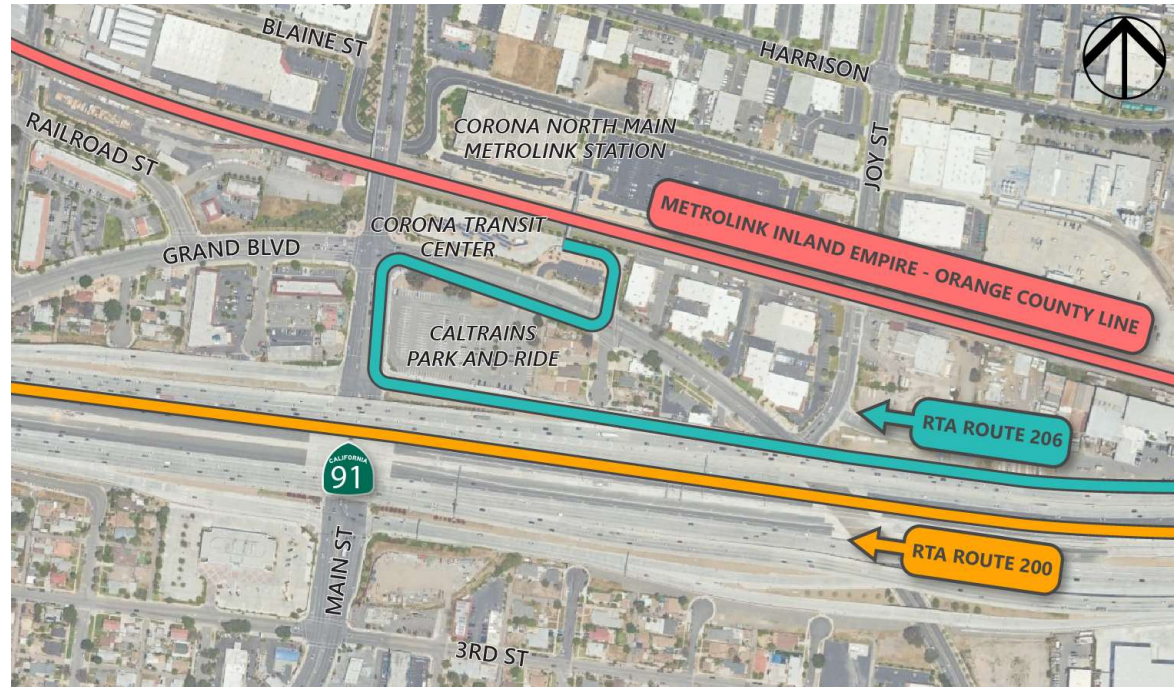
A PSR-PDS is underway. Preliminary alternatives are being developed, but construction is not yet approved or funded. Project cost is estimated at \$254 million. This project may be partially funded by 91 Express Lanes surplus toll revenues.

## Benefits

The 15/91 Express Transit Connector would improve transit and HOV connectivity between the SR-91/I-15 Express Lanes and the North Main Metrolink, bus, and HOV facilities, creating a regional transportation hub. Connecting this missing link would yield both local and regional benefits such as improved transit access, increased HOV ridership, and reduced vehicle miles traveled.

## Current Status

The project team is currently developing preliminary alternatives and a PSR-PDS document.

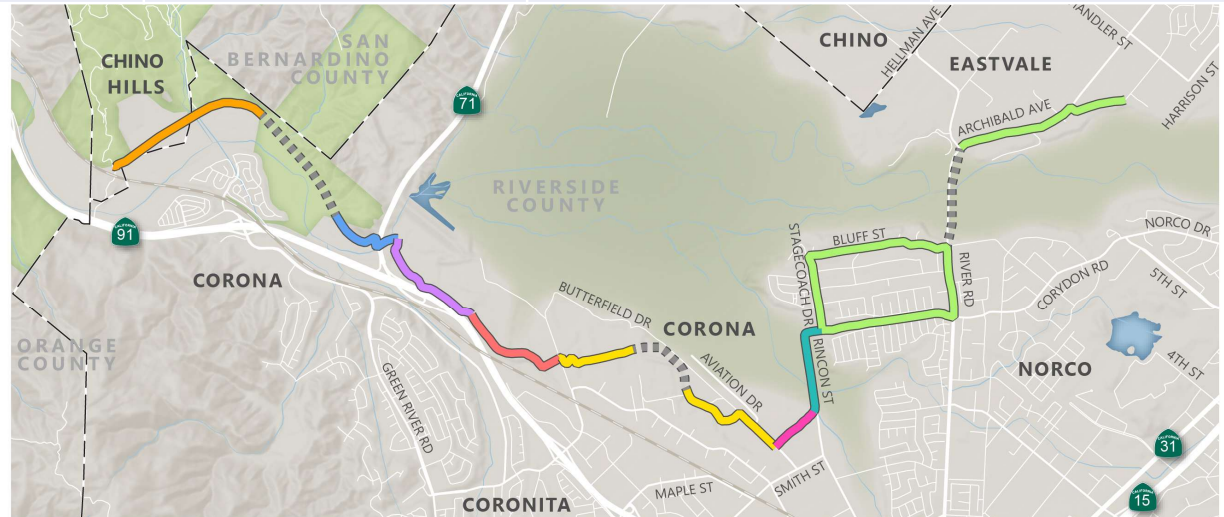











## Project Description

The Santa Ana River Trail is a multi-use trail complex that runs alongside the Santa Ana River. When completed, it will be the longest multi-use trail in Southern California, spanning over 100 miles between San Bernardino and Orange counties. As envisioned, the trail connecting San Bernardino, Riverside, and Orange counties would be a dual-track trail consisting of 1) paved Class I and Class II Bikeways for bicyclists and pedestrians and 2) decomposed granite (DG) surfaced riding and hiking trail for equestrians, mountain bicyclists, and hikers. The Santa Ana River Trail is currently 60 percent complete. When finished it will extend from the San Bernardino County National Forest to the Pacific Ocean at Huntington Beach where the trail ends. There are currently two gaps in the trail: from Green River in Orange County to Hidden Valley Wildlife area in Riverside County; and from Waterman Avenue in San Bernardino to the National Forest boundary line near unincorporated Mentone.

This project addresses the gap from Green River to the Hidden Valley Wildlife area and involves installing multi-use trails along local streets and in the Santa Ana River Trail (SART) located within the Prado Dam Flood Control Basin area of the Santa Ana River for the easterly portion of the trail and the Green River Golf Club for the westerly portion of the trail.

Phase	Schedule	Cost	Status
1	TBD	unknown	On hold pending funding
2,2A,3A	100% design complete	\$9 million – Phases 2/2A/3A	Phase 2 anticipated to start construction in late 2026
3B	Env and Design complete; construction by 2028	\$1 million	Funded and incorporated into USACE spillway project
3	TBD	unknown	On hold pending funding
4	Complete	\$1.5 million	Complete
6	Complete by 2026	\$25 million	Funded



	PHASE 1		PHASE 3A		EXISTING BIKE CONNECTION
	PHASE 2		PHASE 3B		
	PHASE 4		PHASE 3		
	PHASE 2A		PHASE 6		



## Project Description

The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North, the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road (completed as part of RCTC I-15 Express Lanes Project), and improvements east of I-15. Due to funding constraints, a Project Phasing Plan was developed to allow an Initial Phase, with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. The SR-91 Improvements East of I-15, which includes extending an Express Lane east of McKinley Street and adding a general-purpose lane from I-15 to Pierce Street in each direction (the subject project), is a component of the SR-91 CIP that was not constructed with the Initial Phase.

## Key Considerations

Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with SR-241/SR-91 Tolloed Express Connector, the 15/91 Express Transit Connector, and the SR-91 Westbound Auxiliary Lane.

## Benefits

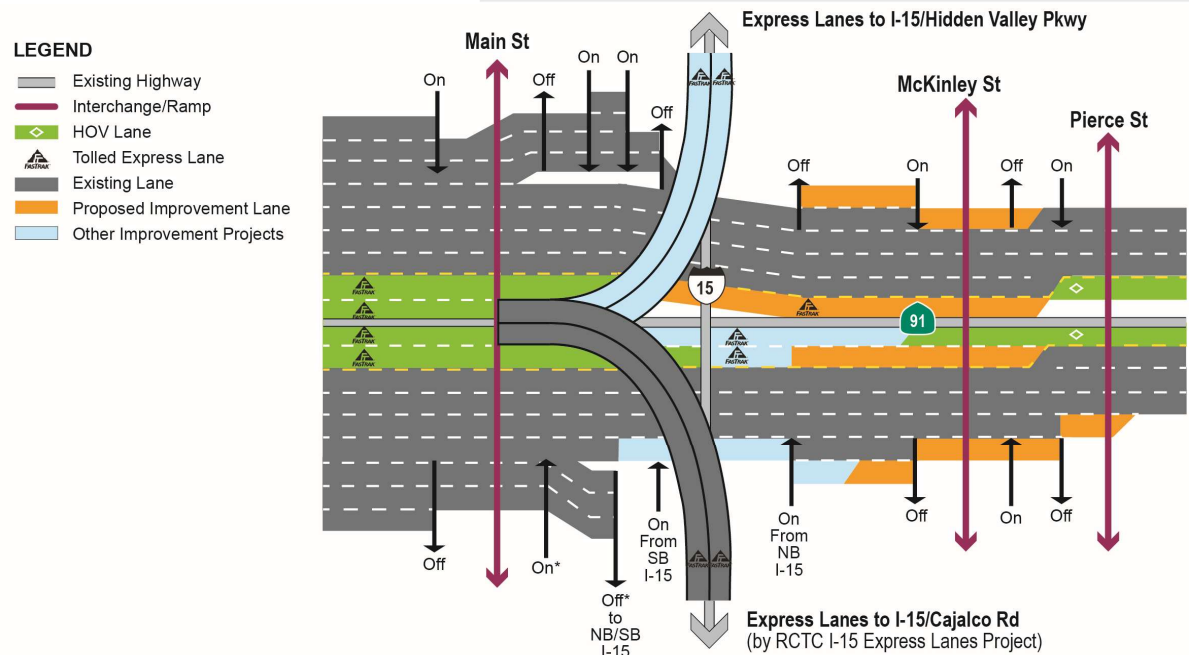
The SR-91 Improvements East of I-15 will reduce congestion and delays by providing additional operational improvements on SR-91 from I-15 to Pierce Street.

## Schedule and Cost

Anticipated project completion is to be determined. Project cost is estimated at \$544 million based on completion in 2035. This project may be partially funded by 91 Express Lanes surplus toll revenues.

## Current Status

Preliminary engineering was recently revisited which included updates to project cost. The SR-91 Improvements East of I-15 is included in the SR-91 CIP environmental document that was completed in 2012.



## Project Description

The project would add a third express lane in both directions of SR-91 from the Orange/Riverside county line to Interstate 15 (I-15). Extension of the third express lane to SR-241 in Orange county will also be evaluated. In order to minimize impacts along this constrained corridor, and to limit excessive costs, the project will explore a cross-section with reduced shoulders, buffers, and lane widths.

The existing SR-91 Express Lanes are generally two lanes in each direction and currently experience high demand. The eastbound 91 Express Lanes will inevitably reach a point when toll rates will no longer be effective in managing the growing demand expected in Riverside County. Furthermore, the current westbound 91 Express Lanes in Riverside County experience queues with high toll rates that are ineffective in managing traffic demand.

## Benefits

The purpose of the project is to provide additional capacity to the Express Lanes on SR-91, in both directions within Riverside County, to reduce congestion and meet the increasing demand of the facility with effective toll rates.

## Schedule and Cost

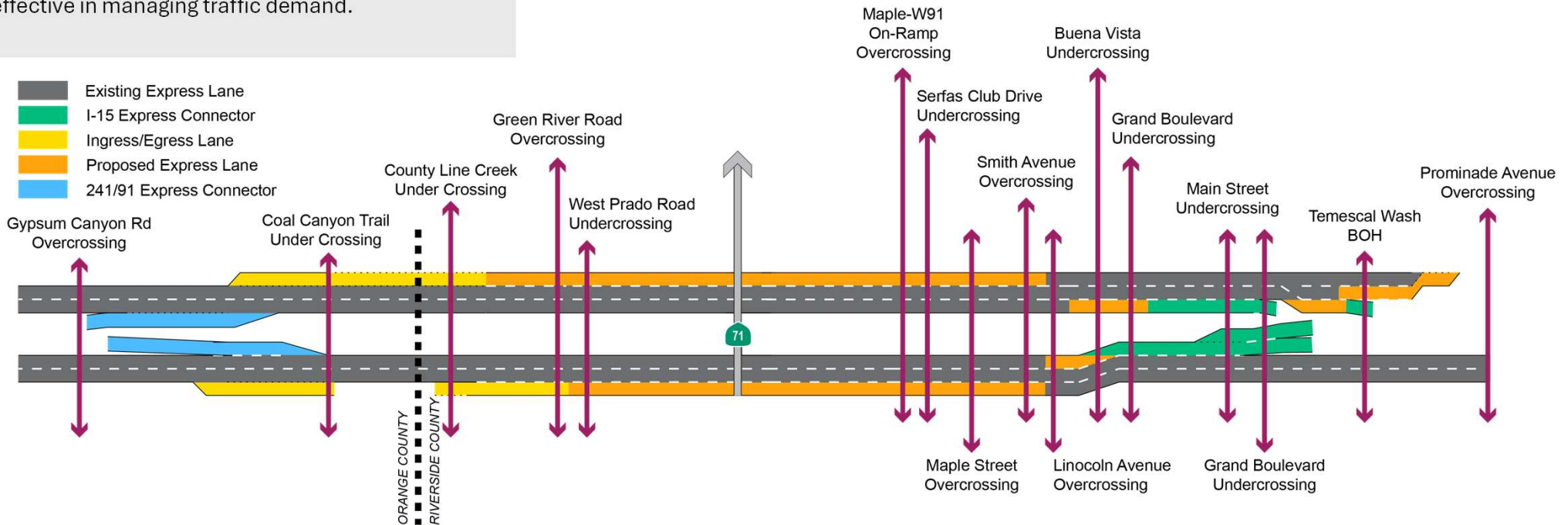
Anticipated project completion is to be determined. Project cost is estimated to be \$250 million based on completion in 2035. This project may be partially funded by 91 Express Lanes surplus toll revenues.

## Key Considerations

Adding a third express lane along this corridor would have impacts on other projects in this Plan. Close coordination is needed with the SR-241/SR-91 Tolled Express Connector, 91 Eastbound Corridor Operations Project, 91 Westbound Improvements, and 15/91 Express Transit Connector.

## Current Status

A feasibility study was recently completed. It is anticipated that a PSR-PDS will be initiated in 2026.



## Project Description

The project scope is to construct an auxiliary lane (less than one mile) on westbound SR-91 from Pierce Street onramp to McKinley Street off-ramp.

## Schedule and Cost

The estimated cost of the concept is approximately \$45 million and could be complete in 2033.

## Current Status

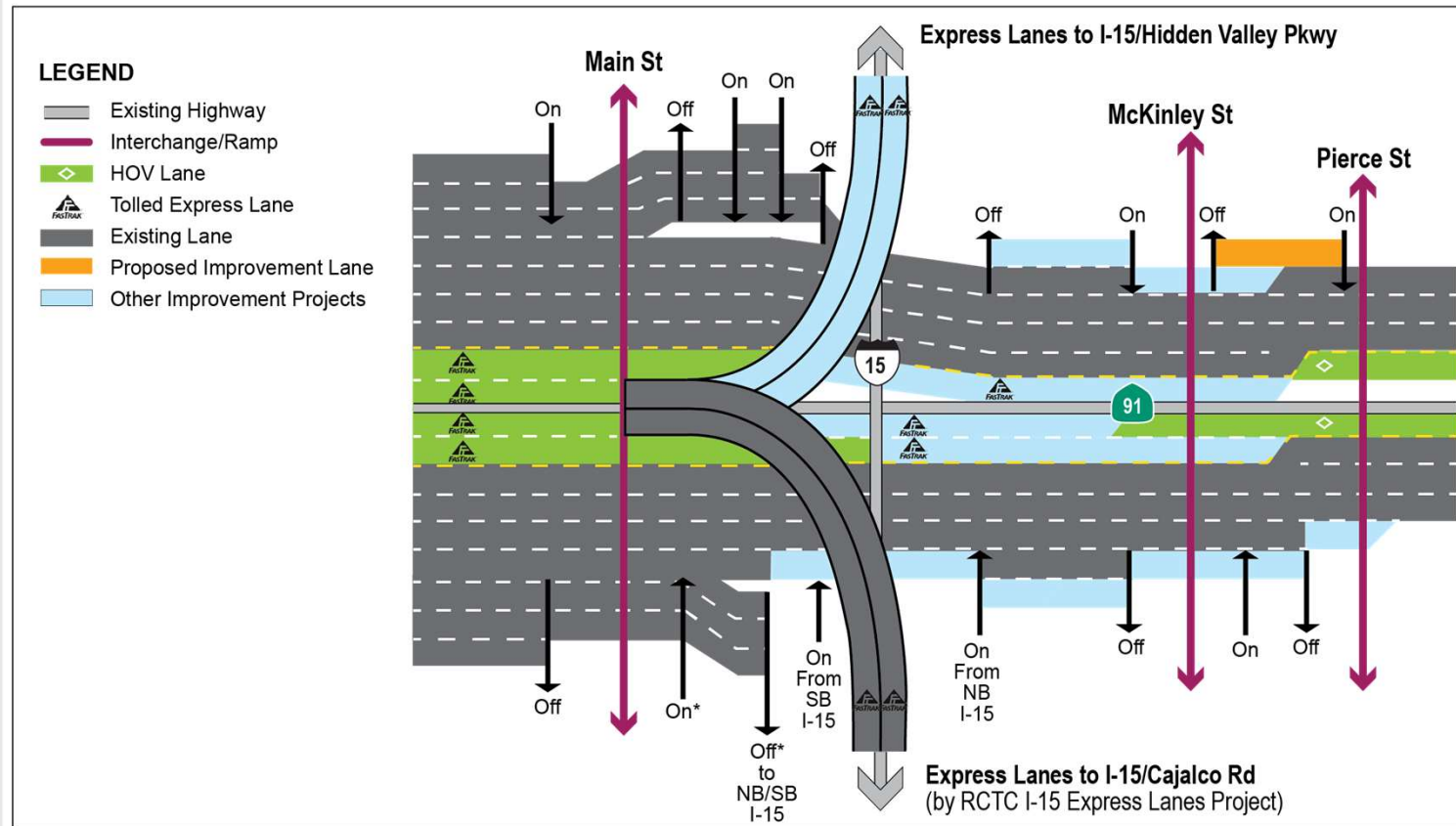
Caltrans has completed a Project Initiation Document.



