



# Orange County Transportation Authority

## Executive Committee Agenda Monday, March 2, 2026 at 9:30 a.m.

Board Room, 550 South Main Street, Orange, California

### **Committee Members**

Jamey M. Federico, Chair

Fred Jung, Vice Chair

Doug Chaffee, Immediate Past Chair

Michael Hennessey, Finance & Administration Chair

Stephanie Klopfenstein, Regional Transportation Planning Chair

Donald P. Wagner, Legislative & Communications Chair

### **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 the Orange County Transportation Authority. 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.

# EXECUTIVE COMMITTEE MEETING AGENDA

---

## Written Comment

Written public comments may also be submitted by emailing them to 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 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 Klopfenstein

## Closed Session

There are no Closed Session items scheduled.

## Special Calendar

There are no Special Calendar matters.

## Consent Calendar (Item 1)

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

#### Recommendation(s)

Approve the minutes of the February 2, 2026 Executive Committee meeting.

#### Attachments:

[Minutes](#)

## Regular Calendar

### 2. Agreement for Community Engagement Consultant Services

Ted P. Nguyen/Maggie McJilton

#### Overview

On December 3, 2025, the Orange County Transportation Authority released a request for proposals for community engagement consultant services to support the development of a community engagement plan, multilingual collateral material, collection and analysis of documented, data-informed input from hard-to-reach communities to inform long-range transportation planning. Board of Directors' approval is requested to execute an agreement for these services.

#### Recommendation(s)

- A. Approve the selection of Modern Times, Inc. as the firm to provide community engagement consultant services.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-250090 between the Orange County Transportation Authority and Modern Times,

## EXECUTIVE COMMITTEE MEETING AGENDA

---

Inc. in the amount of \$884,680, for a two-year initial term with one, two-year option term to provide community engagement consultant services.

**Attachments:**

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

**3. Updates to the Ralph M. Brown Act and Adoption of a Technology Disruption Policy**

Andrea West/Jennifer L. Bergener

**Overview**

SB 707 (Chapter 327, Statutes of 2025) was passed on October 3, 2025, amending the Ralph M. Brown Act (Government Code Section 54950 et seq.). These amendments began taking effect on January 1, 2026, with notable changes related to public participation becoming effective on July 1, 2026. This report seeks approval of a technology disruption policy that takes effect July 1, 2026.

**Recommendation(s)**

Approve the Orange County Transportation Authority Board of Directors' Ralph M. Brown Act Meeting Technology Disruption Policy.

**Attachments:**

[Staff Report](#)

[Attachment A](#)

**4. Fédération Internationale de Football Association World Cup 2026 and Los Angeles 2028 Olympic and Paralympic Games Transit Planning Update**

Katie Persons/Rose Casey

**Overview**

The Orange County Transportation Authority, in collaboration with the Los Angeles County Metropolitan Transportation Authority, is advancing planning efforts for the Fédération Internationale de Football Association World Cup 2026 and the Los Angeles 2028 Olympic and Paralympic Games. These global events represent significant regional mobility challenges and opportunities. The planning focus is to deliver seamless, high-quality transit service for spectators and workforce while minimizing impacts to existing Orange County Transportation Authority riders. This report provides an update on ongoing planning efforts to date.

**Recommendation(s)**

Receive and file as an information item.

**Attachments:**

[Staff Report](#)

[Presentation](#)

## EXECUTIVE COMMITTEE MEETING AGENDA

---

### 5. Headquarters Property Update

Sean Murdock/Andrew Oftelie

#### **Overview**

On October 25, 2024, the Orange County Transportation Authority closed escrow on the purchase of property located at 2677 North Main Street, Santa Ana to serve as the new headquarters property for the Orange County Transportation Authority. Staff has prepared an update on the activities that have occurred since the purchase to prepare the property to serve as the Orange County Transportation Authority's future headquarters. Future updates on the capital improvements related to the headquarters will be presented as part of the Capital Action Plan and Performance Metrics report.

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

Receive and file as an information item.

#### **Attachments:**

[Staff Report](#)

### Discussion Items

#### 6. Public Comments

#### 7. Chief Executive Officer's Report

#### 8. Committee Members' Reports

#### 9. Adjournment

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

**9:30 a.m. on Monday, April 6, 2026**

OCTA Headquarters  
550 South Main Street  
Orange, California



**Committee Members Present**

Jamey M. Federico, Chair  
Fred Jung, Vice Chair  
Doug Chaffee, Immediate Past Chair  
Stephanie Klopfenstein

**Committee Members Absent**

Michael Hennessey  
Donald T. Wagner

**Staff Present**

Darrell E. Johnson, Chief Executive Officer  
Jennifer L. Bergener, Deputy Chief Executive Officer  
Gina Ramirez, Assistant Clerk of the Board  
Sahara Meisenheimer, Clerk of the Board Specialist, Senior  
Cassie Trapesonian, Assistant General Counsel  
OCTA Staff

**Call to Order**

The February 2, 2026, Executive Committee meeting was called to order by Chair Federico at 9:02 a.m.

**Closed Session**

There were no Closed Session items scheduled.

**1. Committee Meeting 2026 Schedule**

Darrell E. Johnson, Chief Executive Officer (CEO), provided an overview of the meeting schedule.

Chair Federico inquired about moving this meeting to 9:30 a.m. to align with the Board meeting start time.

A motion was made by Chair Federico, seconded by Vice Chair Jung, and declared passed by those present to approve the 2026 Executive Committee meeting calendar with a 9:30 a.m. start time going forward.

**2. Roles and Responsibilities of the Executive Committee**

Mr. Johnson, CEO, provided an overview of the proposed changes in the red line version.

A motion was made by Director Klopfenstein, seconded by Vice Chair Jung, and declared passed by those present, to approve the 2026 Executive Committee Roles and Responsibilities.



### **Consent Calendar (Items 3 and 4)**

A motion was made by Chair Federico, seconded by Director Chaffee, and declared passed by those present to approve the Consent Calendar (Items 3 and 4) as follows:

**3. Approval of Minutes**

Approve the minutes of the December 1, 2025, Executive Committee meeting.

**4. Public Transportation Agency Safety Plan - Annual Review and Update**

Approve the proposed 2026 Public Transportation Agency Safety Plan administrative edits.

### **Regular Calendar**

**5. Second Quarter Fiscal Year 2025-26 Capital Action Plan and Performance Metrics**

James G. Beil, Executive Director of Capital Programs, presented this item.

No action was taken on this receive and file information item.

**6. Updates to the Ralph M. Brown Act**

Mr. Johnson, CEO, provided opening comments and introduced Cassie Trapesonian, Assistant General Counsel, who provided an update on this item.

A motion was made by Vice Chair Jung, seconded by Director Klopfenstein, and declared passed by those present, to:

- A. Direct staff to return with an Orange County Transportation Authority Board of Directors Meeting Disruption Policy for consideration by the Orange County Transportation Authority Board of Directors.
- B. Provide direction to staff regarding the ability of Orange County Transportation Authority Board Members to use the “just cause” alternative teleconferencing method and return with a policy for Board of Directors consideration, if directed.

### **Discussion Items**

**7. Public Comments**

There were no Public Comments received.



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

Mr. Johnson, CEO, reported on the following:

- OC Streetcar testing

**9. Committee Members' Reports**

There were no Committee Members' Reports.

**10. Adjournment**

The meeting was adjourned at 9:32 a.m.

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

**9:30 a.m. on Monday, March 2, 2026**

OCTA Headquarters, Board Room  
550 South Main Street  
Orange, California



**March 2, 2026**

**To:** Regional Transportation Planning Committee  
**From:** Darrell E. Johnson, Chief Executive Officer   
**Subject:** Agreement for Community Engagement Consultant Services

**Overview**

On December 3, 2025, the Orange County Transportation Authority released a request for proposals for community engagement consultant services to support the development of a community engagement plan, multilingual collateral material, collection and analysis of documented, data-informed input from hard-to-reach communities to inform long-range transportation planning. Board of Directors' approval is requested to execute an agreement for these services.

**Recommendations**

- A. Approve the selection of Modern Times, Inc. as the firm to provide community engagement consultant services.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250090 between the Orange County Transportation Authority and Modern Times, Inc., in the amount of \$884,680, for a two-year initial term with one, two-year option term to provide community engagement consultant services.

