



Orange County Transportation Authority

Regional Transportation Planning Committee Agenda

Monday, May 5, 2025 at 10:30 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

Stephanie Klopfenstein, Chair

John Stephens, Vice Chair

Mike Carroll

Jamey M. Federico

Katrina Foley

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.

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

Written Comment

Written public comments may also be submitted by emailing them to ClerkOffice@octa.net, and must be sent by 5:00 p.m. the day prior to the meeting. If you wish to comment on a specific agenda item, please identify the item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

Call to Order

Pledge of Allegiance

Director Harper

Closed Session

There are no Closed Session items scheduled.

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 1 through 3)

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 April 7, 2025, Regional Transportation Planning meeting.

Attachments:

[Minutes](#)

2. **Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project Between Interstate 405 and Yale Avenue**

Josue Vaglienty/James G. Beil

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation for construction capital and construction management support services for the Interstate 5 Improvement Project between Interstate 405 and Yale Avenue, which is Segment 1 of the Interstate 5 Improvement Project between Interstate 405 and State Route 55.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-5-4067 between the Orange County Transportation Authority and the California Department of Transportation, in an amount of \$267,725,000, comprised of a construction capital share of \$223,000,000, and a construction management services share of \$44,725,000, for the Interstate 5 Improvement Project between Interstate 405 and Yale

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

Avenue.

Attachments:

[Staff Report](#)

3. Sole Source Agreement for Motorist Assistance Call Answering Services

Patrick Sampson/Kirk Avila

Overview

The Orange County Service Authority for Freeway Emergencies provides motorist assistance services through the 511 Motorist Assistance and Traveler Information System, as well as a network of freeway call boxes across Orange County. A contracted call answering center currently oversees calls from both services under an agreement set to expire on June 30, 2025. To ensure the continued operation of these services, a new call center agreement must be executed.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute sole source Agreement No. C-5-3932 between the Orange County Transportation Authority and AAMCOM, LLC, in the amount of \$645,455, to provide call answering services for the 511 Motorist Assistance and Traveler Information and Freeway call box systems for a six-year term.

Attachments:

[Staff Report](#)

Regular Calendar

4. Consultant Selection for Construction Management Support Services for the Interstate 5 Improvement Project Between Yale Avenue and State Route 55

Niall Barrett/James G. Beil

Overview

On December 9, 2024, the Orange County Transportation Authority Board of Directors authorized the release of a request for proposals to provide construction management support services for the Interstate 5 Improvement Project between Yale 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 HDR Construction Control Corporation as the firm to provide construction management support services for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2614 between the Orange County Transportation Authority and HDR Construction Control Corporation to provide construction management support services for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING AGENDA

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

5. Regional Planning Update

Angel Garfio/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.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Attachment E](#)

[Presentation](#)

Discussion Items

6. Public Comments

7. Chief Executive Officer's Report

8. Committee Members' Reports

9. Adjournment

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

10:30 a.m. on Monday, June 2, 2025

OCTA Headquarters
550 South Main Street
Orange, California



Committee Members Present

Stephanie Klopfenstein, Chair
John Stephens, Vice Chair
Jamey M. Federico
Katrina Foley

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
James Donich, General Counsel
OCTA Staff

Committee Members Absent

Mike Carroll
Patrick Harper

Call to Order

The April 7, 2025, Regional Transportation Planning Committee meeting was called to order by Committee Chair Klopfenstein at 10:30 a.m.

Consent Calendar (Items 1 through 4)

1. Approval of Minutes

Public comment was heard from Donald Hammonds.

A motion was made by Director Foley, seconded by Director Federico, and declared passed by those present to approve the minutes of the March 3, 2025, Regional Transportation Planning Committee meeting.

2. Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between La Palma Avenue and State Route 55

Public comment was heard from Donald Hammonds.

Public comment was received from Martin Greenburg and Aryan Ray via email on Sunday, April 6, 2025.

A motion was made by Director Federico, seconded by Director Foley, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-5-3985 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$269,504,000, comprised of a construction capital share of \$230,314,000 and a construction management services share of \$39,190,000 for the State Route 91 Improvement Project between La Palma Avenue and State Route 55.



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

Public comment was heard from Donald Hammonds.

A motion was made by Director Foley, seconded by Director Federico, and declared passed by those present to Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-3-2465 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$1,042,000, for additional right-of-way support services, right-of-way engineering, right-of-way acquisition, and utility relocation for the State Route 55 Improvement Project between Interstate 5 and State Route 91. This will increase the maximum cumulative obligation of the cooperative agreement to a total contract value of \$7,087,000.

4. Amendment to Agreement for Additional Design Services for State Route 91 Improvement Project Between Acacia Street and La Palma Avenue

Public comment was heard from Donald Hammonds.

A motion was made by Committee Vice Chair Stephens, seconded by Director Foley, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-0-2073 between the Orange County Transportation Authority and T.Y. Lin International, in the amount of \$2,232,131, for additional design services for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$13,945,033

Regular Calendar

5. Amendments to the Master Plan of Arterial Highways

Greg Nord, Section Manager, Planning, provided a report on this item.

Public comment was heard from Donald Hammonds and David Martinez.

Public comment was received from Aryan Ray via email on Sunday, April 6, 2025.

A motion was made by Director Foley, seconded by Committee Vice Chair Stephens, and declared passed by those present to:



- A. Approve amending the Master Plan of Arterial Highways to fully remove the Garfield-Gisler Santa Ana River crossing.

- B. Direct staff to close out the Memorandum of Understanding C-6-0834 among the cities of Costa Mesa, Fountain Valley, and Huntington Beach, and the Orange County Transportation Authority regarding agency responsibilities for implementing the consensus recommendation for the Garfield-Gisler Bridge Crossing over the Santa Ana River.

- C. Approve amending the Master Plan of Arterial Highways to accommodate the following requests:
 - 1. City of Anaheim: Remove Weir Canyon Road between Blue Sky Road and State Route 241 (not constructed).
 - 2. City of Costa Mesa: Reclassify Merrimac Way from a primary (four-lane, divided) arterial to a divided collector (two-lane, divided) arterial between Harbor Boulevard and Fairview Road.
 - 3. City of Irvine: Reclassify Yale Avenue from a secondary (four-lane, undivided) arterial to a collector (two-lane undivided) arterial between Michelson Drive and University Drive.
 - 4. City of Stanton: Reclassify Orangewood Avenue from a secondary (four-lane, undivided) arterial to a divided collector (two-lane divided) arterial between Santa Rosalia Street and the eastern city boundary.

The Master Plan of Arterial Highways will be amended to reflect each approved request contingent upon receipt of documentation confirming that all affected general plans are consistent with the proposed amendment and are compliant with the California Environmental Quality Act. Amendment requests will expire if the Orange County Transportation Authority does not receive such documentation within three years of granting approval.

Should the proposed Master Plan of Arterial Highways amendment be modified for any reason after receiving approval, the modified Master Plan of Arterial Highways amendment must be returned to the Orange County Transportation Authority Board of Directors for reconsideration and action.

- D. Direct the Executive Director of Planning, or her designee, to file a Notice of Exemption from the California Environmental Quality Act in support of the Master Plan of Arterial Highways amendment.

- E. Receive and file a status report of ongoing Master Plan of Arterial Highways coordination activities.



6. Capital Programming Update

Adriann Cardoso, Department Manager, and Ben Ku, Section Manager, Planning, provided a presentation on this item.

Public comment was heard from Leeza Bondarchuk, Donald Hammonds, and David Martinez.

Public comment was received from Aryan Ray and Martin Greenburg via email on Sunday, April 6, 2025.

A motion was made by Director Foley, seconded by Committee Vice Chair Stephens, and declared passed by those present to:

- A. Authorize the use of up to \$180.584 million to fund the construction phase and adjust costs associated with prior phases for the State Route 55 Improvement Project from Interstate 5 to State Route 91 (Project F) using Measure M2 funding.
- B. Authorize the use of up to \$334.367 million to fund the construction phase and adjust costs associated with prior phases for the State Route 91 Improvement Project from La Palma Avenue to State Route 55 (Segment 2) (Project I), using the following funding sources:
 - 91 Express Lanes Excess Revenue (\$323.726 million)
 - Local Partnership Program - Formulaic (\$6.641 million)
 - Community Project Funding/Congressionally Directed Spending (\$4.000 million)
- C. Authorize the use of up to an additional \$132.149 million to supplement the construction funding and prior phase funding for the Interstate 5 Improvement Project from Interstate 405 to Yale Avenue (Segment 1) (Project B) using Measure M2 funding.
- D. Authorize the use of up to an additional \$80.172 million to supplement the construction funding and prior phase funding for the State Route 91 (Segments 1 and 3) (Project I) using 91 Express Lanes Excess Revenue.
- E. Authorize the use of up to an additional \$14.699 million to supplement the construction funding and prior phase funding for the Interstate 605/Katella Avenue Interchange Project (Project M) using Measure M2 funding.



- F. Authorize the inclusion of \$39.251 million in committed State Highway Operations and Protection Program funds and an additional \$22.769 million in uncommitted future state funds to integrate the California Department of Transportation Multi-Asset Project into the Capital Funding Program report for:
- Interstate 5 Improvement Project between Interstate 405 and Yale Avenue (Segment 1) (Project B) (\$36.400 million in committed State Highway Operations and Protection Program funds and \$13.744 million in uncommitted future state funds)
 - State Route 91 Improvement Project from Acacia Street to La Palma Avenue (Segment 3) (Project I) (\$2.851 million in committed State Highway Operations and Protection Program funds and \$9.025 million in uncommitted future state funds)
- G. Authorize the use of up to \$8.000 million for the Inland Slope Rehabilitation Phase II Project from the following fund sources:
- Measure M2 (\$5.600 million)
 - Local Partnership Program - Formulaic (\$2.400 million)
- H. Authorize the use of up to \$12.830 million in Congestion Mitigation and Air Quality Improvement funds for the Future Zero-Emission Bus Project.
- I. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

7. Comprehensive Transportation Funding Programs - 2025 Call for Projects Programming Recommendations

Charvalen Alacar, Section Manager, Local Programs, provided a presentation on this item.

Public comment was heard from Leeza Bondarchuk and David Martinez.

Public comment was received from Aryan Ray via email on Sunday, April 6, 2025.

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

- A. Approve the award of \$25.72 million in 2025 Regional Capacity Program (Project O) funds to nine local jurisdiction projects.
- B. Approve the award of \$11.99 million in 2025 Regional Traffic Signal Synchronization Program (Project P) funds to six local jurisdiction projects.



8. Active Transportation Program Biannual Update

Peter Sotherland, Section Manager, Planning, provided a presentation on this item.

Public comment was heard from Leeza Bondarchuk and David Martinez.

Public comment was received from Aryan Ray via email on Sunday, April 6, 2025.

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

Discussion Items

9. Public Comments

Public comment was heard from Donald Hammonds.

10. Chief Executive Officer's Report

Darrell E. Johnson, Chief Executive Officer, reported on the recent Washington, D.C. advocacy trip.

11. Committee Members' Reports

There were no Committee Member's reports.

12. Adjournment

The meeting was adjourned at 12:05 p.m.

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

10:30 a.m. on Monday, May 5, 2025
OCTA Headquarters
550 South Main Street
Orange, California.



May 5, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project Between Interstate 405 and Yale Avenue

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation for construction capital and construction management support services for the Interstate 5 Improvement Project between Interstate 405 and Yale Avenue, which is Segment 1 of the Interstate 5 Improvement Project between Interstate 405 and State Route 55.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-5-4067 between the Orange County Transportation Authority and the California Department of Transportation, in an amount of \$267,725,000, comprised of a construction capital share of \$223,000,000, and a construction management services share of \$44,725,000, for the Interstate 5 Improvement Project between Interstate 405 and Yale Avenue.

Discussion

The Orange County Transportation Authority (OCTA), in partnership with the California Department of Transportation (Caltrans), is implementing the Interstate 5 (I-5) Improvement Project between the Interstate 405 (I-405) and Yale Avenue (Project). The Project is Project B 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.