## Key Considerations

Project coordination with the 91 Improvements East of I-15 will be needed.

## Benefits

Reduce weaving and merging conflicts to improve operational efficiency and traffic safety on this segment of westbound SR-91.



## Bi-County Projects

There are three Bi-County improvement projects that will benefit both Orange and Riverside Counties. These projects include: the SR-241/SR-91 Tolled Express Connector, 91 Eastbound Corridor Operations Project (SR-241 to SR-71), and 91 Westbound Improvements (SR-241 to SR-71). The total cost for the projects is expected to be more than \$1 billion (in 2026 dollars, or as noted).

Bi-County Project Summary	Cost (Millions)
SR-241/SR-91 Tolled Express Connector	\$524
91 Eastbound Corridor Operations Project (SR-241 to SR-71)	\$220
91 Westbound Improvements (SR-241 to SR-71)	\$342
<b>SUBTOTAL</b>	<b>\$1,086</b>

## Project Description

The SR-241/SR-91 Tolled Express Connector will consist of a direct connector between the 241 Toll Road and 91 Express Lanes, carrying northbound 241 Toll Road traffic to the eastbound 91 Express Lanes and westbound 91 Express Lanes traffic to the southbound 241 Toll Road.

## Key Considerations

The project is part of the planned build out of the Eastern Transportation Corridor as approved in 1994. The purpose of the project is to improve traffic operations on the Northbound 241 Toll Road and SR 91 Corridor by providing a new route choice, reducing weaving and merging that causes congestion, and ensuring free-flow speeds within the 91 Express Lanes. A key consideration is for the project to use dynamic pricing and progressive demand management tools to manage demand, while maximizing system performance and meeting performance metrics. The project will require widening of SR-91 to accommodate the direct connector and associated express auxiliary lanes in the median. The project's planned construction considers and aligns with the implementation of other planned improvements in the area including the SR-91 Eastbound Corridor Operations Project. Coordination between TCA, OCTA, RCTC, and Caltrans continues to ensure operations and maintenance considerations are addressed prior to and during operations. Coordination will also continue with local agencies, including the city of Anaheim, to ensure consistency with existing transportation plans.

## Schedule and Cost

Final Design is expected to be completed in 2026. Construction is anticipated to last approximately 36 months beginning in 2026 with project opening in 2029. The interagency Master Agreement and Operating Agreement between TCA, Caltrans, RCTC, and OCTA have been approved and executed. TCA has received tolling authority approval from the California Transportation Commission (CTC). The total cost of the project will be approximately \$524,000,000.

## Benefits

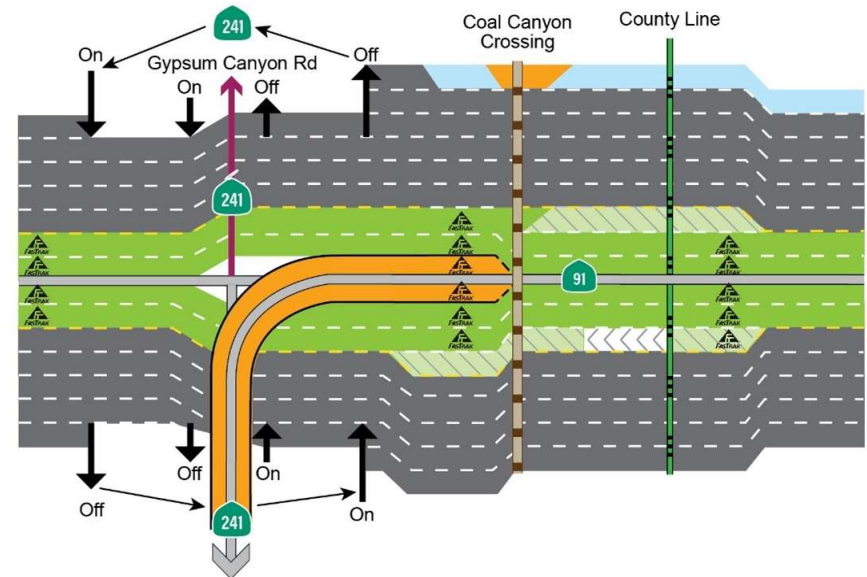
The project will provide a direct connection between the 91 Express Lanes and the 241 Road. This new route choice will improve regional mobility and enhance traffic operations on the 91 and 241 corridors resulting in travel time savings depending on direction, day and time of travel. The project will also reduce carbon emissions, fuel consumption, and improve air quality.

## Current Status

Caltrans approved the Project Report and Supplemental Environmental Document with Record of Decision in March 2020. The project is currently completing Final Design. In addition, OCTA, RCTC, Caltrans, and TCA have worked collaboratively to complete and execute the Master and Operating Agreements. TCA has completed the tolling authority process with the CTC.

### LEGEND

-  Existing Highway
-  Interchange/Ramp
-  HOV Lane
-  Express Lane Entrance / Exit
-  Buffer
-  Tolled Express Lane
-  Existing Lane
-  Proposed Improvement Lane
-  Other Improvement Projects



## Project Description

The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North, and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road (completed as part of RCTC I-15 Express Lanes Project), and improvements east of I-15. Due to funding constraints, a Project Phasing Plan was developed to allow an Initial Phase, with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. The SR-91 Eastbound Corridor Operations Project between SR-241 and SR-71 (the subject project) is a component of the SR-91 CIP that was not constructed with the Initial Phase.

## Key Considerations

Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to be coordinated with the SR-241/SR-91 Tolled Express Connector and the SR-91 Third Express Lane.

## Benefits

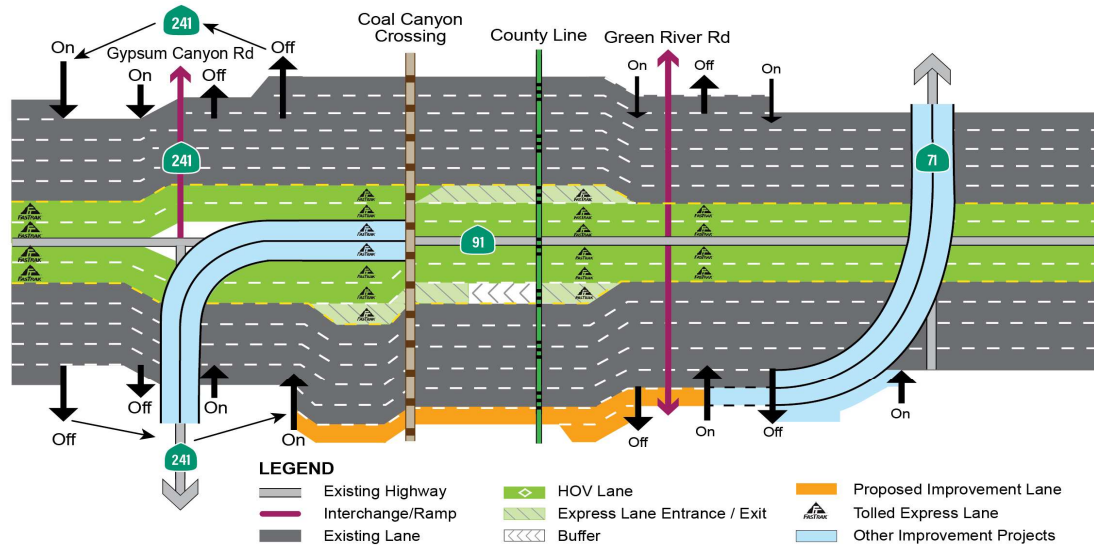
The 91 Eastbound Corridor Operations Project will reduce congestion and delays by providing additional operational improvements on SR-91 from SR-241 to SR-71.

## Schedule and Cost

With an estimated cost of \$220,000,000, the project is anticipated to be completed by 2030. This project may be partially funded by 91 Express Lanes surplus toll revenues.

## Current Status

The 91 Eastbound Corridor Operations Project is included in the SR-91 CIP environmental document that was completed in 2012. An alternatives analysis to evaluate potential improvement options in the eastbound direction was initiated in 2020 and completed in 2022. Efforts to determine final scope and prepare an environmental revalidation began in 2023 and is expected to be completed in 2026 followed by initiation of the Progressive Design Build Phase 1 contract to complete preliminary design and project cost negotiations.







## Post-2035 and Conceptual Projects

Concepts for potential Post-2035 implementation focus on longer-lead time projects. This multi-billion dollar program may include an elevated 4-lane facility (MIS Corridor A) from SR-241 to I-15 and Fairmont Boulevard Improvements. These concepts may involve environmental considerations and right-of-way needs and would require substantial planning, design, and ongoing policy and public engagement as they are further evaluated and refined.

Concept Summary	Cost (Millions)
Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15	\$2,720
Fairmont Boulevard Improvements	\$76.8
<b>SUBTOTAL</b>	<b>\$2,797</b>



## Concept Description

The improvements primarily consist of constructing a new 4-lane elevated expressway near or within the Santa Ana Canyon with freeway-to-freeway connectors at SR-241 and I-15. The facility may include managed lanes and potential reversible operations.

## Key Considerations

Choice of alignment will be key to determining net capacity increase. Extensive right-of-way (R/W) will be required to implement the improvements if the alignment is not in the SR-91 corridor. When median connector projects or HOV/HOT projects are constructed and this 4-lane elevated facility is proposed within the median of SR-91 through Corona, then extensive managed lane closures would be required during construction (thus temporarily reducing SR-91 capacity during construction).

An alternative could be studied for the median Corridor A viaduct along with reduced SR-91 geometric standards to minimize R/W impacts.

Also, direct connectors (such as for High Occupancy Vehicle (HOV) / High Occupancy Toll (HOT) at I-15/SR-91) to/from the median could be precluded by Maglev columns located within the same median area. Caltrans and Maglev highway R/W, maintenance, safety, and operations considerations would need to be analyzed if shared use with a Maglev facility were pursued. Additional mitigation costs may be required for improvements to SR-241 and SR-133 as a result of additional Corridor traffic volumes. With Corridor A as managed lanes, and the extension of 91 Express Lanes to I-15, this project concept may affect traffic distribution due to “parallel” tolled facilities.

## Benefits

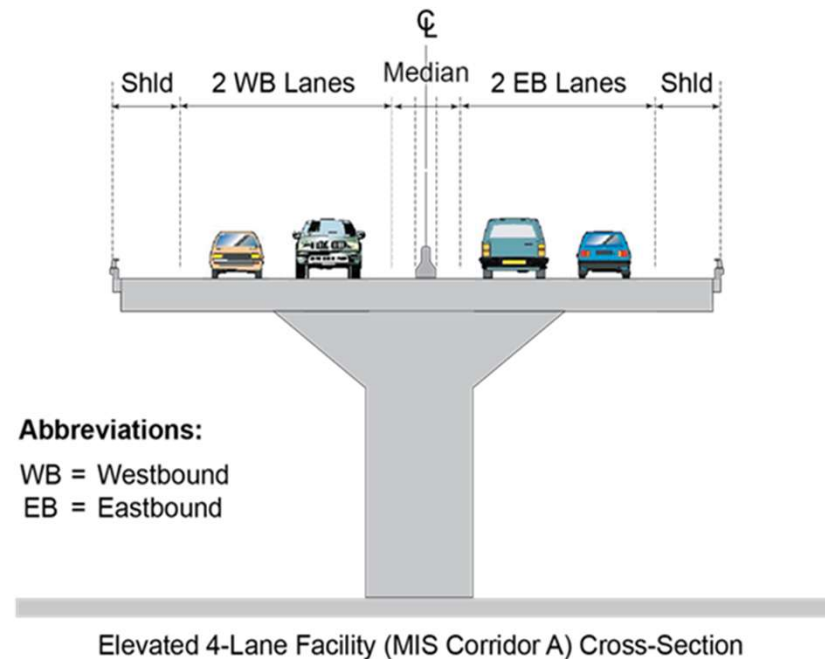
The concept would provide significant congestion relief by allowing vehicles to bypass the at-grade freeway lanes and local arterial interchanges between SR-241 and I-15. Connections are proposed directly between SR-91, SR-241, and I-15.

## Schedule and Cost

This concept is identified in the Riverside County - Orange County Major Investment Study (MIS) as part of the Locally Preferred Strategy to improve mobility between Riverside County and Orange County. No project development work is planned at this time.

## Current Status

Anticipated project completion is post-2035 and construction cost is estimated to be \$2,720,000,000 (2005 dollars).



## Concept Description

The project would provide a new interchange with SR-91 at Fairmont Boulevard. On and off ramps will connect Fairmont Boulevard from the north to eastbound (EB) and westbound (WB) SR-91. The proposed interchange does not include a vehicular Fairmont Boulevard connection to Santa Ana Canyon Road to the south. A pedestrian/bicycle connection is also proposed between La Palma Avenue and Santa Ana Canyon Road. This bridge and pathway will allow for direct Santa Ana River Trail access from both Anaheim south of SR-91 and from Yorba Linda.

## Key Considerations

Interchange spacing and weaving issues (to SR-55) need to be evaluated. Widening of SR-91 may be needed to accommodate interchange ramps. Proximity of the Santa Ana River may require that the WB ramp junction be located north of the river. New connection requirements and interchange spacing needs to be considered. Ramp and bridge placement needs to take pedestrian/bicycle bridge into account or incorporate the pedestrian/bike path into the design beyond the vehicular access limits of the project.

## Schedule and Cost

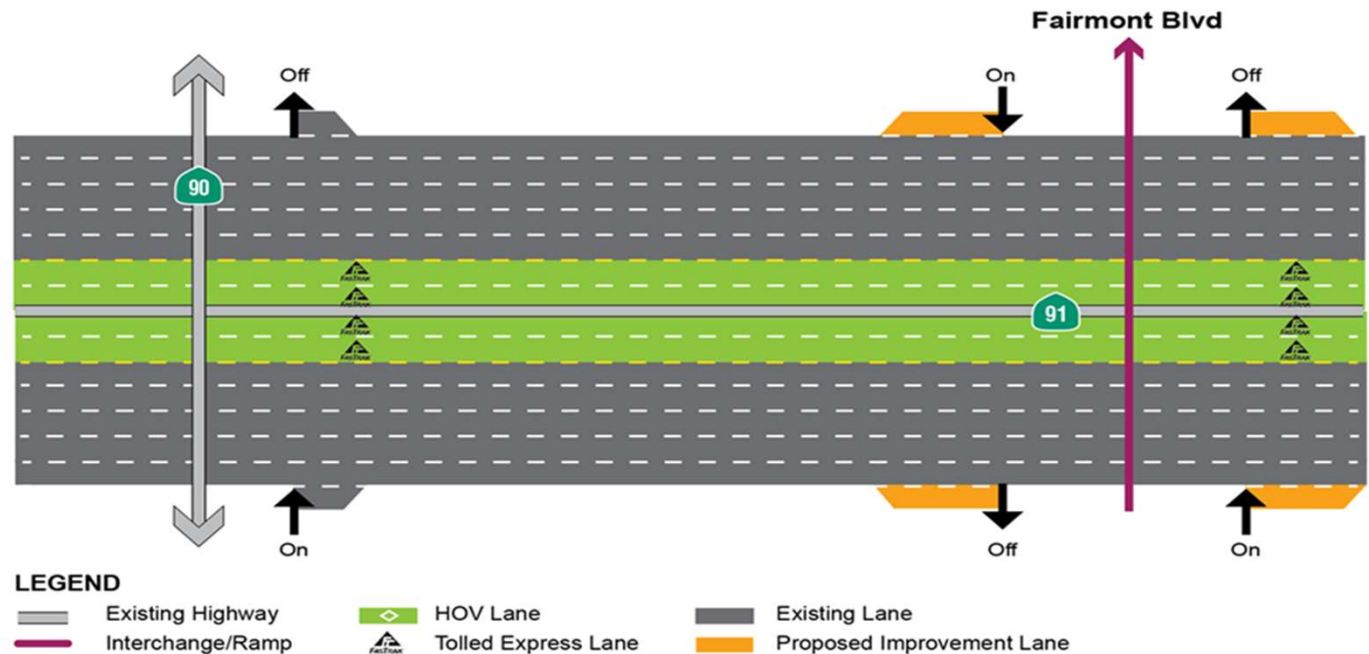
The City of Anaheim completed a conceptual engineering study in December 2009 for the interchange. Multiple alternatives have been developed as part of the conceptual engineering study. Bicycle/pedestrian bridge is currently in initial planning stages. Project development is pending funding identification. On July 24, 2017, OCTA staff along with a senior staff member of WSP presented the findings of a 91 Express Lanes intermediate access study. The study provided various alternatives, traffic modeling, and financial impacts of the additional access. At the conclusion of the discussion, the OCTA Board of Directors did not authorize additional analysis for the intermediate access.