**Discussion**

The Orange County Transportation Authority (OCTA) is responsible for planning, funding, and delivering transportation investments that serve the mobility needs of Orange County's residents, businesses, and visitors. To support informed decision making, OCTA must understand how transportation services, programs and projects are experienced across different communities.

Since 2021, OCTA has conducted targeted outreach efforts to expand participation among communities that have historically been hard to reach using traditional engagement processes, including residents facing language, cultural,

or access barriers. These efforts established a foundation of trust with these communities, enabling a shift toward more data-informed, outcome-focused engagement to identify transportation needs, priorities, and barriers to access.

Under this agreement, the consultant will support OCTA in gathering and analyzing both quantitative and qualitative input to help document how different populations use the transportation system, where gaps exist, and which improvements are most impactful.

The consultant will work under the direction of OCTA's Community Engagement team, in collaboration with OCTA's Public Outreach Department, to develop and implement a comprehensive community engagement program. The program will be guided by a detailed plan that establishes timelines, outreach methods, and performance measures, including demographic participation, geographic reach, partner involvement, digital engagement metrics, survey participation levels, and measures of awareness before and after engagement activities.

Working in close coordination with OCTA, the consultant will build on existing relationships with cultural, faith-based, senior, youth, and community-based organizations to support direct engagement. Activities will include a mix of in-person and digital methods such as community pop-ups, roundtables, listening sessions, workshops, and surveys designed to gather input and document transportation needs and priorities. Multilingual communications and culturally relevant materials will be used to ensure information is accessible and feedback is accurately captured.

In addition, the consultant will implement a targeted media strategy to expand awareness and participation. This effort will use multilingual content, partnerships with trusted community influencers, online engagement tools, and a mix of earned and paid media across television, radio, print, and digital platforms.

A key component of the program is the collection and analysis of community input to inform long-range transportation planning. Findings will be documented through regular reporting and a final summary report identifying key themes, transportation priorities, access challenges, and actionable insights.

Measure M2, Orange County's half-cent sales tax for transportation improvements, awareness will be integrated throughout engagement activities to support informed dialogue about existing OCTA programs and future improvements. Program delivery will include dedicated project management, regular reporting aligned with clearly stated deliverables, and shared

engagement records to ensure accountability, consistency, and measurable outcomes.

***Procurement Approach***

The procurement was conducted in accordance with OCTA’s Board of Directors (Board)-approved procedures 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 December 3, 2025, Request for Proposals (RFP) 250090 was issued electronically on OpenGov, OCTA’s on-line e-procurement system. The solicitation was advertised in a newspaper of general circulation on December 3 and December 8, 2025. A pre-proposal conference was held on December 9, 2025, with 16 attendees representing nine firms. Two addenda were issued to make available the pre-proposal conference registration and presentation, as well as to provide responses to written questions.

On December 29, 2025, 13 proposals were received. An evaluation committee consisting of staff from the Contracts Administration and Materials Management, Public Outreach, and Marketing and Customer Engagement departments met to review all the proposals received. The proposals were evaluated based on the following evaluation criteria and weightings:

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

Several factors were considered in developing the evaluation criteria weightings. Qualifications of the firm criterion was weighted at 20 percent as the firms had to demonstrate experience providing inclusive outreach services, including ability to communicate technical information to hard-to-reach populations in understandable and culturally relevant terms. Staffing and project organization criterion was weighted at 25 percent as the project team had to demonstrate adequate resources and the expertise to engage the Spanish, Vietnamese, Chinese, Korean, Farsi, Arabic, and other language-speaking communities. The work plan was weighted at 30 percent as the firms had to demonstrate its approach to continuing outreach efforts and fostering ongoing relationships with different constituencies in Orange County. Cost and price criterion was weighted at 25 percent to ensure OCTA receives the best value for the services provided.

The evaluation committee utilized a best-value selection process for this RFP. The best-value determination is based on a 100-point scale. The RFP required proposing firms to submit a separate price proposal in a sealed package. In order to focus on the technical aspects of the proposals, the evaluation committee first evaluated the written proposals on technical merit based on the weighted criteria for qualifications of the firm, staffing and project organization, and work plan, which represented a maximum of 75 points of the total proposal score. After the interviews and the technical scores of the short-listed firms were finalized, the sealed price proposals of the short-listed firms were opened and shared with the evaluation committee. The cost and price score, which represented a maximum of 25 points of the total proposal score, was then factored into the overall proposal score for a maximum of 100 points.

On January 12, 2026, the evaluation committee reviewed the proposals based only on the technical evaluation criteria and short-listed the two most qualified firms listed below in alphabetical order:

Firm and Location

Arellano Associates, LLC (Arellano)  
Headquarters: Chino Hills, California  
Project Office: Chino Hills, California

Modern Times, Inc. (Modern Times)  
Headquarters: Pasadena, California  
Project Office: Pasadena, California

On January 22, 2026, the evaluation committee conducted interviews with the two short-listed firms. The interviews consisted of a presentation by each firm to demonstrate the firms' understanding of OCTA's requirements, including their approach to the scope of work and plans for the first 60 days of the project. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. Questions addressed each firm's proposed approach to community engagement, staffing roles and team organization, methods for engaging underserved and multilingual communities, rider-facing outreach activities, and processes for collecting, analyzing, and reporting qualitative and quantitative engagement data to inform long-range transportation planning and Measure M2 awareness, as well as specific clarification questions related to both firms' proposal.

Based on the evaluation of written technical proposals and the information obtained from the interviews, as well as cost and price, the evaluation committee

recommends Modern Times for consideration of the award. The following is a brief summary of the proposal evaluation results.

#### Qualifications of the Firm

Modern Times was founded in 2009 and is headquartered in the City of Pasadena with approximately 67 employees. The firm demonstrated experience providing community engagement and public outreach services for transportation agencies, including OCTA's Trust-Building Campaign, Gold Runner Southern California Outreach for the San Joaquin Joint Powers Authority, community outreach and construction relations for the Metro G Line Bus Rapid Transit Improvements Project for the Los Angeles County Metropolitan Transportation Authority (LA Metro), and community outreach for the Sixth Street Viaduct Replacement Project for the City of Los Angeles. Modern Times proposed subcontractors to provide multilingual language outreach and translation services, as well as to provide quantitative services and analysis. The proposed subcontractors have previously worked with Modern Times on similar projects. Modern Times received positive comments from its references.

Arellano, founded in 1994 and headquartered in the City of Chino Hills, has over 80 employees. The firm demonstrated expertise providing public outreach and community engagement services in support of transportation planning efforts for local and regional agencies. Arellano has supported outreach for OCTA planning and policy initiatives, including the Measure M2 Ten-Year Review public outreach, long-range and corridor planning studies, as well as the Interstate 710 South Corridor Task Force and Long Beach–East Los Angeles Corridor Mobility Investment Plan projects for LA Metro and the Los Angeles County Bicycle Master Plan Update for the Los Angeles County Department of Public Works. To support quantitative research and polling services, Arellano proposed subcontractor support for Asian American and Pacific Islander (AAPI) and Vietnamese outreach, as well as survey design, data collection, and analysis services. The firm received positive comments from its references.

#### Staffing and Project Organization

Modern Times proposed a project team with defined roles and responsibilities aligned with the scope of work. The proposed project manager has 15 years of experience in communications, public outreach, and community engagement and is currently serving as the project manager for OCTA's Trust-Building Campaign. The project team includes dedicated community outreach leads and support staff with experience conducting in-person engagement, multilingual

outreach, digital and ethnic media coordination, and data collection for transportation-related projects.

The proposed project organization identifies reporting relationships among the prime consultant and subcontractors and provides staffing resources to support multilingual outreach and evaluation activities across required language communities. During the interview, the project team presented their roles and provided thorough responses to the evaluation committee's questions.

Arellano proposed a project team with experience supporting public outreach and transportation planning efforts. The proposed project manager has approximately 11 years of experience in public outreach, construction communications, and stakeholder engagement for transportation and capital infrastructure projects. The staffing plan includes personnel assigned to support Spanish and Vietnamese language outreach and a designated strategist for specialized community outreach. Although subcontractor staff was proposed to lead AAPI outreach, the individual did not participate in the interview, which raised concerns about staffing availability. Arellano did not elaborate on how the project team would provide outreach to Chinese, Korean, Farsi, Arabic, and other language-speaking communities identified in the scope of work. In addition, the proposed staffing plan reflected limited availability for several key roles, including the project manager, media and digital support, and data and evaluation support in order to meet the community engagement requirements.