Final design for the Project is nearing completion in two segments with the following project limits:

- Segment 1 extends from I-405 to Yale Avenue
- Segment 2 extends from Yale Avenue to State Route 55

Segment 1 will add one general purpose lane in both directions on the Project. The Project will re-establish existing auxiliary lanes, provide new auxiliary lanes where necessary, provide continuous access to the high-occupancy vehicle lanes and improve the existing on- and off-ramps. The Project will also provide new bicycle lane striping and pavement markings along Alton Parkway, Jeffrey Road, and Sand Canyon Avenue. Separately, Caltrans has developed the plans, specifications, and estimates (PS&E) for a multi-asset project (MAP) within the same project limits, which includes pavement rehabilitation, safety device upgrades, census stations, a weigh-in-motion facility, additional signage, and electrical conduit replacements. The MAP scope is funded by the State Highway Operation and Protection Program (SHOPP), and the 100 percent design plans have been combined with the Segment 1 plans with all improvements to be advertised in one construction bid package. This will ensure efficient construction of all improvements and will minimize disruption to the traveling public, construction fatigue, potential construction conflicts, and redundant work.

On June 8, 2020, the Board authorized Cooperative Agreement No. C-0-2317 with Caltrans to provide oversight of the PS&E, and to advertise and award the construction contract for the Project. On August 8, 2022, the Board authorized Cooperative Agreement No. C-2-2592 with Caltrans to be the implementing agency for project right-of-way acquisition and utility relocation activities.

OCTA and Caltrans are proposing to enter into Cooperative Agreement No. C-5-4067 to define the specific roles and funding responsibilities for each agency to provide the construction capital and construction management support services for Segment 1, between I-405 and Yale Avenue.

Bid documents for Segment 1 are being prepared for the construction contract, which is expected to be advertised by late 2025. The total construction capital funding required for Segment 1 is \$223,000,000, comprised of \$38,957,200 in federal Surface Transportation Block Grant (STBG) funds, \$80,718,000 in State Transportation Improvement Program (STIP) funds, \$31,273,400 in Caltrans SHOPP funds, and \$72,051,400 in M2 funds. The total construction support funding for the Project is \$44,725,000, comprised of \$4,042,800 in STBG funds, \$14,620,000 in STIP funds, \$5,126,600 in SHOPP funds, and \$20,935,600 in M2 funds.

As the implementing agency for construction of the Project, Caltrans will be responsible for advertisement, award, approval, and administration of the construction contract. Under the proposed cooperative agreement, Caltrans and OCTA have agreed to share in the construction management support services for the Project.

Caltrans, as the construction phase implementing agency, will provide the resident engineer and structures representative, and minimal other field personnel, along with construction administrative support and environmental and paleontology monitoring for the Project, at an estimated cost of \$23,789,400. Caltrans will draw down the federal STBG funds and state SHOPP and STIP funds directly. OCTA will retain a consultant firm to augment Caltrans' field staff with structural and roadway inspection, surveying, office engineering, materials testing, and claims support services. OCTA's consultant will also provide a field office to house construction staff on the Project. The total estimated cost of OCTA consultant construction support is \$20,935,600 in M2 funds. Through a separate contract, OCTA will lead the public outreach efforts.

Fiscal Impact

The Project will be included in OCTA's Fiscal Year (FY) 2025-26 Budget and subsequent FY budgets, Capital Programs Division, account nos. 0017-9084-FB102-1OC and 0017-9085-FB102-1OC and will be funded with a combination of state, federal, and local funds.

Summary

Staff requests Board approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-5-4067 between OCTA and Caltrans, in the amount of \$267,725,000, comprised of a construction capital share of \$223,000,000 and a construction management services share of \$44,725,000, for the Project.

Attachment

None.

Prepared by:



Josue Vaglienty, P.E.
Sr. Project Manager
(714) 560-5852

Approved by:



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



May 5, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Sole Source Agreement for Motorist Assistance Call Answering Services

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

Overview

The Orange County Service Authority for Freeway Emergencies provides motorist assistance services through the 511 Motorist Assistance and Traveler Information System, as well as a network of freeway call boxes across Orange County. A contracted call answering center currently oversees calls from both services under an agreement that is set to expire on June 30, 2025. To ensure the continued operation of these services, a new call center agreement must be executed.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute sole source Agreement No. C-5-3932 between the Orange County Transportation Authority and AAMCOM, LLC, in the amount of \$645,455, to provide call answering services for the 511 Motorist Assistance and Traveler Information and Freeway call box systems for a six-year term.

Discussion

The California Legislature established the Service Authority for Freeway Emergencies (SAFE) to implement and maintain motorist aid systems, including roadside call boxes. In 1987, the Orange County Service Authority for Freeway Emergencies (OC SAFE), working as an agency under the Orange County Transportation Commission, introduced a network of solar-powered cellular call boxes to facilitate motorist assistance. In 1991, the Orange County Transportation Commission and Orange County Transportation District consolidated, creating the Orange County Transportation Authority (OCTA). Since then, the OCTA Board of Directors (Board) has acted as the OC SAFE Board. Initially, state law required the California Highway Patrol (CHP) to answer SAFE requests for motorist assistance. However, with increased cellular 911 call

volumes, call box calls were deprioritized, leading to long wait times. In 1997, legislation permitted SAFE to contract with private call answering center (CAC) providers, utilizing CHP-approved operational guidelines and remote messaging systems (RMS). In 2005, OC SAFE transitioned to private CAC services, resulting in improved response efficiency for freeway call boxes.

As cell phone use became widespread, the use of call boxes declined. This shift, coupled with the Federal Communications Commission designating the 511 Motorist Assistance and Traveler Information System (511) as the national traveler information number, prompted California Legislature to amend the Streets and Highways Code in 2007. The amendment eliminated the requirement for a system of freeway call boxes and gave SAFE more flexibility to allocate funds to other motorist aid services, including 511 and Freeway Service Patrol.

In 2008, OC SAFE collaborated with the Service Authorities for Freeway Emergencies in Los Angeles and Ventura counties to expand services to include a 511. Today, the 511 system is the central tool for real-time traffic updates, trip planning, and public transit information. The system also includes mobile call box (MCB) functionality, allowing motorists to reach a CAC for roadside assistance. Although OC SAFE maintains approximately 269 freeway call boxes, most calls for motorist assistance now come through 511, making it the primary service for roadside help.

OC SAFE regularly pursues regional partnerships to optimize service delivery and leverage costs. In 2012, OC SAFE collaborated with the San Bernardino County Transportation Authority (SBCTA) and Riverside County Transportation Commission (RCTC) to consolidate operational costs by procuring a joint CAC agreement. This was repeated in 2018 for the CAC agreement, which currently serves Orange County, Riverside County, and San Bernardino County motorist assistance programs.

In December 2024, SBCTA, the lead agency for the joint CAC agreement, announced it would not be exercising options terms in the joint CAC contract, opting to decommission its call boxes. RCTC also plans to remove its call boxes by the end of fiscal year (FY) 2024-25. Since neither agency will operate 511 motorist assistance or freeway call boxes beyond FY 2025, OC SAFE must secure a standalone contract for CAC services to continue supporting Orange County 511 MCB functionality and freeway call boxes.

OC SAFE remains committed to efficient, cost-effective motorist assistance services. The transition to an independent CAC contract will ensure uninterrupted support for Orange County's motorist assistance programs.

Establishing this contractual relationship aligns with OC SAFE's long-term strategy to adapt to evolving motorist needs while maintaining high service standards.

With significant decreases in call box usage and the challenges of maintaining aging infrastructure, SAFEs across the state are reassessing their motorist services programs. Many are transitioning from traditional freeway call boxes to more modern and cost-effective solutions, such as the 511 mobile call box. Staff is evaluating the effectiveness of the Orange County call box system and plan to present a report with recommendations to the Board in early FY 2025-26.

Procurement Approach

This procurement was handled in accordance with OCTA's Board-approved policies and procedures for sole source procurements.

The contracted CAC provider must utilize CHP-approved RMS and support real-time text (RTT) for hearing-impaired motorists. AAMCOM, LLC (AAMCOM), is the only CAC provider authorized to operate the proprietary RTT system and the only provider with a CHP-approved RMS. AAMCOM meets OCTA's criteria for being a sole source provider. Based on its technical ability and financial status, AAMCOM is deemed responsible.

AAMCOM services all California SAFEs except for Ventura County, which contracts directly with the CHP due to its limited number of call boxes. Given AAMCOM's exclusive approval by the CHP for RMS, staff engaged with the firm to obtain a quote for continued CAC services.

The AAMCOM quote was reviewed by staff from the Contracts Administration and Materials Management (Camm) and Motorist Services departments to ensure compliance with the contract terms and conditions, as well as the technical requirements.

In accordance with OCTA's sole source procurement procedures, any sole source contract exceeding \$50,000 requires a price review by OCTA's Internal Audit (IA) Department. AAMCOM did not submit a detailed cost breakdown for its proposed pricing. As a result, IA performed agreed-upon procedures, comparing AAMCOM's pricing for CAC, Motorist Aid – 511, RTT/Teletypewriter, project management, and language support to the pricing outlined in the San Diego Association of Governments (SANDAG) agreement. Internal Audit calculated the annual pricing for each category under both the AAMCOM quote and the SANDAG agreement and then determined the total cost over a six-year period for each. The review confirmed that AAMCOM's six-year total is four

percent lower than the SANDAG agreement. Therefore, pricing is deemed fair and reasonable.

Fiscal Impact

Funding for this project is included in OCTA's FY 2025-26 Budget, Motorist Services Department – Service Authority for Freeway Emergencies Fund, Account No. 0013-7629-S1001-CGA and local SAFE funds. Future year costs will be included in the FY 2026-27, 2027-28, 2028-29, 2029-30, and 2030-31 budgets.

Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute sole source Agreement No. C-5-3932 between the Orange County Transportation Authority and AAMCOM, LLC, in the amount of \$645,455, to provide call answering services for the 511 Motorist Assistance and Traveler Information and Freeway call box systems for a six-year term.

Attachment

None.

Prepared by:



Patrick Sampson
Manager, Motorist Services
(714) 560-5425



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

Approved by:



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



May 5, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

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

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

Overview

On December 9, 2024, the Orange County Transportation Authority Board of Directors authorized the release of a request for proposals to provide construction management support services for the Interstate 5 Improvement Project between Yale 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 HDR Construction Control Corporation as the firm to provide construction management support services for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2614 between the Orange County Transportation Authority and HDR Construction Control Corporation to provide construction management support services for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.

Discussion

The Orange County Transportation Authority (OCTA), in partnership with the California Department of Transportation (Caltrans), is implementing the Interstate 5 (I-5) Improvement Project between Yale Avenue and State Route 55 (SR-55) (Project). The Project is part of Project B 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 add a general purpose lane in both the northbound and southbound directions on I-5 between Yale Avenue and SR-55, add and re-establish existing auxiliary lanes, and improve the existing on- and off-ramps. Separately, Caltrans has developed the plans, specifications, and estimates for a multi-asset project (MAP) within the same project limits, which includes pavement rehabilitation, safety device upgrades, a weigh-in-motion facility, additional signage, and electrical conduit replacements. The MAP scope is funded by the State Highway Operation and Protection Program, and the design plans have been combined with the Segment 2 Plans, Specifications and Estimates, with all improvements to be advertised in one construction bid package. This will ensure efficient construction of all improvements and will minimize disruption to the traveling public, construction fatigue, potential construction conflicts, and redundant work.

Final design for the Project is nearing completion with advertisement for construction bids targeted for later in 2025.

Cooperative Agreement No. C-4-2645 between Caltrans and OCTA outlines the responsibilities of both agencies for the Project and was approved by the Board on December 9, 2024. As specified in the cooperative agreement, Caltrans will be the implementing agency responsible for advertisement, award, and administration of the construction contract. Caltrans will also provide the resident engineer and structures representative, and environmental services, along with a limited number of field personnel. OCTA will retain a construction management (CM) consultant firm to supplement Caltrans staff with structural, roadway, construction staking, office engineering, materials testing, surveying, and claims support services. OCTA's CM consultant will also provide a field office to house construction staff working on the Project. Through a separate contract, OCTA will lead the public outreach efforts for the Project.

Procurement Approach

This procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering (A&E) services that conform to both federal and state 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. An 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.

Consultant Selection for Construction Management Support Services for the Interstate 5 Improvement Project Between Yale Avenue and State Route 55 **Page 3**

On December 9, 2024, the Board authorized the release of Request for Proposals (RFP) 4-2614 which was issued electronically on CAMMNET. The RFP was advertised in a newspaper of general circulation on December 11 and December 16, 2024. A pre-proposal conference was held on December 20, 2024, with 12 attendees representing nine firms. Four addenda were issued to make available the pre-proposal conference registration sheets and presentation materials, provide responses to questions received, and address administrative issues related to the RFP.

