



Orange County Transportation Authority

Regional Transportation Planning Committee Agenda

Monday, November 3, 2025 at 10:30 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

Stephanie Klopfenstein, Chair
John Stephens, Vice Chair
Jamey M. Federico
Katrina Foley
William Go
Patrick Harper
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 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, 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

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 and 2)

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

Clerk of the Board

Recommendation(s)

Approve the minutes of the October 6, 2025, Regional Transportation Planning Committee meeting.

Attachments:

[Minutes](#)

2. Regional Planning Update

Gregory Nord/Rose Casey

Overview

Regular updates on regional planning matters are provided to highlight current transportation planning issues impacting the Orange County Transportation Authority and the Southern California region. This update focuses on two issues that have emerged since the last report: federal transportation conformity challenges following revocation of California's vehicle emission waivers, and the ongoing effort to reform the state's regional planning framework for reducing greenhouse-gas emissions.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

Regular Calendar

3. **Amendment to the Agreement for Program Management Consultant Services for Capital Programs**

Jeff Mills/James G. Beil

Overview

On March 13, 2023, the Orange County Transportation Authority Board of Directors approved an agreement with Mott MacDonald Group, Inc. to provide program management consultant services for the Capital Programs Division. An amendment to the existing agreement is needed to provide additional program management consultant services.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 15 to Agreement No. C-2-2855 between the Orange County Transportation Authority and Mott MacDonald Group, Inc., in the amount of \$38,774,000, for additional program management consultant services for the Capital Programs Division. This will increase the maximum cumulative obligation of the contract to a total contract value of \$79,299,384.

Attachments:

[Staff Report](#)

[Attachment A](#)

4. **Agreement for the Construction of the Trabuco Rose Gully Repair Project**

Josue Vaglienty/James G. Beil

Overview

On August 18, 2025, the Orange County Transportation Authority issued an invitation for bids for construction of the Trabuco Rose Gully Repair Project, located at one of the Orange County Transportation Authority's environmental mitigation program properties. Bids were received in accordance with the Orange County Transportation Authority's procurement procedures for public works projects. Board of Directors' approval is requested to execute the construction agreement.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-4213 between the Orange County Transportation Authority and Prestige Prime Engineering, the lowest responsive, responsible bidder, in the amount of \$344,800, for construction of the Trabuco Rose Gully Repair Project.

Attachments:

[Staff Report](#)

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING AGENDA

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

Jeannie Lee/James G. Beil

Overview

On July 14, 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 91 Improvement Project between La Palma Avenue and State Route 55. Board of Directors' approval is requested for the selection of a firm to perform the required services.

Recommendation(s)

- A. Approve the selection of Jacobs Project Management Co. as the firm to provide construction management support services for the State Route 91 Improvement Project between La Palma Avenue and State Route 55.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-4158 between the Orange County Transportation Authority and Jacobs Project Management Co. to provide construction management support services for the State Route 91 Improvement Project between La Palma Avenue and State Route 55.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

Discussion Items

6. **Update on the Interstate 5 Improvement Project from the San Diego County Line to Avenida Pico**

Josue Vaglienty/James G. Beil

Overview

Staff will provide a project update.

Attachments:

[Presentation](#)

7. **Public Comments**

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

9. **Committee Members' Reports**

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING AGENDA

10. Adjournment

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

10:30 a.m. on Monday, December 1, 2025

OCTA Headquarters
550 South Main Street
Orange, California

**Committee Members Present**

Stephanie Klopfenstein, Chair
John Stephens, Vice Chair
Katrina Foley
William Go
Patrick Harper
Kathy Tavoularis

Staff Present

Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Allison Cheshire, Clerk of the Board Specialist, Senior
Gina Ramirez, Assistant Clerk of the Board
Martin Browne, Employee Rotation Program
James Donich, General Counsel
OCTA Staff

Committee Members Absent

Jamey M. Federico

Call to Order

The October 6, 2025, Regional Transportation Planning Committee meeting was called to order by Committee Chair Klopfenstein at 10:30 a.m.

Consent Calendar (Items 1 through 5)**1. Approval of Minutes**

A motion was made by Director Foley, seconded by Director Harper, and declared passed by those present to approve the minutes of the August 28, 2025, Regional Transportation Planning meeting.

2. Cooperative Agreement with the California Department of Transportation for the State Route 55 Improvement Project Between Interstate 5 and State Route 91

A motion was made by Director Foley, seconded by Director Harper, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-5-4264 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$139,597,000, for construction capital and construction management support services for the State Route 55 Improvement Project between Interstate 5 and State Route 91.

3. Comprehensive Transportation Funding Programs - Project X Tier 1 2025 Call for Projects Programming Recommendations

A motion was made by Director Foley, seconded by Director Harper, and declared passed by those present to approve the award of \$3,088,766 in Tier 1 Environmental Cleanup Program funding for eight projects.

4. 2026 State Transportation Improvement Program

A motion was made by Director Foley, seconded by Director Harper, and declared passed by those present, to:

- A. Approve the 2026 State Transportation Improvement Program submittal of eight projects for \$151.742 million, from fiscal year 2026-27 through fiscal year 2030-31.
- B. Authorize staff to make all necessary amendments to the State Transportation Improvement Program and the Federal Transportation Improvement Program and execute any necessary agreements to facilitate the recommendations above.

5. Amendments to the Master Plan of Arterial Highways

A motion was made by Director Foley, seconded by Director Harper, and declared passed by those present to:

- A. Conditionally approve the following amendments to the Master Plan of Arterial Highways:
 - City of Dana Point - Modify ten MPAH arterials within City of Dana Point city limits as discussed herein.
 - City of Laguna Niguel - Reclassify La Paz Road from a primary (four-lane, divided) to a divided collector (two-lane, divided) arterial between Aliso Creek Road and Crown Valley Parkway.
- B. Direct the Executive Director of Planning to file a Notice of Exemption from the California Environmental Quality Act for the Master Plan of Arterial Highways amendments in the City of Dana Point.
- C. Direct the Executive Director of Planning to file a Notice of Exemption from the California Environmental Quality Act in support of the Master Plan of Arterial Highways amendment in the City of Laguna Niguel.
- D. Receive and file a status report on the active Master Plan of Arterial Highways amendments.



Regular Calendar

6. Update on the Interstate 5/EI Toro Road Interchange Improvement Project and Direction to Complete the Environmental Documentation

Niall Barrett, Program Manager, Capital Projects Delivery and Chris Boucly, Senior Department Manager of Public Outreach, provided a presentation.

A motion was made by Director Go, seconded by Director Tavoularis, and declared passed by those present to direct staff to advance project development and the selection of the project preferred alternative, and to complete the environmental phase in late 2026.

7. Coastal Rail Resiliency Study Update

Dan Phu, Director, Strategic Planning and Rebekah Soto, Program Manager, Planning and Analysis provided a presentation.

A motion was made by Director Harper, seconded by Committee Vice Chair Stephens, and declared passed by those present, to direct staff to advance the study with the refined range of Alternative Concepts, continue collaborating with key stakeholders for further analysis, and actively engage the public to solicit input.

Director Foley abstained from voting on this item.

Discussion Items

8. Public Comments

There were no public comments received.

9. Chief Executive Officer's Report

Darrell E. Johnson, Chief Executive Officer, reported on the following:

- 2026 Long Range Transportation Plan
- OC WAVE card launch on October 15, 2025

10. Committee Members' Reports

Director Harper discussed the OCTA Rodeo on October 11, 2025.

Director Foley discussed the University of California, Irvine's (UCI) 'Vision for Future' and encouraged OCTA staff to meet with UCI staff to review transportation options for staff and students.



11. Adjournment

The meeting was adjourned at 11:19 a.m.

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

10:30 a.m. on Monday, November 3, 2025

OCTA Headquarters
550 South Main Street
Orange, California.



November 3, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Regional Planning Update

Overview

Regular updates on regional planning matters are provided to highlight current transportation planning issues impacting the Orange County Transportation Authority and the Southern California region. This update focuses on two issues that have emerged since the last report: federal transportation conformity challenges following revocation of California's vehicle emission waivers, and the ongoing effort to reform the state's regional planning framework for reducing greenhouse-gas emissions.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) regularly coordinates with other planning and regulatory agencies within the Southern California region. This coordination is conducted at many levels, involving the OCTA Board of Directors, executives, and staff. Attachment A provides an overview of planning activities that are currently being monitored.

Since the May 2025 update, there have been new developments in the following planning activities:

- Federal waivers and transportation conformity
- Ongoing efforts to reform SB 375 (Chapter 728, Statutes of 2008)

A discussion of each is provided below.

Discussion**Federal waivers and transportation conformity**

In June 2025, Congress and the President revoked three longstanding Clean Air Act waivers that had allowed California to enforce its own vehicle emissions rules. These rules required all new cars to be zero-emission by 2035 and mandated increasing shares of zero-emission trucks. Supporters of the revocations argued that these rules were too stringent, exceeded federal authority, and placed a compliance burden on manufacturers and consumers nationwide. By rescinding the waivers, the federal government sought to reassert a single national standard for vehicle emissions.