Furthermore, after proposals were submitted, Arellano notified OCTA of a change to the originally proposed project manager because the individual was no longer with the firm. Arellano initially proposed a replacement project manager; however, after OCTA confirmed that the originally submitted project manager labor rates would remain unchanged, the firm proposed an alternate replacement project manager with a comparable level of experience and rates consistent with those originally submitted. During the interview, the project team presented their roles and responded to the evaluation committee's questions.

#### Work Plan

Modern Times proposed a work plan that addressed the elements of the scope of work and builds on OCTA's existing Trust-Building Campaign. The work plan emphasizes measurable engagement activities, including the use of tracking tools and dashboards with real-time metrics to support ongoing monitoring and reporting. The plan outlines continued engagement with Spanish- and Vietnamese-speaking communities and expanded outreach to other language-speaking communities, including Chinese, Korean, Farsi, and other underserved populations, consistent with the language requirements of the

scope of work. The work plan identifies the use of established relationships with community-based and faith-based organizations to support in-person outreach activities and culturally relevant engagement. Modern Times also described its proposed quantitative survey approach for multiple language groups and other hard-to-reach populations in Orange County. During the interviews, Modern Times presented its proposed approach and outlined its initial 60-day implementation activities, which further demonstrated the firm's expertise and ability to meet the goals and objectives of this project.

Arellano proposed a structured, task-oriented work plan aligned with the scope of work and OCTA's Trust-Building Campaign. The work plan describes a relationship-based engagement approach that includes stakeholder roundtables, listening sessions, workshops, pop-up events, and other community engagement activities intended to support insight generation and decision making for transportation planning efforts. While the proposal references multilingual and culturally relevant outreach and identifies the availability of bilingual and trilingual staff, the work plan provides limited detail regarding execution strategies, coordination, and quality control for multilingual communications. In addition, during the interview, the firm did not provide a sufficiently clear or measurable response regarding performance targets for the next phase of community engagement.

#### Cost and Price

Pricing scores were based on a formula which assigned the higher score to the firm with the lower weighted average hourly rate and scored the other proposal's weighted average hourly rate based on its relation to the lower weighted average hourly rate. Although Modern Times did not propose the lower weighted average hourly rates, they are deemed fair and reasonable as they are competitive among the proposing firms. In addition, Modern Times' total proposed budget is lower than the OCTA project manager's independent cost estimate.

#### Procurement Summary

Based on the evaluation of written proposals, the firms' qualifications, the information obtained from the interviews, as well as cost and price, the evaluation committee recommends the selection of Modern Times as the top-ranked firm to provide community engagement consultant services. Modern Times delivered a thorough and comprehensive proposal and an interview that was responsive to all the requirements of the RFP.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2025-2026 Budget, People and Community Engagement, Account No. 1861-7519-A5160-0NF, and is funded through local funds.

**Summary**

Staff is recommending the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C250090 between the Orange County Transportation Authority and Modern Times, Inc., in the amount of \$884,680, for a two-year initial term with a two-year option term, to provide community engagement consultant services.

**Attachments**

- A. Review of Proposals, RFP 250090 Community Engagement Consultant Services
- B. Proposal Evaluation Criteria Matrix (Short-Listed Firms), RFP 250090 Community Engagement Consultant Services
- C. Contract History for the Past Two Years, RFP 250090 Community Engagement Consultant Services

**Prepared by:**

**Approved by:**



Ted P. Nguyen  
Senior Manager  
714-560-5334

Maggie McJilton  
Executive Director, People and  
Community Engagement  
714-560-5824



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

**Review of Proposals**  
**RFP 250090 Community Engagement Consultant Services**  
 Presented to Regional Transportation Planning - March 2, 2026  
**13 firms proposed, 2 firms were interviewed, 1 firm is being recommended**

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Weighted Average Hourly Rate
1	90	<b>Modern Times, Inc.</b> Pasadena, California	ArrowGTP J Wu Consulting True North Research	Highest-ranked firm overall. Demonstrated relevant community outreach experience on transportation projects. Experience providing outreach to Spanish-speaking communities. Proposed a project manager with 15 years of experience. Proposed a subcontractor to provide outreach to Vietnamese-language outreach and ethnic media service. Proposed a subcontractor to provide Chinese, Korean, Farsi, and other Asian-language community engagement and translation services. Proposed a subcontractor to provide quantitative survey design, data collection, and analysis. Proposed an experienced and knowledgeable project team. Diversity leads have extensive community engagement experience. Demonstrated an understanding of the project and detailed approach. Detailed a plan for continued engagement with Spanish and Vietnamese speaking communities and expanded outreach to additional language-speaking communities, including Chinese, Korean, Farsi, and other underserved populations. Presented approach and discussed 60-day implementation activities, as well as provided detailed responses to questions. Received positive responses from references. Proposed competitive weighted average hourly rate.	\$127
2	84	<b>Arellano Associates</b> Chino Hills, California	ArrowGTP Fairbank, Maslin, Maullin, Metz & Associates	Relevant public outreach experience on transportation projects, including various projects in Orange County. Direct experience engaging Spanish and Vietnamese communities in Orange County. Proposed a project manager with 11 years of experience. Proposed a subcontractor to support Asian American and Pacific Islander and Vietnamese outreach efforts. Proposed a subcontractor to provide survey design, data collection, and analysis services. Demonstrated an understanding of the project and discussed approach. Project team provided an overview of its 60-day plan. Did not elaborate on outreach to Chinese, Korean, Farsi, Arabic, and other language - speaking communities identified in the scope of work. Did not provide a sufficiently clear or measurable response regarding performance targets for the next phase of community engagement. Received positive responses from references. Proposed lower hourly rates.	\$124

**Evaluation Panel:**

**Proposal Criteria**

**Weight Factors**

Internal:

- Contracts Administration and Materials Management (2)
- Public Outreach (2)
- Marketing & Customer Engagement (1)

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

**PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms)  
RFP 250090 Community Engagement Consultant Services**

<b>Modern Times, Inc.</b>						<b>Weights</b>	<b>Overall Score</b>
<b>Evaluation 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	4.5	4.5	4	18.0
Staffing/Project Organization	4.5	4.5	4.0	4.5	4.0	5	21.5
Work Plan	4.5	4.5	4.5	4.5	4.0	6	26.4
Cost and Price	4.9	4.9	4.9	4.9	4.9	5	24.5
<b>Overall Score</b>	<b>92.0</b>	<b>92.0</b>	<b>89.5</b>	<b>92.0</b>	<b>86.5</b>		<b>90</b>
<b>Arellano Associates, LLC</b>							
<b>Arellano Associates, LLC</b>						<b>Weights</b>	<b>Overall Score</b>
<b>Evaluation Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>		
Qualifications of Firm	4.0	4.0	4.5	4.5	4.5	4	17.2
Staffing/Project Organization	3.5	4.0	4.0	4.0	3.5	5	19.0
Work Plan	4.0	4.0	4.0	3.5	3.5	6	22.8
Cost and Price	5.0	5.0	5.0	5.0	5.0	5	25.0
<b>Overall Score</b>	<b>82.5</b>	<b>85.0</b>	<b>87.0</b>	<b>84.0</b>	<b>81.5</b>		<b>84</b>

Range of technical scores for non-short-listed firms was 26 to 56; these scores do not include cost score.