On January 13, 2025, three proposals were received. An evaluation committee consisting of staff from the Contracts Administration and Materials Management and Capital Project Delivery departments, as well as external representatives from Caltrans and the City of Tustin, 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 criteria and weightings. Qualifications of the firm was weighted at 20 percent as the firm must demonstrate experience in performing relevant work of similar scope, size, and complexity. Staffing and project organization was weighted at 40 percent as the qualifications of the project manager and other key task leaders are critical to understanding the project requirements and to the timely delivery and successful performance of the work. Work plan was equally weighted at 40 percent as the technical approach to the Project is critical to the successful performance of the Project.

The evaluation committee reviewed the three 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

Arcadis U.S., Inc. (Arcadis)
Headquarters: Highlands Ranch, Colorado
Project Office: Irvine, California

HDR Construction Control Corporation (HDR)
Headquarters: Omaha, Nebraska
Project Office: Irvine, California

On March 6, 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 the approach to the requirements of the scope of work (SOW), management of the Project, coordination with various agencies, experiences 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 HDR as the top-ranked firm to provide CM support services for the Project. HDR ranked the highest among the proposing firms because they 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 thorough understanding of the overall project requirements, and presented a cohesive interview with focused responses to the specific 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

Both short-listed firms are established and qualified to perform the required services. Positive references were received for both firms.

HDR was founded in 1917 and has eight offices across Southern California with access to more than 550 staff that are supported by over 13,000 employee-owners in over 22 locations worldwide. The firm has broad engineering experience, including CM support services for complex highway, bridge, and rail projects. HDR has successfully delivered CM support services for freeway widening, roadway and interchanges improvements, and bridge widening and replacement projects, mostly as a prime consultant and as part of an integrated team. HDR has demonstrated proficiency in providing CM support services such as inspection for freeway widening, bridge and retaining wall construction, traffic management, scheduling, and claims analysis. The firm's experience includes coordination with Caltrans District 12, OCTA, and other public agencies.

HDR's experience includes the recently completed CM services for OCTA's I-5 Improvement Project between Oso Parkway to Alicia Parkway, OCTA's State Route 57 (SR-57) Improvement Project between Yorba Linda Boulevard to Lambert Road, and OCTA's Sand Canyon Avenue Railroad Grade Separation

Project. The firm proposed utilizing three subconsultants. All proposed subconsultants have experience working with HDR on prior projects and will support HDR with additional structure and roadway inspection, geotechnical services, and materials testing.

Arcadis, founded in 1957, is a global engineering, construction management, and environmental consulting corporation. The firm has ten offices in Southern California with 480 staff and one office in Orange County, with 151 staff. Globally, Arcadis has 33,784 employees; 10,212 in North America, and 752 in California. Arcadis provides comprehensive project management services, risk management, claims avoidance, environmental monitoring, and compliance services. Specific experience includes the design, construction, and inspection of roads, highways, bridges, and railroad projects. The firm's experience includes coordination with Caltrans, OCTA, and other public agencies. The firm demonstrated relevant experience on projects involving structural, highway, traffic signal, and utility coordination.

Arcadis' experience includes CM support services on the I-5 Improvement Project between State Route 73 (SR-73) to Oso Parkway, Los Angeles County Metropolitan Transportation Authority's (LA Metro) State Route 91 (SR-91) Improvement Project in the cities of Artesia, Cerritos, Long Beach, and Paramount, and the Riverside County Transportation Commission's (RCTC) Interstate 15/Railroad Canyon Interchange Improvement Project. The firm proposed three subconsultants to provide electrical inspection, field materials testing, and surveying. All proposed subconsultants have experience working with Arcadis on prior projects and will support Arcadis with additional electrical inspection, material testing, and surveying.

Staffing and Project Organization

Both short-listed firms proposed qualified project managers, key personnel, and subconsultants with relevant experience.

HDR proposed a highly experienced team of qualified personnel and subconsultants representing a wide range of disciplinary expertise with each key personnel demonstrating relevant and comprehensive CM experience with freeway and bridge replacement projects. The team has demonstrated experience in roadway and structures inspections, complex freeway and bridge widening projects, utility relocations, bridge reconstruction, traffic management and staging, and has extensive experience working with Caltrans.

The proposed project manager (PM) has over 40 years of project management experience with 21 years at Caltrans District 12 directing and managing major

highway improvements, bridge construction, and infrastructure design projects. Similar project experience includes OCTA's Interstate 405 (I-405) Improvement Project between SR-73 and Interstate 605, OCTA's SR-55 Improvement Project between I-405 and I-5, and the San Bernadino County Transportation Authority's Interstate 10 Corridor Express Lanes (Contract 1) in Los Angeles and San Bernardino counties.

The proposed deputy senior resident engineer (RE) has over 28 years of experience successfully delivering highway projects with freeway and bridge improvements, bridge replacements, interchange improvements, and experience with OCTA's freeway and rail projects. Relevant project experience includes OCTA's I-5 Improvement Project between Oso Parkway to Alicia Parkway, OCTA's Sand Canyon Avenue Railroad Grade Separation project, and RCTC's SR-91 Express Lanes project.

The proposed structures inspector has 12 years of experience on various large public works transportation projects throughout Southern California. Similar project experience includes OCTA's I-5 Improvement Project between Oso Parkway to Alicia Parkway, OCTA's Sand Canyon Avenue Railroad Grade Separation Project, and OCTA's Cyprus Shore Track Stabilization Project in the City of San Clemente.

The HDR team was well prepared for its interview and provided project-specific responses to questions which further demonstrated the firm's experience and understanding of the SOW, project requirements, and risks associated with the Project.

Arcadis proposed a qualified team, including a PM, key personnel, and subconsultants with relevant experience working together on CM projects. Arcadis' proposed PM has 26 years of experience in design, operations, and management strategies for large heavy civil transportation infrastructure projects. Similar experience includes OCTA's I-5 Improvement Project between SR-73 to Oso Parkway, and LA Metro's SR-91 Improvement Project and Regional Connector Transit Corridor Project.

Arcadis' proposed senior inspector/deputy senior RE has over 25 years of experience. Demonstrated relevant project experience includes OCTA's I-5 Improvement Project between SR-73 to Oso Parkway, the Port of Long Beach's Gerald Desmond Bridge Replacement Project, and experience as the Independent Quality Assurance Leader/Construction Manager for the Caltrans' San Francisco Presidio Parkway Project.

Arcadis' proposed structures inspector has over 40 years of experience, including experience working on Caltrans highway and structural projects. Project experience includes RCTC's Interstate 15 Railroad Canyon Interchange Project, Caltrans' Interstate 215 (I-215) Holland Road Overcrossing Project, and Caltrans' I-215/Placentia Avenue Interchange Project.

The Arcadis team was responsive to most of the evaluation committee's interview questions; however, some responses lacked the level of detail needed to highlight the firm's knowledge and expertise.

Work Plan

Both firms met the requirements of the RFP, and each firm adequately discussed its approach to the Project.

HDR presented a project-specific comprehensive work plan. The work plan included a complete discussion of project understanding, issues, and challenges with realistic recommendations and solutions demonstrating the firm's knowledge and experience. The team identified the project risks and challenges, with detailed well-thought-out approaches to address those risks.

The work plan included detailed discussions and coordination with other projects that are scheduled to be underway in the vicinity of the I-5 Improvement Project. A comprehensive list of challenges and recommended solutions for working within the two flood control channels, the required coordination needed to maintain pedestrian and bicycle traffic during construction, and a thorough list of permits and agencies needed for compliance requirements of agency permits were provided. The work plan also included proposed solutions for the installation of large diameter piles, including restriping lanes and night-time lane closures to facilitate the work. A detailed construction schedule was provided to include cost, change management, and approach to claims avoidance.

The HDR team presented a clear vision for fulfilling the requirements of the SOW and demonstrated its in-depth technical knowledge throughout the interview. All key personnel were present and participated.

Arcadis demonstrated adequate understanding of the Project and associated risks and challenges. The work plan identified some enhancements to enact 55-hour road closures for activities to reduce the impact of the work on the overall project schedule, thus minimizing impacts to the public. The plan identified potential issues associated with the demolition of portions of the existing bridges and the need for noise, vibration, and dust control during

construction. The work plan did not discuss staging and the schedule did not reflect staging plans.

Fiscal Impact

The Project will be included in OCTA's Proposed Fiscal Year 2025-26 Budget and subsequent fiscal year's budgets, Capital Programs Division, Account No. 0017-9085-FB103-1OD, and will be funded with Measure M2 funds.

Summary

Staff requests Board of Directors' authorization for the Chief Executive Officer to negotiate and execute Agreement No. C-4-2614 with HDR Construction Control Corporation, as the firm to provide construction management support services for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.

Attachments

- A. Review of Proposals, RFP 4-2614 - Construction Management Support Services for the Interstate 5 Improvement Project Between Yale Avenue and State Route 55
- B. Proposal Evaluation Criteria Matrix (Short-Listed), RFP 4-2614 - Construction Management Support Services for the Interstate 5 Improvement Project between Yale Avenue and State Route 55
- C. Contract History for the Past Two Years, RFP 4-2614 - Construction Management Support Services for the Interstate 5 Improvement Project between Yale Avenue and State Route 55

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Review of Proposals

RFP 4-2614 - Construction Management Support Services for the Interstate 5 Improvement Project Between Yale Avenue and State Route 55

Presented to the Regional Transportation Planning Committee on May 5, 2025
3 proposals were received, 2 firms were interviewed, 1 firm is being recommended

Overall Ranking	Overall Score	Firm & Location	Subcontractors	Evaluation Committee Comments
1	84	HDR Construction Control Corporation Irvine, California	Coast Surveying, Inc. Jacobs Project Management Co. S2 Engineering, Inc.	Firm has recent and relevant experience providing construction management (CM) support services for freeway widening, roadway and interchange improvement projects, bridge widening and replacement projects mostly as a prime consultant and as part of an integrated team. Cohesive, cross-trained team, with understanding of project issues, including project manager, key personnel, technical staff, and subconsultants with experience working together on recent CM services projects. Project Manager has demonstrated comprehensive CM experience planning and managing multidisciplinary teams and projects. Comprehensive and well-thought-out work plan identifying risks and challenges, recommendations, and viable solutions. Proposed approaches and solutions included working within the two flood control channels and installation of large diameter piles, including restriping lanes and night-time lane closures to facilitate the work. Detailed team presentation and interview with thorough responses to all interview questions. Positive references received.
2	75	Arcadis U.S., Inc. Irvine, California	Dynamic Engineering Services, Inc. Ninyo & Moore Geotechnical & Environmental Sciences Consultants Towill, Inc.	Firm has relevant experience managing and delivering CM support services of similar size and scope. Qualified team, including project manager, key personnel, and subconsultants with experience working together on CM projects, including roadway, structures, and inspection projects. Project manager is qualified with relevant experience managing CM projects as well as large heavy civil transportation infrastructure projects. Work plan demonstrated an understanding of the project scope of work and associated risks. The plan identified proposed enhancements to enact 55-hour road closures for activities to reduce the impact of the work on the overall project schedule, thus minimizing impacts to the public. Good team presentation and responses to the interview questions but some responses lacked the level of detail needed to highlight the firm's knowledge and expertise. Positive references received.