## Benefits

The interchange is expected to relieve congestion at Imperial Highway (SR-90), Lakeview Avenue, and Weir Canyon Road Interchanges. Preliminary traffic modeling shows a 10-15% decrease in volumes at Weir Canyon and SR-90 interchanges with the interchange alternative.

## Current Status

Anticipated project completion is post 2035 and construction cost is estimated to be \$76,800,000 (costs from 2009 Feasibility Study). R/W cost is undetermined. Cost excludes any potential impact to Santa Ana River.





## Completed Projects

The following exhibits represent completed projects from previous Plans since 2006 and are intended to be used as a reference to illustrate the progress made since the inception of the Plan. Note: some projects listed in the Plan as completed (see Section 1, Project Accomplishments) are not included herein since there was no exhibit created or necessary for use with prior Plans (such as for restriping projects, various safety enhancements, minor operational improvements, etc.).

Project Improvements	Constructed
Green River Road Overcrossing Replacement	2009
North Main Street Corona Metrolink Station Parking Structure	2009
Eastbound Lane Addition from SR-241 to SR-71	2010
Widen SR-91 between SR-55 and SR-241 by Adding a 5th GP Lane in Each Direction	2012
SR-91 WB Lane at Tustin Avenue	2016
Metrolink Service Improvements	2016
Initial Phase CIP: Widen SR-91 by One GP Lane in Each Direction East of Green River Rd, CD Roads and I-15/SR-91 Direct South Connector, Extension of Express Lanes to I-15 and System/Local Interchange Improvements	2017
Express Bus Service	2019
La Sierra Metrolink Parking Improvements	2019
SR-91 Corridor Operations Project	2022
Anaheim Canyon Metrolink Station Improvements	2023
15/91 Express Lanes Connector	2023
Eastbound 91 Express Lane Extension	2023
Green River Road Bike Lane Gap Closure	2025
SR-71/SR-91 Interchange Improvements	2025

# Green River Road Overcrossing Replacement

## Project Description

Improvements primarily consist of replacing the existing Green River Road overcrossing with a new six-lane wide, 4 span overcrossing to accommodate future widening of SR-91. The interior spans will accommodate up to eight mainline lanes in each direction including two HOV lanes. The exterior spans can accommodate two lanes, either for Auxiliary lanes or collector distributor roads. Entrance and exit ramps will be realigned and widened to accommodate the new bridge, yet the interchange will retain its current configuration. New Signals will be installed at the ramp intersections. Ramp and bridge improvements will be constructed within the existing right of way.

## Key Considerations

Design interface is required with the Eastbound Lane Addition from SR-241 to SR-71. SR-71/SR-91 Interchange Improvements, SR-91 Corridor Improvement Project, and SR-241/SR-91 HOV/HOT Connector.

## Current Status

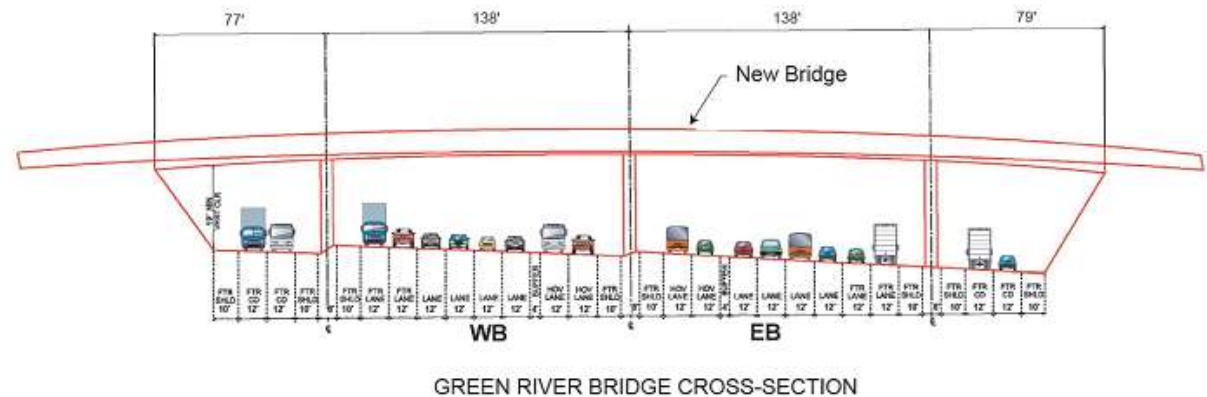
The project began construction in March 2007 and was completed in March 2009.

## Benefits

The project will improve the level of service at ramp and local street intersections at the interchange. Improvements will reduce ramp queues that extend into the freeway's general-purpose lanes, thus contributing to congestion relief on SR-91.

Project Costs	\$
Capital Cost	\$21,000,000
Support Cost	\$3,000,000
Right of Way Cost	\$301,000
Total Project Cost	\$24,301,000

Project Schedule	Status
Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed



# North Main Street Corona Metrolink Station Parking Structure

## Project Description

The project provides a six level parking structure with 1,065 parking stalls. The construction is within the existing North Main Street Metrolink station property in Corona.

## Key Considerations

Proposed improvements were constructed within existing right of way. Currently there are 700 users of the facility, 200 more that were previously able to accommodate. Additionally, RCTC has opened up the lot to park and ride carpools and vanpools and has issued over 120 permits for carpools to use the expanded station. This shows an added benefit of supporting carpooling as well as transit to offset congestion on SR-91.

## Benefits

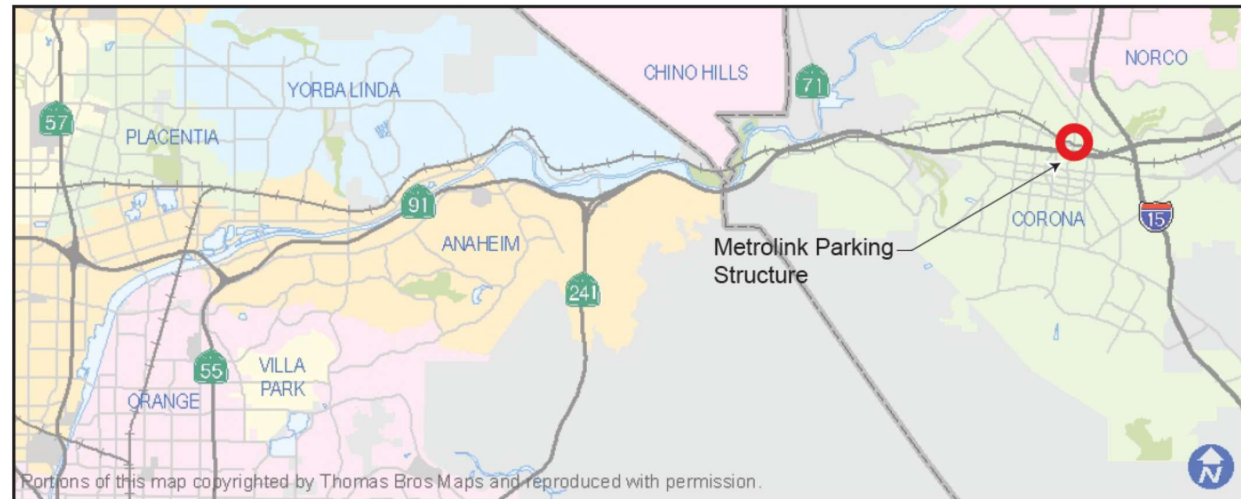
Demand for parking currently exceeds the capacity at the North Main Street Corona station. New parking capacity will allow Metrolink ridership to increase thereby diverting vehicle trips from SR-91.

## Current Status

Construction was initiated in January 2008 and was completed in June 2009. The Project was funded with Federal Congestion Management and Air Quality (CMAQ) funds.

Project Costs	\$
Capital Cost	\$20,000,000
Support Cost	\$5,000,000
Right of Way Cost	\$0
Total Project Cost	\$25,000,000

Project Schedule	Status
Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed



# Eastbound Lane Addition from SR-241 to SR-71

## Project Description

The project will provide an additional eastbound (EB) lane from the SR-91/SR-241 interchange to the SR-71/SR-91 interchange and will widen all EB lanes and shoulders to standard widths.

## Key Considerations

Coordination with the SR-91 Corridor Improvement Projects will be required. Staged construction would be required for all ramp reconstruction and freeway widening. Freeway operations would most likely be affected by this project, however, freeway lane closures are not anticipated. An EB concrete shoulder will be constructed with a 12-foot width to provide for future widening.

## Benefits

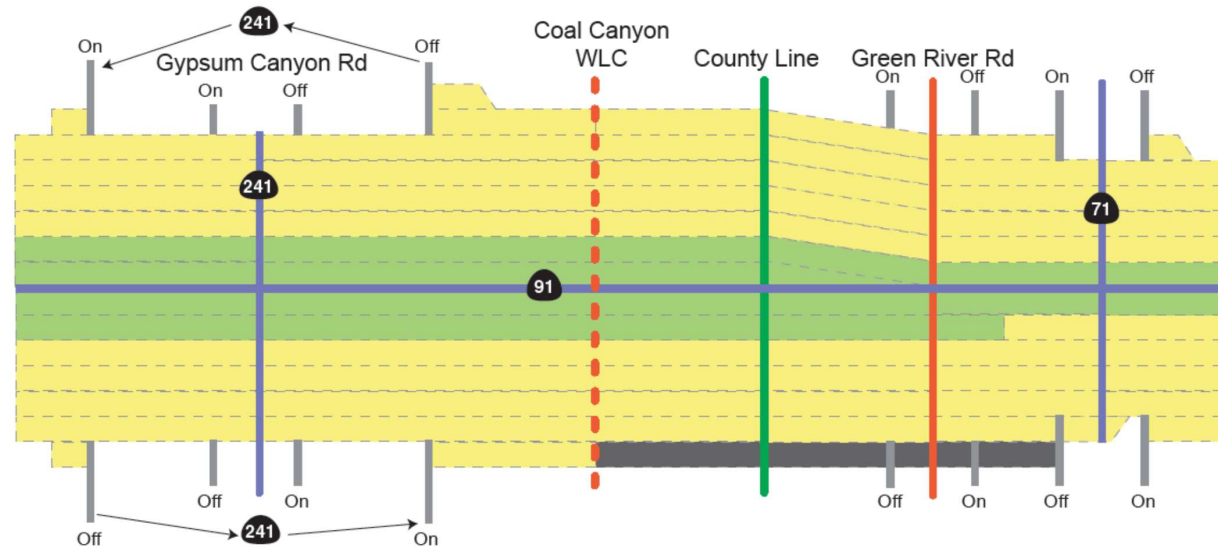
The lane addition would help alleviate the weaving condition between SR-241 and SR-71, as well as remove vehicles from the SR-91 mainline that would be exiting at Green River Road and SR-71.

## Current Status

Funding is from the American Recovery and Reinvestment Act (ARRA) with \$71.44M approved, and the balance of project costs are from other sources. Construction began in late 2009 and was completed in September 2010.

Project Costs	\$
Capital Cost	\$41,000,000
Support Cost	\$8,000,000
Right of Way Cost	\$2,200,000
Total Project Cost	\$51,200,000

Project Schedule	Status
Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed



## Project Description

The project will add a westbound (WB) auxiliary lane on SR-91 beginning at the northbound (NB) SR-55 to WB SR-91 connector through the Tustin Avenue interchange. This project includes approximately 1.1 lane miles.

## Key Considerations

Build alternative 3 was selected from the Project Study Report (PSR). On Westbound (WB) SR-91 Auxiliary Lane from the Northbound (NB) SR-55/WB SR-91 Connector to the Tustin Avenue Interchange and requires additional right-of-way. City of Anaheim utilities are within proximity of the proposed widening section. Widening of the Santa Ana River Bridge is required. Coordination with the City of Anaheim occurred for widening of Tustin Avenue and the WB SR-91 Off-Ramp that was completed early 2011.

## Benefits

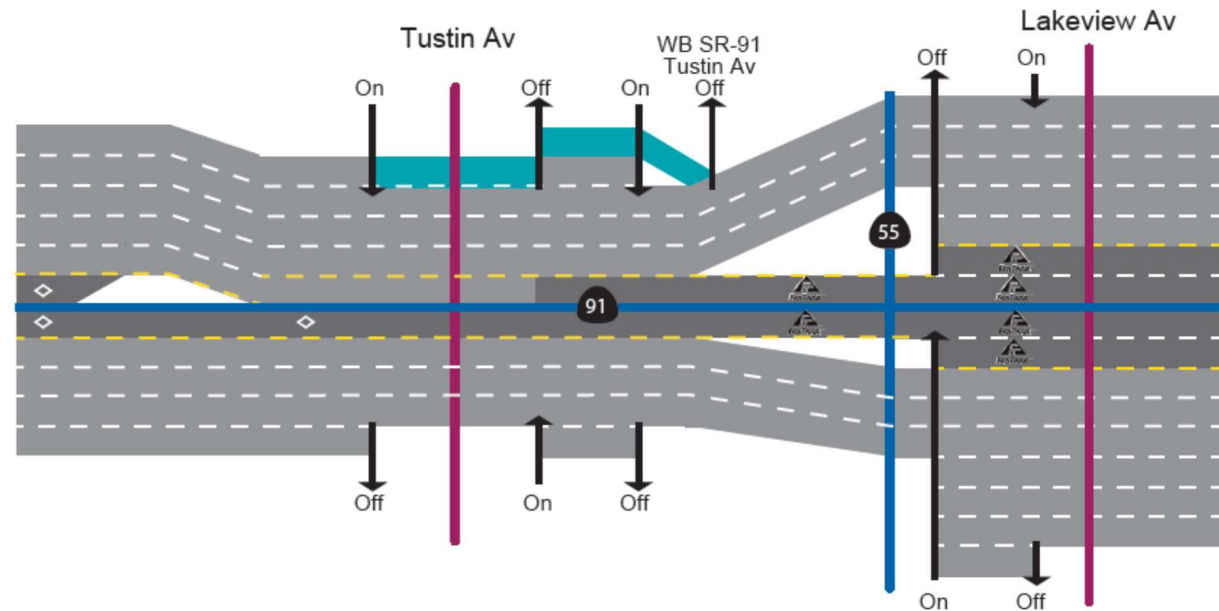
The project would reduce or eliminate operational problems and deficiencies on this section of WB SR-91 including weaving and merging maneuvers. This project would also address choke-point conditions, which are caused primarily by extensive weaving between the NB SR-55 to WB SR-91 connector and the WB SR-91 off-ramp to Tustin Avenue.

## Current Status

Preliminary engineering was completed and approved by Caltrans. The environmental phases was completed in November 2010, and design was completed mid-2013. Construction was initiated in February 2014. The project received \$14M from the proposition 1B State-Local Partnership Program (SLPP), \$14M from Measure M, with the balance from Regional Improvement Program (RIP) funds. Contract acceptance and open to traffic in May 2016.

Project Costs	\$
Capital Cost	\$22,218,000
Support Cost	\$16,382,000
Right of Way Cost	\$4,682,000
Total Project Cost	\$43,282,000

Project Schedule	Status
Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed



## Project Description

There are sixteen daily trains that run on the IEOC Line and nine trains running on the Los Angeles to Riverside portion of 91/Perris Valley (91/PV) Line for a total of 25 daily trains. The Long-term service improvements will include 24 IEOC trains by 2030.

The Perris Valley portion of the 91 Line extends Metrolink service southeast by 25 miles, from Riverside to Perris. The project is located within the right of way of the existing San Jacinto Branch Line through Riverside, Moreno Valley and Perris. Construction began in October 2013. Cost approximately \$248 million, and the extension opened to the public in June 2016. The inaugural schedule (December 2015) includes nine trains through to Los Angeles and 12 between Perris and Riverside.

## Key Considerations

Construction of the new Placentia Metrolink station will improve passenger access to the 91/PV Line, by creating a station between Fullerton and Corona. Improvements at the Anaheim Canyon station are designed to account for the future expansion of the IEOC rail service.