The revocations had an immediate effect on California's federally approved emissions model (EMFAC2021), which incorporates the state's clean car and truck programs into its forecasts. With programs like those no longer federally recognized, EMFAC2021 can no longer be used for new conformity determinations. Under the Clean Air Act, regions in air quality nonattainment, such as the South Coast Air Basin (SCAB), must demonstrate conformity to move forward with federally supported projects. Without a valid model, transportation agencies statewide are unable to approve new non-exempt projects or amendments requiring updated emissions analysis.

Existing approvals for the current Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Federal Transportation Improvement Program (FTIP) remain valid, but no new determinations can be issued until the United States Environmental Protection Agency (EPA) approves adjustments to EMFAC2021. This has placed the region in a "transportation conformity lockdown," effectively freezing additions or major changes to the RTP/SCS and FTIP.

No OCTA projects are currently being impacted by the lockdown. However, if the lockdown persists into spring 2026, it could delay adoption of the 2027 FTIP by the Southern California Association of Governments (SCAG) and a related amendment to their 2024 RTP/SCS. Such a delay may impact project funding, approvals, and delivery schedules, particularly for projects that are not exempt from regional emissions analysis.

California and allied states have filed legal challenges to the revocations, but outcomes remain uncertain. The California Air Resources Board (CARB) is also continuing to evaluate adjustments to EMFAC2021 that may be amendable to the EPA. However, it should be noted that the SCAB, which includes Orange County, has relied on the types of emission reduction programs now not recognized by the federal government to demonstrate conformity. Therefore, depending on the extent of the adjustments to EMFAC2021 needed for EPA approval, demonstrating conformity within the SCAB may continue to prove

challenging even if approved by the EPA. OCTA's Planning and Government Relations divisions will continue coordinating with partner agencies to monitor this issue, potential impacts, and the status of any potential resolution.

Ongoing Efforts to Reform SB 375

SB 375 was enacted to incorporate strategies into the RTP development process that support statewide goals to reduce greenhouse gas (GHG) emissions. This is accomplished through the state-mandated SCS element that builds on the RTP-defined transportation network to also include land use and transportation demand management strategies. The combined set of strategies must meet the state-assigned regional per capita GHG emissions reduction target.

CARB has initiated its next round of regional GHG target updates. However, regional agencies are urging CARB not to raise targets further, citing that the policy landscape has shifted significantly since 2008. Vehicle miles traveled-based environmental review is now required under SB 743 (Chapter 386, Statutes of 2013), housing production mandates have accelerated through recent legislation, and electrification of the vehicle fleet has been slower than expected. These changes are making it harder for regions to demonstrate compliance and regions are being held accountable for outcomes that are largely outside their control, such as land-use development patterns. The increased difficulty in demonstrating compliance was exemplified by the long set of negotiations between SCAG and CARB that just recently resulted in SCAG's 2024 SCS receiving approval by CARB, approximately 400 days after submitting the SCS to CARB.

Currently, a group of Metropolitan Planning Organizations (MPO) that includes SCAG, San Diego Association of Governments (SANDAG), Metropolitan Transportation Commission, and Sacramento Council of Governments (also known as The Big Four MPOs) have engaged former Senate President pro Tempore Darrell Steinberg, the author of SB 375, to help shape legislative proposals for reform that address the challenges noted above. This effort is expected to conclude later this year with a set of recommendations for reforming and modernizing SB 375.

The California State Transportation Agency (CalSTA) has also launched a Sustainable Communities Task Force (Task Force) to help regions reduce GHG emissions by better aligning land use and transportation planning and advancing implementation of SCS (Attachment B). As discussed at OCTA's September 18, 2025 Legislative and Communications Committee, OCTA was part of the Regional Targets Advisory Committee that was formed following the passage of SB 375 but was ultimately not selected to be on this Task Force. However, several Southern California agencies are represented, including SCAG, Los Angeles County Metropolitan Transportation Authority, Riverside County Transportation Commission, and SANDAG.

The Task Force focuses on sustainable transportation, land-use coordination, system management and pricing, climate resilience, funding and governance, and improved modeling and metrics, with a final report due in November 2026. While its objectives overlap with the Big Four MPOs' SB 375 reform effort, the Task Force seems more focused on administrative actions and policies set by state agencies, whereas the MPOs are pursuing legislative changes.

Since having a state-approved SCS is part of several competitive state funding programs, the impact of the legislative effort by the Big Four MPOs and the Task Force could directly affect OCTA's ability to secure funding and deliver projects. Amending the SB 375 framework also presents risks in changing how transportation funding is allocated and what types of projects are delivered. OCTA's Planning and Government Relations divisions will continue to monitor and engage in these processes to advocate for realistic targets, flexible implementation, and preserve the roles and responsibilities of County Transportation Commissions in the RTP/SCS development process and funding administration.

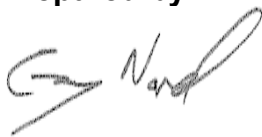
Summary

The revocation of California's Clean Air Act waivers has temporarily halted new federal transportation conformity determinations, creating potential risks for future project approvals if unresolved by spring 2026. At the same time, state and regional agencies are pursuing parallel efforts to address changes related to the implementation of SB 375. Regional MPOs are advocating for legislative changes while CalSTA is focusing on administrative policies and procedures. Both issues could influence how future regional plans are evaluated and funded, and staff will continue to coordinate with partner agencies to safeguard Orange County's project delivery and funding opportunities.

Attachments

- A. Regional Planning Activities, November 2025
- B. CalSTA Press Release – Secretary Omishakin Launches California Sustainable Communities Task Force – Published: August 26, 2025

Prepared by:

A handwritten signature in blue ink, appearing to read "Greg Nord".

Greg Nord
Department Manager,
Multimodal Planning
(714) 560-5822

Approved by:

A handwritten signature in blue ink, appearing to read "Rose Casey".

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

**Regional Planning Activities
November 2025**

Activity	Lead Agency	Description	Status	OCTA Interest	OCTA Role
2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)	Southern California Association of Governments (SCAG)	Federally required long-range transportation and sustainability plan updated every four years. Addresses mobility, air quality, and greenhouse gas (GHG) emissions. Includes a constrained revenue forecast and must meet requirements under the federal Clean Air Act and California Air Resources Board (CARB) GHG targets.	2024 SCS approved by CARB received in June 2025.	Affects funding eligibility and prioritization for projects reliant on state and federally controlled sources.	Collaborate with SCAG on regional plans and policies, and to ensure Orange County Transportation Authority (OCTA) project submissions are reflected in the RTP/SCS.
Interstate 5 (I-5) Managed Lanes Project	California Department of Transportation (Caltrans), District 12 (D12)	Convert high-occupancy vehicle lanes to high-occupancy toll (HOT) lanes on I-5 between the Los Angeles County Line and Red Hill Avenue and add a second HOT lane between State Route 57 and State Route 91.	Working to approve the final environmental document; The final environmental document will include identification of the recommended preferred alternative. Previously anticipated approving in summer 2025. Publicly posted schedule has not been updated.	Potential impacts to I-5 operations, and possible discrepancies with policies on OCTA-operated toll facilities. Likely dependent on OCTA to implement some vehicle miles traveled mitigation strategies.	Executive-level communication ongoing with Caltrans D12, Caltrans Headquarters, and other involved agencies.

Regional Planning Activities November 2025

Activity	Lead Agency	Description	Status	OCTA Interest	OCTA Role
Metro E Line Eastside Transit Corridor Phase 2	The Los Angeles County Metropolitan Transportation Authority (LA Metro)	Extension of the Metro E Line from East Los Angeles to the City of Whittier via several southeast Los Angeles cities. Advanced conceptual design and environmental studies are completed; potential for future interface with OCTA transit service.	Final Environmental Impact Report (EIR) certified May 2024; design phase through 2028.	Opportunities for transit connections from Orange County to new Metro stations.	Monitoring project status.
Southeast Gateway Line (Formerly West Santa Ana Branch Corridor)	LA Metro	New light rail line connecting downtown Los Angeles to Artesia, following the Pacific Electric Right-of-Way. Potential for future interface with OCTA transit service.	Final EIR certified April 2024; projected opening in 2035. The study is still exploring alignment options between the Slauson/ A Line station and Los Angeles Union Station. The City of Cerritos has expressed interest in an additional station.	Opportunities for transit connections from Orange County to new Metro stations.	Monitoring project status.
Comprehensive Multimodal Corridor Plan (CMCP) Guidelines – 2025 Update	California Transportation Commission	Update to statewide guidelines that define required elements, performance measures, and coordination for CMCP development tied to SB 1 (Chapter 5, Statutes of 2017) competitive programs.	Draft guidelines released in July 2025. OCTA comments submitted on August 1, 2025.	Could affect project eligibility and scoring in future SB 1 CMCP-based funding (e.g., Trade Corridor Enhancement Program, Solutions for Congested Corridors Program).	Monitoring updates.