Evaluation Panel: 6 Members

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

Evaluation Criteria

- Qualifications of the Firm
- Staffing and Project Organization
- Work Plan

Weight Factors

- 20%
- 40%
- 40%

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed)

**RFP 4-2614 - Construction Management Support Services for the Interstate 5 Improvement Project
Between Yale Avenue and State Route 55**

Firm: HDR Construction Control Corporation								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	4.0	4.0	4.0	4.0	4.0	4.0	4	16
Staffing/Project Organization	4.5	4.5	4.0	4.5	4.0	4.5	8	35
Work Plan	4.5	4.5	4.0	4.0	4.0	4.0	8	33
Overall Score	88	88	80	84	80	84		84

Firm: Arcadis U.S., Incorporated								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	3.5	4.0	3.5	4.0	3.5	3.5	4	15
Staffing/Project Organization	3.5	3.5	4.0	3.5	3.5	3.5	8	29
Work Plan	4.0	4.0	4.0	3.5	4.0	4.0	8	31
Overall Score	74	76	78	72	74	74		75
The score for the non-short-listed firm was 65								

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 4-2614 Construction Management Support Services for the Interstate 5 Improvement Project Between Yale Avenue and Srare Route 55

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
HDR ENGINEERING, INC.	C-1-3643	Plans, Specifications, and Estimates for State Route 55 Improvement Project Between Interstate 5 and State Route 91	August 8, 2022	November 30, 2029		\$ 10,348,601
Contract Type: Firm Fixed Price						
Subconsultants:						
<i>Advantec Consulting Engineers</i>					\$ 778,780	
<i>D Leon Consulting Engineers</i>					\$ 81,385	
<i>Duke Cultural Resources Management</i>					\$ 8,822	
<i>Earth Mechanics Inc</i>					\$ 769,269	
<i>Egp Consulting</i>					\$ 79,925	
<i>Fehr & Peers</i>					\$ 104,520	
<i>Parsons Transportation Group</i>					\$ 1,569,889	
<i>Psomas</i>					\$ 339,844	
<i>Tatsumi And Partners, Inc.</i>					\$ 267,728	
HDR ENGINEERING, INC.	C-1-3874	South Orange County Rail Feasibility Study	May 2, 2022	June 30, 2024		\$ 424,824
Contract Type: Firm Fixed Price						
Subconsultants:						
<i>KTUA</i>					\$ 59,960	
HDR ENGINEERING, INC.	C-3-2328	South Coast Rail Infrastructure Feasibility Study and Alternative Concepts Analysis	October 17, 2023	October 31, 2026		\$ 2,407,443
Contract Type: Firm Fixed Price						
Subconsultants:						
<i>Arellano Associates</i>					\$ 97,021	
<i>Coastal Frontiers Corporation</i>					\$ 175,601	
<i>Monument ROW</i>					\$ 61,272	
<i>Mott Macdonald Group, Inc.</i>					\$ 104,435	
<i>Pacific Railway Enterprises, Inc.</i>					\$ 66,540	
<i>Verdantas Inc., Formerly Leighton Consulting, Inc.</i>					\$ 247,442	
HDR ENGINEERING, INC.	C-4-1854	Project Management Consultant Servicesfor the OC Streetcar Project	September 4, 2015	June 30, 2025		\$ 44,516,766
Contract Type:Time & Expense						
Subconsultants:						
<i>Arcadis, A California Partnership</i>						
<i>Arellano Associates</i>						
<i>Boothe Transit Consulting, LLC</i>						
<i>Civilsource</i>						
<i>GHD</i>						
<i>Intueor Consulting Inc</i>						
<i>Kimley-Horn And Associates, Inc</i>						
<i>Mott Macdonald Group,LLC</i>						
<i>Nossaman, LLP</i>						
<i>RGL Utility Consultants</i>						
<i>Shiels Obletz Johnsen, Inc</i>						

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 4-2614 Construction Management Support Services for the Interstate 5 Improvement Project Between Yale Avenue and Srare Route 55

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
<i>SNC-Lavalin Rail & Transit, Inc</i>						
<i>Sperry Capital Inc.</i>						
<i>The Solis Group</i>						
<i>Transportation Management & Design, Inc</i>						
HDR ENGINEERING, INC. Contract Type: Time & Expense Subconsultants: <i>None</i>	C-4-2122	Geographic Information Systems Technical Support	May 23, 2024	April 30, 2027		\$ 55,000
HDR Construction Control Corporation Contract Type: Time & Expense Subconsultants: <i>Coast Surveying, Inc</i> <i>Ghirardelli Associates, Inc</i> <i>Jacobs Engineering Group Inc</i> <i>S2 Engineering, Inc</i>	C-8-1418	Construction Management Support Services for Interstate 5 Improvement Project Between Oso Parkway and Alicia Parkway	March 27, 2019	December 31, 2025		\$ 16,786,082
HDR ENGINEERING, INC. Contract Type: Time & Expense Subconsultants: <i>Ap Engineering And Testing</i> <i>BA, Inc</i> <i>Civil Works Engineers, Inc.</i> <i>Cogstone Resource Management, Inc</i> <i>DB Engineering & Consulting USA, Inc</i> <i>Kleinfelder Construction Services</i> <i>Meadows Consulting</i> <i>Mott Macdonald, LLC</i> <i>MTG, Inc</i> <i>Prescience Corporation</i> <i>Project Design Consultants, A Bowman Company</i> <i>Tri-County Drilling Inc</i> <i>VSCE, Inc</i>	C-8-1512	Program Management Consultant Services for Regional Rail Programs	March 28, 2019	March 31, 2024		\$ 7,500,000
HDR ENGINEERING, INC. Contract Type: Time & Expense Subconsultants: <i>None</i>	C-9-1580	Geographic Information Systems - Technical Support	January 28, 2020	October 31, 2023		\$ 55,000
Total						\$ 82,093,716

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 4-2614 Construction Management Support Services for the Interstate 5 Improvement Project Between Yale Avenue and Srare Route 55

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
ARCADIS, A CALIFORNIA PARTNERSHIP	C-0-2112	On-Call Design and Construction Support Services for Transit Facility Projects	September 1, 2020	November 3, 2025		\$ 361,902
Contract Type: Contract Task Order						
Subconsultants:						
<i>Jensen Hughes</i>						
<i>Jones And Stokes</i>						
<i>Mark Thomas & Company</i>						
<i>Miyamoto International, Inc.</i>						
<i>Psomas</i>						
<i>TK1SC</i>						
<i>Triunity, Inc.</i>						
ARCADIS U.S., INC	C-2-2697	Regional Synchronization Peformance Analysis Report	October 5, 2022	September 30, 2024		\$ 41,400
Contract Type: Firm Fixed Price						
Subconsultants:						
<i>None</i>						
ARCADIS, A CALIFORNIA PARTNERSHIP	C-3-2354	On-Call Regional Planning Support Services	July 17, 2023	May 31, 2026		\$ 250,000
Contract Type: Time & Expense						
Subconsultants:						
<i>Michael Baker International</i>						
ARCADIS U.S., INC	C-3-2827	Construction Management Support Services for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue	August 1, 2024	July 31, 2029		\$ 11,907,423
Contract Type: Time & Expense						
Subconsultants:						
<i>Dynamic Engineering Services, Inc.</i>						
<i>Verdantas Inc., Formerly Leighton Consulting, Inc.</i>						
ARCADIS U.S., INC	C-3-2944	Habor Boulevard Pilot Innovative Transit Signal Priority Study	April 17, 2024	March 31, 2026		\$ 1,197,912
Contract Type: Firm Fixed Price						
Subconsultants:						
<i>Iteris, Inc.</i>					\$ 123,110	
<i>Sinwaves, Inc. DBA LYT</i>					\$ 75,000	
ARCADIS U.S., INC	C-8-1969	Construction Management Support Services for Interstate 5 Improvement Project Between State Route 73 and Oso Parkway	December 2, 2019	December 1, 2025		\$ 14,522,226
Contract Type: Time & Expense						
Subconsultants:						
<i>Balk Biological, Inc.</i>						
<i>Dynamic Engineering Services, Inc.</i>						
<i>Ninyo & Moore</i>						
<i>Paleo Solutions, Inc.</i>						
<i>TRC Solutions, Inc</i>						
Total						\$ 28,280,863



May 5, 2025

To: Regional Transportation Planning Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Regional Planning Update

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

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.

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 (Board), executives, and technical staff. Some examples of the regional planning forums in which OCTA participates include:

- Southern California Association of Governments (SCAG) Regional Council, policy committees, and technical working groups
- State Route 91 Advisory Committee
- Regional Chief Executive Officers meetings
- South Coast Air Quality Management District working groups

Regional planning updates are prepared twice a year, with the last update provided to the Board in November 2024. Attachment A includes regional planning activities that are being monitored by staff, including relevant activities highlighted in previous updates.

Since the November 2024 update, there have been new developments in the following planning activities:

- SCAG's 2024 Sustainable Communities Strategy (SCS)
- Reform of SB 375 (Chapter 728, Statutes of 2008)
- SCAG's Role in 2028 Olympic Planning

A discussion of each is provided below.

Discussion

SCAG's 2024 SCS

The federally required Regional Transportation Plan (RTP) and the state required SCS for the SCAG region are compiled in a single document, known as Connect SoCal 2024. An approved SCS is essential for OCTA to remain eligible and competitive for state transportation funding programs such as the Transit and Intercity Rail Capital Program, Active Transportation Program, and Solutions for Congested Corridors Program, which require or prioritize consistency with an adopted SCS and alignment with the State's Climate Action Plan for Transportation Infrastructure. Under SB 375, SCAG is required to submit its SCS to the California Air Resources Board (CARB) to either accept or reject SCAG's determination that the SCS, if implemented, will meet the per capita greenhouse gas (GHG) emission reduction target of 19 percent below 2005 levels by 2035.

On January 12, 2024, CARB submitted formal comments (Attachment B) on SCAG's draft 2024 SCS. In the comment letter, CARB identified several areas requiring additional clarification or commitments to ensure the SCS is fully supported and the GHG emission reductions goals in the plan are reasonably achievable.

In response to CARB's feedback, SCAG made revisions to the SCS, but assumptions around auto operating costs remained in question. This assumption significantly influences forecasted travel behaviors. SCAG had developed this assumption in consultation with the Metropolitan Transportation Commission (MTC), Sacramento Area Council of Governments (SACOG), and San Diego Association of Governments (SANDAG) to reflect the latest data regarding electric vehicle ownership trends.

SCAG adopted the final Connect SoCal 2024 in April 2024 and submitted the final SCS to CARB in July 2024. Since that time, SCAG and CARB have been in discussions revolving around the key assumption of auto operating costs. CARB is requesting that SCAG use the methodology provided in the 2019 SCS guidelines. However, SCAG's position is that the 2019 methodology ignores the latest research in this area, and there may be concerns by SCAG that use of the

2019 methodology might result in the SCS not achieving the target greenhouse gas reductions.

SCAG remains confident in its approach and submitted a final set of supplemental materials to CARB in March 2025 with the intent of resolving this matter. While SCAG has requested a timeline for a decision, CARB is yet to provide one.

SB 375 Reform

In September 2024, California's four largest Metropolitan Planning Organizations (MPO [SCAG, MTC, SACOG, and SANDAG]), submitted a joint letter to CARB requesting a pause on the processes to revise SB 375 targets and SCS guidelines (Attachment C). This request sought to enable a comprehensive review of the SB 375 framework to reflect major shifts in state policy and evolving travel behaviors, including transportation electrification, vehicle miles traveled-based impact analysis requirements, and recent legislative mandates on housing and equity.

The MPOs asserted that the current framework does not adequately reflect these changes and lacks the resources, flexibility, and implementation focus needed to meet the state's climate and housing goals. They urged CARB and other state agencies to engage in a collaborative process to reform the SB 375 framework in alignment with California's evolving priorities.

In response, CARB issued a letter on October 23, 2024 (Attachment D), declining the request to pause current target-setting and guideline updates, citing statutory requirements and the need to maintain progress on upcoming evaluations. However, CARB expressed support for ongoing dialogue on SB 375 reform and acknowledged the importance of strengthening implementation.

MPOs and Regional Transportation Planning Agencies throughout the State are currently working to develop a set of shared principles that could be used in future SB 375 reform discussions. SB 375 reform could have implications for funding availability and prioritization of projects that may affect OCTA. Additional updates will be provided as this issue develops.

SCAG's Role in 2028 Olympic Planning

On April 15, 2025, additional venues for the 2028 Olympics were announced, including two events with ties to Orange County: indoor volleyball will be held at the Honda Center in Anaheim, while surfing will take place at Trestles Beach in San Diego County, just south of San Clemente in Orange County. Given the implications for regional mobility, OCTA staff is engaged in ongoing planning efforts to ensure Orange County's transportation needs are appropriately addressed, including those led by SCAG.

As a member of the Games Mobility Executives (GME) group, SCAG is leading transportation demand management (TDM) planning efforts for the 2028 Olympic and Paralympic Games (2028 Games). In this role, SCAG is coordinating TDM strategies for public mobility and regional freight logistics in preparation for the 2028 Games. SCAG will be engaging local jurisdictions, transportation agencies, and private stakeholders to ensure operational readiness. Planning efforts also emphasize lessons learned from past global events, including the Paris 2024 and London 2012 Games with a focus on early coordination, equity, sustainability, and minimizing long-term disruptions to freight and transit systems.