## Benefits

Enables development of expanded Metrolink service, improved efficiency, and fosters train ridership growth in the region, which will contribute to congestion relief on SR-91.

## Current Status

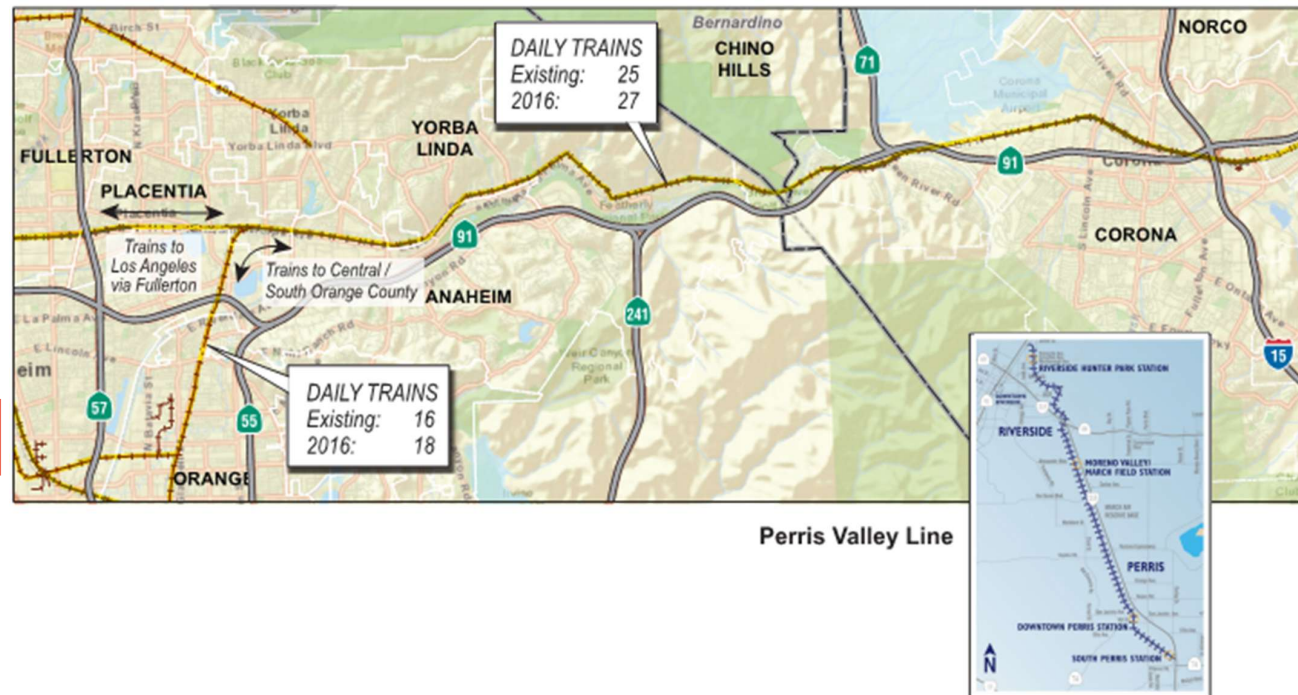
Two additional IEOC Line roundtrips were added in late 2015, and in Mid-2016, nine trains began service on the Perris Valley Extension to the 91/PV Line.

Project Costs Estimates	\$
IEOC Service Cost	\$1,160,000
Perris Valley Line Cost	\$248,000,000
Right of Way Cost	\$249,160,000

Costs from OCTA and RCTC (in 2015 dollars)

## Project Schedule

Completed 2016

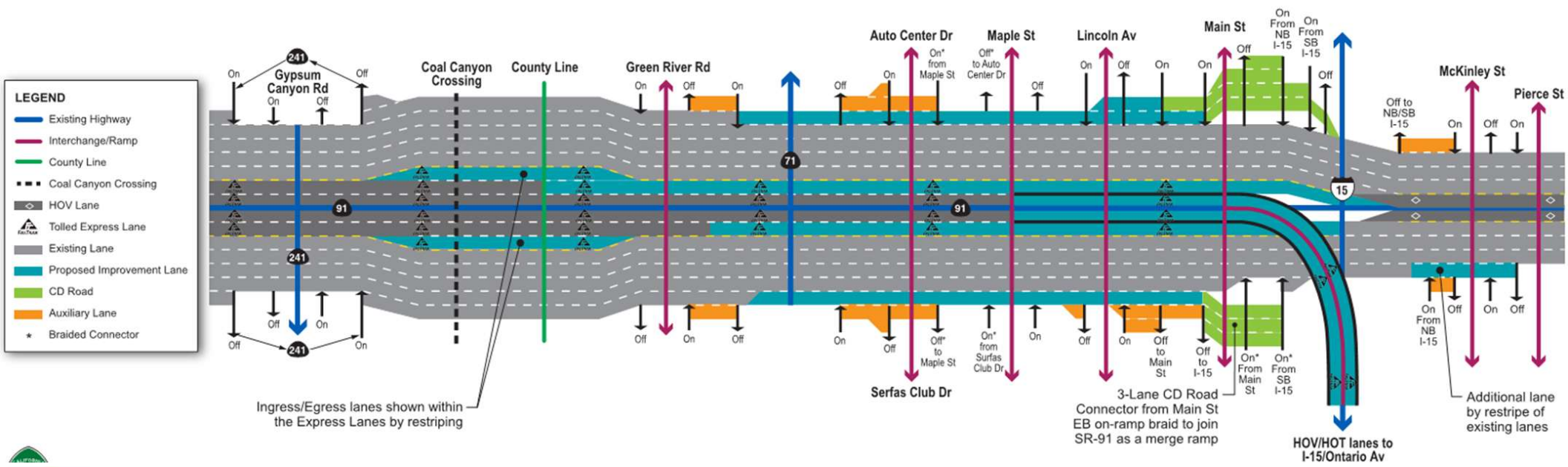


**Project Description**

The approved Project Study Report (PSR) for the SR-91 Corridor Improvements Project (CIP), from SR-241 to Pierce Street, includes the addition of a 5<sup>th</sup> general purpose lane in each direction, the addition of auxiliary lanes at various locations, additional lanes at the SR-71/SR-91 interchange (Project #5), and collector-distributor (CD) lanes at the I-15/SR-91 interchange. Subsequently, the Riverside County Transportation Commission's (RCTC) 10 year Delivery Plan recommended the following addition to the PSR recommended improvements: the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of SR-91 (EB/WB)/I-15 (SB/NB) Express Lanes median direct connectors, and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road, and northerly to I-15/ Hidden Valley Parkway. An Express Lane ingress/egress lane is also planned near the county Line. Due to economic conditions, a Project Phasing Plan was developed to allow an Initial Phase with reduced improvements to move forward as scheduled, with the remaining ultimate improvements to be completed later. The following is a summary of the deferred ultimate improvements: I-15/SR-91 median North Direct Connector, and I-15 Express Lanes to Hidden Valley Parkway (Project #9): general purpose lanes to Express Lanes from I-15 to Pierce Street; and general purpose lanes from SR-241 to SR-71. The I-15 Express Lanes to be extended from Ontario Avenue to Cajalco Road are included in RCTC's I-15 Express Lane Project with an anticipated completion in 2020.

**Key Considerations**

Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with a differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 Interchange, the SR-241/91 Express Connector, and RCTC's I-15 Express Lane Project.



**(Continued)**

**Current Status**

The environmental phase was completed in Fall 2012. A Design-Build contractor was selected in May 2013 and construction activities began in early 2014 for the Initial Phase. The project is anticipated to open to traffic in Spring 2017 with final project acceptance anticipated at the end of 2017.

**Benefits**

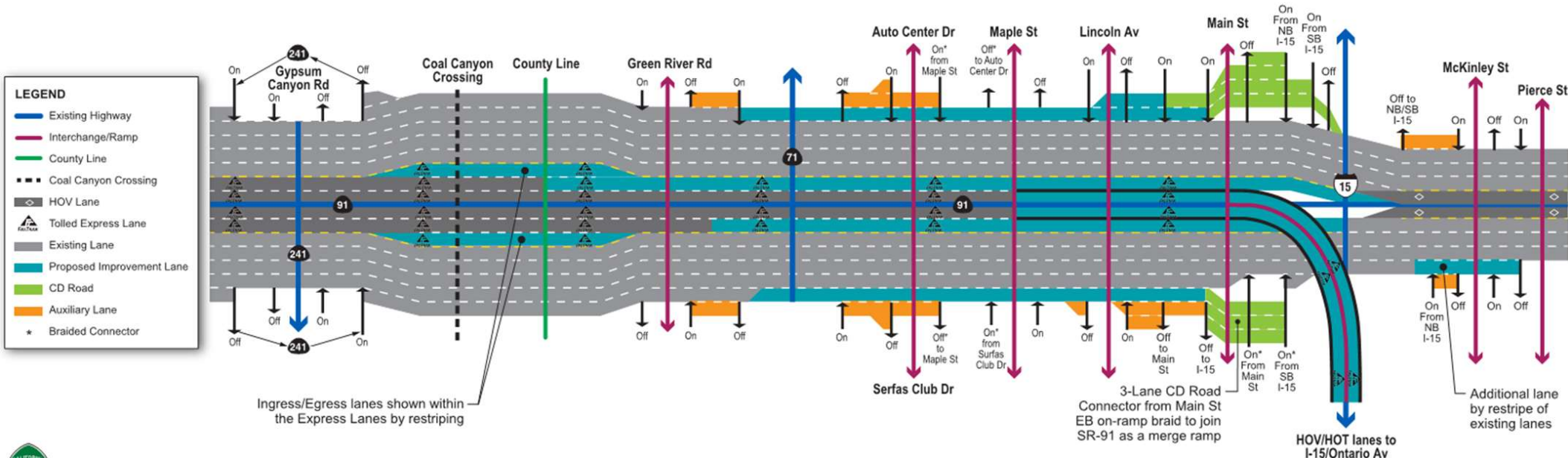
The Initial Phase and Ultimate CIP projects will reduce congestion and delays by providing additional SR-91 capacity from SR-241 to Pierce Street, along I-15 from SR-91 to Cajalco Road to the south, and to Hidden Valley Parkway to the North. Traffic operations will improve by eliminating or reducing weaving conflicts along SR-91 and I-15 by the use of CD roads and auxiliary lanes. The project will provide motorists a choice to use Express Lanes for a fee in exchange for time savings.

Project Costs*	\$
Capital Cost	\$1,161,000,000
Support Cost	\$246,000,000
Total Project Cost	\$1,407,000,000

Project Schedule**	Status
Preliminary Engineering	Completed
Environmental	Completed
Design/Construction	2013-2017

\* Cost obtained for Initial Phase is from RCTC (2014 dollars)

\*\* Schedule for Initial Phase; subsequent Phase for Ultimate Project anticipated in 2035



## Project Description

Orange County Transportation Authority (OCTA), working with the Riverside County Transportation Commission (RCTC) and the Riverside Transit Agency (RTA), operate Express Bus service between Riverside and Orange counties. Commuters lack direct transit connections to some Orange County employment centers not served by Metrolink. The Express Bus service provides this connection.

## Existing Service

OCTA has operated Route 794 since 2006 from Riverside County to Hutton Centre and South Coast Metro (shown in orange above). On Route 794, OCTA removed trips to Corona in February 2018 based on low ridership. OCTA currently operates six morning westbound trips and five afternoon eastbound trips to/from the La Sierra Metrolink Station. Two new Express Bus routes were implemented by RTA in January 2018 between Riverside County and Orange County including RTA Route 200 (shown in blue above) from San Bernardino/Riverside to the Anaheim Resort. The route provides hourly service on weekdays and 90 to 120 minute service on weekends with a fleet of six buses. RTA Route 205 (shown in green above) from Lake Elsinore/Temecula/ Corona to the Village at Orange includes three AM and three PM roundtrips with 3 buses.

## New Service

The Express Bus Routes have been fully implemented as of FY19 and there are no planned service additions. Changes to routes may be made in the future based on available funding and ridership demand.

## Key Considerations

Intercounty Express Bus service is effective between locations where transit travel times by Express Bus would be more competitive than Metrolink and connecting rail feeder buses.

## Benefits

The Express Bus Routes have been fully implemented as of FY19 and there are no planned service additions. Changes to routes may be made in the future based on available funding and ridership demand.

## Schedule and Cost

The Express Bus Routes have been fully implemented as of FY19. Ongoing operating costs average \$4,892,000 per year and capital costs average \$1,174,000 per year (2019 dollars). The annual capital cost was increased in 2019 to reflect the future cost of complying with the new Innovative Clean Transit regulation.

## Current Status

Since completion of the 91 Express Lanes, RTA more than doubled its Express Bus service on SR-91. Currently, OCTA operates 11 bus trips per day on SR-91. RTA now operates 47 trips on weekdays (up from 18 trips that Route 216 provided weekdays) and 18 trips on weekends (up from 8 trips provided by Route 216) on SR-91 Express Lanes. Service hours for this expansion is an extra 21,445 hours per year and is being served by five new coaches added to the RTA fleet.



## Project Description

There are currently 1,000 spaces available. RCTC is implementing a parking lot expansion to include an additional 496 spaces and six bus bays to accommodate RTA Express Lane Service 200 that originates at Metrolink San Bernardino Transit Center with stops along Riverside Downtown Metrolink Station, Metrolink La Sierra, the Village at Orange, ARTIC, Disneyland, and Anaheim Convention Center, as well as other potential bus routes for the future.

## Schedule and Cost

Construction was completed in February 2019. The project cost is estimated to be \$6,260,000.

## Current Status

Construction and project implementation has begun.

## Benefits

The 496 parking spaces will provide for existing and future demand. The parking lot expansion will provide for ADA parking. RTA express service, commuter rail, and vanpool.



## Project Description

The Riverside County portion of the 91 Express Lanes began operation in March 2017. Throughout the first year of operation, RCTC made minor operational improvements to improve the SR-91 corridor travel between State Route 241 (SR-241) and McKinley Street. In November 2018, RCTC implemented additional striping and signage improvements to westbound SR-91 at the McKinley entrance to the 91 Express Lanes as well as the County Line access location to further enhance efficiency along the westbound SR-91 corridor between McKinley Street and SR-241. In December 2018, the RCTC Commission authorized its staff to proceed with a project to construct an additional westbound lane along SR-91 between Green River Road and SR-241 (the subject of this project). This new project is now known as the SR-91 Corridor Operations Project (91 COP).

## Key Considerations

The goal of this project is to implement a substantial operational improvement that is cost effective and timely to address the peak period bottleneck conditions along westbound SR-91 near the County Line. Key considerations include reducing impacts to adjacent land and local streets using retaining walls and minimizing throw-away costs with future projects. Specifically, the project improvements need to be coordinated with the SR-241/SR-91 Tolloed Express Connector and the SR-91 Sixth GP Lane Addition projects.

## Benefits

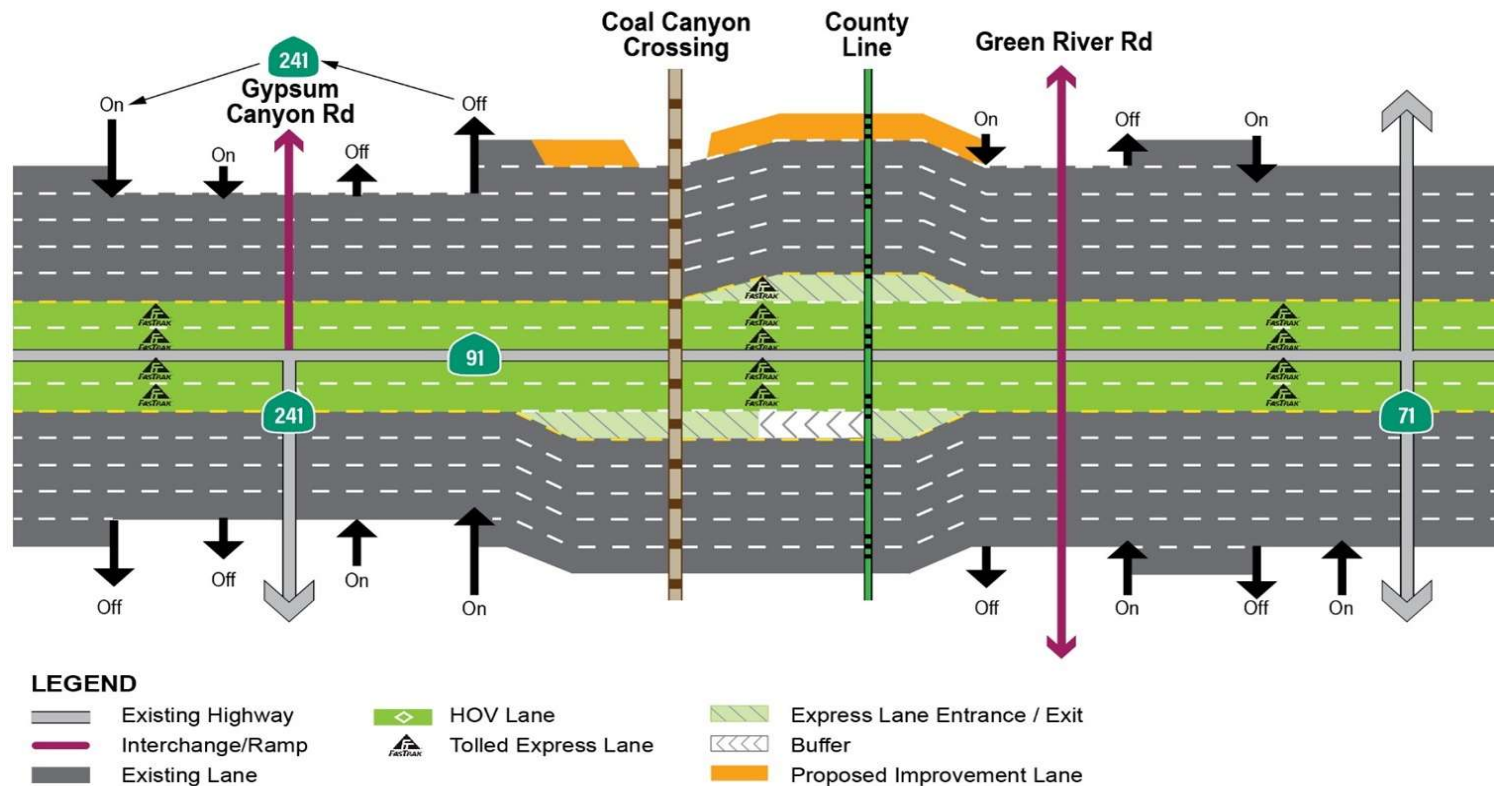
The 91 COP will reduce congestion and delays along westbound SR-91 between McKinley Street and SR-241.