Regional Planning Activities November 2025

Activity	Lead Agency	Description	Status	OCTA Interest	OCTA Role
Director's Policy on Transit	Caltrans	Policy guidance issued by Caltrans to prioritize transit in planning, programming, and project delivery decisions statewide.	Draft Caltrans Director's Policy released in July 2025. Workshop held in August 2025. OCTA submitted comments on August 18, 2025.	May influence Caltrans project scoring or funding eligibility on corridors within Orange County.	Monitoring updates.
National Freight Strategic Plan – 2025 Update	Federal Department of Transportation	Strategic framework for guiding national freight investments, policy, and infrastructure funding.	Request for Information posted in July 2025. OCTA coordinated with Caltrans to provide input.	Plan outcomes may inform federal freight funding priorities and multimodal grant scoring criteria.	Monitoring updates.
California Freight Mobility Plan – 2027 Update	Caltrans	State-level multimodal freight plan to guide investment decisions across ports, highways, rail, and local freight corridors.	Draft goals and strategies shared in July 2025. OCTA feedback provided in August 2025.	Plan outcomes may inform project competitiveness for freight funds; may identify key bottlenecks or priority corridors.	Participate in stakeholder workshops; submit feedback on draft materials.
Transit Transformation Task Force	California State Transportation Agency (CalSTA)	State-led task force formed by statute to develop recommendations for transit across California.	Final report and recommendations expected in fall 2025.	Outcomes may influence future funding formulas, performance metrics, and expectations for local match or innovation.	Coordinate with state and regional partners; monitor policy changes and funding implications.
Caltrans System Investment Strategy: Highway Freight Scoring Metric	Caltrans	Framework for identifying investment priorities on the primary and secondary highway freight networks in California.	Technical updates and stakeholder engagement underway for 2025 release.	May affect project eligibility and prioritization for freight-related capital improvements in Orange County.	Review methodology and data inputs; ensure Orange County freight corridors are accurately represented.

Regional Planning Activities November 2025

Activity	Lead Agency	Description	Status	OCTA Interest	OCTA Role
SB 375 (Chapter 728, Statutes of 2008) Reform	Metropolitan Planning Organizations (MPOs)/ CalSTA	Two parallel efforts to re-evaluate SB 375 legislation and implementation, with a focus on aligning vehicle miles traveled (VMT) reduction targets with planning, funding, and housing efforts.	MPOs seeking legislative reform by developing recommendations that are expected by late 2025. CalSTA recently initiated a task force with state-appointed members (OCTA was not selected). Task force recommendations expected by November 2026.	Reform may impact SCS development, performance metrics, implementation responsibilities, and funding.	Coordinate with SCAG and other partners to gain insight on development of MPO and task force recommendations; track proposals; provide input as feasible.
Transportation Analysis Framework (TAF)/ Transportation Analysis under California Environmental Quality Act (CEQA) - 2025 Updates	Caltrans	Update to CEQA guidance and analysis framework for transportation projects on the state highway system, including VMT methodology and mitigation options.	Second edition documents released in September 2025.	Establish VMT analysis and CEQA compliance expectations for projects on the state highway system.	Follow TAF and Transportation Analysis under CEQA guidance for projects on the state highway system.
Federal Waivers and Air Quality Conformity	CARB/ United States Environmental Protection Agency (U.S. EPA)	U.S. EPA revocation of California's Clean Air Act waivers invalidates the CARB emissions model for conformity purposes and has triggered "conformity lockdowns" in nonattainment areas, halting federal approval of new non-exempt projects until resolved.	Legal challenges underway; CARB working to develop necessary model adjustments for U.S. EPA approval; resolution expected to take several months.	Impacts conformity analysis for Federal Transportation Improvement Program and RTP/SCS updates and amendments necessary for non-exempt projects.	Monitor litigation; coordinate with SCAG, CARB, and South Coast Air Quality Management District; assess impacts to OCTA projects and prepare to adjust schedules if needed.

Regional Planning Activities November 2025

Activity	Lead Agency	Description	Status	OCTA Interest	OCTA Role
SCAG 2028 RTP/SCS Development	SCAG	Development of next regional plan due by April 2028; may include new performance metrics, VMT mitigation requirements, and RTP equity framework updates.	Early scoping anticipated in late 2025/early 2026. Preliminary projections in 2025, data collection to begin in 2026, outreach and analysis in 2027, and draft plan and adoption in 2028.	Ensure projects and policies reflect Orange County priorities; monitor for changes to project evaluation criteria.	Engage in technical working groups, contribute data, and policy input.
California Transportation Plan (2050 Update)	Caltrans/CalSTA	Statewide long-range plan update that will influence modal investments, funding priorities, and performance targets.	Expected kickoff 2026; early consultation in 2025.	Ensure Orange County perspectives are reflected; monitor for state VMT/emissions targets that affect project delivery.	Participate in agency advisory groups and provide input through Caltrans District 12.
Air Quality Management Plan (AQMP) and SIP Updates	South Coast Air Quality Management District (South Coast AQMD)	Plans for reducing smog forming emissions, including transportation control measures.	U.S. EPA to designate nonattainment areas by February 2026.	The South Coast Air Basin is expected to be designated as nonattainment. May have policy and funding implications.	Coordinate with SCAG and South Coast AQMD; provide input throughout development of the 2027 AQMP.



Secretary Omishakin Launches California Sustainable Communities Task Force

Published: Aug 26, 2025

SACRAMENTO, Calif. — In a bold move to accelerate climate action solutions, California Transportation Secretary (CalSTA) Toks Omishakin today announced the California Sustainable Communities Task Force (SCTF) – a cross-sector coalition tasked with catalyzing the implementation of California’s climate, housing, equity and transportation goals. Bringing together leaders from every corner of California, the task force will focus on urgent coordinated strategies to deliver on the promise of sustainable, thriving communities.

Inclusive, cross-sector participation on the task force includes leaders from state and regional agencies, local governments, transit providers, community-based organizations, housing and environmental advocates, academic institutions and rural and underserved community voices to shape a comprehensive report of policy recommendations. The task force will develop a set of policy recommendations focused on empowering regions throughout California to reduce emissions, align transportation and land use outcomes and further transition California from planning to action on regional Sustainable Communities Strategies.

“This task force is about turning urgency into action,” said Secretary Omishakin. “With Governor Gavin Newsom’s bold climate vision guiding us, California is committed to delivering real, measurable progress. By uniting experts and communities from across the state, California is building practical, scalable solutions that will continue to drive sustainable and inclusive growth.”

Secretary Omishakin has appointed the following members to participate on the Task Force:

- Aaron Hake, Executive Director of Riverside County Transportation Commission
- Alison Hughes, Chief Consultant of California Senate Housing Committee
- Antoinette Meier, Senior Director of Regional Planning of San Diego Council of Governments
- Colin Parent, Chief Executive Officer and General Counsel of Circulate San Diego
- Dan Dunmoyer, President and Chief Executive Officer of California Building Industry Association

- Eric Will, Policy Advocate of Rural County Representatives of California
- Hana Creger, Associate Director of Climate Equity of The Greenlining Institute
- James Corless, Executive Director of Sacramento Associated Council of Government
- Jeanie Ward-Waller, Interim Executive Director of ClimatePlan
- Julia Kingsley, Consultant of California Assembly Transportation Committee
- Julie Lo, Deputy Director of Programs of Housing California
- Kate Gordon, Chief Executive Officer of California Forward
- Kiana Valentine, Executive Director of Transportation California
- Commissioner Lee Ann Eager, California Transportation Commission
- Lisa Engel, Chief Consultant of California Assembly Housing Committee Consultant
- Liz O'Donoghue, Resilient Communities Strategy Director of The Nature Conservancy
- Mariela Ruacho, Senior Director of American Lung Association
- Matt Maloney, Metro Planning & Policy Deputy Executive Director of Metropolitan Transportation Commission
- Mark Neuburger, Housing, Land Use & Transportation Legislative Advocate of California State Association of Counties
- Maura Twomey, Executive Director of Association of Monterey Bay Area Governments
- Melissa White, Principal Consultant for the California Senate Transportation Committee
- Michael Pimentel, Executive Director of California Transit Association
- Sabrina Bradbury, Deputy Director of CALCOG
- Sarah Jepson, Chief Planning Officer of Southern California Association of Governments
- Sean Tiedgan, Executive Director of Shasta Regional Transportation Agency
- Sujata Srivastava, Chief of Policy of SPUR
- Dr. Susan Shaheen, Board Member of California Air Resources Board
- Susanna Reyes, Sustainability Policy Director of LA Metro
- Ted Smalley, Executive Director of Tulare County Association of Governments
- Zak Accuardi, Director of Mobility Choices, Climate and Energy of Natural Resources Defense Council

Additionally, representatives from Caltrans, the California Transportation Commission, California Air Resources Board, Department of Housing and Community Development, the Governor's Office of Land Use & Climate Innovation and the California Strategic Growth Council will work collaboratively with CalSTA to participate in and support SCTF. The Task Force will also be supported by expert researchers and academics

from UC Davis Institute of Transportation Studies and consultant Egon Terplan.

Advancing State Climate and Equity Goals

The creation of the California Sustainable Communities Task Force builds on over a decade of climate planning, including the passage of Senate Bill 375 (Steinberg, 2008) and the California Air Resources Board's 2022 Scoping Plan, which outlines the state's roadmap to carbon neutrality by 2045.

Key areas of exploration will include:

- Sustainable transportation investments and land use planning
- Transportation system management and pricing strategies
- Climate resilience and adaptation
- Funding and authority needed for regional implementation
- Updated success metrics and modeling approaches

"The Sustainable Communities Task Force is a powerful opportunity to bridge policy and practice," said California Air Resources Board Chair Liane Randolph. "By bringing together diverse voices and aligning our climate, housing and transportation strategies, we can deliver real benefits to communities across California."