On April 4, 2025, SCAG released its Draft 2028 Games Mobility Program Development Framework (Attachment E) to support the 2028 Games, which outlines the agency's goals, objectives, and strategies to coordinate regional transportation planning in support of the 2028 Games. The framework emphasizes minimizing system disruptions, enhancing long-term mobility outcomes, and aligning regional efforts with the pillars of Connect SoCal 2024: mobility, communities, environment, and economy, amongst other items.

SCAG is hosting a series of stakeholder engagement forums in spring 2025, including a Freight Industry Forum on April 23, 2025, and its first Regional TDM Forum on May 7, 2025. These forums aim to convene public agencies, freight and logistics representatives, and other key stakeholders to begin preparing for the level of coordination and communication necessary for the success of the 2028 Games. OCTA is participating in these forums to help support an efficient, well-connected regional transportation system during the 2028 Games and will continue to engage with SCAG and GME partners as plans evolve.

Internally, OCTA is also developing a Draft Service Plan for the 2028 Games. The Service Plan is intended to evaluate operational scenarios that support transit access to the identified venues, while continuing to support workforce travel and other regular transit needs throughout Orange County. A presentation of preliminary findings and recommendations is anticipated to be shared with the OCTA Board in the near future.

Summary

Staff will continue to monitor the status of CARB's determination on SCAG's 2024 SCS, the development efforts to reform SB 375, as well as ongoing efforts related to regional planning for the 2028 Games. These activities have the potential to influence transportation planning, policy development, and funding opportunities across Southern California. Staff will continue to report on the status of these and other pertinent issues to inform the Board and ensure OCTA's interests are represented in regional and statewide discussions.

Attachments

- A. Regional Planning Activities – May 2025
- B. Letter from Lezlie Kimura Szeto, Sustainable Communities Policy and Planning Manager, California Air Resources Board, to Sarah Jepson, Planning Director, Southern California Association of Governments, Dated January 12, 2024
- C. Letter from Andrew Fremier, Executive Director, Metropolitan Transportation Commission, Kome Ajise, Executive Director, Southern California Association of Governments, Mario Orso, Chief Executive Officer, San Diego Association of Governments, and James Corless, Executive Director, Sacramento Area Council of Governments, to Dr. Steve Cliff, Chief Executive Officer, California Air Resources Board, re: Pause Current SB 375 Targets and SCS Guidelines to Allow a Holistic Review of SB 375 Framework, Dated September 20, 2024
- D. Letter from Steven S. Cliff, Ph D., Executive Officer, California Air Resources Board, to Andrew Fremier, Executive Director, Metropolitan Transportation Commission, Kome Ajise, Executive Director, Southern California Association of Governments, Mario Orso, Chief Executive Officer, San Diego Association of Governments, and James Corless, Executive Director, Sacramento Area Council of Governments, Dated October 23, 2024
- E. Southern California Association of Governments, 2028 Games Mobility Program Development Framework

Prepared by:



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Approved by:



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**Regional Planning Activities
May 2025**

California Department of Transportation (Caltrans)

	Summary	Key Dates	OCTA Interest	OCTA Role
<p>Interstate 5 (I-5) Managed Lane Project (Red Hill Avenue to Orange/ Los Angeles County Line)</p>	<p>Caltrans is advancing plans to implement express lanes or high-occupancy vehicle (HOV) 3+ lanes on I-5 between Red Hill Avenue and the Orange County/Los Angeles County Line (~15.5 miles). The project addresses HOV degradation and operational deficiencies, particularly in the peak southbound (AM) and northbound (PM) directions.</p> <p>Concerns remain regarding inconsistent access design, volume control, toll policy clarity, induced demand effects, and the vehicle miles traveled mitigation strategies.</p> <p>The Orange County Transportation Authority (OCTA) has highlighted the need for greater collaboration in shaping tolling policies, operations, and reinvestment strategies.</p>	<p><u>2020</u> – Supplemental project study report finalized</p> <p><u>2023</u> – OCTA comments submitted on the draft environmental document</p> <p><u>Summer/Fall 2025</u> – Caltrans to provide update to OCTA Board of Directors (Board)</p> <p><u>To Be Determined (TBD)</u> – Final environmental document</p> <p><u>TBD</u> – Submission of tolling application to the California Transportation Commission (CTC)</p> <p><u>TBD</u> – Begin design-build</p> <p><u>2029</u> – Open to traffic (Caltrans target)</p>	<p>Support the success of the express lanes as a regional strategy.</p> <p>Maintain public confidence in tolling strategies.</p> <p>Ensure revenues are reinvested in the corridor to improve transportation.</p> <p>Ensure seamless integration with OCTA’s regional express lane operations for the 91 and 405 Express Lanes.</p>	<p>Advocate to partner with Caltrans in project planning and operations.</p> <p>Help shape user policies, access design, and enforcement to support corridor performance and user satisfaction.</p> <p>Provide insights from experience to enhance viability and public trust.</p>

Regional Planning Activities May 2025

Caltrans (cont.)

	Summary	Key Dates	OCTA Interest	OCTA Role
<p>Games Route Network (GRN) Caltrans District 7</p>	<p>The GRN is a network of roads for traveling between official venues during the Los Angeles 2028 Olympics (LA28). These will be dedicated lanes for the use of Paralympic and Olympic Games for LA2028 (Games) vehicles. General traffic will be prohibited from using these dedicated travel lanes. The network is intended to promote “No Venue Parking” at the LA28 – part of a “Transit First” objective for LA28.</p> <p>Caltrans is the named lead agency for the “GRN/Traffic Management Games” Mobility Executive Subcommittee.</p> <p>On April 15, 2025, additional venues for the 2028 Olympics were announced that include two events with ties to Orange County: indoor volleyball at the Honda Center in the City of Anaheim and surfing at Trestles Beach in San Diego County, just south of San Clemente in Orange County. OCTA will continue to coordinate with regional partners and refine transit planning efforts to support access to these venues.</p> <p>The development of the GRN will be based on LA28’s finalization of the Games venue plan.</p>	<p><u>November 2024</u> - Caltrans presented draft Manual on Uniform Traffic Control Devices (MUTCD) supplement to the California Traffic Control Devices Committee</p> <p><u>2025–2026</u> - Caltrans to develop final LA28 MUTCD supplement to authorize the use of temporary traffic control devices for the 2028 Games; the supplement will be finalized and submitted to FHWA for approval following review by the California Traffic Control Devices Committee</p> <p><u>TBD</u> – Final venue plan</p> <p><u>June 1 – September 1, 2028</u> - All LA28 GRN traffic control devices will be placed temporarily</p>		<p>Continue monitoring as developments occur.</p> <p>Provide input and service recommendations to ensure alignment with Orange County plans.</p> <p>Provide input regarding potential OCTA-operated connections to the GRN.</p>

Regional Planning Activities May 2025

California Transportation Commission

	Summary	Key Dates	OCTA Interest	OCTA Role
<p>SB 1121 (Chapter 508, Statutes of 2022) Report</p>	<p>SB 1121 requires the CTC, in consultation with the California State Transportation Agency and Caltrans, to prepare a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next ten years. The assessment is focused on potential funding gaps resulting from a drop in gasoline tax revenue due to increased electric vehicle adoption.</p> <p>CTC is considering alternative funding mechanisms to ensure funding for transportation projects, including:</p> <ol style="list-style-type: none"> 1. Scenario 1: Do nothing/continue as is 2. Scenario 2: Increase existing mechanisms 3. Scenario 3: Phased-in road charge 4. Scenario 4: Fully implemented road charge <p>The CTC has identified that there is a funding need of \$757.5 billion over the next ten years. The most funding is needed for transit (\$351 billion), local road improvements (\$240 billion), and highways (\$101 billion). Thus far, the CTC has captured \$572 billion, leaving a \$216 billion shortfall.</p>	<p><u>January 2024</u> – Interim needs assessment report submitted to State Legislature</p> <p><u>Spring & Summer 2024</u> – Ongoing stakeholder workgroup meetings</p> <p><u>Fall 2024</u> – Release draft SB 1121 complete needs assessment and hold public workshop</p> <p><u>December 2024</u> – Adopt Final SB 1121 complete transportation needs assessment</p> <p><u>January 2025</u> – Transmit final assessment to State Legislature</p>	<p>May inform future discussions on gasoline tax alternatives and other long-term funding mechanisms.</p>	<p>Monitor influence of the report on discussions related to funding and state planning priorities.</p>

Regional Planning Activities May 2025

Southern California Association of Governments (SCAG)

	Summary	Key Dates	OCTA Interest	OCTA Role
<p>2024 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS)</p>	<p>The 2024 RTP/SCS is a federally required transportation planning document. The 2024 RTP/SCS addresses needs over a 20-plus year planning horizon and is constrained by a reasonably foreseeable revenue forecast. It must also demonstrate air quality conformity and greenhouse gas emission reductions with budgeted levels set by the United States Environmental Protection Agency and California Air Resources Board (CARB).</p> <p>CARB is currently conducting a technical review of SCAG's SCS. A key issue is SCAG's auto operating cost methodology. SCAG remains confident in its approach and continues to engage in discussions with CARB to resolve the matter.</p>	<p><u>2021-2022</u> – Initiate plan development process and establish foundation and frameworks</p> <p><u>Spring 2022 – Fall 2022</u> – Data collection and policy development; OCTA submitted projects consistent with 2022 Long-Range Transportation Plan</p> <p><u>Winter 2023</u> – Outreach and analysis</p> <p><u>Spring 2023</u> – Draft plan policy discussions</p> <p><u>Fall 2023</u> – Draft plan, transportation conformity determination, and environmental document release</p> <p><u>January 2023</u> – OCTA submitted comment letter on the draft 2024 RTP/SCS</p> <p><u>April 2024</u> – Adoption of the final 2024 RTP/SCS by SCAG</p> <p><u>Underway</u> – CARB conducting analysis of SCS</p>	<p>SCS approval impacts funding eligibility and prioritization for several state-controlled sources.</p>	<p>Monitor status of CARB's review of the 2024 SCS.</p>

Regional Planning Activities May 2025

Los Angeles County Metropolitan Transportation Authority (LA Metro)

	Summary	Key Dates	OCTA Interest	OCTA Role
LA28	<p>The Greater Los Angeles Area is preparing for LA28. This will include coordination between OCTA, LA Metro, and other planning agencies in the area.</p> <p>Projects are anticipated to also prepare the region for the FIFA World Cup in 2026 and Super Bowl in 2027.</p> <p>LA Metro is the lead agency named for six Games Mobility Executive Subcommittees:</p> <ul style="list-style-type: none"> • Games Enhanced Transit Service (GETS)/Zero-Emission Bus Program • Mobility Hubs • Countywide Bus-Only Lanes • Key Stations/LRT Improvements • Wayfinding • Heat Resilience <p>Orange County has been selected to host volleyball at the Anaheim Honda Center and surfing at Trestles Beach in the City of San Clemente.</p> <p>LA Metro has stated that they are focusing on high value, low-cost projects in the Mobility Concept Plan like bus lanes, key station improvements, systemwide wayfinding, and signage.</p>	<p><u>December 2020</u> – LA Metro Board of Directors approved Mobility Concept Plan</p> <p><u>April 2022</u> – Mobility Concept Plan presented to stakeholders</p> <p><u>December 2023</u> – Mobility Concept Plan and projects list approved by LA Metro Board of Directors</p> <p><u>October 2024</u> – Meeting of Ad Hoc 2028 Olympic & Paralympic Games Committee</p> <p><u>February 2025</u> - Meeting of Ad Hoc 2028 Olympic & Paralympic Games Committee</p> <p><u>May 2025</u> – Next meeting of Ad Hoc 2028 Olympic & Paralympic Games Committee</p>	<p>To ensure Orange County is included in LA28 regional mobility planning efforts and to support a safe, efficient, and coordinated transportation network throughout the County.</p>	<p>Coordinate with LA Metro and the City of Los Angeles as preparations begin for LA28.</p> <p>Monitor development of financing/ funding strategy and potential implementation of program of projects.</p>

Regional Planning Activities May 2025

LA Metro (cont.)