## Schedule and Cost

Construction is planned for completion in 2022. The total project cost is estimated to be \$38,000,000.

## Current Status

This project is within the footprint of the SR-91 Sixth GP Lane Addition project that was an element of the SR-91 CIP environmental document approved in 2012. An environmental revalidation for the 91 COP was completed in Spring 2020. Construction began in November 2020.



# Anaheim Canyon Metrolink Station Improvements

## Project Description

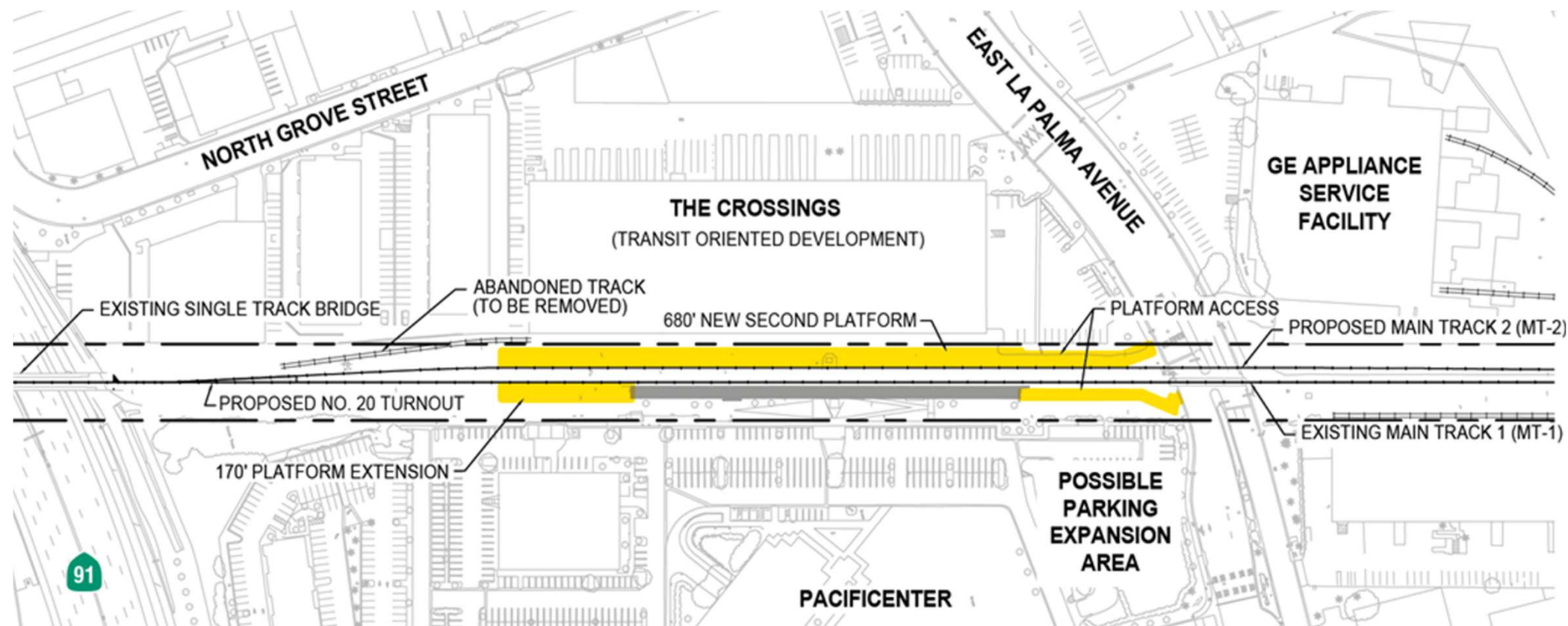
The Anaheim Canyon Metrolink Station Improvement Project will include the addition of approximately 3,400 linear feet of secondary track; a second platform; extending the existing platform; improvements at two at-grade railroad crossings located at Tustin and La Palma; as well as new shade structures, benches, and ticket vending machines. These project improvements will accommodate planned future train service and will enhance on time service and safety.

## Schedule and Cost

The plans were completed, and the project was advertised for bid in October 2020. Construction began in May 2021 and is anticipated to be completed in November 2022. The total project cost is estimated to be \$34.2 million.

## Benefits

The project will enable future Metrolink service expansion, improve train service efficiency, and foster train ridership growth in the region, which will contribute to congestion relief on SR-91.



## Project Description

The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North (15/91 Express Lanes Connector, the subject project), and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road (completed as part of RCTC I-15 Express Lanes Project), and easterly to east of McKinley Street. Due to funding constraints, a Project Phasing Plan was developed to allow an Initial Phase, with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. Subsequently, the proposed 15/91 Express Lanes Connector improvements (the subject of this project) have been pulled out from the CIP as a standalone project.

## Key Considerations

Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 interchange, the SR-241/SR-91 Tolled Express Connector, and the Eastbound 91 Express Lane Extension.

## Benefits

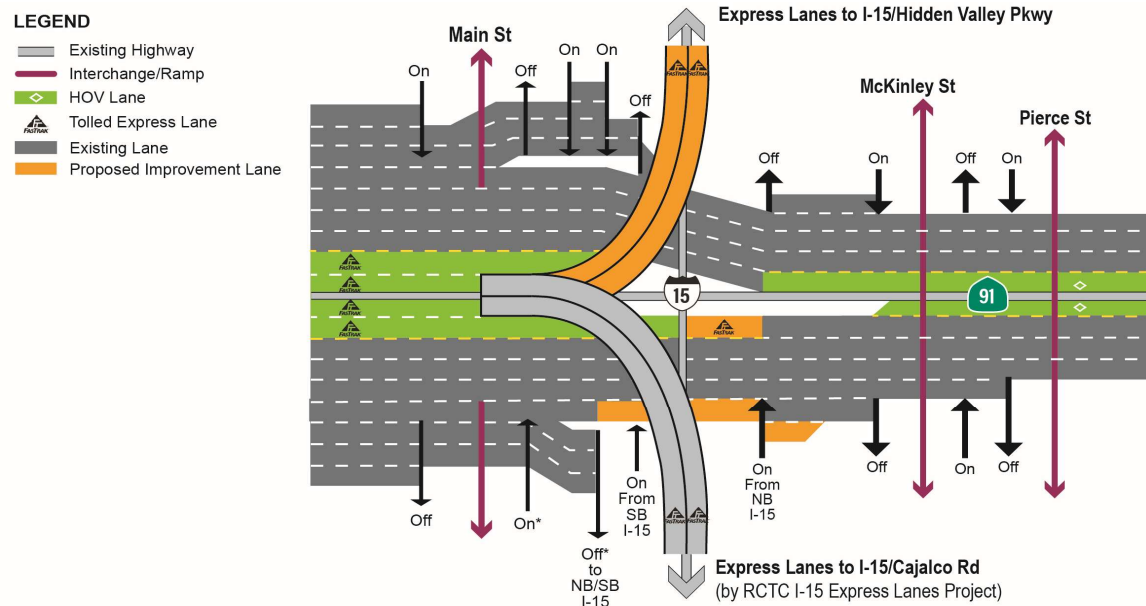
The 15/91 Express Lanes Connector project will reduce congestion and operational delays by providing direct median-to-median access between the SR-91 Express Lanes and I-15 Express Lanes. Traffic operations will improve by eliminating weaving conflicts and out-of-direction travel along SR-91 and I-15 by the use of the direct connectors. The project will provide motorists a choice to use the 15/91 Express Lanes Connector for a fee in exchange for time savings.

## Schedule and Cost

Construction is planned to be completed in late 2023. The total project cost is estimated to be \$270,000,000.

## Current Status

The 15/91 Express Lanes Connector is currently discussed in the environmental document for the SR-91 CIP that was completed in 2012. An environmental revalidation was completed in 2019. A Design-Build contract was awarded in Spring 2020 and the project is currently under construction.



## Project Description

The Eastbound 91 Express Lane Extension is a new project that was initiated in 2022. The scope of the project is to extend a second eastbound toll express lane from the exit to the express lane connectors (just east of the Main Street Undercrossing) to the beginning of the SR-91 HOV lane just east of Promenade Avenue Overcrossing.

## Key Considerations

Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 interchange, the SR-241/SR-91 Tolerated Express Connector, and the 15/91 Express Lanes Connector.

## Benefits

The Eastbound 91 Express Lane Extension will reduce congestion and improve operations in the express lanes and general-purpose lanes by providing a gap closure lane between the existing express lanes and HOV lane reducing merging and weaving on eastbound 91 within the existing bottleneck of the I-15 interchange area.

## Schedule and Cost

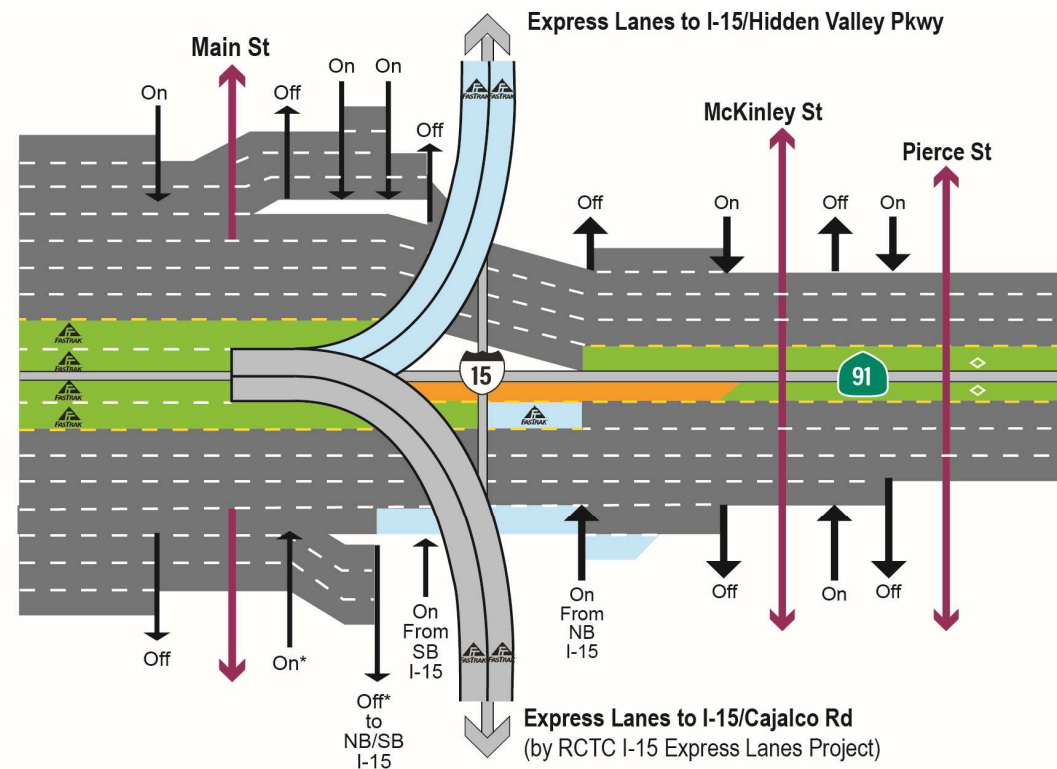
Construction is planned to be completed in late 2023. The total project cost is estimated to be \$10,000,000.

## Current Status

The Project Approval and Environmental Document (PA/ED) phase is currently underway.

### LEGEND

- Existing Highway
- Interchange/Ramp
- HOV Lane
- Tolerated Express Lane
- Existing Lane
- Other Improvement Projects
- Proposed Improvement Lane



# Green River Road Bike Lane Gap Closure

## Project Description

The project consists of adding bike lanes along Green River Road between the Eastbound SR-91 Ramp intersection and Crestridge Drive intersection.

## Key Considerations

The project proposes to restripe the existing roadway to provide bike lanes in both directions along Green River Road between the Eastbound SR-91 Ramp intersection and Crestridge Drive intersection.

## Benefits

The project will provide bike lane connectivity between the existing Green River Road bike lanes to the east and the Santa Ana River Trail to the west, closing the existing bike lane gap along Green River Road. These lanes will provide regional bike lane connectivity until the Santa Ana River Trail is completed.

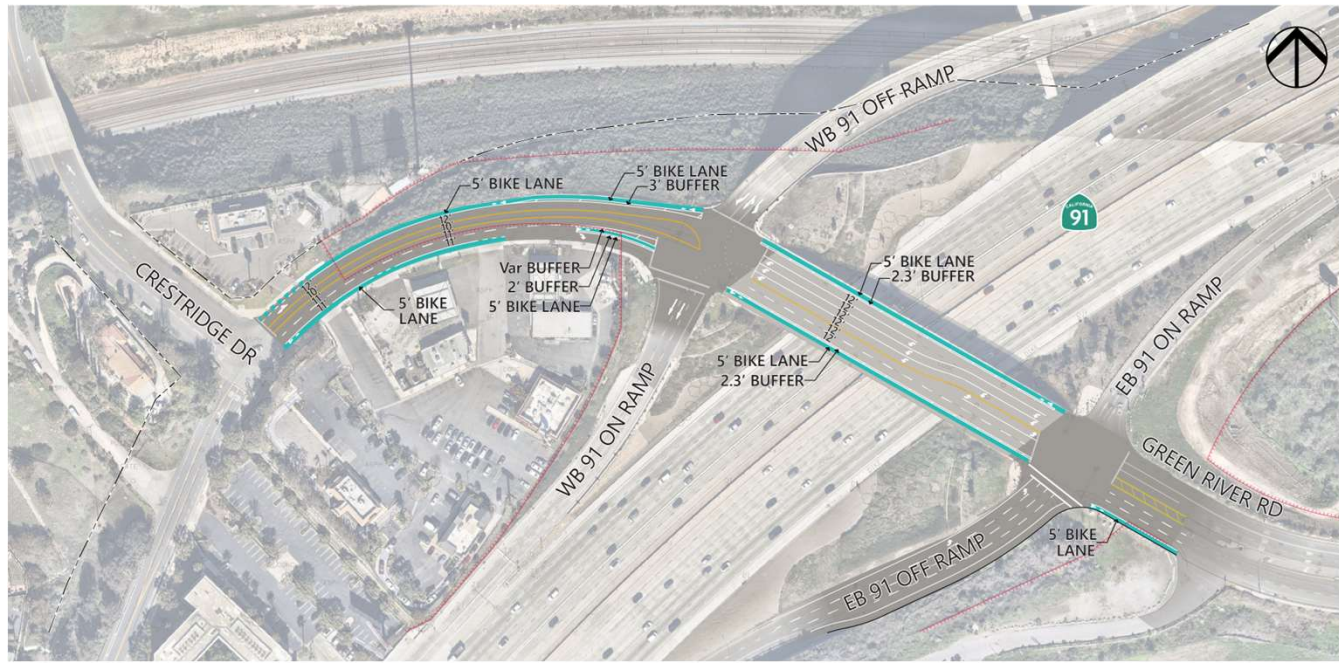
## Schedule and Cost

Bids are anticipated in May 2025 with award expected in July.

Cost is estimated to be \$14,000.

## Current Status

This work is part of a citywide pavement project. The Green River area will be prioritized and is expected to be completed by late 2025.



# SR-71/SR-91 Interchange Improvements

## Project Description

The current project includes a new two-lane direct connector from eastbound (EB) SR-91 to northbound (NB) SR-71 and realignment of the existing Green River Road SR-91 EB on-ramp to provide connection to NB SR-71 and EB SR-91.

## Benefits

The project will provide a new direct connector improvement from EB SR-91 to NB SR-71, replacing the geometric choke point created by the existing loop connector. The project will also improve traffic operations and operational efficiency by eliminating or minimizing weaving conflicts through the use of auxiliary lanes.