The task force will produce a final report in November 2026 with recommendations for legislative, regulatory and budgetary actions to support implementation of Sustainable Communities Strategies and meet statewide greenhouse gas and vehicle miles traveled reduction goals.

For information on the California Sustainable Communities Task Force, visit CalSTA's calsta.ca.gov/newsroom.



November 3, 2025

To: Regional Transportation and Planning Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Amendment to the Agreement for Program Management Consultant Services for Capital Programs

Overview

On March 13, 2023, the Orange County Transportation Authority Board of Directors approved an agreement with Mott MacDonald Group, Inc. to provide program management consultant services for the Capital Programs Division. An amendment to the existing agreement is needed to provide additional program management consultant services.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 15 to Agreement No. C-2-2855 between the Orange County Transportation Authority and Mott MacDonald Group, Inc., in the amount of \$38,774,000, for additional program management consultant services for the Capital Programs Division. This will increase the maximum cumulative obligation of the contract to a total contract value of \$79,299,384.

Discussion

Current capital programs include many highway and rail projects which are actively being implemented in the environmental, design, right-of-way acquisition, and construction phases. The updated Next 10 Delivery Plan, adopted by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2024, continues OCTA's commitment to complete construction of 14 renewed Measure M2 freeway projects by 2030, bringing the total completed freeway projects to 26 out of 30, or completion of 87 percent of the freeway program. Ongoing freeway construction projects scheduled to be completed by 2030 include the State Route 91 (SR-91) between State Route 55 (SR-55) and State Route 57 (SR-57) (three segments), SR-55 between Interstate 405 (I-405) and SR-91 (two segments), Interstate 5 (I-5)

between SR-55 and I-405 (two segments), SR-57 from Orangewood Avenue to Katella Avenue, and the Interstate 605 (I-605)/Katella Avenue Interchange.

OCTA continues to make capital investments in the over 40 miles of OCTA-owned rail corridor and other investments to improve passenger rail service in Orange County. Current projects include the Coastal Rail Stabilization Priority Project (CRSPP) and the OC Streetcar Project (Project).

The Capital Programs Division maintains a small core staff of program and project management professionals to oversee the capital projects, which are then supported by a program management consultant (PMC) team to provide the appropriate level of resources and technical expertise necessary for the current projects underway. The PMC team assists and supports the delivery of projects in the environmental, design, right-of-way (ROW) acquisition, and construction phases to meet scope, cost, and schedule commitments.

To ensure continued support by the PMC team for the Capital Programs Division, and to meet delivery commitments, approval is requested for an amendment for the following:

CRSPP

OCTA is advancing the CRSPP to address urgent threats to rail operations along the coastal corridor in the City of San Clemente. This stretch of track is increasingly vulnerable to beach erosion, wave action, and inland slope failures. Based on initial assessments, four priority reinforcement areas have been identified:

Area	Challenge	Proposed Solution
1	Ongoing deterioration of existing riprap protection	Riprap repair followed by sand nourishment
2	Erosion - no beach at high tide and direct wave attack damaging existing riprap protection	Riprap repair followed by sand nourishment
3	Steep bluffs with high potential for failure that could impact rail infrastructure	1,400-foot-long catchment wall
4	Near San Clemente State Beach - erosion exposing areas of limited to no riprap protection	Riprap repair and 1,200-foot shoreline protection structure followed by sand nourishment

The original PMC contract, approved in March 2023, assumed program management support for projects anticipated at the time such as San Juan Creek Bridge, Slope Stabilization Phase II, Cyprus Shore Track Stabilization and Marine Way Grade Separation. These projects are currently in various phases and are supported by the PMC team.

The contract did not include PMC support for the CRSP as the rail corridor assessment and project requirements had not yet been defined. Once the CRSP scope was established and given the urgent need to advance work in these high-risk areas under a Board-adopted emergency declaration, an amendment to the PMC contract became necessary to support project development, including environmental clearance, design, permitting, construction management, and project management.

The PMC team has since provided critical environmental and permitting support including preparing environmental studies and documentation for each of the four reinforcement areas, and coordinating with key federal, state, and local agencies, such as:

- City of San Clemente
- OC Parks
- Southern California Regional Rail Authority
- Federal Railroad Administration
- California State Parks
- California Coastal Commission
- California State Lands Commission
- California State Water Resources Control Board
- U.S. Army Corps of Engineers
- OC Water District (Prado Dam)

The PMC also conducted geotechnical investigations, surveys, and materials testing to support the alternative analysis and design of riprap repairs, catchment walls, and sand nourishment efforts. These efforts enabled completion of environmental documentation, permitting, and construction.

To accelerate delivery in the most critical areas, as permitted by the resource agencies, the PMC team supported OCTA's procurement of a construction contractor and management of construction, closely coordinating activities among contractors and stakeholders. These efforts included riprap repairs, catchment wall construction, and early sand nourishment initiatives.

The PMC team has also provided oversight and technical support through risk management, constructability reviews, cost estimating, and program oversight to ensure successful delivery.

While significant progress has been made with the CRSPP, an amendment is now needed to provide continued PMC support to complete the remaining components of the CRSPP. These include securing National Environmental Policy Act environmental clearance for Area 4, as well as for sand nourishment activities in Areas 1, 2, and 4. In addition, final design and permitting efforts must be completed, along with contractor procurement and construction management oversight. Construction management services for Area 4 and sand nourishment efforts are anticipated to be obtained through emergency procurements early next year with PMC team oversight. Ongoing project management will be necessary to guide the work through completion. To support these remaining activities and ensure expediency and continuity, staff recommends amending the PMC contract by \$29,063,000.

Real Property Department Support

The Real Property Department requires additional PMC support beyond what was assumed in the original contract approved by the Board in March 2023. Additional support for ROW and utility coordination for OCTA's Next 10 Delivery Plan, including the SR-91, I-5, and SR-55 improvement projects, as well as other rail and highway projects, is needed for the remaining duration of the contract term.

The original level of effort was developed based on project priorities and delivery schedules at the commencement of the contract in 2023. Since that time, several schedules have changed, were condensed or advanced, resulting in increased workload. The Real Property Department maintains a limited number of staff and relies on the PMC team to provide flexible and efficient support to meet the changing needs over time. To keep projects on schedule and meet delivery commitments, PMC staff are utilized to manage and provide oversight and perform various ROW activities for OCTA-led projects, while also providing coordination for projects for which the California Department of Transportation (Caltrans) is the lead agency for ROW.

In addition, ROW closeout activities have also exceeded the level of effort assumed in the original contract. The original level of effort contemplated only an oversight role for closeout activities, which is no longer sufficient to meet the updated Caltrans standards and requirements.

The I-405 Improvement Project, now in the closeout phase following completion of construction, requires additional PMC support to revise ROW mapping and plans to reflect as-built conditions that differ from the original design. This is a result of the design-build delivery method. Future support will also be needed for the closeout work of the SR-55 improvement projects and other projects now progressing into construction. As part of the closeout process, OCTA is required to transfer dozens of real estate parcels and utility easements to Caltrans, and a significant level of effort will be needed from the PMC to meet updated Caltrans standards for acceptance of ROW.

Beyond project delivery, PMC resources are also needed for document and data management tasks not included in the original scope. As a result of Audit Report No. 25-506, a recommendation was made for the Real Property Department to purchase or develop its own SharePoint site which is now underway. This site for document management and retrieval will have a Power Business Intelligence dashboard to manage and monitor property management activities. The site will also include the ability to quickly track and retrieve thousands of files for ROW acquisition and utility coordination contracts which have accumulated over the last 25 years. Once operational, these systems will require PMC support for oversight and maintenance. A large volume of ROW files needs to be reviewed and scanned into the system prior to moving to OCTA's new headquarters building which is anticipated in 2027. The PMC is familiar with these files due to their history supporting OCTA's ROW program. The most efficient and cost-effective approach is to complete this work through an amendment to the current PMC contract.

The additional cost to provide program management support for the Real Property Department is \$6,021,000.

OC Streetcar Supplemental Support

As the Project continues to make steady progress through construction, OCTA has identified opportunities to strengthen the team to minimize risk and ensure the Project's timely completion.

To ensure the Project's long-term goals, OCTA has engaged the PMC to assist in the management of the Project to provide supplemental targeted expertise in critical areas that pose risks to the Project, including construction management oversight, contractual claims administration, and quality assurance. Working together with the Project team, this additional support will maintain consistent oversight, effectively manage the work to respond to an unprecedented amount of contractor claims and contractual letters, and ensure adherence to

established quality standards as required by the Federal Transit Administration. These services were not part of the PMC's original scope under the contract approved by the Board in March 2023. The PMC team is providing targeted assistance to manage the high volume of contractor change order requests, resolve complex construction and contractual issues, review contractor-submitted schedules, and mitigate potential delays. This assistance will continue through construction closeout activities, helping to ensure that final documentation, financial reconciliation, and system acceptance are delivered efficiently. Additionally, the PMC is supporting OCTA with legal mediation, claims support and dispute resolution services. Together, these supplemental services are helping to safeguard project delivery, strengthen risk management, and position the Project for successful completion.

The additional cost to provide program management support for the Project is \$3,690,000 and is funded within the current Board-approved Project budget.