	Summary	Key Dates	OCTA Interest	OCTA Role
LA28 Mobility Hubs	<p>LA Metro is planning on implementing several types of mobility hubs in preparation for the 2028 Olympics:</p> <ul style="list-style-type: none"> • Venue stations (i.e., expo/University of Southern California) • LA Metro stations with parking infrastructure (i.e., Chatsworth) • Games temporary hub (i.e., park-and-rides) <p>Mobility hub goals will shift across time frames, as listed below:</p> <ul style="list-style-type: none"> • Short term - modal change • Medium - support Games • Long - build upon ongoing efforts that Los Angeles Department of Transportation have undertaken <p>Five transit mobility hubs have been funded:</p> <ul style="list-style-type: none"> • Chatsworth • North Hollywood • El Monte • Expo/Crenshaw • Willow <p>LA Metro will also consider other venue cities to implement mobility hubs.</p>	N/A	Opportunity to support connectivity between Orange County and Olympic venue cities through planned mobility hubs, and to monitor mobility hubs as active case studies for future application.	Continue monitoring for coordination needs.

Regional Planning Activities May 2025

LA Metro (cont.)

	Summary	Key Dates	OCTA Interest	OCTA Role
LA Metro E Line Eastside Transit Corridor Phase 2	Environmental process and advanced conceptual engineering for extending the E Line further east from its current terminus at Pomona Boulevard and Atlantic Boulevard in East Los Angeles potentially through the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and the unincorporated communities of East Los Angeles and West Whittier-Los Nietos.	<p><u>February 2020</u> – LA Metro Board of Directors approved proceeding with the project’s environmental process and withdrawing the State Route 60 and combined alternatives from further consideration in the environmental study</p> <p><u>May 2024</u> – Final Environmental Impact Report (EIR) certified by LA Metro Board of Directors</p> <p><u>2023- 2028</u> – Final design phase</p> <p><u>Early 2026</u> – Federal Transit Administration (FTA) National Environmental Policy Act decision document</p> <p><u>2027</u> - Advanced utility adjustments and construction notices</p> <p><u>2029</u> – Start of construction</p> <p><u>2035 – 2037</u> – Phase 2 in service (pending funding availability)</p>	May provide opportunities for future connections into Orange County, or connections with OCTA bus service.	Monitoring.

Regional Planning Activities May 2025

LA Metro (cont.)

	Summary	Key Dates	OCTA Interest	OCTA Role
Southeast Gateway Line	<p>In January 2022, the LA Metro Board of Directors approved Los Angeles Union Station as the northern terminus and the 14.5-mile route from Slauson/A (Blue) Line to Pioneer Boulevard in the City of Artesia as the locally preferred alternative for the initial segment between the City of Artesia and downtown Los Angeles. The new light rail transit line will connect downtown Los Angeles to southeastern Los Angeles County, which could provide potential for a future extension into Orange County along the Pacific Electric Right-of-Way.</p>	<p><u>January 2022</u> – Selection of a locally preferred alternative and project terminus</p> <p><u>January 2024</u> – Project renamed from West Santa Ana Branch Transit Corridor to Southeast Gateway Line</p> <p><u>April 2024</u> – LA Metro Board of Directors certified Final EIR</p> <p><u>Summer 2024</u> – FTA issued EIR determination</p> <p><u>2035</u> – Forecasted opening</p>	<p>May provide opportunities for future connections into Orange County, or connections with OCTA bus service.</p>	<p>Monitoring.</p>
GETS	<p>GETS is LA Metro’s enhanced bus service plan that seeks to provide additional public transit capacity during the Games, focusing on areas with limited rail coverage.</p> <p>LA Metro requires around 3,000 buses, as well as additional coach operators and mechanics, to support spectators and the workforce during peak Games operations. OCTA has committed to providing approximately 20 buses.</p>	<p><u>Underway</u> – Route planning</p>	<p>Opportunity to support connectivity between Orange County and Olympic venue cities through additional bus service.</p>	<p>Coordinate with LA Metro to ensure transit demand during the Games.</p>



Gavin Newsom, Governor
Yana Garcia, CalEPA Secretary
Liane M. Randolph, Chair

January 12, 2024

Draft Connect SoCal Plan Comments
Attn: Connect SoCal Team
Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

Dear Ms. Jepson:

California Air Resources Board (CARB) staff appreciate the opportunity to review and engage with the Southern California Association of Governments (SCAG) staff on its draft 2024 Regional Transportation Plan / Sustainable Communities Strategy (Draft 2024 RTP/SCS). This work is more important than ever. CARB's second *Senate Bill 150 progress report* shows that as of 2019, California as a whole and the SCAG region are not on track to meet the greenhouse gas (GHG) emission reductions expected under Senate Bill (SB) 375 and that vehicle miles traveled is increasing. Governor Newsom signed Executive Order N-19-19 to redouble the State's efforts to reduce GHG emissions, explicitly focusing on lowering vehicle miles traveled. To achieve the State's climate mandates, California needs significant and immediate changes to how we plan, fund, and build our communities and transportation systems.

The SCS plays a critical role in supporting the State's climate efforts, as well as in accomplishing its objectives to create a stronger economy, healthier environment, and improved quality of life. We appreciate SCAG's work on regional strategies for reducing vehicle miles traveled and associated GHG emissions in its geographically, economically, and socially diverse region. The Draft 2024 RTP/SCS outlines these goals and benefits as well as the proposed strategies for getting there. It is helpful to CARB staff and supports public transparency that Chapter 2 includes a discussion of progress made since the last plan and that Chapter 3 includes a table outlining which strategies support quantified GHG emission reductions under SB 375 and clearly identifies SCAG's role and other responsible parties. CARB staff also appreciate the inclusion and discussion of equity and the historical inequities and harm to overburdened communities in the region, as well as the discussion of future challenges and uncertainties. The use of visuals, data, and maps to communicate information in the plan is also effective.

In reviewing the Draft 2024 RTP/SCS, CARB staff looked to identify preliminary concerns and where additional information would be needed to conduct its final SCS GHG evaluation under SB 375, with a focus on whether the plan includes supporting actions and/or investments to implement the strategies. CARB's final SCS evaluation will focus on assessing whether GHG emission reductions are reasonably supported by the plan, as outlined in the *Final Sustainable Communities Strategy Program and Evaluation Guidelines* (SCS Evaluation Guidelines).

Although this letter is focused on policy analyses, it is important to note that CARB's evaluation of the final RTP/SCS is predicated on the technical accuracy of GHG emissions quantification. Early in the SCS development process, SB 375 requires MPOs such as SCAG to submit a technical methodology to CARB.¹ The MPO and CARB staff are then intended to work together until CARB staff conclude that the calculations and quantifications provided would yield accurate estimates of GHG emission reductions. As detailed in a separate letter provided to SCAG staff on January 12, 2024, CARB staff continue to have significant outstanding concerns about the technical methodology.

It is critical that CARB staff and SCAG staff continue working together to reach agreement on SCAG's technical methodology as soon as possible to avoid the risk of quantification issues arising in SCAG's final RTP/SCS. Issues with quantifications that leave CARB staff unable to accept SCAG's determination as to whether its SCS meets GHG emission reduction targets could lead to the need for SCS revisions and further board approvals, the requirement to develop an Alternative Planning Strategy under California Government Code §65080 (b) (2) (H), and/or ineligibility for certain State transportation funds.

Policy analyses of GHG emission reduction strategies

As outlined in the SCS Evaluation Guidelines, CARB's policy analyses evaluates whether the RTP/SCS strategies and commitments support the stated GHG emission reductions, and whether there are any risks to not achieving those strategies. As part of this, CARB staff assess whether there are supportive key actions (e.g., investments and whether the region is making plan adjustments and evaluating potential risks to achieving the land use and transportation goals, as necessary, to meet the targets) for the RTP/SCS strategies. In the final 2024 RTP/SCS submittal, if CARB cannot evaluate that the region is on track to achieve the GHG emission reduction target with either demonstrated progress on implementing the strategies and/or clear commitments to actions to get on track, then CARB may not be able to accept SCAG's final GHG emission reduction quantification and determination.

Below are CARB staff's concerns about the GHG emission reduction strategies as discussed in the Draft 2024 RTP/SCS and the additional information needed to evaluate the SCS GHG emissions quantification upon final submittal to CARB. Please address these comments and make the following information available to CARB in the final 2024 RTP/SCS or technical appendices to support our final evaluation.

- **Congestion pricing:** The Draft 2024 RTP/SCS includes a strategy to support implementation of congestion pricing programs as part of the Local Road Charge Program, but it is not clear how this will be achieved and to what extent it will happen by 2035. In CARB's final SCS evaluation, CARB staff will be looking for commitments to specific actions outlined with timelines, key milestones, and investments necessary

¹ Government Code § 65080(b)(2)(J)(i)

to support the implementation of this strategy by 2035 to be identified in the RTP/SCS or technical appendices. This is especially important because CARB staff are concerned that not enough progress has been made towards implementing this strategy since the last plan to fully support the GHG emission reductions being quantified because of the strategy.

- **Mileage-based user fee:** The Draft 2024 RTP/SCS includes a strategy to support the transition to a mileage-based user fee to replace state and federal gas taxes. However, it is CARB staff's understanding from the revised draft technical methodology that this is also a GHG emission reduction strategy, indicating that this pricing strategy would be implemented in a way that helps to reduce vehicle miles traveled and not only replace the gas tax. This should be clarified in the final 2024 RTP/SCS. In CARB's final SCS evaluation, CARB staff will be looking for commitments to specific actions outlined with timelines, key milestones, and investments necessary to support the implementation of this strategy by 2035 to be identified in the RTP/SCS or technical appendices. This is especially important because CARB staff are concerned that not enough progress has been made towards implementing this strategy since the last plan to fully support the GHG emission reductions being quantified because of the strategy.
- **Job center parking strategy, parking deregulation, and co-working strategies:** The revised draft technical methodology outlines a GHG reduction strategy to increase the parking price in job centers throughout the region, a strategy to support eliminating parking minimums in areas within a half-mile of high-quality transit, and a strategy to support the strategic development of co-working spaces in the region for long-distance commuters in certain industries. However, CARB staff could not locate any supporting strategies, actions, or specific investments to support these three strategies in the Draft 2024 RTP/SCS. As noted earlier, CARB staff's final determination relies on an analysis of policy commitments in the RTP/SCS. CARB staff will need to see evidence that these strategies are supported with key actions in the 2024 RTP/SCS. Additionally, CARB staff will be looking for recent investments or significant actions, beyond planning studies, that demonstrate that these individual strategies are moving forward since the last plan. CARB staff are concerned that not enough progress has been made towards implementing these strategies since the last plan to fully support the GHG emission reductions being quantified for these three strategies.
- **Infill development, increased density near transit, and shorter trips through land use strategies:** These complementary strategies are outlined in the revised draft technical methodology and have a clear nexus to the goals, strategies, and outcomes highlighted in the Draft 2024 RTP/SCS. The draft plan and the technical appendices include information about how the forecasted development pattern was developed

and where growth is expected to occur. CARB staff need a better understanding of growth assumed in the different priority development area (PDA) types because one of the PDA types is "Spheres of Influence", which does not support the infill development strategy the same way that growth in the other PDA types do. A summary of housing, employment, and population growth by PDA type and by PDA type by jurisdiction will assist with CARB staff's final evaluation. For the final evaluation of the SCS, CARB staff will also need to see additional information summarizing growth by place type that is not currently available in the Draft 2024 RTP/SCS or the technical appendices. Per CARB's SCS Evaluation Guidelines, please provide a summary of housing, employment, and population growth by place type or other sub-regional geography.

- **2035 data and assumptions:** The Draft 2024 RTP/SCS describes the existing conditions and the vision for the future in 2050 using data, maps, and performance measures. When the final 2024 RTP/SCS is submitted to CARB for evaluation, CARB staff will need much of this information for the 2035 SCS target year, in addition to the base year and plan horizon year of 2050, to complete our policy analyses. For transparency, please consider publishing this information for 2035 in the final 2024 RTP/SCS, a subsequent appendix, or a technical memo.
- **Regional Housing Needs Assessment (RHNA):** Senate Bill 375 requires that the SCS, among other things, "identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Section 65584." This is referring to the RHNA. Although no RHNA is being developed with the 2024 RTP/SCS, the plan must accommodate the most recent (sixth cycle) RHNA, that was adopted by SCAG's Regional Council in 2021. In round numbers, SCAG's sixth cycle RHNA is to plan for 1.34 million housing units by 2029. The Draft 2024 RTP/SCS forecasts 1.6 million new housing units to be built by 2050.