## Current Status

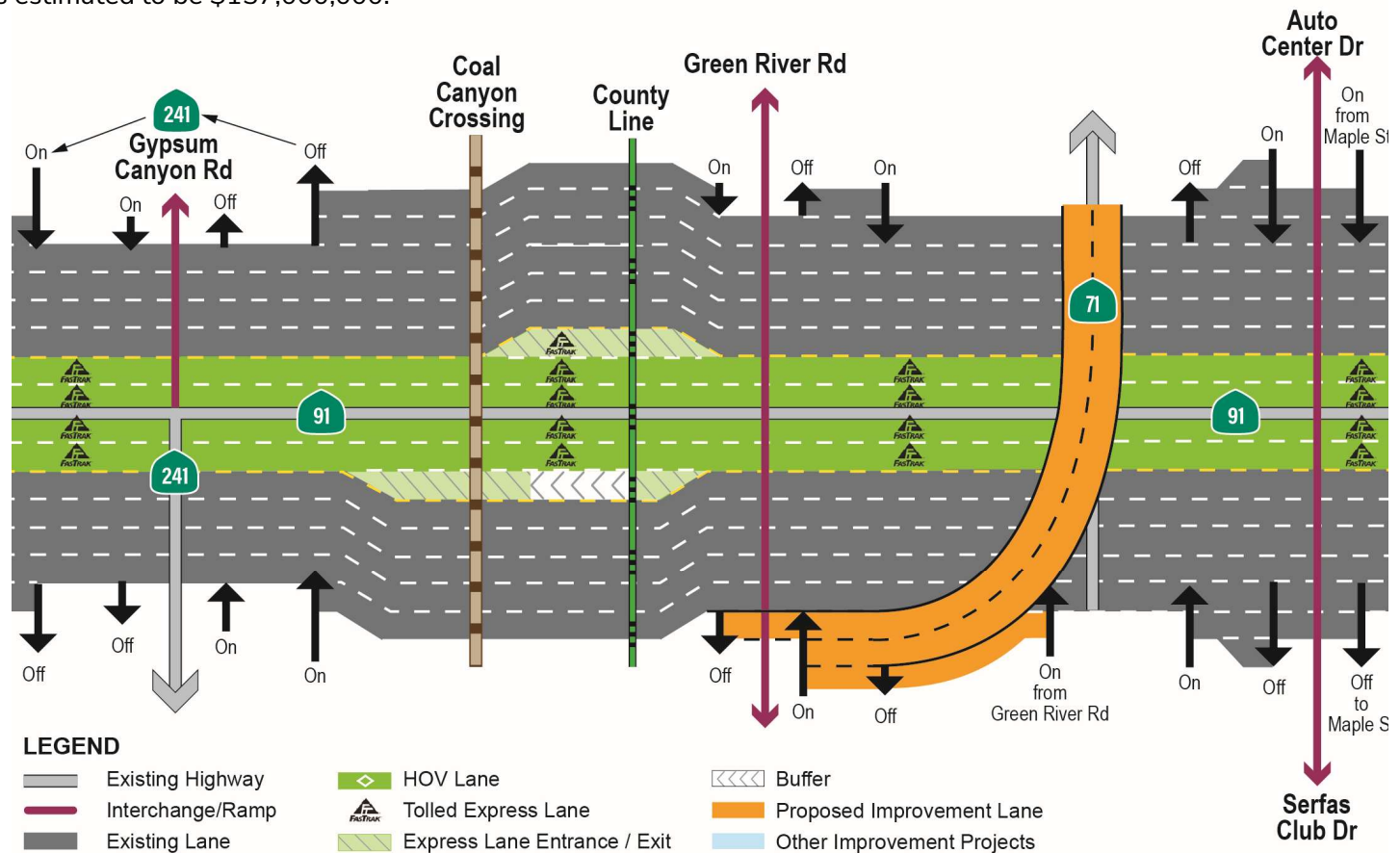
The environmental phase was completed in 2011 and final design in 2015. An environmental revalidation and update to the final design was completed in 2022. The project started construction in January 2023.

## Schedule and Cost

Construction is planned for completion in late 2025. Construction cost is estimated to be \$137,000,000.

## Key Considerations

Project improvements must be coordinated with the following projects: the SR-91 Eastbound Corridor Operations Project and the SR-241/SR-91 Tolted Express Connector. Close coordination with the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, and California Department of Fish and Wildlife will also be required as the connector crosses the Santa Ana River west of the Prado Dam.



The following documents and resources were used in the development of the Plan. Data was provided by OCTA, RCTC, Caltrans Districts 8 and 12, Transportation Corridor Agencies (TCA), other agencies, and online resources.

Measure M Next 10 Delivery Plan (Next 10 Plan), November 2024

Riverside Transit Agency, Ten-Year Transit Network Plan, January 22, 2015

PSR-PDS on Route 91 Between SR-57 and SR-55, October 2014

PS&E for “Westbound State Route 91 Auxiliary Lane from the NB SR-55/WB SR-91 Connector to the Tustin Avenue Interchange”, 2014

PS&E for Initial SR-91 CIP Project, 2014

California Transportation Commission, Corridor Mobility Improvement Account (CMIA), Amended December 2012

M2020 Plan (Measure M), September 2012

PSR-PDS for SR-241/SR-91 Tolloed Express Connector, January 2012

Project Report and Environmental Document (EIR/EIS) for SR-91 CIP from SR-241 to Pierce Street Project, October 2012

PS&E “On State Route 91 Between the SR-91/SR-55 Interchange and the SR-91/SR-241 Interchange in Orange County”, April 2011

Corridor System Management Plan (CSMP) Orange County SR-91 Corridor Final Report, August 2010

Project Study Report/Project Report “Right of Way Relinquishment on Westbound State Route 91 Between Weir Canyon Road and Coal Canyon”, May 2010

SR-91/Fairmont Boulevard Feasibility Study, December 2009

Feasibility Evaluation Report for Irvine-Corona Expressway Tunnels, December 2009

Plans, Specifications and Estimates (PS&E) for Eastbound SR-91 lane addition from SR-241 to SR-71, May 2009

PSR “On State Route 91 Between the SR-91/SR-55 Interchange and the SR-91/SR-241 Interchange in Orange County”, April 2009

91 Express Lanes Extension and State Route 241 Connector Feasibility Study, March 2009

PSR/PR “On Gypsum Canyon Road Between the Gypsum Canyon Road/SR-91 Westbound Off-Ramp (PM 16.4) and the Gypsum Canyon Road/SR-91 Eastbound Direct On-Ramp (PM 16.4)”, June 2008

Orange County Transportation Authority Renewed Measure M Transportation Investment Plan, November 2006

Riverside County-Orange County Major Investment Study (MIS) – Final Project Report: Locally Preferred Strategy Report, January 2006

Route Concept Reports for SR-91, Caltrans Districts 8 and 12

Various Preliminary Drawings and Cross Sections, Caltrans Districts 8 and 12



**May 4, 2026**

**To:** Regional Transportation Planning Committee

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

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is written over the "From:" line.

**Subject:** Cooperative Agreement No. C250331 with the California Department of Transportation to fund the Construction of the State Route 74 Ortega Highway Gap Closure and Multimodal Improvement Project

**Overview**

The Orange County Transportation Authority and the California Department of Transportation are working together to implement the State Route 74 Ortega Highway Gap Closure and Multimodal Improvement Project. This item proposes to enter into Cooperative Agreement No. C250331 with the California Department of Transportation to authorize use of state and federal funds for the construction phase of the State Route 74 Ortega Highway Gap Closure and Multimodal Improvement Project.

**Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C250331 between the Orange County Transportation Authority and the California Department of Transportation to authorize the use of \$30 million in federal Surface Transportation Block Grant Program funds, \$24.6 million in State Transportation Improvement Program funds, and \$2.5 million in Community Project Funding/Congressionally Directed Spending funds, for the construction of the State Route 74 Ortega Highway Gap Closure and Multimodal Improvement Project.

**Discussion**

The Orange County Transportation Authority (OCTA) and the California Department of Transportation (Caltrans) are working collaboratively to implement the State Route 74 Ortega Highway Gap Closure and Multimodal Improvement Project (Project). The project is part of a three-agency agreement between OCTA, the County of Orange, and the City of San Clemente to improve mobility in south Orange County.

The Project will widen Ortega Highway from two to four lanes for a 1.1-mile section between Calle Entradero and Reata Road. The Project also includes installing a traffic signal at Hunt Club Drive and Via Cordova, providing a 12-foot-wide striped median, a five- to eight-foot shoulder on each side to accommodate a Class II bicycle lane, and reconstructing the existing sidewalk. The Project also requires four retaining walls and two soundwalls. Caltrans, as the lead agency for the Project, is currently working toward achieving the required right-of-way certification and plans to advertise for construction by the end of calendar year 2026. The total Project cost is \$91.5 million including construction capital and support costs of \$60.1 million and could be open to traffic by spring 2029.

The Board of Directors (Board) has authorized the use of \$30 million in federal Surface Transportation Block Grant (STBG) Program funds and \$24.6 million in State Transportation Improvement Program (STIP) funds for the construction of the Project. OCTA has also requested Community Project Funding/ Congressionally Directed Spending funds through Representative Mike Levin's (D-CA) office which resulted in a \$4 million award of funds of which \$1.5 million was used in preconstruction and \$2.5 million has been designated for use during construction. Finally, the County of Orange has committed \$3 million to the construction phase which is being provided to Caltrans through a separate agreement. These sources combined provide the \$60.1 million needed for the construction phase of the Project. In order for Caltrans to access the federal funds that OCTA previously authorized, the Federal Highway Administration requires that Caltrans enter into an agreement with OCTA as the sponsoring agency.

The Cooperative Agreement No. C250331, as proposed, authorizes Caltrans to draw state and federal funds directly. Because this is not a Measure M2 freeway project, and Local Streets and Roads funds through the Comprehensive Transportation Funding Program can only be awarded through a competitive process, OCTA will request that any additional funding that may be needed in the future be provided through the STIP. If this is not possible, OCTA will work with the Southern California Association of Governments to use STBG Program funds.

#### Fiscal Impact

The project funding will not flow through OCTA's budget so there is no direct fiscal impact to OCTA's Fiscal Year (FY) Proposed 2026-27 Budget and subsequent FY budgets.

**Cooperative Agreement No. C250331 with the California Department of Transportation to fund the Construction of the State Route 74 Ortega Highway Gap Closure and Multimodal Improvement Project from Calle Entradero to Reata Road**

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**Page 3**

***Summary***

Staff requests Board approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C250331 with Caltrans, in the amount of \$57.1 million, for the Project.

***Attachment***

None.

**Prepared by:**



Adriann Cardoso  
Department Manager, Capital Programming  
(714) 560-5915

**Approved by:**



Rose Casey  
Executive Director, Planning  
(714) 560-5729



**May 4, 2026**

**To:** Regional Transportation Planning Committee

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

**Subject:** Consultant Selection for Construction Management Support Services for the State Route 55 Improvement Project Between Interstate 5 and State Route 91

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is written over the "From:" line of the email header.

**Overview**

On December 8, 2025, the Orange County Transportation Authority Board of Directors authorized the release of a request for proposals to provide construction management support services for the State Route 55 Improvement Project between Interstate 5 and State Route 91. Board of Directors' approval is requested for the selection of a firm to perform the required services.

**Recommendations**

- A. Approve the selection of AECOM Technical Services, Inc. as the firm to provide construction management support services for the State Route 55 Improvement Project between Interstate 5 and State Route 91.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250112 between the Orange County Transportation Authority and AECOM Technical Services, Inc. to provide construction management support services for the State Route 55 Improvement Project between Interstate 5 and State Route 91.

**Discussion**

The Orange County Transportation Authority (OCTA), in partnership with the California Department of Transportation (Caltrans), is implementing the State Route 55 (SR-55) Improvement Project between Interstate 5 (I-5) and State Route 91 (Project). The Project is Project F in the Measure M2 (M2) freeway program and is being advanced through the updated Next 10 Delivery Plan adopted by the OCTA Board of Directors (Board) in December 2025.

The Project will construct improvements in each direction between I-5 and State Route 22 (SR-22) and provide operational improvements to interchange ramps at Fourth Street/Irvine Boulevard, Katella Avenue, and Lincoln Avenue. An additional lane will be added to the northbound and southbound (SB) off-ramps at Fourth Street/Irvine Boulevard and to the SB SR-55 Katella Avenue off-ramps and on-ramps. The existing SB SR-55 Lincoln Avenue off-ramp will be relocated 1,300 feet to the south, adjacent to the existing SB SR-55 Lincoln Avenue hook on-ramp from Tustin Avenue.

Additionally, the Project provides standard curb ramps and sidewalks along the adjacent impacted arterials within the project improvement areas that improve active transportation options and provide continuity for pedestrians. Final design for the Project is nearing completion.

Cooperative Agreement No. C-5-4264 between Caltrans and OCTA outlines the responsibilities of both agencies for the Project and was approved by the Board on October 6, 2025. As specified in the cooperative agreement, Caltrans will be the implementing agency responsible for advertising, award, and administration of the construction contract. Caltrans will also provide the resident engineer, structures representatives, construction administrative support, and environmental services, along with a limited number of field personnel. OCTA will retain a construction management (CM) consultant firm to supplement Caltrans staff with construction inspection, office engineering, scheduling, claims support, and materials testing services. OCTA's CM consultant will also provide a field office to house construction staff working on the Project. Through a separate contract, OCTA will lead the public outreach efforts for the Project.

### ***Procurement Approach***

This procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering (A&E) services that conform to both state and federal laws. Proposals are evaluated and ranked in accordance with the qualifications of the firm, staffing and project organization, and work plan. As this is an A&E procurement, price is not an evaluation criterion pursuant to state and federal laws. Evaluation of the proposals was conducted based on overall qualifications to develop a competitive range of offers. The highest-ranked firm is requested to submit a cost proposal, and the final agreement is negotiated. Should negotiations fail with the highest-ranked firm, a cost proposal will be solicited from the second-ranked firm in accordance with Board-approved procurement policies.

On December 8, 2025, the Board authorized the release of Request for Proposals (RFP) 250112 which was electronically issued on OCTA's e-procurement system, OpenGov. The RFP was advertised in a newspaper of general circulation on December 8 and December 15, 2025. A pre-proposal conference was held on December 16, 2025, with 23 attendees representing 13 firms. Four addenda were issued to make available the pre-proposal conference registration sheets, provide responses to questions received, and address administrative issues related to the RFP.

On January 28, 2026, five proposals were received. An evaluation committee consisting of members from the Contracts Administration and Materials Management and Capital Project Delivery departments, as well as external representatives from Caltrans and the City of Orange, met to review all submitted proposals. The proposals were evaluated based on the following Board-approved evaluation criteria and weightings:

- Qualifications of the Firm 20 percent
- Staffing and Project Organization 40 percent
- Work Plan 40 percent

Several factors were considered in developing the evaluation criteria weightings. The firm's qualifications and experience in performing relevant work of similar scope, size, and complexity are important to the success of the Project. Staff assigned a high level of importance to staffing and project organization, as the qualifications of the project manager (PM) and other key task leaders are critical to understanding the project requirements and to the timely delivery and successful performance of the work. An equal level of importance was also assigned to the work plan, as the technical approach is critical to the successful performance and timely delivery of the Project.

The evaluation committee reviewed the five proposals received based on the evaluation criteria and found two firms most qualified to perform the required services. The most qualified firms are listed below in alphabetical order:

Firms and Location

AECOM Technical Services, Inc. (AECOM)  
Headquarters: Los Angeles, California  
Project Office: Orange, California

Harris & Associates, Inc. (Harris)  
Headquarters: Concord, California  
Project Office: Irvine, California

On March 17, 2026, the evaluation committee interviewed the two short-listed firms. The interviews consisted of a presentation allowing each firm to highlight its staffing plan, work plan, and perceived project challenges. The firms were asked questions regarding their approach to the requirements of the scope of work (SOW), management of the Project and risks, coordination with various agencies and adjacent and overlapping projects, experience with similar projects, staffing, and solutions for achieving the project goals.

The following is a summary of the proposal evaluation results.

#### Qualifications of the Firm

The two short-listed firms are well established with recent and relevant experience and are qualified to perform CM support services for the Project. Positive references were received for both firms.

AECOM was founded in 1927 and has over 48,500 employees worldwide, with 1,298 employees in five locations in Southern California. The firm has over 160 employees for CM services in California. The firm demonstrated expertise in providing full CM support services, including inspections for freeway and roadway improvements, retaining walls and bridge construction in constrained environments and extensive utility relocations, as well as quality, schedule, and budget control. The firm has successfully delivered multiple projects for both OCTA and Caltrans over the past 20 years with recent experience that includes similar CM services for the SR-55 Improvement Project between Interstate 405 (I-405) and I-5 (SR-55 South) and providing inspection services via on-call contracts with Caltrans District 12 (D12) and Caltrans District 7.

The firm proposed utilizing four subconsultants. Three of the proposed subconsultants have experience working with AECOM on numerous projects, and personnel from the remaining proposed subconsultant bring prior experience working with AECOM. Together, the proposed subconsultants will support AECOM in the areas of roadway improvements, structure work, electrical inspection, and field materials testing services.