Overall, staff is requesting Board approval for additional funds in the amount of \$38,774,000, for program management support for the Capital Programs Division.

Procurement Approach

The original procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering services, which conform to both state and federal laws. On March 13, 2023, the Board approved Agreement No. C-2-2855 with Mott MacDonald Group, Inc. to provide PMC services for the Capital Programs Division, for an initial term of five years and one, two-year option term. The contract was executed on September 24, 2023, with a maximum obligation of \$40,525,384. This agreement has been previously amended as shown in Attachment A.

OCTA staff reviewed and agreed to the level of effort for the additional PMC services. Staff requested a cost proposal from Mott MacDonald Group, Inc. and found the cost proposal, in the amount of \$38,774,000, to be fair and reasonable relative to the negotiated level of effort and the independent cost estimate prepared by staff. Proposed Amendment No. 15 to Agreement No. C-2-2855, in the amount of \$38,774,000, will increase the total contract value to \$79,299,384.

Fiscal Impact

Funding is included in OCTA's Fiscal Year 2025-26 Budget, Capital Programs Division, account nos. 0017-7519-M0201-HGL, 0017-7519-TR212-06P, 0051-7519-TS010-Z84 and will be funded with a combination of federal, state, and local funds.

Summary

Staff requests Board of Directors' approval to authorize the Chief Executive Officer to negotiate and execute Amendment No. 15 to Agreement No. C-2-2855 between the Orange County Transportation Authority and Mott MacDonald Group, Inc., in the amount of \$38,774,000, for additional program management consultant services for the Capital Programs Division. This will increase the maximum obligation of the agreement to a total contract value of \$79,299,384.

Attachment

- A. Mott MacDonald Group, Inc., Agreement No. C-2-2855 Fact Sheet

Prepared by:



Jeff Mills, P.E.
Director, Capital Project Delivery
(714) 560-5925

Approved by:



James G. Beil, P.E.
Executive Director, Capital Programs
(714) 560-5646



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

**Mott MacDonald Group, Inc.
Agreement No. C-2-2855 Fact Sheet**

1. March 13, 2023, Agreement No. C-2-2855, \$40,525,384, approved by the Orange County Transportation Authority (OCTA) Board of Directors (Board).
 - Agreement was executed September 24, 2023, with Mott MacDonald Group, Inc. (Prime) to provide program management consultant (PMC) services for the Capital Programs Division.
2. June 6, 2024, Amendment No. 1 to Agreement No. C-2-2855, \$0, approved by the Contracts Administration and Materials Management (CAMM) Department.
 - To revise personnel for the Prime.
3. March 4, 2024, Amendment No. 2 to Agreement No. C-2-2855, \$0, approved by the CAMM Department.
 - To revise the notices article point of contact and add subconsultant Coastal Frontiers Corporation.
4. July 25, 2024, Amendment No. 3 to Agreement No. C-2-2855, \$0, approved by the CAMM Department.
 - To revise Schedule I and Schedule II for the Prime and all subconsultants.
5. August 12, 2024, Amendment No. 4 to Agreement No. C-2-2855, \$0, approved by the CAMM Department.
 - To revise subconsultants HDR Engineering, Inc. and Psomas' function.
6. June 24, 2024, Amendment No. 5 to Agreement No. C-2-2855, \$0, approved by the CAMM Department.
 - To revise Schedule I and Schedule II for subconsultants HDR Engineering, Inc., and Monument ROW.
7. February 19, 2025, Amendment No. 6 to Agreement No. C-2-2855, \$0, approved by the CAMM Department.
 - To revise Schedule II for the Prime and subconsultants HDR Engineering, Inc., and David Evans & Associates.

8. January 15, 2025, Amendment No. 7 to Agreement No. C-2-2855, \$0, approved by the CAMM Department.
 - To revise Schedule I and Schedule II for the Prime and subconsultants HDR Engineering, Inc., Monument ROW, Parsons Transportation Group, Lenax Construction Services, Inc., and David Evans & Associates to add new personnel and scope of work to include PMC services for coastal rail projects.
9. June 20, 2025, Amendment No. 8 to Agreement No. C-2-2855, \$0, approved by the CAMM Department.
 - To revise Schedule II for the Prime Mott MacDonald Group, Inc.
10. August 1, 2025, Amendment No. 9 to Agreement No. C-2-2855, \$0, approved by the CAMM Department.
 - To revise Schedule II for subconsultant Monument ROW.
11. May 15, 2025, Amendment No. 10 to Agreement No. C-2-2855, \$0, approved by the CAMM Department.
 - To revise key personnel for subconsultants HDR Engineering, Inc., Monument ROW, Parsons Transportation Group, Inc., and VSCE, Inc.
12. July 1, 2025, Amendment No. 11 to Agreement No. C-2-2855, \$0, approved by the CAMM Department.
 - To add subconsultant Miller Marine Science & Consulting, Inc. to provide biological impact surveying services.
13. June 1, 2025, Amendment No. 12 to Agreement No. C-2-2855, \$0, approved by the CAMM Department.
 - To incorporate additional terms and conditions regarding limitation of liability and indemnification related to the Coastal Rail Resiliency Project.
14. September 15, 2025, Amendment No. 13 to Agreement No. C-2-2855, \$0, approved by the CAMM Department.
 - To revise Schedule II for subconsultant HDR Engineering, Inc.

15. September 14, 2025, Amendment No. 14 to Agreement No. C-2-2855, \$0, approved by the CAMM Department.
 - To add subconsultants Payomkawichum Kaamalam and Kalawpa Consulting to provide Native American monitoring services.
16. November 24, 2025, Amendment No. 15 to Agreement No. C-2-2855, \$38,774,000, pending approval by the Board.
 - To provide additional PMC support services for the Coastal Rail Stabilization Priority Project, OC Streetcar Project, and OCTA's Real Property Department.

Total funds committed to Mott MacDonald Group, Inc. after approval of Amendment No. 15 to Agreement No. C-2-2855: \$79,299,384.



November 3, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Agreement for the Construction of the Trabuco Rose Gully Repair Project

Overview

On August 18, 2025, the Orange County Transportation Authority issued an invitation for bids for construction of the Trabuco Rose Gully Repair Project, located at one of the Orange County Transportation Authority's environmental mitigation program properties. Bids were received in accordance with the Orange County Transportation Authority's procurement procedures for public works projects. Board of Directors' approval is requested to execute the construction agreement.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-4213 between the Orange County Transportation Authority and Prestige Prime Engineering, the lowest responsive, responsible bidder, in the amount of \$344,800, for construction of the Trabuco Rose Gully Repair Project.

Discussion

As part of Measure M2 (M2), a portion of the M2 freeway program revenues were set aside for the Orange County Transportation Authority (OCTA) M2 Environmental Mitigation Program (EMP) which provides funding for programmatic mitigation to offset impacts from the M2 freeway projects. A key component of the EMP included the acquisition of seven properties (Preserves) of open space or wilderness lands, totaling approximately 1,300 acres.

OCTA established the Trabuco Rose Preserve (Preserve) in 2011, and is responsible for overseeing the maintenance, security, and biological monitoring for this Preserve. The Preserve is located in Trabuco Canyon and is comprised of approximately 400 acres of open space. A small unnamed gully/creek on the Preserve as well as the nearby slopes and the surrounding habitat are all eroding. This gully formed decades ago when fill was placed in a natural creek for residential development just south of the Preserve. Repairs were made to the

upper portion of this gully in 2021 as Phase 1 of the Project. The objective of the Project is to implement Phase II of the Project which is designed to repair the gully and stabilize the adjacent slopes.

Construction is anticipated to begin in late 2025 and be completed within three months. Work will be coordinated closely with the Preserve biological monitors to ensure that the sensitive biological resources are avoided to the maximum extent feasible. Depending on weather conditions, and timing of completion, coordination may also be necessary with the regulatory permitting agencies, including the Regional Water Quality Control Board and the California Department of Fish and Wildlife.

Procurement Approach

This procurement was handled in accordance with OCTA's Board of Directors-approved procedures for public works projects. These procedures, which conform to both state and federal requirements, require that contracts are awarded to the lowest responsive, responsible bidder after a sealed bidding process.

Invitation for Bids (IFB) 5-4213 was electronically released on August 18, 2025, through OCTA's CAMM NET system. The Project was advertised on August 18 and August 25, 2025, in a newspaper of general circulation. A pre-bid conference and job walk/site visit were held on August 26, 2025, and were attended by ten firms. Three addenda were issued to provide the pre-bid conference registration sheets and handle administrative issues related to the IFB. On September 16, 2025, five bids were received and publicly opened.

All bids were reviewed by staff from both the Contracts Administration and Materials Management and Capital Project Delivery departments to ensure compliance with the contract terms and conditions and technical specifications. The list of bidders and bid amounts is presented below:

<u>Firm and Location</u>	<u>Bid Amount</u>
Prestige Prime Engineering El Cajon, California	\$344,800
Matcon General Engineering, Inc. Corona, California	\$353,325
Zusser Company, Inc. Los Angeles, California	\$395,391

Bert W. Salas, Inc. Lakeside, California	\$412,807
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Bosco Construction, Inc. Chatsworth, California	\$570,000
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The OCTA engineer's estimate for the Project was \$400,900. The recommended firm's bid is 14 percent below the engineer's estimate and is considered by staff to be fair and reasonable.