**CONTRACT HISTORY FOR THE PAST TWO YEARS**

**RFP 250090 Community Engagement Consultant Services**

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Modern Times, Inc.	C-2-2655	Diversity Outreach Services	November 10, 2022	November 30, 2025		\$ 899,862
Contract Type: Time and Expense						
Subconsultants:						
ArrowGPT						
<b>Total</b>						<b>\$ 899,862</b>
Arellano Associates, LLC	C-2-3053	On-Call Planning Studies Public Outreach Consultant Services	June 1, 2023	April 30, 2026		\$ 300,000
Contract Type: Time and Expense						
Subconsultants:						
ArrowGPT						
Arellano Associates, LLC	C-3-2817	Public Outreach Services for South Coast Rail Infrastructure Feasibility Study	October 30, 2023	October 31, 2025		\$ 253,750
Contract Type: Time and Expense						
Subconsultants:						
None						
Arellano Associates, LLC	C-4-2076	On-Call Planning Studies Public Outreach Consultant Services	August 6, 2024	May 31, 2027		\$ 700,000
Contract Type: Time and Expense						
Subconsultants:						
ArrowGPT						
Arellano Associates, LLC	C-4-2295	Long-Range Transportation Plan Public Outreach	December 10, 2024	October 31, 2026		\$ 350,000
Contract Type: Time and Expense						
Subconsultants:						
ArrowGPT						
Arellano Associates, LLC	C-4-2520	Public Outreach Services for the Measure M2 Ten-Year Review	March 11, 2025	December 31, 2026		\$ 213,334
Contract Type: Time and Expense						
Subconsultants:						
None						
Arellano Associates, LLC	C-9-1510	Marketing Outreach Support Services	October 17, 2019	June 30, 2024		\$ 120,000
Contract Type: Time and Expense						
Subconsultants:						
None						
<b>Total</b>						<b>\$ 1,937,084</b>



**March 2, 2026**

**To:** Executive Committee

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

**Subject:** Updates to the Ralph M. Brown Act and Adoption of a Technology Disruption Policy

**Overview**

SB 707 (Chapter 327, Statutes of 2025) was passed on October 3, 2025, amending the Ralph M. Brown Act (Government Code Section 54950 et seq.). These amendments began taking effect January 1, 2026, with notable changes related to public participation becoming effective on July 1, 2026. This report seeks approval of a technology disruption policy that takes effect July 1, 2026.

**Recommendation**

Approve the Orange County Transportation Authority Board of Directors' Ralph M. Brown Act Meeting Technology Disruption Policy.

**Background**

SB 707 amends the Ralph M. Brown Act (Brown Act) by introducing new teleconferencing requirements, detailing eligibility rules for members of legislative bodies to participate remotely and enhanced accessibility for members of the public. The bill expands teleconferencing options and allows Board Members with disabilities to participate remotely as a reasonable accommodation without posting an agenda or providing public access to their location, consistent with recent Attorney General guidance. It preserves the traditional teleconferencing allowances that require public access at each remote site but also extends the "alternative teleconferencing" framework introduced during the coronavirus pandemic.

SB 707 also strengthens public accessibility requirements by requiring certain eligible legislative bodies to offer remote public comment via telephone or video, provide closed captioning where available, maintain accessible meeting webpages, and translate agendas into languages spoken by at least 20 percent of the jurisdiction's limited English proficient population. SB 707 directly affects

the Orange County Transportation Authority (OCTA) as its Board of Directors (Board) qualifies as an eligible legislative body.

***Discussion***

SB 707 will impact the manner in which OCTA conducts Board and committee meetings. An overview of these changes is provided below.

**Remote Public Access and Participation**

The Board qualifies as an “eligible legislative body” under SB 707, and therefore, all OCTA Board and committee meetings are subject to the new public access and participation requirements. Beginning July 1, 2026, OCTA will be required to provide an opportunity for members of the public to attend Board and committee meetings and provide public comment through a two-way telephonic service or a two-way audiovisual platform, unless adequate telephonic or internet service is not operational at the meeting location. This requires OCTA to provide a means for members of the public to provide public comment remotely via a two-way audiovisual platform such as Zoom, which OCTA currently utilizes, or a call-in number. If an audiovisual platform like Zoom is used, automatic captioning will also be required if the platform provides that functionality. Based on prior experience utilizing audiovisual platforms for Board and committee meetings, staff plans to continue to utilize Zoom as the preferred platform for all meetings beginning July 1, 2026.

**Board Meeting Technology Disruption Policy**

Prior to July 1, 2026, the Board must approve on the regular calendar, at a noticed public meeting, a policy regarding the disruption of telephonic or internet service. This policy must include the procedures for recessing and reconvening a meeting in the event of a disruption as well as the efforts OCTA will make to attempt to restore service. The policy must include the requirement that if a disruption of the internet/telephonic service prevents the public from attending or observing remotely, the Board must recess the open session meeting for at least one hour and make a good faith attempt to restore the service. The Board may meet in closed session during this period.

The Board cannot reconvene the open session of the meeting until the earlier of (1) at least one hour following the disruption or (2) until service is restored. If telephone/internet service has not been restored after good faith attempts have been made to restore the service for at least one hour, the Board can reconvene the meeting but must adopt a finding by rollcall vote that good faith efforts to restore the meeting were made in accordance with the policy and that the public interest in continuing the meeting outweighs the public interest in remote public

access. Staff has developed a Board Brown Act Meeting Technology Disruption Policy for Board approval (Attachment A).

#### Translation, Interpretation, and Public Participation

SB 707 requires translation of agendas under specified criteria. This criteria includes English proficiency thresholds as determined by the most recent American Community Survey for the populations served.

Staff has reviewed and, based on the criteria included in SB 707, OCTA is not required to translate the meeting agenda. While agenda translation is not a legal requirement for OCTA, it may be prudent to include information related to publicly available translation tools such as Google Translate or various artificial intelligence platforms on OCTA's website.

SB 707 also requires public agencies to reasonably assist any member of the public who wishes to translate a meeting or wishes to receive interpretation provided by another member of the public, so long as the interpretation does not disrupt the meeting. Reasonable assistance may include arranging space for interpreters at the meeting location, allowing extra time during the meeting for interpretation, or ensuring that participants may use personal equipment or reasonably access commercially available interpretation services. OCTA is not required to provide interpretation of meetings but may elect to at its discretion. Staff has evaluated these requirements and has developed a plan to reserve rows within the existing Board room for members of the public to provide their own interpretation services.

OCTA will also be required to provide a physical location for members of the public to post their own additional translations of the agenda in reasonable proximity to the physical location in which OCTA's meeting agendas are posted. OCTA's meeting agendas are posted on electronic boards visible from the Board meeting location. Staff will identify a location for a materials stand for the public to provide alternative translations for Board and committee meetings.

In addition to the above, SB 707 requires OCTA to encourage residents, including those in underrepresented communities and non-English-speaking communities, to participate in public meetings, including maintaining a system for electronically accepting and fulfilling requests for meeting agendas and documents through email or through an integrated agenda management platform and maintaining an accessible internet webpage dedicated to public meetings that provides information about Board and committee meetings and the steps to participate. OCTA currently manages requests for meeting agendas through the OCTA Clerk of the Board email address ([clerkoffice@octa.net](mailto:clerkoffice@octa.net)) or

the Clerk of the Board hotline at (714) 560-5676 and will begin updating the website to comply with SB 707 requirements.

#### Teleconferencing

SB 707 revises, recasts, and expands the teleconferencing options available under the Brown Act. Notably, SB 707 codifies a recent opinion issued by the California Attorney General permitting remote teleconferencing as a reasonable accommodation for a disabled member of a legislative body. To participate remotely under a reasonable accommodation, the Board Member is required to participate using both audio and video technology, unless their physical condition results in a need to participate off camera, and the member would be required to disclose whether anyone 18 years of age or older is present in the room along with the member's relationship to those individuals. The member's remote location would not have to be noticed on the agenda or accessible to the public.

The alternative teleconferencing provisions were also modified and expanded by SB 707, including teleconferencing for just cause and two new teleconferencing options for "eligible subsidiary bodies" and "eligible multijurisdictional bodies," which are defined in statute. However, the teleconferencing options that apply to "eligible subsidiary bodies" and "eligible multijurisdictional bodies" as defined in SB 707 exclude elected officials and compensated Board Members, respectively, from being able to participate remotely unless their remote location is noticed and open to the public and therefore are not an option for OCTA's Board. OCTA's Executive Committee discussed the alternative teleconferencing for just cause provision. That discussion resulted in consensus that OCTA continue to utilize traditional teleconferencing for Board and committee meetings. Traditional teleconferencing remains an option for Board Members to participate in Board and committee meetings from noticed locations that are accessible to the public.

***Summary***

A summary of recent amendments to the Brown Act that will impact Board and committee meetings is provided. The Board is requested to adopt the attached OCTA Board of Directors Brown Act Meeting Technology Disruption Policy.