Harris was founded in 1974 and has 297 employees, with 138 employees in three locations in Southern California. The firm demonstrated relevant experience in providing CM support services, including inspections for freeway and roadway improvements, and bridge and structure work on OCTA's I-405 Improvement Project and West County Connectors Project. The team demonstrated experience working together on projects of similar size and scope with some of the subconsultants, however, lacked working experience with the major subconsultant proposed to provide structures inspection.

### Staffing and Project Organization

Both short-listed firms proposed a qualified and experienced team of key personnel and subconsultants with relevant CM experience in freeway and bridge improvements, roadway and structures inspection, as well as working with Caltrans.

AECOM proposed a well-qualified project team with each key personnel demonstrating relevant and comprehensive CM experience with freeway, specialty wall and bridge construction in constrained environments, and extensive coordination with stakeholders, cities, and overlapping and adjacent projects. The team demonstrated experience in roadway and structures inspections, utility relocations, bridge and specialty wall construction, complex traffic management plans, staging with multiple projects within the same corridor and neighboring projects, office engineering and schedule management, and extensive experience working with Caltrans. AECOM presented several cross-trained personnel in roadway inspection, structures inspection, and claims support. Having cross-trained personnel provides efficiencies for OCTA by quickly mobilizing personnel who can bring different perspectives to the work based on the team's varied experiences. Many of the team members have had significant roles on the SR-55 South Project, which is a five-mile corridor south of the Project that is currently in the final stages of construction. Additionally, the key personnel proposed have longevity with the firm and subconsultants.

The proposed PM has 31 years of project management and CM experience on similar freeway and bridge construction projects and has performed the PM role for OCTA and Caltrans projects. The proposed principal assistant/resident engineer (PA/RE) demonstrated relevant experience through 32 years of leading multi-disciplined CM teams, applied advanced design and tracking processes, and built strong partnerships with public agencies and local municipalities. The proposed PA/RE has extensive experience representing Caltrans and OCTA, overseeing personnel, field activities, safety, quality, schedules, and budget, while safeguarding safety of the field personnel and public. AECOM's proposed lead structures inspector has 31 years of experience on complex transportation and structural projects, including new bridge construction, bridge widenings, precast bridges, shoring systems, deep foundations, earth retaining structures, demolition, ramps, and associated highway improvements.

Harris proposed a qualified project team with each key personnel demonstrating relevant CM experience. The team's expertise includes a range of relevant CM services, including roadway inspection, structures inspection, and office engineering support, among other relevant expertise.

Harris' proposed PM has over 40 years of experience, including on OCTA and Caltrans projects. Harris' proposed PA/RE has nearly 30 years of CM experience with Caltrans D12 freeway projects, resident engineering, inspection and structures representative services in corridor widening, ramp improvements, bridge and retaining wall construction, drainage upgrades, and complex utility relocations. The firm's proposed lead structures inspector has 24 years of experience in civil infrastructure comprised of construction management of highway, bridge, railroad, and transit facility projects.

### Work Plan

Both short-listed firms met the requirements of the RFP, and each firm adequately discussed its approach to the Project, with AECOM presenting the most comprehensive work plan.

AECOM presented a comprehensive and project-specific work plan. The work plan included a thorough discussion regarding project understanding, issues and challenges with realistic recommendations, and proposed solutions demonstrating the firm's knowledge and experience. The team identified the project risks and challenges, and demonstrated methodical, detailed, and well-thought-out approaches to address those risks with lessons learned from recent relevant projects in its proposal and during the interview. Approaches and solutions to challenges included management of traffic of SR-55 and local streets during construction of the new Lincoln Avenue off-ramp bridge and retaining walls, and shifting the centerline between Fourth Street and 17th Street, while coordinating closures and conflicts with adjacent projects and Caltrans' Multi-Asset Project components within the project limits; management of bridge construction of the Lincoln Avenue off-ramp bridge and special design retaining walls in a constrained environment; quality assurance of large diameter underground foundation installation; environmental monitoring, including bird nesting, tracking environmental and permit compliance, and other temporary construction easements to minimize impacts to property owners and neighboring residents; coordination of utility relocations in a constrained environment; and proven proactive documentation and a thoughtful schedule highlighting critical constraints for claims prevention.

The AECOM team presented an interview demonstrating comprehensive knowledge of its proposed approach to the SOW, a clear delineation of the team's roles and responsibilities, and the process and strategy to resolve any potential challenges while keeping the Project on schedule. The team provided a thorough presentation and responses to all interview questions, which further demonstrated the firm's experience and in-depth understanding of the SOW requirements, objectives, and risks associated with the Project.

Harris presented an organized work plan with a broad approach to identified risks and responsiveness to requirements identified in the SOW. The team demonstrated an understanding of the overall project issues and challenges. The work plan identified challenges and proposed solutions for construction staging, coordination with other projects, impacts on local streets, management of traffic and closures, utility relocations, and bridge construction and construction of walls in constrained areas. The sequential outline of activities showed the personnel responsible by key tasks.

The Harris team presented an interview demonstrating knowledge of its proposed project approach to the SOW and potential challenges. The team addressed most aspects of the interview questions with project-specific responses.

#### Procurement Summary

Based on the evaluation of the written proposals and information obtained during the interviews, the evaluation committee recommends AECOM as the top-ranked firm to provide CM support services for the Project. AECOM ranked the highest among the proposing firms because it submitted a comprehensive proposal that was responsive to the requirements of the RFP, proposed a highly qualified and experienced team of key personnel, presented a work plan demonstrating a complete understanding of project challenges, and presented a cohesive interview with focused responses to the interview questions, highlighting the firm's experience, qualified personnel, and detailed work plan with potential savings solutions.

#### Fiscal Impact

Funding for the Project is included in OCTA's Fiscal Year 2025-26 Budget and subsequent fiscal year budgets, Capital Programs Division, Account No. 0017-9085-FF102-0X0, and will be funded with local M2 funds.

#### **Summary**

Staff requests Board of Directors' authorization for the Chief Executive Officer to negotiate and execute Agreement No. C250112 with AECOM Technical Services, Inc. as the firm to provide construction management support services for the State Route 55 Improvement Project between Interstate 5 and State Route 91.

***Attachments***

- A. Review of Proposals, RFP 250112 - Construction Management Support Services for the State Route 55 Improvement Project Between Interstate 5 and State Route 91
- B. Proposal Evaluation Criteria Matrix (Short-Listed), RFP 250112 - Construction Management Support Services for the State Route 55 Improvement Project Between Interstate 5 and State Route 91
- C. Contract History for the Past Two Years, RFP 250112 - Construction Management Support Services for the State Route 55 Improvement Project Between Interstate 5 and State Route 91

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**Review of Proposals**

**RFP 250112 - Construction Management Support Services for the State Route 55 Improvement Project Between Interstate 5 and State Route 91**

Presented to Regional Transportation Planning Committee on May 4, 2026

**5 proposals were received, 2 firms were interviewed, 1 firm is being recommended**

<b>Overall Ranking</b>	<b>Proposal Score</b>	<b>Firm &amp; Location</b>	<b>Sub-Contractors</b>	<b>Evaluation Committee Comments</b>
1	92	<b>AECOM Technical Services, Inc.</b>  Orange, California	Enterris Associates, Inc. Fountainhead Consulting Corporation Guida Surveying, Inc. Ninyo & Moore Geotechnical & Environmental Services Consultants	Firm demonstrated recent, relevant experience providing construction management (CM) support services, including inspections for freeway widening and bridge construction on the State Route 55 (SR-55) Improvement Project between Interstate 405 (I-405) and Interstate 5 (SR-55 South), inspection on the California Department of Transportation (Caltrans) District 12 On-Call Construction Inspection, and Caltrans District 7 On-Call Construction Inspection.  Qualified team, including key personnel, technical staff, and subconsultants with extensive experience involving highway widening projects and experience working together.  Proposed key personnel have extensive and similar CM experience and cross training successfully delivering similar projects, including as the current team providing services on the SR-55 South Project.  Comprehensive work plan identified project risks and challenges, with detailed approaches and solutions to address risks and challenges, with particular focus on traffic management, bridge construction, quality assurance, environmental monitoring, mitigation measures, and documentation for claims prevention.  Focused responses to all interview questions.  Positive references received.
2	81	<b>Harris &amp; Associates, Inc.</b>  Irvine, California	KKCS, LLC Ninyo & Moore Geotechnical & Environmental Sciences Consultants Synergy Project Delivery Partners	Firm demonstrated recent, relevant experience providing CM support services, including inspections for freeway widening, roadway improvements, and bridge and structure work on the I-405 Improvement Project and West County Connectors – East Connector Project.  Prime demonstrated experience working together with most proposed subconsultants, except for the major subconsultant proposed to provide lead structures inspection.SR-55 Improvement Project between Interstae 5 and State Route 91 (Project).  Qualified team, including key personnel, technical staff, and subconsultants with extensive experience involving highway widening projects.  Proposed key personnel have extensive and similar CM experience successfully delivering similar projects, with the majority of key personnel demonstrating commitment to the Project.  Organized work plan with a broad approach to identified risks and responsiveness to the requirements of the scope of work.  The work plan identified challenges and proposed solutions for construction staging, coordination with other projects, impacts on local streets, management of traffic and closures, utility relocations, and bridge construction and construction of walls in constrained areas. The sequential outline of activities proposed personnel responsibility by key tasks.  Positive references received.

**Evaluation Panel:**

Contracts Administration and Materials Management (1)  
Capital Project Delivery (2)  
California Department of Transportation (2)  
City of Orange (1)

**Proposal Criteria**

Qualifications of the Firm  
Staffing and Project Organization  
Work Plan

**Weight Factors**

20%  
40%  
40%

**PROPOSAL EVALUATION CRITERIA MATRIX (SHORT-LISTED)**

**RFP 250112 - Construction Management Support Services for the State Route 55 Improvement Project  
Between Interstate 5 and State Route 91**

<b>AECOM Technical Services, Inc.</b>								
Evaluator Number	1	2	3	4	5	6	<b>Weights</b>	<b>Criteria Score</b>
Qualifications of Firm	4.5	4.5	4.5	4.0	4.5	4.5	4	<b>17.7</b>
Staffing/Project Organization	5.0	4.5	4.5	4.5	5.0	4.5	8	<b>37.3</b>
Work Plan	4.5	4.5	4.5	5.0	4.5	4.5	8	<b>36.7</b>
<b>Overall Score</b>	<b>94</b>	<b>90</b>	<b>90</b>	<b>92</b>	<b>94</b>	<b>90</b>		<b>92</b>
<b>Harris &amp; Associates, Inc.</b>								
Evaluator Number	1	2	3	4	5	6	<b>Weights</b>	<b>Criteria Score</b>
Qualifications of Firm	4.0	4.0	4.0	4.0	4.5	4.0	4	<b>16.3</b>
Staffing/Project Organization	4.0	4.0	4.0	4.0	4.0	4.0	8	<b>32.0</b>
Work Plan	4.0	4.0	4.5	4.0	4.0	4.0	8	<b>32.7</b>
<b>Overall Score</b>	<b>80</b>	<b>80</b>	<b>84</b>	<b>80</b>	<b>82</b>	<b>80</b>		<b>81</b>
<b>Range of scores for the non short-listed firms was 64 to 72.</b>								

**CONTRACT HISTORY FOR THE PAST TWO YEARS**

RFP 250112 - Construction Management Support Services for the State Route 55 Improvement Project Between Interstate 5 and State Route 91

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
<b>AECOM Technical Services, Inc.</b>	C-0-2637	Plans, Specifications, and Estimates for Interstate 5 Widening Project between Interstate 405 and Yale Avenue	October 22, 2021	October 31, 2029		\$ 14,728,682
Contract Type: Firm-Fixed Price						
<i>Subconsultants:</i>						
					\$ 523,693	
					\$ 1,010,351	
					\$ 323,662	
					\$ 163,330	
					\$ 1,143,459	
					\$ 367,586	
					\$ 380,152	
					\$ 2,203,433	
<b>AECOM Technical Services, Inc.</b>	C-0-2582	Construction Management Support Services for the State Route 55 Improvement Project from Interstate 405 to Interstate 5	October 21, 2021	September 25, 2026		\$ 18,524,620
Contract Type: Firm-Fixed Price						
<i>Subconsultants:</i>						
					\$ 678,441	
					\$ 3,023,181	
					\$ 1,108,277	
					\$ 1,935,703	
					\$ 1,220,595	
					\$ 1,944,608	
					\$ 1,249,762	
<b>AECOM Technical Services, Inc.</b>	C-0-2604	Preliminary Engineering and Environmental Services for the Irvine Station Improvements Project	January 3, 2022	June 30, 2026		\$ 4,613,829
Contract Type: Firm-Fixed Price						
<i>Subconsultants:</i>						
					\$ 267,004	
					\$ 763,332	
					\$ 58,384	
					\$ 310,420	
<b>Total</b>						<b>\$ 37,867,131</b>
<b>Harris &amp; Associates, Inc.</b>	None	N/A	N/A	N/A		N/A
Contract Type: N/A						
<i>Subconsultants:</i>						
	N/A					
<b>Total</b>						<b>\$ -</b>



**May 4, 2026**

**To:** Regional Transportation Planning Committee

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

**Subject:** Consultant Selection for the Move OC Active Transportation Plan

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is written over the "From:" line of the memo.

**Overview**

On January 6, 2026, the Orange County Transportation Authority released a request for proposals to retain a consultant to develop the Move OC Active Transportation Plan. Proposals were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested for the selection of a firm to perform the required work.

**Recommendations**

- A. Approve the selection of Alta Planning + Design, Inc. as the firm to deliver the Move OC Active Transportation Plan.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250113 between the Orange County Transportation Authority and Alta Planning + Design, Inc., in the amount of \$996,576, for a three-year term to deliver the Move OC Active Transportation Plan.

**Discussion**

The Move OC Active Transportation Plan (Plan) will help guide future development of active transportation infrastructure, programs, policies, and funding strategies that advances efforts to create a county-wide active transportation system that allows people of all ages and abilities can safely and easily choose walking, bicycling, and rolling for their everyday trips. The Plan will provide a goal-driven framework to improve the accessibility, safety, and convenience of active transportation across Orange County. Planning and outreach efforts will be organized around four geographic subregions within the County to ensure the Plan reflects the unique needs of communities. A robust, coordinated and multi-phase public outreach process will shape the development of the Plan's vision, goals, objectives, and performance metrics.

The Orange County Transportation Authority (OCTA) will coordinate with local jurisdictions to compile and analyze a detailed inventory of existing infrastructure, plans, programs, and key data such as demographics, land use, safety records, and mode share. This information, combined with public and stakeholder input, will inform recommendations that are practical, equitable, and aligned with the Plan's long-term vision.

The consultant will support OCTA in developing the Plan by conducting public and stakeholder engagement, coordinating with local jurisdictions and partner agencies, and developing the Plan's vision, goals, objectives, and performance metrics. The consultant will evaluate existing and planned active transportation networks, identify gaps, barriers, and opportunities, and develop prioritized recommendations for infrastructure, programs, policies, and funding strategies. This effort will also include assessing implementation considerations, evaluating funding opportunities, and preparing draft and final plan documents.

OCTA's 2019 Active Transportation Plan, OC Active, was intended to be a resource for local jurisdictions in their pursuit of active transportation funding by providing an inventory of existing Orange County active transportation facilities, identifying gaps in the system, and identifying resources to address these deficiencies. Over the past five years there have been a number of changes in active transportation mobilities types, general transportation patterns, analysis methods, funding availability, and general outlook towards active transportation. Move OC is anticipated to be completed by 2029, and the development will include updates with the Board throughout the development to support ongoing input, decision-making, and final plan adoption. Move OC will help OCTA and Orange County jurisdictions capitalize on new planning and analysis approaches to address these emerging opportunities and challenges.

### ***Procurement Approach***

This procurement was handled in accordance with OCTA's Board of Directors (Board)-approved procedures for professional and technical services. Various factors are considered in the award for professional and technical services. Award is recommended to the firm offering the most comprehensive overall proposal considering such factors as prior experience with similar projects, staffing and project organization, work plan, as well as cost and price.

On January 6, 2026, Request for Proposals (RFP) 250113 was issued electronically on OCTA's e-procurement platform, OpenGov. The RFP was advertised in a newspaper of general circulation on January 6 and January 12, 2026. A pre-proposal conference was held on January 14, 2026, with five attendees representing five firms. Three addenda were issued to make

available the pre-proposal conference presentation and registration sheets, as well as respond to written questions.

On February 4, 2026, five proposals were received. An evaluation committee consisting of OCTA staff from the Contracts Administration and Materials Management, Planning and Analysis, Public Outreach, and Transit Service Planning departments, as well as an external representative from the Southern California Association of Governments (SCAG), met to review all the proposals received.