State law requires award to the lowest responsive, responsible bidder. As such, staff recommends award to Prestige Prime Engineering as the lowest responsive, responsible bidder, in the amount of \$344,800, for the construction of the Project.

Fiscal Impact

The Project is included in OCTA's Fiscal Year 2025-26 Budget, Planning Division, Account No. 0017-7519-FX001-TCQ, and is funded by local M2 funds.

Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-4213 between the Orange County Transportation Authority and Prestige Prime Engineering, the lowest responsive, responsible bidder, in the amount of \$344,800 for construction of the Trabuco Rose Gully Repair Project.

Attachment

None.

Prepared by:



Josue Vaglienty, P.E.
Senior Project Manager
Capital Project Delivery
(714) 560-5852

Approved by:



James G. Beil, P.E.
Executive Director, Capital Programs
(714) 560-5646

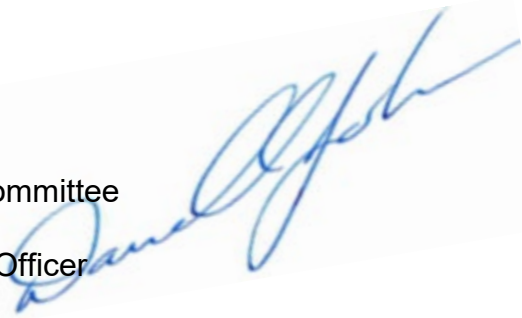


Pia Veasapen
Director, Contracts Administration and
Materials Management
(714) 560-5619



November 3, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Consultant Selection for Construction Management Support Services for the State Route 91 Improvement Project Between La Palma Avenue and State Route 55

Overview

On July 14, 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 91 Improvement Project between La Palma Avenue and State Route 55. Board of Directors' approval is requested for the selection of a firm to perform the required services.

Recommendations

- A. Approve the selection of Jacobs Project Management Co. as the firm to provide construction management support services for the State Route 91 Improvement Project between La Palma Avenue and State Route 55.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-4158 between the Orange County Transportation Authority and Jacobs Project Management Co. to provide construction management support services for the State Route 91 Improvement Project between La Palma Avenue and State Route 55.

Discussion

The Orange County Transportation Authority (OCTA), in partnership with the California Department of Transportation (Caltrans), is implementing the State Route 91 (SR-91) Improvement Project between La Palma Avenue and State Route 55 (SR-55) (Project). The Project is part of Project I in the Measure M2 (M2) freeway program and is being advanced through the updated Next 10 Delivery Plan approved by the OCTA Board of Directors (Board) in November 2024.

The Project will provide improvements in the eastbound 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. As part of this interchange reconstruction, the existing Glassell Street/Kraemer Boulevard and Tustin Avenue bridges over SR-91 will be replaced with new bridges that provide standard vertical clearance below the bridge, standard width lanes and sidewalks, and bikeways enhancing active transportation options. The final design for the Project is nearing completion.

Pursuant to existing Cooperative Agreement No. C-5-3985 with Caltrans for this Project, Caltrans will administer the construction contract. As the implementing agency for the construction phase, Caltrans will provide the resident engineer, structures representative, and other field personnel along with construction administrative support and environmental monitoring. OCTA will provide consultant field staff for construction inspection, office engineering, scheduling, claims support, and materials testing. Through separate agreements, OCTA will lead the public outreach and freeway service patrol efforts.

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 offerors. 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 July 14, 2025, the Board authorized the release of Request for Proposals (RFP) 5-4158 which was electronically issued on CAMM NET. The RFP was advertised in a newspaper of general circulation on July 14 and July 21, 2025. A pre-proposal conference was held on July 22, 2025, with 27 attendees representing 16 firms. Three 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 August 13, 2025, four 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 Anaheim, 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. Next, 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 four 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

Jacobs Project Management Co. (Jacobs)
Headquarters: Dallas, Texas
Project Office: Irvine, California

On September 18, 2025, the evaluation committee interviewed the two short-listed firms. The interviews consisted of a presentation allowing each team to present its qualifications, highlight its proposal, and respond to the evaluation committee's questions. Each firm highlighted its staffing plan, work plan, and perceived project challenges. The firms were asked general questions regarding their approach to the requirements of the scope of work (SOW), management of the Project and risks, coordination with various agencies, experience with similar projects, and solutions for achieving the project goals.

Based on the evaluation of the written proposals and information obtained during the interviews, the evaluation committee recommends Jacobs as the top-ranked firm to provide construction management (CM) support services for the Project.

Jacobs 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, including environmental elements, and presented a cohesive interview with focused responses to the interview questions, highlighting the firm's experience, qualified staff, and detailed work plan.

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.

Jacobs was founded in 1947 and has over 48,000 employees, with over 800 employees in five offices in Southern California. The firm has a 25-year history supporting Caltrans and OCTA and has delivered over \$4.3 billion in construction projects.

Jacobs has demonstrated expertise in providing CM support services, including inspections for freeway widening, roadway improvements, interchange improvements, and bridge replacements and widening over the Santa Ana River on OCTA's Interstate 405 (I-405) Improvement Project between SR-73 and Interstate 605, as a prime consultant leading an integrated team. The firm's additional relevant project experience includes CM services on OCTA's Interstate 5 (I-5) Improvement Project between Alicia Parkway and El Toro Road, I-5 Improvement Project between Avenida Pico and Vista Hermosa (I-5 Segment 1), Tustin Avenue/Rose Drive Railroad Grade Separation Project, State Route 57 (SR-57) Northbound (NB) Improvement Project between Katella Avenue and Lincoln Avenue, and I-405/State Route 22 (SR-22) West County Connector Project – Eastern Segment, and Caltrans District 12's (D12) SR-91 Improvement Project, a Multi-Asset Program (MAP). These projects underscore the firm's capability to successfully deliver the SOW.

The firm proposed utilizing three subconsultants. All proposed subconsultants have experience working with Jacobs and will support Jacobs with additional roadways, structures, electrical inspection, office engineering, and field materials testing services.

AECOM was founded in 1927 and has over 51,000 employees, with 150 employees in five locations in Southern California. The firm has a 20-year history providing CM support services to Caltrans and OCTA with Orange County projects.

AECOM also has demonstrated proficiency in providing CM support services, including inspections for freeway widening, roadway improvements, interchange improvements, bridge replacements, and widening over the Santa Ana River on the Riverside County Transportation Commission's (RCTC) State Route 71 (SR-71)/SR-91 Interchange Project, as a subconsultant as part of an integrated team.

The firm's additional relevant project experience includes CM services on OCTA's SR-55 Improvement Project between I-405 and I-5, Caltrans D12's on-call construction inspection and District 7's (D7) on-call construction inspection, Caltrans/Southern California Regional Rail Authority (SCRRA) I-5 North Corridor Improvement Project Segment 3, RCTC's SR-71/SR-91 Improvement Project, SCRRA's San Juan Creek Bridge Replacement Project, and San Gabriel Valley Council of Governments' (SGVCOG) Fullerton Road Grade Separation and Montebello Corridor Grade Separation projects. These projects underscore the firm's capability to successfully deliver the SOW.

The firm proposed utilizing five subconsultants. All proposed subconsultants have experience working with AECOM and are proposed to support AECOM with additional roadway, structures, electrical inspection, office engineering, field materials testing, and constructability review.

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 widening, roadway and structures inspection, as well as working with Caltrans.

Jacobs proposed a well-qualified project team with each key personnel demonstrating relevant and comprehensive CM experience with freeway, bridge replacement, bridge widening over the Santa Ana River, and corridor projects with multiple segments. The team demonstrated experience in roadway and

structures inspections, utility relocations, bridge reconstruction, bridge widening over the Santa Ana River, complex traffic management plans and staging with multiple projects within the same corridor, and has extensive experience working with Caltrans. Jacobs presented several cross-trained staff in roadway inspection, structures inspection, office engineer, 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 had significant roles on the recent I-405 Improvement Project.

The proposed PM has over 38 years of project management and CM experience on similar freeway and bridge construction projects and performed the PM role for OCTA's I-405 Improvement Project, I-5 Segment 1, and SR-57 NB Improvement Project. The proposed PM also performed as a construction program oversight engineer for OCTA's Grade Separation Program and a senior resident engineer (RE) for OCTA's West County Connectors and I-5 Gateway projects.

Jacobs' proposed principal assistant/RE (PA/RE) demonstrated relevant experience through 20 years of work on complex, multi-stage highway, bridge, and heavy civil infrastructure projects, including more than five years serving as an RE. The proposed PA/RE has construction experience leading the construction management team through all phases of construction and coordinated with multiple agencies for OCTA's I-405 Improvement Project as a CM consultant lead, San Diego Association of Governments' Mid-Coast Corridor Transit Project as an assistant RE, San Bernardino County Transportation Agency's Interstate 10 Westbound Widening Project, and Alameda Corridor East's San Gabriel Trench Project as an assistant RE/structures inspector.