***Attachment***

- A. Orange County Transportation Authority Board of Directors Brown Act Meeting Technology Disruption Policy

**Prepared by:**



Andrea West  
Clerk of the Board  
(714) 560-5611

**Approved by:**



Jennifer L. Bergener  
Deputy Chief Executive Officer  
(714) 560-5462



**ORANGE COUNTY TRANSPORTATION AUTHORITY  
BOARD OF DIRECTORS RALPH M. BROWN ACT MEETING  
TECHNOLOGY DISRUPTION POLICY**

Policy#: \_\_\_\_\_

Origination Date: \_\_\_\_\_

Revised Date: \_\_\_\_\_

**I. PURPOSE**

Effective July 1, 2026, all meetings of the Orange County Transportation Authority (OCTA) Board of Directors (Board), including Board committees, will allow remote public participation in compliance with the Ralph M. Brown Act (Brown Act) (Government Code Section 54950 et seq.). This policy addresses the steps OCTA will take to attempt to restore remote public access in the event of a technology disruption during a meeting that prevents members of the public from remotely attending or observing the meeting.

**II. POLICY**

This policy addresses the procedures for recessing and reconvening a meeting in the event of a technology disruption and the efforts that OCTA will make to attempt to restore the service.

**III. DEFINITIONS**

- A. Director – A member of the OCTA Board.
- B. Remote Service – A two-way telephonic service, a two-way audiovisual platform (e.g., Zoom), or other means of remote public participation permitted by the Brown Act.
- C. Technology Disruption – A disruption in the two-way telephonic service or two-way audiovisual platform (e.g., Zoom) that prevents the public from remotely attending or observing a meeting.

**IV. PROCEDURE**

**A. Meeting Recess**

1. If there is a technology disruption in the remote service that prevents members of the public from attending or observing the open session portion of a meeting through the remote service, the Board shall recess the open session of the meeting for at least one hour, and OCTA staff will make a good faith attempt to restore the remote service, as outlined in Section IV.B of this policy.
2. The Board will not reconvene the open session of the meeting until at least one hour following the technology disruption has lapsed, or until the remote service is restored, whichever is earlier.
3. The Board may meet in closed session during the technology disruption.

**OCTA Board of Directors**  
**TECHNOLOGY DISRUPTION POLICY**

Policy#: \_\_\_\_\_

Origination Date: \_\_\_\_\_

Revised Date: \_\_\_\_\_

**B. Restoration Efforts**

1. During the technology disruption, staff will promptly evaluate the issue and determine the appropriate steps to restore remote service. This includes checking network and platform status, confirming power and physical connections, reviewing system logs, and troubleshooting or restarting affected hardware, software, or control systems as needed.
2. Staff will also coordinate with Information Systems personnel and external service providers, when necessary, to resolve connectivity or related technical issues.

**C. Reconvening the Meeting**

1. Upon restoration of the remote service, the Board may immediately reconvene the meeting.
2. If the remote service is unable to be restored and OCTA has made good faith attempts to restore the remote service for at least one hour, the Board may reconvene and continue the meeting after adopting a finding, by a rollcall vote, that good faith efforts to restore the remote service were made in accordance with this policy and that the public interest in continuing the meeting outweighs the public interest in remote public access.

**V. EXCEPTIONS**

- A.** This policy only applies to noticed Brown Act meetings of the OCTA Board and its Board committees and does not apply to any other OCTA meetings that may otherwise be subject to the Brown Act, including OCTA's public committees.
- B.** This policy does not apply to meetings expressly exempted under the Brown Act, including meetings held to do any of the following:
  1. Attend a judicial or administrative proceeding to which OCTA is a party.
  2. Inspect real or personal property provided that the topic of the meeting is limited to items directly related to the real or personal property.
  3. Meet with elected or appointed officials of the United States or the State of California, solely to discuss a legislative or regulatory issue affecting OCTA and over which the federal or state officials have jurisdiction.
  4. Meet in or nearby an OCTA-owned facility, provided that the topic of the meeting is limited to items directly related to the facility.
  5. Meet in an emergency situation.

**OCTA Board of Directors  
TECHNOLOGY DISRUPTION POLICY**

Policy#: \_\_\_\_\_

Origination Date: \_\_\_\_\_

Revised Date: \_\_\_\_\_

C. OCTA's Chief Executive Officer, in consultation with General Counsel, is authorized to make changes to this Policy to comply with changes to the Brown Act as it may be amended. The OCTA Board will be promptly notified of any changes.

**VI. PROVISIONS AND CONDITIONS**

Not applicable.

**VII. RELATED DOCUMENTS**

None.

**END OF POLICY**



**March 2, 2026**

**To:** Executive Committee

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

**Subject:** Fédération Internationale de Football Association World Cup 2026 and Los Angeles 2028 Olympic and Paralympic Games Transit Planning Update

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

**Overview**

The Orange County Transportation Authority, in collaboration with the Los Angeles County Metropolitan Transportation Authority, is advancing planning efforts for the Fédération Internationale de Football Association World Cup 2026 and the Los Angeles 2028 Olympic and Paralympic Games. These global events represent significant regional mobility challenges and opportunities. The planning focus is to deliver seamless, high-quality transit service for spectators and workforce while minimizing impacts to existing Orange County Transportation Authority riders. This report provides an update on ongoing planning efforts to date.

**Recommendation**

Receive and file as an information item.

**Background**

On October 13, 2025, the Orange County Transportation Authority (OCTA) Board of Directors (Board) directed staff to continue to plan and implement World Cup 2026 (WC26) service, seek funding opportunities for the Los Angeles 2028 Olympics (LA28) transit service, and authorized the Chief Executive Officer to negotiate and execute a funding agreement between OCTA and the Los Angeles County Metropolitan Transportation Authority (LA Metro) to obtain reimbursement for WC26 transit service expenses.

The Fédération Internationale de Football Association WC26 will include eight matches at SoFi Stadium (SoFi) between June 12 and July 10, 2026. LA Metro estimates that over 24,000 spectators per day are expected to arrive via transit or park-and-ride shuttle service. OCTA and LA Metro staff have progressed

service planning activities, including park-and-ride bus service from the Anaheim Regional Transportation Intermodal Center (ARTIC) and potentially from an additional terminus located in west Orange County. Options for the additional service include the Laguna Hills Transportation Center, Goldenwest Transportation Center, and Newport Transportation Center.

The LA28 and Paralympic Games (Games) will include more than 800 events at over 80 venues across the region spanning a six-week period, with an anticipated 12 to 15 million ticketed spectators. Two confirmed venues in or adjacent to Orange County are the Honda Center (volleyball) and Trestles Beach (surfing). OCTA is expected to play a key role in transporting spectators via OC Bus, the Southern California Regional Rail Authority (SCRRA), and Amtrak to these venues.

### ***Discussion***

OCTA and LA Metro have coordinated planning over the past 22 months to prepare for both the WC26 and Games. This has included exploring Games Enhanced Transit Service, mobility hubs, Games route network, first/last mile, transportation demand management, and park-and-ride as options to complete the Games transportation component.

#### **World Cup 2026**

On October 13, 2025, the Board directed staff to continue to plan and implement WC26 service. Since that time, OCTA staff worked with LA Metro, the City of Anaheim, and ARTIC management staff to refine service and operational planning for bus service between ARTIC and SoFi. Additionally, consistent with direction received from the Board, OCTA staff is evaluating an additional park-and-ride bus service concept originating from a west county transportation center to SoFi to provide greater access across Orange County. OCTA staff is working with LA Metro to determine if there is sufficient capacity at SoFi to accommodate this additional route.

Match times and information about which teams will be playing in the initial matches were made available in December 2025. Of the eight total matches planned at SoFi, five matches will occur at 12:00 p.m., two matches will occur at 6:00 p.m., and one match will occur at 7:00 p.m. Two of the initial matches will feature Team USA, including the first match on Friday, June 12, 2026. The WC26's random selection draw for match tickets was active between mid-December 2025 and mid-January 2026. Prospective attendees are expected to be notified of the results of the draw in February 2026. The next

phase of ticket sales is expected in April 2026. LA Metro has requested ticket sales data from WC26 to better understand the general market and demand for travel to SoFi. The ticket sales data would help to further define the need for bus service from ARTIC and west Orange County. As of the writing of this staff report, that information has not been made available to LA Metro or OCTA. LA Metro is also planning to utilize a transit reservation system to determine ridership demand for transit agencies providing WC26 service.