The Draft 2024 RTP/SCS only provides the total housing unit estimate for the region by 2050. It does not include housing unit projections by any other geography, such as county, or for any other year than 2050. CARB staff need to understand the differences between the amount of housing assumed to be built by 2050 in the 2024 RTP/SCS and the units being planned by 2029 to satisfy the current RHNA at a finer level than regionally. Please provide the housing units projected in the final 2024 RTP/SCS for 2035 and 2050 compared to the RHNA at a jurisdiction level for the entire region. If the final 2024 RTP/SCS includes housing unit projections for 2029 or 2030, that information would also be useful since SCAG's sixth cycle RHNA plans through October 2029.

- **Revenues:** The Draft 2024 RTP/SCS has a revenue forecast of \$750.1 billion for years 2025 to 2050. Most of the plan relies on core revenues, which are existing transportation funding sources projected to 2050. Approximately 22% of the total

revenue forecasted, or \$162.2 billion, is assumed to be from “new reasonably available revenue sources.” A large percentage of the revenues projected from “new reasonably available” sources is from pricing – primarily mileage-based user fee pricing, congestion pricing, increases in parking pricing at major job centers, and additional toll revenue from planned express lanes. However, the timing for these pricing revenues, and for all the new revenue sources forecasted, is unclear. CARB staff are concerned about this because several of the GHG emission reduction strategies rely on these new revenues for implementation prior to 2035, per the revised draft technical methodology. Also, these pricing strategies are themselves included as GHG emission reduction strategies. It is not clear how these pricing strategies will be implemented early enough to not only see the GHG emission reductions from pricing, but also see enough revenue from pricing or other new revenues to implement the other GHG emission reduction strategies by 2035. Given the concerns noted above on the pricing strategies, if SCAG revises the timing or implementation of these strategies in the final plan, please also revise the final plan to demonstrate that the pricing revenues will be available by the dates they are needed for each strategy relying on these funds, as appropriate. Please also show alternative revenue sources for the implementation of the impacted strategies, as needed.

Conclusion

The comments in this letter represent initial concerns and questions that are critical to address prior to CARB staff’s final SCS review and determination. CARB staff look forward to continuing our collaboration with SCAG staff and are committed to working together to address these requests so that we are achieving the climate goals we are all working towards. CARB’s final evaluation and ultimate decision to accept or reject SCAG’s determination that the 2024 RTP/SCS achieves the GHG emission reduction target for 2035 will reflect a full review of the 2024 RTP/SCS and is not limited by these comments, concerns, or requests. Upon receiving the final SCS submittal, CARB staff will conduct a thorough review following the SCS Evaluation Guidelines.

Finally, please note that SCAG’s 2035 GHG emission reduction target is 19%. The current SCS Evaluation Guidelines allow MPOs to round up if necessary to reach their targets. CARB staff will be re-evaluating this policy in coming years as part of discussions with the MPOs and the public. CARB staff advise SCAG to ensure the 2024 RTP/SCS plans to achieve the full target and not assume that rounding will be allowed in the future. If you have any questions, please contact me at (279) 208-7841 or lezie.kimura@arb.ca.gov.

Sincerely,

Lezie Kimura Szeto

Lezie Kimura Szeto, Manager, Sustainable Communities Policy & Planning Section

**SANDAG**

Metropolitan Transportation Commission
San Diego Association of Governments
Southern California Association of Governments
Sacramento Area Council of Governments

September 20, 2024

Dr. Steve Cliff
Chief Executive Officer
California Air Resources Board
Sacramento, CA 95814

Re: Pause Current SB 375 Targets and SCS Guidelines to Allow a Holistic Review of SB 375 Framework

Dear Dr. Cliff:

The state's four largest Metropolitan Planning Organizations (MPOs) request the opportunity to partner with the California Air Resources Board (CARB), California Transportation Commission (CTC), Caltrans, and the Department of Housing and Community Development (HCD) to holistically review the SB 375 Framework to improve how state and regional agencies collaborate to deliver multiple housing, climate, and transportation goals.

SB 375 Provides A Foundation from Which the State Can Move Forward

At the outset, we note that SB 375 has changed regional transportation planning for the better. With each new iteration of the SCS, we have seen better integration of land use, housing, and transportation policies, supporting better climate and quality of life outcomes for our residents. Importantly, the public has become more involved in the development of these plans, resulting in projects that are more responsive to our communities' needs. This progress should be used as a foundation for further improvements in the state and regional planning framework.

But The Time Is Right to Holistically Revisit the SB 375 Planning Framework

A lot has changed since SB 375's adoption in 2008. The state has accelerated transportation electrification through Advancing Clean Cars II so that almost one in four new cars sold is zero emission. Under SB 743, vehicle miles traveled has replaced level-of-service as a critical success metric for transportation projects large and small. The state has also adopted substantial legislative changes to address a state housing crisis. In addition, the global pandemic fundamentally altered travel patterns and land use preferences – creating headwinds that were unforeseen when the law was designed or when targets were last set by the CARB Board.

Thanks to state programs to support affordable housing and sustainable communities, active transportation, and transit improvements, as well as the Regional Early Action Planning (REAP) program, partial funding is available to support critical housing and transportation needs needed



to achieve our ambitious goals. But as the SB 150 report acknowledged, funding and staffing for implementation remains far short of what is needed to fully implement these regional plans. A restructured planning process can shift the focus toward implementation and thereby deliver faster and more effective results.

Request to Conduct a Holistic Review of the SB 375 Framework

We request that CARB, CTC, Caltrans, and HCD work with MPOs to comprehensively evaluate the SB 375 framework. This effort will require us to engage in a deep and effective dialogue about the best way to achieve the suite of state and regional housing, climate, and transportation-related objectives, including the reductions of GHG emissions. As part of this request, we ask that CARB pause the current SCS guidelines and SB 375 targets to allow for a robust and collaborative conversation about the best path forward in the coming months.

To demonstrate our commitment to this concept, this letter represents the collective submission of comments by the undersigned MPOs for both the proposed amendments to the SCS guidelines (comments requested by CARB by August 30th) and the request for information related to the target setting (preliminary data questionnaire requested by CARB by October 30th). The time is right to develop more robust implementation solutions that will fit state, regional, and local objectives. Thank you for your consideration.

Sincerely,

Andrew Fremier
Executive Director
Metropolitan Transportation Commission

Kome Ajise
Executive Director
Southern California Association of Governments

Mario Orso
Chief Executive Officer
San Diego Association of Governments

James Corless
Executive Director
Sacramento Area Council of Governments

- CC:
- Tomiquia Moss, Secretary, California Business, Consumer Services, and Housing
 - Toks Omishakin, Secretary, California State Transportation Agency
 - Sam Assefa, Director, Office of Planning & Research / Land Use & Climate Innovation
 - Tony Tavares, Director, California Department of Transportation
 - Tanisha Taylor, Executive Director, California Transportation Commission
 - Gustavo Velasquez, Director, California Department of Housing & Community Development



Gavin Newsom, Governor
Yana Garcia, CalEPA Secretary
Liane M. Randolph, Chair

October 23, 2024

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Dear Executive Directors Fremier, Ajise, and Corless, and Chief Executive Officer Orso:

Thank you for your letter dated September 20, 2024, regarding the desire to holistically review the SB 375 framework. CARB agrees that SB 375 is an important foundation for planning and envisioning a future that better supports our climate goals and community needs, and we appreciate your agencies' ongoing work and collaboration with our team to help make it a success. We agree that it is of crucial importance to ensure that the strategies identified in the plans developed under SB 375 are implemented.

CARB was recently invited to participate in a dialogue between State agencies and regional metropolitan planning organizations. Our understanding is that this effort is intended to facilitate and further the dialogue you have proposed. We are committed to participating and would welcome your participation in this effort. In addition to the workgroup, we would

be happy to meet with any of your organizations or consider any data or recommendations that you may wish to provide for the target update or evaluation guidelines.

In your letter, you requested that CARB pause our current processes to update the regional greenhouse gas reduction targets and the Sustainable Communities Strategies Program and Evaluation Guidelines to allow time for such dialogue to occur. CARB values MPO input and has been inviting MPO input on the guidelines and target-setting processes since late 2023. Given the statutory requirements for target setting and the need to update the Evaluation Guidelines in time for the fifth round of sustainable communities strategies, we cannot commit to pausing the process. CARB must continue advancing our analytical staff work, support an inclusive public dialogue, and conduct an environmental review on these topics.

There is still time to shape the process, however, and we welcome any input your agencies may have. If there is a specific recommendation on how to best solicit your input, please share as we greatly value your input. Additionally, we commit to considering any input or concepts developed during the aforementioned dialogue as we undertake our work.

We look forward to continuing dialogue with your agencies about all of these important topics and doing so at a pace that will allow us to meet the requirements established by law. Thank you again for your letter. If you have any questions or would like to discuss this further, please do not hesitate to contact me or Dr. [Jennifer Gress](#), Chief of CARB's Sustainable Transportation and Communities Division.

Sincerely,



Steven S. Cliff, Ph.D., Executive Officer, California Air Resources Board

cc: Chanell Fletcher, Deputy Executive Officer - Equity, Communities & Environmental Justice, CARB
chanell.fletcher@arb.ca.gov

Jennifer Gress, Ph.D., Chief, Sustainable Transportation and Communities Division, CARB
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2028 Games Mobility Program Development Framework

In July and August of 2028, Los Angeles will host the Olympic and Paralympic Games—its third time hosting the Olympic Games and its first hosting the Paralympic Games. Both the 1932 Olympics and the 1984 Olympics have left a legacy for the everyday life of people in Los Angeles: the vendors along Olvera Street in downtown Los Angeles make use of structures originally used for the 1932 Olympic Village and the 1984 Olympics formed a foundation for sports, parks, and play for youth in the city. With a more complex and populous region hosting a larger and more complex event, the 2028 Olympic and Paralympic Games, or 2028 Games, represent a challenge for the region’s transportation system, which must facilitate travel for the region’s 19 million residents while also serving demand for goods within the region and across the nation. More than a third of the nation’s containerized goods enter and exit through the Southern California ports and the region. Conditions will be further constrained with thousands of athletes and visitors traveling to the region for a compressed amount of time. At the same time, the impacts and benefits of the 2028 Games may be spread unevenly across the region, with disproportionate burdens placed on communities, some of whom will live, work, and do business at the sites where the Games events take place.

With the extensive regional coordination across the public, private, and nonprofit sectors required to meet this challenge, the 2028 Games present an opportunity to imagine a new legacy for the transportation system in Southern California. In a visionary call to action, Mayor Karen Bass of Los Angeles has called for the 2028 Games to be “transit-first.” By 2028 Los Angeles Metro looks to double the trips made by methods other than driving alone, and its Mobility Concept Plan identifies the strategies and the project priorities to create long-lasting benefits and more equitable mobility. SCAG joins the city and LA Metro in the one-team approach championed by the Mobility Concept Plan. Turning this vision into action will require multiple, integrated strategies in infrastructure, programs, policies, and culture change. In this spirit, the 2028 Games can create a new legacy for regional planning.

The 2028 Games Program Development Framework establishes an overarching goal, objectives, and guiding principles to direct staff work in support of the 2028 Games and outlines a preliminary set of Strategies and Projects to be further refined with the Regional Council and through the Policy Committees. The effort to shape this new legacy will accelerate progress on the key pillars of the regional plan and vision for Southern California, Connect SoCal, which include mobility, communities, environment, and economy.

PROGRAM GOAL

Southern California will showcase our thriving communities, support local businesses, and invest in the transportation improvements, programs, and policies necessary to leave a lasting legacy in our region.

This aspirational goal of the Games Mobility Program is grounded in Connect SoCal 2024 and its pillars of mobility, communities, environment, and economy (p. 85). By increasing mobility, access, and connectivity, a regional transportation network can support thriving communities and expanded economic opportunity.

The objectives, guiding principles, and strategies of the program, detailed in the following sections, define the actions SCAG will take to achieve this goal.

OBJECTIVES AND GUIDING PRINCIPLES

The **program objectives** clarify what SCAG's Games Mobility Program aims to achieve for the 2028 Games. They identify the near-term and measurable actions that both serve the 2028 Games and form the foundation for the new legacy for the region. These actions take place in coordination with local agencies. The **guiding principles** are the values that shape the decisions and interactions of the program, setting a consistent approach for internal and external coordination. Together, the guiding principles reflect how the program will achieve its objectives.

OBJECTIVES

1. SCAG will provide leadership to align policies and investments that facilitate implementation led by local agencies.
2. SCAG will address the short-term high volumes of passenger and freight travel on the region's transportation system by identifying and supporting shifts in demand while facilitating communication and information sharing across the region to ensure a successful Games experience.
3. SCAG will support local placemaking and community development opportunities associated with the Games.