The proposals were evaluated based on the following evaluation criteria and weightings:

- Qualifications of the Firm 20 percent
- Staffing and Project Organization 25 percent
- Work Plan 30 percent
- Cost and Price 25 percent

Several factors were considered in developing the evaluation criteria weightings. Qualifications of the firm criterion was weighted at 20 percent as the proposing firms had to demonstrate experience in performing relevant work of similar scope, size, and complexity. Staffing and project organization criterion was weighted at 25 percent as the qualifications of the proposed project manager and other key task leaders, as well as resource allocation, are critical to understanding the project requirements and ensuring successful performance of the work. Work plan criterion was weighted highest at 30 percent as the firms' proposed technical approach had to demonstrate a comprehensive strategy to meet the project requirements and ensure timely delivery of the work. Cost and price criterion was weighted at 25 percent to ensure that OCTA receives value for the services provided.

On February 18, 2026, the evaluation committee reviewed all proposals based on the above evaluation criteria and short-listed three firms listed below in alphabetical order:

Firm and Location

Alta Planning + Design, Inc. (Alta)  
Headquarters: Portland, Oregon  
Project Office: Los Angeles, California

Nelson\Nygaard Consulting Associates, Inc. (Nelson)  
Headquarters: San Francisco, California  
Project Office: Los Angeles, California

TDG Engineering, Inc., an affiliate of Toole Design Group, LLC (Toole)  
Headquarters: Silver Spring, Maryland  
Project Office: Los Angeles, California

The evaluation committee conducted interviews on February 26, 2026. The interviews consisted of a presentation allowing each firm to demonstrate its understanding of OCTA's requirements. The firms' project managers and key team members had an opportunity to present their qualifications and respond to the evaluation committee's questions. Questions were related to potential challenges in the outreach process, strategies for delivering a successful project, meeting funding and deadline requirements, as well as specific clarification questions related to each firm's proposal.

After considering responses to the questions asked during the interviews, the evaluation committee reviewed the preliminary ranking and made adjustments to individual scores.

Based on the evaluation of the written proposals and the information obtained from the interviews, as well as cost and price, the evaluation committee recommends Alta for consideration of the award to develop the Move OC Active Transportation Plan. The following is a brief summary of the proposal evaluation results.

#### Qualifications of the Firm

Alta, founded in 1996, is a transportation consulting firm with approximately 200 employees across 14 offices nationwide. The firm proposed its office in the City of Los Angeles for this project. Alta demonstrated relevant experience managing projects of similar size and scale, including several in the Southern California region focused on delivering goal-driven planning efforts. Alta delivered these planning efforts using integrated innovative planning approaches with targeted community engagement and stakeholder input to deliver a range of active transportation planning products. Alta's projects include the Orange County Active Transportation Plan with Orange County Public Works, the Disadvantaged Communities Active Transportation Planning Initiative with SCAG, OCTA's Mobility Hubs Concepts of Operation Study, the Los Angeles County Unincorporated Pedestrian Plans (Rounds 1 and 2), and the Yorba Linda-Placentia Active Transportation Plan. Alta proposed two subcontractors to support public and stakeholder engagement and data analytics. The firm received positive feedback from its references.

Nelson, founded in 1987, has 160 employees across 13 offices, and proposed its office in the City of Los Angeles for this project. The firm demonstrated relevant experience delivering plans focused on developing safe, comfortable, and convenient walking and bicycling networks for people of all ages and

abilities. The firm's projects include the Ventura Active Transportation Plan, the Santa Monica Bike Action Plan Update, the Denver Regional Active Transportation Plan Update, OCTA's Systemic Safety Report, and the Mobility Equity Investment Plan for Los Angeles County. Nelson proposed two subcontractors to support modeling and safety analysis, as well as public and stakeholder engagement. The firm received positive feedback from its references.

Toole was founded in 2003 with 353 employees across 22 offices nationwide with a proposed project office in the City of Los Angeles. The firm demonstrated experience in delivering active transportation plans of similar size and scope to communities around the country. These included common elements such as analysis of bikeway networks, safety analysis, safe routes to school, and regional active transportation network planning. Toole developed OCTA's Orange County E-Bike Safety Action Plan, OCTA's Orange County Bikeways Connectivity Study, the Los Angeles County Unincorporated Bike Plan, the Santa Cruz Active Transportation Plan and Safety Action Plan, and the Austin Urban Trails and Sidewalk Plans. Toole proposed two subcontractors to support public and stakeholder engagement and modeling and analytics. The firm received positive feedback from its references.

#### Staffing and Project Organization

Alta proposed a project team with extensive experience. The proposed project manager has 13 years of experience delivering active transportation planning and analysis projects. The individual served as a project manager on the Los Angeles County Unincorporated Pedestrian Plans (Rounds 1 and 2) and as a planner on the OCTA Mobility Hubs Concepts of Operations Study. The project team also includes a proposed principal-in-charge with 27 years of experience. The proposed project team demonstrated direct experience with delivery of active transportation planning and analysis efforts as well as tools and approaches that supplemented their primary scope elements. Roles and responsibilities were clearly defined, with the project manager focused on overall project oversight, schedule, and coordination with OCTA and jurisdictions. Technical leads were assigned to stakeholder engagement, data analysis, infrastructure prioritization, and funding strategy development related to their level of expertise. During the interview, the project team discussed its approach, which demonstrated the team's expertise and understanding of the project requirements. Additionally, the project team provided detailed responses to the interview questions, which reinforced confidence in the proposed project team's readiness to deliver the project.

Nelson proposed an experienced and knowledgeable project team. The proposed project manager has 35 years of experience delivering both regional

and city active transportation plans. The proposed deputy project manager has 12 years of experience delivering active transportation plans for cities in Orange County. During the interview, the project team discussed their approach to meeting the project goals and objectives, as well as responded to the evaluation committee's questions. The evaluation committee requested clarification regarding the project manager's level of involvement, as the individual is located out of state, in consideration of the scope's coordination and stakeholder engagement requirements. The project team generally described its experience managing projects across multiple time zones; however, the evaluation committee noted potential challenges related to the proposed availability and anticipated level of involvement of the project team.

Toole proposed an experienced and knowledgeable project team. The proposed project manager has 21 years of experience in multimodal planning and active transportation plan development. Toole proposed a principal-in-charge with 22 years of experience and a deputy project manager with 14 years of experience. The project team includes dedicated leads for modeling and analytics, stakeholder engagement, and infrastructure planning, with executive oversight provided by the principal-in-charge. During the interview, the project team presented their approach to meeting the project goals and objectives, as well as responded to the evaluation committee's questions. The evaluation committee requested clarification regarding the project manager's level of involvement as the individual is located out of state, given the scope's coordination and stakeholder engagement requirements. While the project team responded with experience delivering similar efforts nationwide, the proposed project manager's availability was not thoroughly addressed considering the project's complexity and the need for consistent coordination throughout the project.

#### Work Plan

Alta presented a comprehensive work plan that demonstrated an understanding of the scope of work, project timeline, and required deliverables. The firm discussed its phased approach beginning with a baseline analysis and the development of the vision, goals, objectives, and metrics (VGOM), supported by tools and approaches such as a funding prioritization model, scenario evaluation framework, and risk tracking processes. The firm also detailed its approach to public outreach and stakeholder engagement such that the project will be responsive to the needs of Orange County residents and reliably and consistently provide information on the project's progress. Alta's strategy integrates digital tools, interactive mapping, and targeted outreach through community-based organizations to ensure broad and geographically balanced participation across Orange County's 35 jurisdictions. The firm detailed how its analysis and recommendations will be both qualitatively and quantitatively tied

to the VGOMs and grounded in the feedback received during the public and stakeholder outreach portion of the project. Alta's presentation and responses to the interview questions further highlighted the firm's approach and capabilities to meet the project requirements and be an extension of the OCTA team.

Nelson presented a sufficient work plan and demonstrated understanding of the scope of work requirements. The firm's approach recognized the diversity of needs and priorities represented by the different areas within the County and emphasized tailored strategies. The firm detailed how it would use the public and stakeholder input processes to iteratively inform the baseline and analysis portions of the project. The firm's work plan outlined VGOM development, prioritization, and structured engagement methods such as one-on-one jurisdictional meetings and outreach approaches to support the development of recommendations.

Toole presented a detailed work plan that addressed all elements of the scope of work. The firm demonstrated an understanding of the project requirements and described VGOMs as an operating system to guide infrastructure, policy, and program recommendations. The firm's approach includes a baseline analysis utilizing existing sources, propensity modeling, and scenario evaluation tools to support data-driven decision making. Toole also discussed a public and stakeholder engagement strategy incorporating digital mapping tools, targeted outreach, and tailored engagement approaches from stakeholders and residents to ensure input from diverse communities across Orange County. Toole provided a large suite of analysis options that could be utilized as a part of their baseline analysis in support of the Plan's recommendations. Toole's presentation and responses to the interview questions were consistent with the information provided in their proposal.

### Cost and Price

Pricing scores were based on a formula, which assigned the highest score to the firm with the lowest total firm-fixed price and scored the other proposals' total firm-fixed price on its relation to the lowest total firm-fixed price. Alta's proposed firm-fixed price was deemed fair and reasonable as it is competitive among the proposing firms and less than the OCTA project manager's independent cost estimate.

### Procurement Summary

Based on the evaluation of the written proposals, the firms' qualifications, work plan approach, the information obtained from the interviews, as well as cost and price, the evaluation committee recommends the selection of Alta as the top-ranked firm to develop the Move OC Active Transportation Plan. Alta

delivered a thorough and comprehensive proposal and an interview that was responsive to all the requirements of the RFP.

**Fiscal Impact**

Funding for this project is included in OCTA's Fiscal Year 2025-26 Budget, Planning Division, Account No. 1531-7519-A4530-0ZO and will be funded using California Department of Transportation Sustainable Transportation Planning Grant and SCAG Sustainable Communities Program funds.

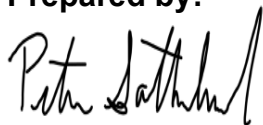
**Summary**

Staff is recommending the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C250113 between the Orange County Transportation Authority and Alta Planning + Design, Inc., in the amount of \$996,576, for a three-year term to develop the Move OC Active Transportation Plan.

**Attachments**

- A. Review of Proposals, RFP 250113: Move OC Active Transportation Plan
- B. Proposal Evaluation Criteria Matrix (Short-Listed Firms), RFP 250113: Move OC Active Transportation Plan
- C. Contract History for the Past Two Years, RFP 250113: Move OC Active Transportation Plan

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**Review of Proposals**

**RFP 250113: Move OC Active Transportation Plan**

Presented to Regional Transportation Planning Committee - May 4, 2026

**Five firms proposed, three firms were interviewed, one firm is being recommended.**

Overall Ranking	Proposal Score	Firm and Location	Sub-Contractors	Evaluation Committee Comments	Total Firm-Fixed Price
1	92	<b>Alta Planning + Design, Inc.</b> Los Angeles, California	Arellano Associates Fehr & Peers	Demonstrated extensive experience preparing regional and countywide active transportation plans. Demonstrated a strong understanding of project requirements. Proposed a highly qualified and experienced project team. Detailed and action-oriented work plan that addressed all the elements of the scope of work. Received positive responses from references. Excellent responses to interview questions reflecting depth of experience and knowledge. Proposed lowest firm-fixed price of the short-listed firms.	\$996,576
2	87	<b>TDG Engineering, Inc., an affiliate of Toole Design Group, LLC</b> Los Angeles, California	Arellano Associates Cambridge Systematics	Demonstrated strong qualifications in active transportation planning and national leadership in multimodal planning. Demonstrated a strong understanding of project requirements. Proposed a highly qualified and experienced project team. Detailed work plan addressed all the elements of the scope of work. Received positive responses from references. Good responses to interview questions reflecting depth of experience and knowledge. Proposed highest firm-fixed price.	\$999,981
3	83	<b>NelsonNygaard Consulting Associates, Inc.</b> Los Angeles, California	Arellano Associates Kittleson & Associates, Inc.	Demonstrated experience preparing regional and countywide active transportation plans. Demonstrated a good understanding of project requirements. Proposed a qualified and experienced project team. Good work plan addressing all the elements of the scope of work. Received positive responses from references. Good responses to interview questions reflecting depth of experience and knowledge. Proposed competitive firm-fixed price.	\$999,912

**Evaluation Panel:**

- Internal
  - Contracts Administration and Materials Management (1)
  - Planning and Analysis (1)
  - Public Outreach (1)
  - Transit Service Planning (1)
- External
  - Southern California Association of Governments (1)

**Proposal Criteria**

- Qualifications of the Firm
- Staffing and Project Organiza
- Work Plan
- Cost and Price

**Weight Factors**

- 20 percent
- 25 percent
- 30 percent
- 25 percent

**PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms)  
RFP 250113: MOVE OC ACTIVE TRANSPORTATION PLAN**

<b>Alta Planning + Design, Inc.</b>						<b>Weights</b>	<b>Overall Score</b>
<b>Eval. Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>		
Qualifications of Firm	5.0	4.5	4.5	4.5	4.5	4	18.4
Staffing/Proj. Organization	4.5	4.5	4.5	4.5	4.5	5	22.5
Work Plan	4.0	4.5	4.5	4.5	4.0	6	25.8
Cost and Price	4.97	4.97	4.97	4.97	4.97	5	24.9
<b>Overall Score</b>	<b>91.4</b>	<b>92.4</b>	<b>92.4</b>	<b>92.4</b>	<b>89.4</b>		<b>92</b>

<b>Toole Design Group, LLC</b>						<b>Weights</b>	<b>Overall Score</b>
<b>Eval. Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>		
Qualifications of Firm	4.5	4.5	4.5	4.0	4.5	4	17.6
Staffing/Proj. Organization	4.0	4.0	4.0	4.0	4.0	5	20.0
Work Plan	4.0	4.0	4.5	4.0	4.0	6	24.6
Cost and Price	4.96	4.96	4.96	4.96	4.96	5	24.8
<b>Overall Score</b>	<b>86.8</b>	<b>86.8</b>	<b>89.8</b>	<b>84.8</b>	<b>86.8</b>		<b>87</b>

<b>Nelson\Nygaard Consulting Associates, Inc.</b>						<b>Weights</b>	<b>Overall Score</b>
<b>Eval. Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>		
Qualifications of Firm	4.0	4.0	4.0	4.5	4.0	4	16.4
Staffing/Proj. Organization	3.0	3.5	3.5	4.0	3.5	5	17.5
Work Plan	4.0	4.0	4.0	4.0	4.0	6	24.0
Cost and Price	4.96	4.96	4.96	4.96	4.96	5	24.8
<b>Overall Score</b>	<b>79.8</b>	<b>82.3</b>	<b>82.3</b>	<b>86.8</b>	<b>82.3</b>		<b>83</b>

Range of scores for non-short-listed firms was 67 to 78.

- Eval. - Evaluation
- Inc. - Incorporated
- LLC - Limited Liability Company
- Proj. - Project

**CONTRACT HISTORY FOR THE PAST TWO YEARS  
RFP 250113: Move OC Active Transportation Plan**

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
<b>Alta Planning + Design, Inc.</b>						
Contract Type: Firm-Fixed Price	C-2-2595	Preliminary Engineering and Environmental Services for the Garden Grove to Santa Ana Rails to Trails	June 26, 2023	June 30, 2026		\$ 2,983,582
<i>Subconsultants:</i>						
<i>Arellano Associates</i>					\$ 230,065	
<i>Bess Testlab, Inc.</i>					\$ 29,960	
<i>Coast Surveying</i>					\$ 214,520	
<i>Epic Land Solutions, Inc.</i>					\$ 23,788	
<i>F P L &amp; Associates Inc.</i>					\$ 183,099	
<i>GHD</i>					\$ 49,911	
<i>Jacobs Engineering Group Inc.</i>					\$ 1,003,299	
<i>T.Y. Lin International</i>					\$ 198,970	
Contract Type: Firm Fixed Price	C-3-2896	Next Safe Travels Education Program	June 27, 2024	June 30, 2027		\$ 2,100,000
<i>Subconsultants:</i>						
<i>Walk 'n Rollers</i>					\$ 250,000	
Contract Type: Firm Fixed Price	C-5-3914	Mobility Hubs Concept of Operations	June 25, 2025	June 30, 2027		\$ 291,501
<i>Subconsultants:</i>						
<i>Fehr &amp; Peers</i>					\$ 61,058	
<b>Total</b>						<b>\$ 5,375,083</b>
<b>Nelson/Nygaard Consulting Associates, Inc.</b>						
Contract Type: Time and Expense	C-3-2324	Consultant Services For Transportation Improvement Programs	June 13, 2023	May 31, 2026		\$ 230,000
<i>Subconsultants:</i>						
<i>None</i>						
<b>Total</b>						<b>\$ 230,000</b>
<b>Toole Design Group, LLC</b>						
Contract Type: Time and Expense	C-1-3637	Consultant for Support of Active Transportation Initiative	October 4, 2021	August 31, 2024		\$ 225,000
<i>Subconsultants:</i>						
<i>Kittelson &amp; Associates, Inc.</i>						
<i>Leslie Scott Consulting</i>						
<i>Rock E Miller &amp; Associates</i>						
<i>Safe Routes To School National Partnership</i>						
<i>Steer Davies &amp; Gleave Inc.</i>						
<i>Walk 'n Rollers</i>						
<b>Total</b>						<b>\$ 225,000</b>

Inc. - Incorporated  
No. - Number