In October 2025, LA Metro provided the various municipal operators with a draft term sheet for review to establish roles and responsibilities for the preparation, operation, and after-action debriefs for WC26 services. OCTA staff reviewed the term sheet and provided feedback to LA Metro.

Based on the draft term sheet and subsequent discussions with LA Metro staff, high-level cost estimates have been refined for OCTA to operate bus services originating from ARTIC and a transit center in west Orange County to SoFi with the following key assumptions:

- 18 vehicles (12 for ARTIC and six for west Orange County transit center, pending SoFi availability)
- 900 daily passengers (50 passengers per vehicle)
- Eight matches over eight days of operations
- Eight hours of service per match day (includes three hours prior to match start, two hours for gameplay, and three hours for return operations)
- Operational support staff consisting of three senior supervisors, three field specialists, two road call mechanics, and one radio specialist per day
- Cost per hour of operation: \$204.04

Based on these assumptions, the total cost estimate (including contingency) remains below the Board-authorized budget of \$300,000 for the WC26 bus service. OCTA and LA Metro have engaged in discussions regarding a finalized term sheet, contract, and reimbursement by LA Metro for OCTA providing transportation for WC26 matches. OCTA staff expects that delivering this service is feasible given its current staffing and vehicle resources, and this is not anticipated to negatively impact existing OC Bus service.

## Los Angeles 2028 Olympic and Paralympic Games

OCTA staff has continued to advance venue-specific planning for the Games. OCTA's official membership in the Games Mobility Executive (GME), established to support mobility and transportation planning for the Games, remains pending. The GME is comprised of core agencies (LA28, the Los Angeles Mayor's Office, LA Metro, the Los Angeles Department of Transportation, California Department of Transportation, SCRRRA, and Southern California Association of Governments) responsible for planning and implementation of transportation services for the Games. While progress has been made on establishing official security perimeters for the Games venue sites, uncertainties remain regarding final bus access, pedestrian pathways, and vehicle staging areas.

OCTA staff has developed high-level cost estimates, based on the most current information available, to provide services for the Games. A total estimate of approximately \$74.5 million in state and/or federal investment is requested to ensure Orange County's public transit system is ready to support the Games while keeping everyday travel reliable for residents and workers. These estimates informed discussions with state and federal leaders in Sacramento and Washington, D.C. in January 2026. Staff will continue to refine the cost estimate as more information becomes available for the Games.

During the fourth quarter of 2025, OCTA staff participated in several key activities, including meetings regarding the Trestles Beach venue, the Games Summit hosted by the LA28 Organizing Committee, a Honda Center subcommittee meeting, and discussions regarding the Athlete Satellite Village at the University of California, Irvine.

On January 14, 2026, OCTA released a request for proposals for consultant support to complete a Games transportation service plan and capital needs assessment. Key objectives of the scope of work include service integration with other major regional public transit providers, route optimization to accommodate increased demand, capital investment planning for transit centers, park-and-rides, and other critical infrastructure, and broad stakeholder engagement. Staff anticipates that the proposed award will be presented to the Board in April 2026.

***Summary***

OCTA's continued collaboration with LA Metro, Games, and other key stakeholders is critical to ensuring successful planning and delivery of transit services for the WC26 and the Games. OCTA staff is working with LA Metro to potentially provide an additional service offering to SoFi for the WC26 matches from the coastal parts of Orange County. Additional information related to the Games including updated cost estimates are discussed herein.

***Attachment***

None.

**Prepared by:**



Katie Persons  
Department Manager  
(714) 560-5683

**Approved by:**



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



# FIFA World Cup 2026 and Los Angeles 2028 Olympic and Paralympic Games Transit Planning Update





# Background



## Planning Focus

Safe, seamless, high-quality transit service for events while minimizing impacts to existing riders



## Regional Coordination

OCTA and LA Metro in regular coordination to advance planning for both events



## FIFA WC26

Eight matches at SoFi between June 12 and July 10, 2026



## LA28 Olympics

800 events at over 80 venues, including two in or adjacent to Orange County

FIFA - The Fédération Internationale de Football Association  
LA28 - The Los Angeles 2028 Olympics  
LA Metro - Los Angeles County Metropolitan Transportation Authority  
OCTA – Orange County Transportation Authority  
SoFi - SoFi Stadium  
WC26 – World Cup 2026



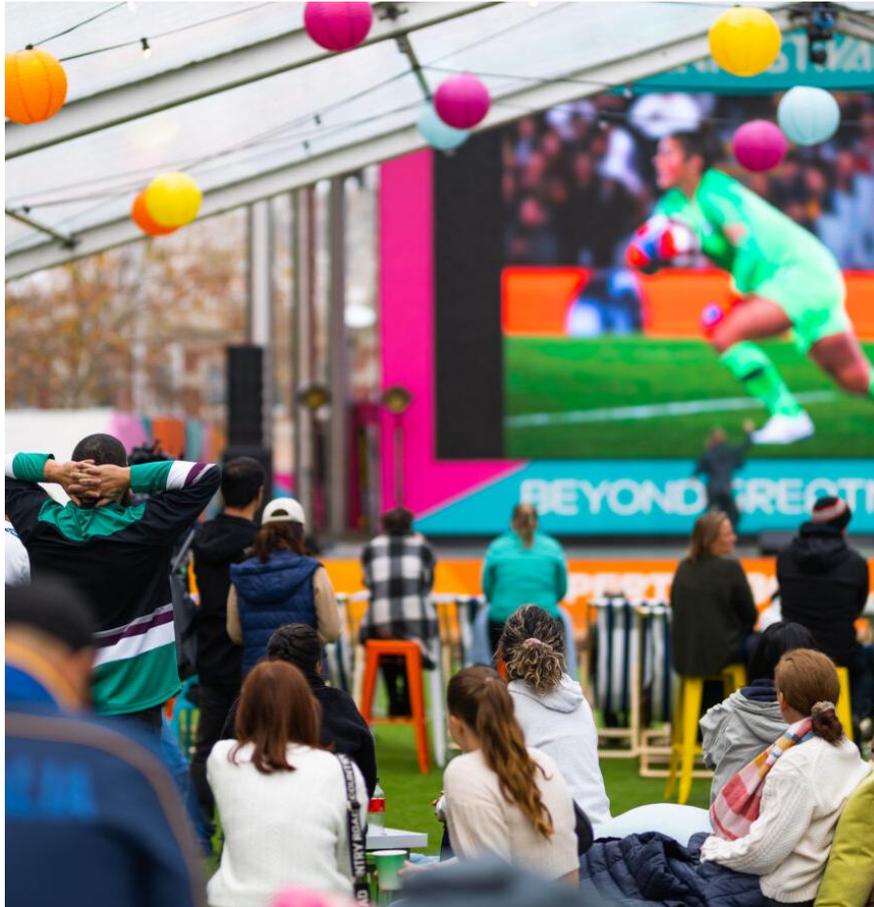
# FIFA Event Overview



- All Los Angeles WC26 matches will be held at SoFi
- Eight total matches, with two featuring ***Team USA***
  - **Friday, June 12 at 6 p.m. (*Team USA*)**
  - Monday, June 15 at 6 p.m.
  - Thursday, June 18 at 12 p.m.
  - Sunday, June 21 at 12 p.m.
  - **Thursday, June 25 at 7 p.m. (*Team USA*)**
  - Sunday, June 28 at 12 p.m.
  - Thursday, July 2 at 12 p.m.
  - Friday, July 10 at 12 p.m.