The proposed PA/RE is supported by a lead roadway inspector (RI) with 28 years of experience in the construction industry, including project management, resident engineering, quality assurance, inspection, and structures representative services. The lead RI has managed all aspects of linear infrastructure projects and has participated in the delivery of more than 40 complex bridge projects. The proposed lead RI has career experience administering construction projects such as OCTA's I-405 Improvement Project as an RE and West County Connectors Eastern Segment Project as an assistant PM. The Jacobs team proposed an innovative position providing added values to the Project – a management of traffic (MOT) coordinator, which provided crucial traffic management and control services for the I-405 Improvement Project. The proposed MOT coordinator has extensive experience in freeway and bridge widenings, bridge replacements, and interchange realignment projects throughout Orange County and Southern California such as OCTA's

I-405 Improvement Project as a MOT coordinator, OCTA's West County Connectors Western Segment Project, Caltrans D12's SR-91 Lane Addition Project between State College Boulevard and Harbor Boulevard, and OCTA/Caltrans D12's I-5 Gateway Project as an RE.

Jacobs' proposed lead structures inspector has more than 30 years of experience on complex construction projects, including participation in over 75 bridge replacements, new and widened bridges, bridge seismic retrofits of concrete and steel structures, and more than 400 retaining walls of various types of wall construction. Relevant experience includes OCTA's I-405 Improvement Project as structures manager, Orange County Public Works' Oso Parkway Bridge Construction as an assistant RE, City of Pasadena's La Loma Bridge Rehabilitation as a structures representative/RE, Placer County's Foresthill Bridge Retrofit Project as a structures representative/lead field engineer, and Sonoma County's Crocker Road Bridge Seismic Retrofit Project as a Structures Representative/RE.

The Jacobs team presented an interview demonstrating comprehensive knowledge of its proposed approach to the SOW, a clear understanding of the team's roles and responsibilities, and the process to resolve any potential challenges while keeping the Project on schedule. The team provided a project-specific 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.

AECOM 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.

AECOM's proposed PM has 31 years of experience, including OCTA's SR-55 Improvement Project as a PM, Caltrans' I-5 North Corridor Improvements Segment 3 as a task order manager/lead structures representative, Caltrans D7 and D12's on-call structure engineering and inspection projects as a PM, and the City of Los Angeles' Riverside Drive Viaduct Replacement Project as a project/construction manager and Sixth Street Viaduct Replacement Project as a contract manager/structures representative.

AECOM's proposed PA/RE has 31 years of CM experience on highway and bridge construction projects, including projects with multiple phases and complex staging. Relevant project experience includes OCTA's Lakeview Avenue Railroad Grade Separation as a RE/lead RI, SGVCOG's Montebello Corridor Grade Separation and Fullerton Road Grade Separation

projects as a construction manager, and Caltrans D7's on-call roadway construction engineering and inspection as a PA/RE.

AECOM's proposed lead roadway inspector has 37 years of experience in construction inspection and managed construction projects as a general contractor owner's representative and consultant on various highway/street, bridge/structures, and traffic signals/signing/drainage projects. Relevant experiences include Caltrans' State Route 210 Pavement Rehabilitation Project as a PA/RE and Caltrans' State Route 60 Pavement Rehabilitation Project as an RI.

AECOM's proposed structures inspector has 29 years of experience in new bridges, widenings, demolition, grade separations, on- and off-ramps, and other transportation systems. Demonstrated relevant experience includes OCTA's SR-55 Improvement Project between I-405 and I-5 as a structures inspector, Tustin Avenue/Rose Drive Railroad Grade Separation Project as a senior construction inspector, RCTC's SR-71/SR-91 Interchange Project as a structures representative, San Bernadino County Transportation Authority's Santa Ana River Bridge Replacement as a senior structures inspector, and Caltrans D7's Interstate 710 Freeway Project as a senior structures inspector.

The AECOM team presented an interview demonstrating knowledge of its proposed project approach to the SOW and potential challenges. The team addressed all aspects of the interview questions with project-specific responses and discussed its proposed construction and sequence enhancements that could result in schedule and cost savings.

Work Plan

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

Jacobs presented a project-specific and comprehensive work plan. The work plan included a complete discussion of 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-91 during demolition and bridge construction for the two-bridge reconstructions and the bridge widening over the Santa Ana River, while coordinating closures and

conflicts with adjacent projects and Caltrans' MAP components within the project limits, review of plan and management to demolish the existing Tustin Avenue steel bridge, management of bridge removal and construction of Tustin Avenue bridge in a constrained environment, early survey and excavation to minimize conflict between piles and utilities, quality assurance of large diameter underground foundation installation, managing time constraints of bridge widening over the Santa Ana River, environmental monitoring including bat mitigation, tracking environmental compliance, and other temporary construction easements to minimize impacts to property owners and neighboring residents, identification of falsework option to continue with the eastbound widening over the Santa Ana River during the wet season, mitigation measures for all the potential risk items related to structures precast girders and piles, coordination of utility relocations, and proactive documentation and a thoughtful schedule highlighting critical constraints for claims prevention. The team proposed usage of artificial intelligence tools to streamline documentation, analyze potential claims, and provide faster public responses, amongst other uses.

AECOM presented an organized work plan with a project-specific approach for identified risks and responsiveness to all 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, working in the Santa Ana River, and handling of contaminated soil and hazardous materials. The sequential outline of activities provided proposed personnel responsibility by key task. A detailed construction schedule was provided with key activities and highlighted constraints for the widening of the Santa Ana River. The team discussed its proposed time-saving construction staging plan and potential conflicts with Caltrans' MAP.

Fiscal Impact

Funding for the Project is included in OCTA's Fiscal Year 2025-26 Budget and subsequent fiscal years' budgets, Capital Programs Division, Account No. 0017-9085-FI105-1OR, and will be funded with a combination of net excess 91 Express Lanes revenue and local M2 funds.

Consultant Selection for Construction Management Support Page 10
Services for the State Route 91 Improvement Project Between
La Palma Avenue and State Route 55

Summary

Staff requests Board of Directors' authorization for the Chief Executive Officer to negotiate and execute Agreement No. C-5-4158 with Jacobs Project Management Co. as the firm to provide construction management support services for the State Route 91 Improvement Project between La Palma Avenue and State Route 55.

Attachments

- A. Review of Proposals, RFP 5-4158 - Construction Management Support Services for the State Route 91 Improvement Project Between La Palma Avenue and State Route 55
- B. Proposal Evaluation Criteria Matrix (Short-Listed) RFP 5-4158, Construction Management Support Services for the State Route 91 Improvement Project, Between La Palma Avenue and State Route 55
- C. Contract History for the Past Two Years, RFP 5-4158, Construction Management Support Services for the State Route 91 Improvement Project Between La Palma Avenue and State Route 55

Prepared by:



Jeannie Lee, P.E.
Senior Project Manager
Capital Projects Delivery
(714) 560-5735

Approved by:



James G. Beil, P.E.
Executive Director, Capital Programs
(714) 560-5646



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

ATTACHMENT A

Review of Proposals

RFP 5-4158 - Construction Management Support Services for the State Route 91 Improvement Project Between La Palma Avenue and State Route 55

Presented to Regional Transportation Planning Committee - November 3, 2025

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

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments
1	91	Jacobs Project Management Co. Irvine, California	Fountainhead Consulting Corporation Harris & Associates Ninyo & Moore Geotechnical & Environmental Services Consultants	Firm demonstrated recent, relevant experience providing construction management (CM) support services on complex freeway widening projects, including bridge replacements and widening over the Santa Ana River on the Orange County Transportation Authority's Interstate 405 Improvement Project between State Route 55 and Interstate 605. Qualified team, including key personnel, technical staff, and subconsultants with extensive experience involving highway widening projects and complex traffic management plans. Proposed key personnel, including the maintenance of traffic coordinator, have extensive similar CM experience and cross-training successfully delivering similar projects. Comprehensive work plan identified key issues, provided sound recommendations and solutions, with particular focus on traffic management, bridge construction, environmental concerns, and efficient use claims prevention. Thorough team presentation and interview with comprehensive responses to all questions. Positive references received.
2	85	AECOM Technical Services, Inc. Orange, California	Enterris Associates, Inc. Fountainhead Consulting Corporation Mark Thomas & Company, Inc. Ninyo & Moore Geotechnical & Environmental Services Consultants Reddy Engineering Services, Inc.	Firm demonstrated recent, relevant experience providing CM support services on complex freeway widening projects, including bridge replacements and widening over the Santa Ana River on the Riverside County Transportation Commission's State Route 71/State Route 91 Interchange Project. Qualified team, including key personnel, technical staff, and subconsultants with extensive experience with highway widening projects. Proposed key personnel have extensive similar CM experience successfully delivering similar projects. Comprehensive work plan identified key issues, provided sound recommendations and solutions, with a proposed time-saving construction staging plan. Thorough team presentation and interview with comprehensive responses to all questions. Positive references received.