GUIDING PRINCIPLES

1. Support Connect SoCal implementation.
2. Create more access to more choices for transportation (*mobility*).
3. Support opportunities for communities and local businesses to benefit from the Games and its legacy (*community*).
4. Increase the resilience of people, places, and infrastructure (*environment*).
5. Expand access to economic opportunity while mitigating potential negative impacts (*economy*).
6. Leverage new technologies.
7. Strengthen existing and explore new regional partnerships.
8. Prioritize regional connectivity and geographic representation.

Support Connect SoCal implementation. While the Games is a once in a generation event, the preparations around mobility have consistently been part of SCAG's regional planning, which integrates transportation and land use planning to achieve its sustainability goals. Grounded in a rigorous local input process and direction from SCAG's Regional Council, Connect SoCal guides

the development of programs that meet regional goals and priorities. It is a cornerstone for the mobility legacy of the Games.

Create more access to more choices for transportation. The decision of how and when to travel, whether a driver in a single occupancy vehicle, a freight company transporting goods, or a local business making or receiving delivery, is not a choice made in isolation; rather, it is supported or unsupported by their transportation and land use environment. SCAG will support infrastructure improvements, policies, and programs that expand choice and connect people to the transportation network. Part of this guiding principle is the ability to choose not to travel far, where individuals have increased access to key destinations within their community. Placemaking and activations, important for culture and community building for people, will serve as mode shift strategies.

Increase the resilience of people, places, and infrastructure. The 2028 Games represents a foreseen shock for the region, with this program serving as a resilience planning effort. The Games will also take place during other potential shocks and stressors: heat waves, wildfires, earthquakes, and other sudden and acute events that may compromise immediate safety and well-being. As detailed in Connect SoCal 2024, “When planning for community resilience, it is vital to adopt a comprehensive approach that acknowledges the interdependence of built, social, economic, and natural systems.” (p. 36) SCAG will endeavor to support partners as they plan and prepare for potential issues.

Expand access to economic opportunity while mitigating potential negative impacts. The 2028 Games will attract attention, investment, and political will. In the dynamism of this unique moment, SCAG and its partners should feel compelled to pursue new and creative efforts to expand economic opportunity for residents and businesses. As noted in the introduction to this framework, the benefits and burdens of the 2028 Games may be spread unevenly across the region, exacerbating existing disparities.

Leverage new technologies. Southern California has been at the forefront of emerging technologies that expand the way people and goods are moved through the region. Shared e-scooters, e-bikes, autonomous vehicles, and delivery robots represent some new additions to the region’s transportation network. This Program should explore opportunities to pilot or incentivize these and other technologies that have the potential to scale and become permanent. The Guiding Principles for Emerging Technology, published in the Connect SoCal 2024 Mobility Technical Report, should serve as a guide. In addition, SCAG’s Last Mile Freight Program commercial deployments of clean technologies with industry partners should be leveraged where possible.

Strengthen existing and explore new regional partnerships. SCAG’s work depends on collaboration of local jurisdictions, county transportation commissions, and the private and nonprofit sectors, and it serves as an important liaison with state and federal agencies. Mobility during the 2028 Games requires a comprehensive approach, and SCAG’s role should be to bring stakeholders together to meet that challenge. SCAG will focus on bridging new collaborations and strengthening existing ones, and amplifying the strategies that arise from those partnerships.

Prioritize regional connectivity and geographic representation. SCAG encompasses 191 cities across 6 counties, and its 2028 Games program goal will be carried out by each of these jurisdictions across urban, suburban, and rural settings. The Games will extend beyond the event venues and beyond Los Angeles County. As such, SCAG will ensure broad representation of the region in its work.

LEADERSHIP

The Regional Council is a forum for discussion on policy and local priorities and sets the direction for regional policies and programs. Staff will organize regular updates covering the full scope of the Games to facilitate information sharing and coordination across the region to expand impact at the local level. SCAG Policy Committees will consider and provide more focused input on key challenges and opportunities related to the Games and SCAG's work efforts.

- Transportation Committee. TC will discuss the mobility challenges of the region presented by the Games and mobility strategies planned to address the anticipated local impacts.
- Community, Economic and Human Development. CEHD will seek to understand economic impacts of the Games and explore alignment with the Inclusive Economic Growth Strategy.
- Energy and Environment Committee. EEC will explore resilience strategies advanced by the Games and partners and explore alignment with SCAG's resilience efforts.

Staff will appropriately engage the Executive/Administrative Committee, Regional Council, and each of the Policy Committees throughout the life of the program with action items and information items.

STRATEGIES AND PROJECTS

The strategies define what the program will carry out and will inform how SCAG will define and measure success. As the program evolves, these strategies can also help guide staff to determine how to onboard new work or to phase out existing work.

1. REGIONAL CONVENING AND INFORMATION SHARING -- Convene partners at a regional level to advance projects that support the program goal.

To support this strategy, SCAG will both lead and participate in regional meetings to provide updates and information. SCAG may also explore new partnerships to leverage its resources and extend its impact.

Within this **regional convening and information sharing** strategy, staff will track the convenings led and participated in and the number of partners engaged. The following two (2) SCAG projects will support this strategy.

Games Mobility Executives (GME) Collaboration. Along with other agencies of the region, SCAG is a member of the GME. SCAG and its fellow GME partners participate in several subcommittees that focus on different workstreams related to mobility needs during the games. SCAG participates

in the Principals Meeting and other workstreams, including First/Last Mile, Mobility Hubs, Wayfinding, and Communication. SCAG leads the TDM workstream and as a part of this work and to engage more partners, SCAG staff will be convening a series of TDM Forums (both for passenger and freight TDM). SCAG intends to engage public and private sector stakeholders across the SCAG region to facilitate participation in the development of more TDM implementation plans and strategies.

Toolbox Tuesday. This ongoing program offers virtual professional training sessions to local government staff and other stakeholders in support SCAG’s strategic goal to produce innovative solutions that improve the quality of life for people in Southern California. Elected officials, local planners, community organizers, students, and community members can gain practical skills and knowledge on current planning issues. Toolbox Tuesday will provide an opportunity for staff to present topics related to the 2028 Games and serve as a venue for external professionals to bring national and international approaches to Southern California.

2. REGIONAL PLANNING -- Lead regional planning efforts to support a 2028 Games for all of Southern California, including an approach to TDM.

SCAG’s regional planning will focus on passenger and freight TDM to increase the efficiency of the region’s transportation system. Activities aim to fill gaps needed to realize a “transit-first” Games, reducing vehicle miles traveled (VMT), ensuring minimal disruptions to business/logistics operations, and motivating enduring mode shifts. SCAG’s regional TDM planning will be integrated into communication efforts to ensure consistent and efficient messaging, in coordination with regional partners.

Within this **regional planning** strategy, staff will track the incentives identified and deployed, the number of partners engaged, and shifts in travel behavior. SCAG will lead the following two (2) projects:

2028 Games TDM Initiation Plan and Implementation. Building upon SCAG’s 2019 TDM Strategic Plan, this project will create a TDM Implementation Plan, Implementation Roadmap, and Toolbox to identify effective ways to address mega-events. This work will be supported by the implementation of pilot and permanent projects, as well as potentially developing and sustaining transportation management associations and organizations (TMA/TMO). SCAG will work with LA Metro to explore alignments with its TDM Strategic Plan. A comprehensive communications strategy will ensure SCAG connects information and critical updates with public and private partners.

2028 Games Freight TDM Implementation. SCAG will develop a first-of-class Freight TDM Strategy and Implementation Plan to support the anticipated operational impacts associated with the 2028 Games. SCAG will identify opportunities for pilot activities that incentivize more efficient goods movement, including off-peak delivery, micro-distribution consolidation, and others. This strategic approach will serve as a legacy framework to inform pilot projects in advance of full-scale deployment. SCAG will work with industry partners, local jurisdictions, the ports, LA Metro, and other partners in the development of its strategy, and ongoing engagement will facilitate sharing of

information, including event related impacts to critical routes so that businesses can make appropriate operational decisions.

3. TECHNICAL ASSISTANCE -- Fund implementation of pilot and permanent projects.

SCAG's technical assistance practice provides funding, administrative capacity, and technical expertise to implementing agencies to carry out projects that both meet local priorities and support regional goals. For Los Angeles County, SCAG will account for the project and program priorities of the Los Angeles Metro Mobility Concept Plan. SCAG's pilot and permanent projects will allow for implementation in time for the 2028 Games and will provide motivation for the region to advance more long-term adoption.

Within this strategy, staff will track the number of projects funded, the total funding distributed, as well as successful interventions. SCAG will lead the following four (4) projects.

TDM Pilot and Permanent Projects. Drawing recommendations from the TDM Initiation Plan and Implementation Roadmap, SCAG will identify public and private partners for pilot and permanent project implementation. Projects may include mobility hubs, first/last mile connections, wayfinding signage and digital tools, incentive programs, marketing campaigns, etc.

Freight TDM Pilot and Permanent Projects. For goods movement, SCAG will identify public and private partners for pilot and permanent project implementation, including off-peak operations, zero-emissions fleet conversion, and last-mile delivery solutions.

Quick-Build Transportation Safety Projects. Quick-builds allow for rapid changes to streets without the need to excavate or pour concrete or asphalt, using low-cost materials like paint, bollards, and signs to create new configurations to existing street space. SCAG will provide funding and technical assistance to projects selected through a competitive call for application and through a partnership with LADOT.

Community Hub Toolkit and Call for Projects. SCAG will engage local stakeholders to support the development of community hubs for the 2028 Games, facilitating community-led efforts to reduce vehicular trips. This concept allows SCAG and its local partners to reimagine street space as a community space, increasing access in place.

4. FUNDING AND ADVOCACY – Bring in and administer funding and resources.

SCAG has extensive experience administering federal and state grants, including fiscal and programmatic oversight over government, private, and nonprofit contractors. Activities include procurement, contract development and management, subawards to jurisdictions, and financial tracking. Existing funding sources include Safe Streets and Roads for All (SS4A), the Carbon Reduction Program (CRP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), the Surface Transportation Block Grant (STBG), and the California Active Transportation Program (ATP). In particular, the federal fiscal year 2026-2027 and federal fiscal year 2027-2028 STBG and CMAQ Call for Project Nominations, serves as a critical opportunity for partners to seek

funding to deliver projects and programs in support of the 2028 Games. SCAG recognizes the importance of the timing of this Call and will continue to encourage partners to apply.

Together with GME partners, SCAG will also advocate for policies and streamlined processes to expedite delivery of projects that support the Games, including those from the LA Metro Mobility Concept Plan. SCAG is currently exploring ways to work with Caltrans and the federal agencies on piloting expedited obligation processes for federal funds in support of 2028 Games projects/programs. When seeking additional funding sources, SCAG will evaluate the feasibility of obligating, programming, and expending funds so that projects are in place for the 2028 Games.

DRAFT



Regional Planning Update



Overview

This update focuses on:

2024 SCS

SB 375 Reform Efforts

SCAG's role in
2028 Games planning

SCAG's 2024 SCS

- Approved SCS required to access key state transportation funding

- SCAG required to submit an SCS to CARB for approval every four years, per SB 375

CARB raised concerns, primarily over auto operating cost assumptions

- Concerns initially communicated in a January 12, 2024, letter from CARB on the draft 2024 SCS

SCAG has been working with CARB to receive a final determination

- SCAG submitted a final set of supplemental materials to CARB supporting the SCS assumptions in March 2025

SB 375 Reform

- SCAG and other major MPOs requested reform of SB 375

- September 2024 letter sent to CARB

CARB expressed support for dialogue on SB 375 reform

- October 2024 response letter issued by CARB

MPOs and RTPAs collaborating on shared SB 375 reform principles

SCAG's Role in 2028 Olympic Games Planning

- Volleyball at the Honda Center in Anaheim and surfing at Trestles Beach in northern San Diego County, Just south of San Clemente in Orange County

- April 15, 2025, update to 2028 Games venues

SCAG designated as lead agency for Transportation Demand Management by Games Mobility Executives

- Drafted 2028 Games Mobility Program Development Framework
- Hosting stakeholder engagement forums

OCTA developing a Draft Service Plan for the 2028 Games

- Preliminary findings to be shared at a future OCTA Board of Directors meeting

Next Steps

Continue monitoring and engaging in:

SCS determination by CARB

SB 375 reform efforts

2028 Games planning coordination