# FIFA Anticipated Spectators



- 78,000 spectators per match at SoFi
- 24,000 spectators expected to arrive via transit or park-and-ride shuttle
  - OCTA shuttles from ARTIC and potential secondary location to SoFi (capacity for 900 boardings/match)
- FIFA Fan Fest
  - Expo Park/Coliseum June 11-15
  - 40,000 tickets per day
- FIFA Fan Zones
  - LA Union Station (*tentative*) June 25-28
  - Additional sites anticipated

ARTIC – Anaheim Regional Transportation Intermodal Center  
Coliseum – Los Angeles Memorial Coliseum  
Expo Park – Exposition Park



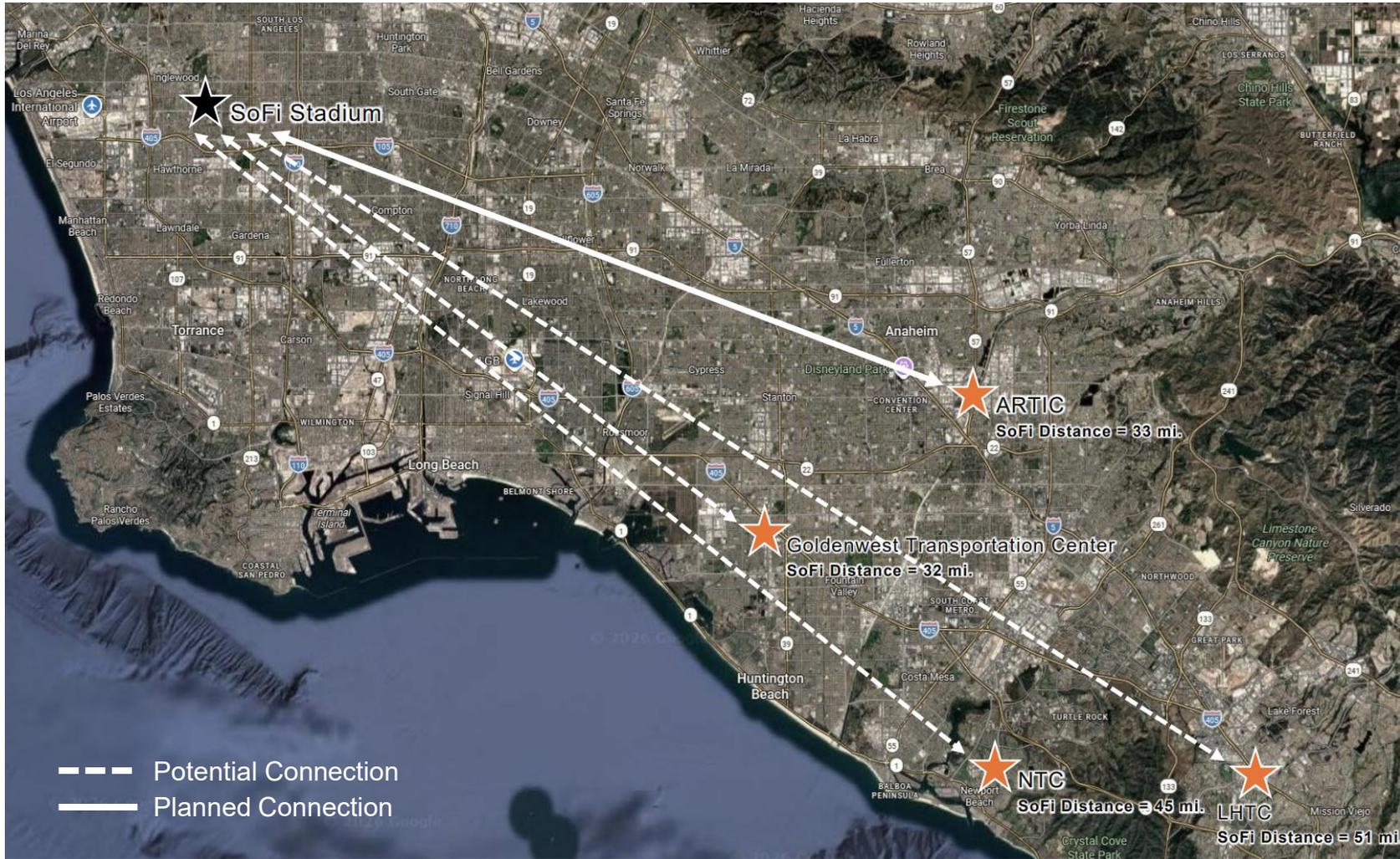
# FIFA Transportation Plan

---

- **LA Metro Coordination**
  - Coordinated network of park-and-ride shuttles to SoFi
- **ARTIC Connection**
  - Access to hotels, direct connection to rail services and parking
- **Additional West County Connection**
  - Subject to ongoing discussions with LA Metro regarding capacity



# Potential Additional Connection to SoFi



NTC – Newport Transportation Center  
LHTC – Laguna Hills Transportation Center



# WC26 Event Dates

June 2026						
Su	M	T	W	Th	F	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

July 2026						
Su	M	T	W	Th	F	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	1



*FIFA WC26 Event Date*



# LA28 Event Overview

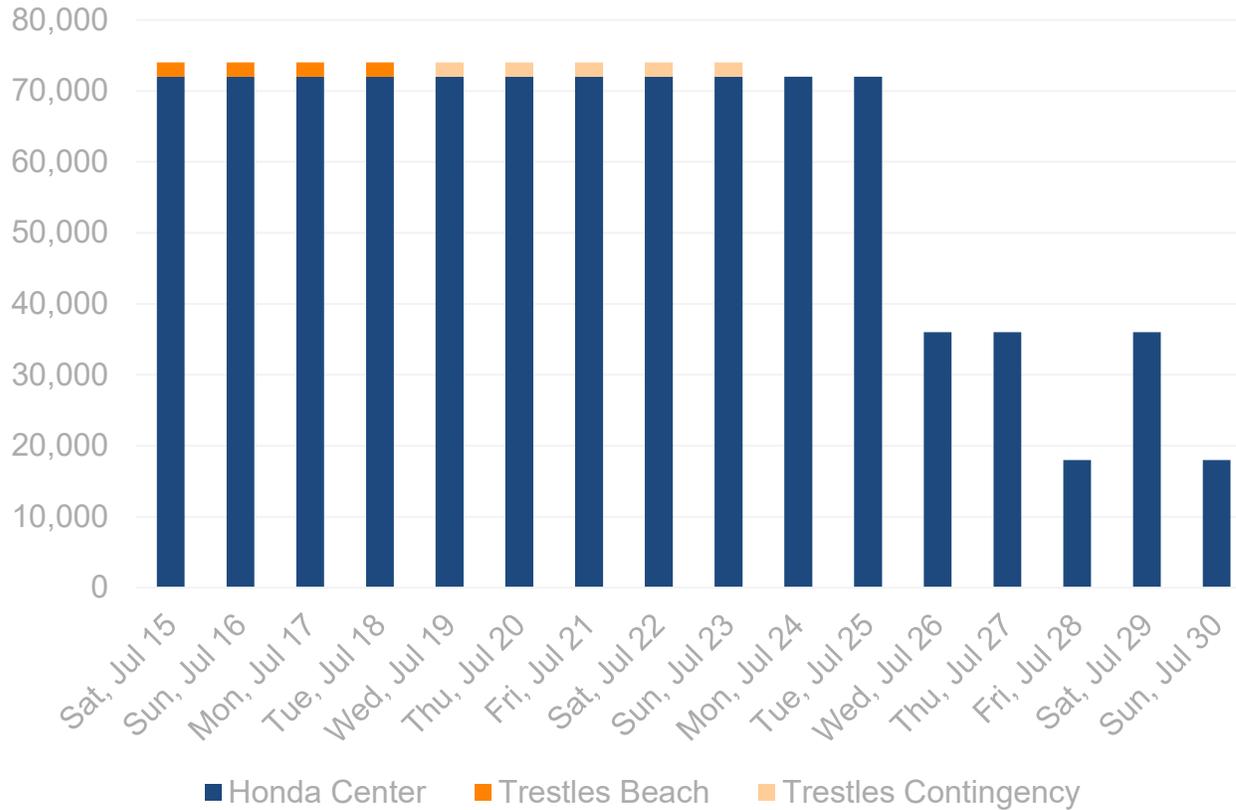


- **Honda Center**
  - Up to four volleyball sessions per day
  - 16 active days between Saturday, July 15 and Sunday, July 30
- **Trestles Beach**
  - Located south of San Clemente in San Diego County
  - Up to one surfing session per day
  - Four active days between Saturday, July 15 and Tuesday, July 18 with five additional contingency days as needed
- **Fan Fests and Activations**
  - To be determined throughout region