Evaluation Panel:

Contracts Administration and Materials Management (1)

Capital Project Delivery (2)

California Department of Transportation (2)

City of Anaheim (1)

Proposal Criteria

Qualifications of the Firm

Staffing and Project Organization

Work Plan

Weight Factors

20%

40%

40%

ATTACHMENT B

**Proposal Evaluation Criteria Matrix (Short-Listed) RFP 5-4158
Construction Management Support Services for the State Route 91 Improvement Project
Between La Palma Avenue and State Route 55**

Jacobs Project Management Co.								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	4.5	4.5	4.0	4.5	4.5	5.0	4	18.0
Staffing/Project Organization	4.5	4.5	4.5	4.5	4.5	4.5	8	36.0
Work Plan	4.5	4.5	4.5	5.0	4.5	4.5	8	36.7
Overall Score	90	90	88	94	90	92		91
AECOM Technical Services, Inc.								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	4.5	4.5	4.5	5.0	4.5	5.0	4	18.7
Staffing/Project Organization	4.5	4.0	4.5	4.5	4.5	4.0	8	34.7
Work Plan	4.0	4.0	4.0	4.0	4.0	4.0	8	32.0
Overall Score	86	82	86	88	86	84		85

Range of scores for the non short-listed firms was 48 to 66.

ATTACHMENT C

Contract History for the Past Two Years, RFP 5-4158

Construction Management Support Services for the State Route 91 Improvement Project Between La Palma Avenue and State Route 55

[illegible]

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
AECOM Technical Services, Inc.						
Contract Type: Firm-Fixed Price	C-0-2637	Plans, Specifications, and Estimates for the Interstate 5 Improvement Project Between Interstate 405 and Yale Avenue	October 22, 2021	October 31, 2029		\$14,728,682
<i>Subconsultants:</i>						
<i>CNS Engineers, Inc.</i>					\$523,693.00	
<i>Earth Mechanics, Inc.</i>					\$1,010,351.00	
<i>Lin Consulting, Inc.</i>					\$323,662.00	
<i>LSA Associates, Inc.</i>					\$163,330.00	
<i>PSOMAS</i>					\$1,143,459.00	
<i>T.Y. Lin International</i>					\$367,586.00	
<i>Tatsumi and Partners, Inc.</i>					\$380,152.00	
<i>TRC Solutions, Inc.</i>					\$2,203,433.00	
Contract Type: Firm-Fixed Price	C-0-2582	Construction Management Services for State Route 55 Improvement Project Between Interstate 405 and Interstate 5	October 21, 2021	September 25, 2026		\$18,524,620
<i>Subconsultants:</i>						
<i>Analyzer International, Inc.</i>					\$678,441.00	
<i>Fountainhead Consulting Corporation</i>					\$3,023,181.00	
<i>Ghirardelli Associates, Inc.</i>					\$1,108,277.00	
<i>Guida Surveying, Inc.</i>					\$1,935,703.00	
<i>HDR Construction Control Corporation</i>					\$1,220,595.00	
<i>Ninyo & Moore</i>					\$1,944,608.00	
<i>V&A, Inc.</i>					\$1,249,762.00	
Contract Type: Firm-Fixed Price	C-0-2604	Project Approval and Environmental Documentation for Irvine Station Improvement Project	January 3, 2021	June 30, 2026		\$4,613,829
<i>Subconsultants:</i>						
<i>Moffatt & Nichol</i>					\$267,004.00	
<i>Rail Surveyors and Engineers, Inc.</i>					\$763,332.00	
<i>Verdantas, Inc.</i>					\$310,420.00	
<i>Value Management Services, Inc.</i>					\$58,384.00	
Total						\$37,867,131



Update on Interstate 5 Improvement Project from the San Diego County Line to Avenida Pico



Project Background

- One of three projects agreed to in place of 241 Toll Road extension
- Located in the City of San Clemente
- Length: 3.4 miles
- Environmental phase began in March 2021
- One build alternative
- Project updates:
 - Orange County Transportation Authority Board of Directors: March 2022
 - City of San Clemente: April 2022
- Public scoping meetings:
 - In-person: July 2022
 - Virtual: August 2022





Build Alternative

Project Purpose

- Increase vehicle occupancy and vehicle throughput
- Improve mobility and trip reliability
- Provide inter-county and regional system connectivity

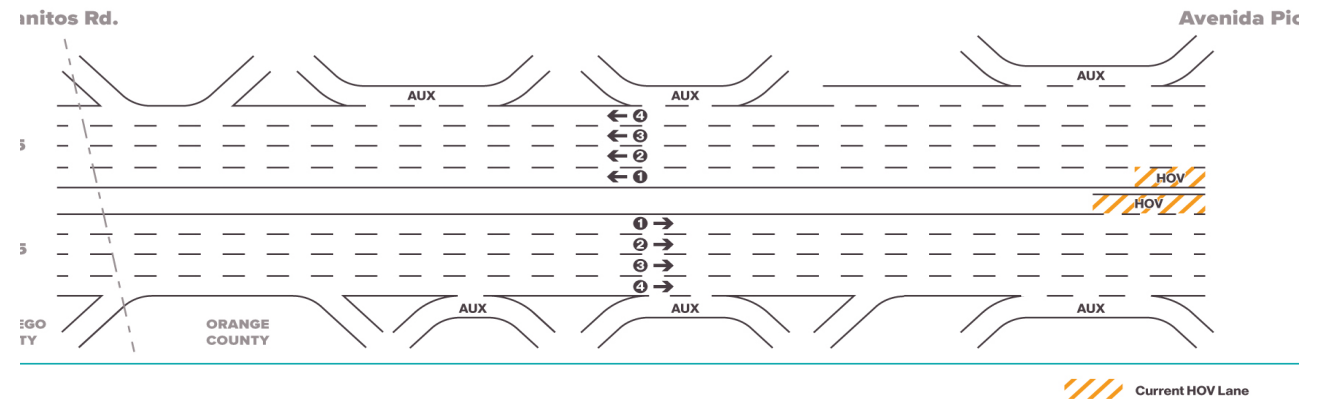
Proposed Improvements

- Extend the existing carpool lane to the San Diego County Line
- Modify three bridges and reconstruct two bridges
- Construct retaining/soundwalls
- Modify on- and off-ramps
- Reconstruct auxiliary lanes

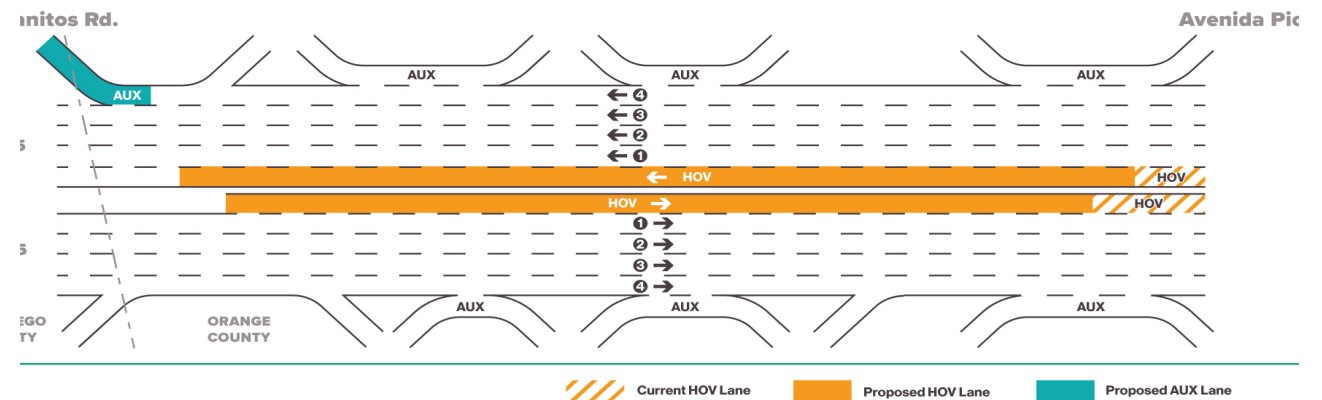
Build Alternative (cont.)

- Add one carpool lane in each direction
- Add new auxiliary lane and reconstruct existing auxiliary lanes

EXISTING CONDITION



BUILD ALTERNATIVE





Traffic Benefits

- Completes HOV lane system along I-5 in Orange County
- Enhances bicycle and pedestrian connectivity across I-5
- Reduces congestion and improves mobility on I-5:
 - Existing Conditions – LOS C for traffic operations on I-5
 - Build Alternative Opening Year (2033) – traffic operations improve at several freeway segments (LOS B or better)
 - Build Alternative Future Year (2055) – traffic operations improve at several freeway segments, including HOV lanes (LOS B or better)
 - No-Build Alternative – year 2033 and year 2055 (LOS C or better)

HOV – High-Occupancy Vehicle

LOS – Level of Service

I-5 – Interstate 5

Special Environmental Considerations

- Project limits are within the coastal zone boundary
- CEQA/NEPA documentation anticipated to be an Environmental Impact Report/Environmental Assessment
- Incorporates SB 743 guidance related to vehicle miles traveled (VMT) on the State Highway System

CEQA – California Environmental Quality Act
NEPA – National Environmental Policy Act

*PS&E = plans, specifications, and estimates





Schedule

Activity	Anticipated Dates*
Complete environmental studies	Winter 2025
Public circulation of draft environmental document	Spring 2026
Public hearings (in-person and virtual)	Spring 2026
Select preferred alternative	Summer 2026
Approve final environmental document	Winter 2026

**Schedule subject to change*

- Inform the community about the project, process, findings
- Encourage public comments on the draft environmental document
- Civic organization briefings
- Business/school outreach
- City council presentations
- Media advertisement
- Social and traditional media





Stay Connected



Call the project hotline: 714-824-5235



Learn more online: octa.net/i5CountyLine



Email questions to: i5CountyLine@octa.net