# LA28 Anticipated Spectators

### Anticipated Spectators by Day and Venue



## Honda Center Spectators

Peak days will attract 72,000 spectators at Honda Center

## Trestles Beach Spectators

Trestles Beach will attract approximately 2,000 spectators per day



## Service Planning

- Procurement underway to provide LA28 Games planning support, expected late spring 2026

## Security Perimeter Planning

- Security perimeters defined by LA28 and federal agencies will impact public transit service options



## LA28 Honda Center Security Perimeter

- OCTA staff attended the Honda Center subcommittee meeting on January 6, 2026
- The United States Secret Service and LA28 staff provided an update on the latest security perimeter
- Buses will not be able to access ARTIC and large vehicles (including transit buses) will not be able to access Katella Avenue
- Availability of Angels Stadium pending determination of schedule from Major League Baseball



# Next Steps

---

- **WC26**

- Finalize agreement with LA Metro, including final service plan and operational resources
- Continue coordination with the City of Anaheim and ARTIC management

- **LA28**

- Advance discussions regarding use of Angel Stadium parking for transit access
- Advance discussions regarding finalized security perimeters at Trestles Beach and Honda Center venues to inform service plan
- Continue to refine the cost estimate for OCTA to provide LA28 transit services as information becomes available
- Continue to request state and federal investment in Games transportation needs



**March 2, 2026**

**To:** Executive Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** Headquarters Property Update

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

**Overview**

On October 25, 2024, the Orange County Transportation Authority closed escrow on the purchase of property located at 2677 North Main Street, Santa Ana to serve as the new headquarters property for the Orange County Transportation Authority. Staff has prepared an update on the activities that have occurred since the purchase to prepare the property to serve as the Orange County Transportation Authority's future headquarters. Future updates on the capital improvements related to the headquarters will be presented as part of the Capital Action Plan and Performance Metrics report.

**Recommendation**

Receive and file as an information item.

**Background**

The property located at 2677 North Main Street sits on 4.6 acres and includes both surface parking and a five-story parking garage. The office tower was built in 1987 and is ten stories with 220,453 square feet of office space, which can accommodate the Orange County Transportation Authority's (OCTA) workforce with additional space available for lease. OCTA intends to occupy eight floors of the office tower and continue to lease two floors to tenants. The building is Leed Gold certified and solar panels were recently installed over the surface parking lot and the top floor of the parking garage.

Upon acquisition of the property OCTA has been responsible for the daily operations of the property. The primary responsibilities include tenant relations, maintenance and facilities management, vendor and contract management, and budget and financial management. OCTA has worked in coordination with property management services for these efforts. OCTA utilized The Muller Company (TMC) for a period of one-year following acquisition of the property.

TMC was the existing property manager and utilizing their services provided stability post-acquisition. The Board of Directors (Board) approved the award of long-term property management services to Lincoln Property Company Commercial (LPC) on September 22, 2025. OCTA, in coordination with LPC, is currently managing daily operations including 22 tenants and 17 service contracts. The service contracts are needed to operate and maintain the property and include services such as janitorial, security, building engineering, landscaping, elevator maintenance, generator service, lighting maintenance, as well as a host of other small services.

The acquisition plan presented to the Board on August 12, 2024, for the purchase of the property consisted of a series of activities necessary to prepare the property for occupancy by OCTA. These activities included the construction of a board/conference room (B/CR) facility in the surface parking lot to hold public meetings, such as Board and committee meetings, as well as serving as a conference center for OCTA. These activities also included improvements to the office tower to prepare the building for occupancy by OCTA staff. The two projects will be proceeding on different schedules given the requirements of each project.

### ***Discussion***

In late December 2025, two Board-approved contracts were executed for services needed for construction of the B/CR facility and improvements to the office tower. Griffin Structures (Griffin) was selected to provide project management and construction management services, and Stantec Architecture, Inc. (Stantec) was selected to provide design services. Both firms will provide their services for both the B/CR facility and improvements to the office tower projects.

#### **B/CR Facility**

Design efforts for the B/CR facility began in January with two parallel paths. The two paths included the original concept of designing a new B/CR facility to be constructed in the surface parking lot of the property as well as to evaluate the potential of integrating the B/CR facility into the first floor of the office tower. Incorporating the B/CR into the first floor presented the potential advantages of using available space within the office tower and being less expensive than constructing a new facility.

Two options were evaluated to incorporate the B/CR into the first floor of the office tower, and both were deemed infeasible. Stantec provided an initial design option that integrated the facility into one “wing” of the first floor; however, this

location was not feasible given limitations on the width of the B/CR due to the building configuration. An additional option, brought forth during the procurement for design services, was also evaluated and not deemed feasible due to limitations caused by the location of a tenant on the first floor and complications due to the location of electrical and mechanical rooms. As a result, the original concept to design and construct a new B/CR facility in the surface parking lot of the property remains the focus moving forward.

Given the focus on locating the B/CR in the surface parking lot, Stantec has presented preliminary location and size options for the B/CR within the surface parking area. Stantec is working to provide further details on these options and staff anticipates an update will be provided as part of the project update in May 2026.

In addition, an initial meeting occurred with OCTA staff, Griffin, Stantec, and the City of Santa Ana (City) planning staff to discuss the entitlement and permitting process. Griffin and Stantec are working to finalize a comprehensive schedule with critical path milestones based on feedback from the City. The project schedule will be presented as part of the project update in May 2026.

Over the coming months a series of activities will occur as this project moves forward. These activities include survey and mapping, geotechnical analysis, drainage evaluation, soil and sewer management plans, electrical and mechanical systems analysis, and the site development plan submittal to the City.

#### Office Tower Improvements

The acquisition plan also included making tenant improvements to each floor within the office tower that will be occupied by OCTA staff. These improvements will occur on floors one through seven and ten. The acquisition plan also included OCTA leasing floors eight and nine to tenants to generate rental income given the office tower contains more square footage than needed to accommodate OCTA staff.

At the time of purchase, there were 31 tenants occupying 73 percent of the office tower. Of those tenants, 21 occupied 65 percent of the space on floors that OCTA intended to occupy. Staff is working with LPC on efforts to make this space available so improvements can be made in order for OCTA staff to occupy the building. Through a combination of lease maturities, tenant relocations, and lease terminations, there will only be three tenants remaining on floors that OCTA intends to occupy at the end of calendar year 2026. All three of these tenants were assumed to be on floors OCTA intended to occupy in the original

acquisition plan and thus will not impact OCTA's ability to occupy the building after improvements are completed. In addition, based on tenant moves and relocations, occupancy levels on leased floors are anticipated to remain high. There are currently no vacancies on the eighth floor and only one vacant suite on the ninth floor, and OCTA has an offer out to an existing tenant currently located on a future OCTA floor to move into that space.

There are currently two vacant floors in the office tower with four more to be vacant by October of this year. As a result, staff intends to pursue advancing demolition of vacant floors ahead of schedule with the goal of minimizing design risk and advancing the schedule. Staff will return to the Board for approval of this effort.

An analysis of the existing site conditions within the tower is currently underway, and recommendations are being developed by Stantec in areas such as mechanical, electrical, and plumbing system rehabilitation. Given the long lead times for this type of equipment, staff may seek Board approval to procure replacement equipment early to minimize future risks to the project schedule. Over the coming months, additional activities such as program validation, floor layout design, hazardous material inspection, and design packages will be developed to submit to the City. In addition, an early demolition package may be initiated to accelerate construction of the office tenant improvements. Similar to the B/CR project, Griffin and Stantec are working to finalize a comprehensive schedule with critical path milestones for this project based on feedback from the meeting with the City. The project schedule will be available as part of the project update in May 2026.

### ***Summary***

Staff has prepared an update on the activities that have occurred since the purchase of the property to serve as OCTA's future headquarters. Design efforts are underway and a series of activities are occurring for the development of a B/CR facility as well as improvements to the office tower which will house OCTA staff. Future updates on the project will occur quarterly as part of the Capital Action Plan and Performance Metrics report.

**Attachment**

None.

**Prepared by:**



Sean Murdock  
Director  
Finance and Administration  
(714) 560-5685

**Approved by:**



Andrew Offerlie  
Chief Financial Officer  
Finance and Administration  
(714) 560-5649